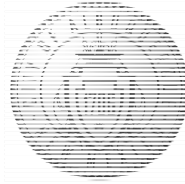




Landmarks Commission



Staff Report

Agenda Item: 5
Case # SI-2023-00337
Project # PR-2023-008232
March 8, 2023

Agent	CABQ Planning Department
Applicant	City of Albuquerque
Request	Adoption of City Landmark Designation
Legal Description	Central Avenue Bridge
Address/Location	Central Avenue Bridge between Tingley Drive and Sunset Road
Size	1200' span
Zoning	
Historic Location	

Staff Recommendation

APPROVAL of Case # SI-2023-00337, Project # PR-2023-008232, a request to Recommend Adoption for City Landmark Designation of the Central Avenue Bridge, based on the Findings beginning on page 11 and subject to the Condition of Approval on page 12.

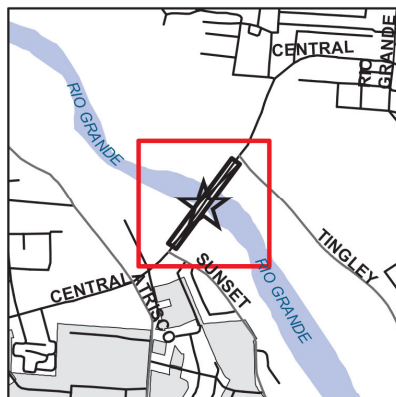
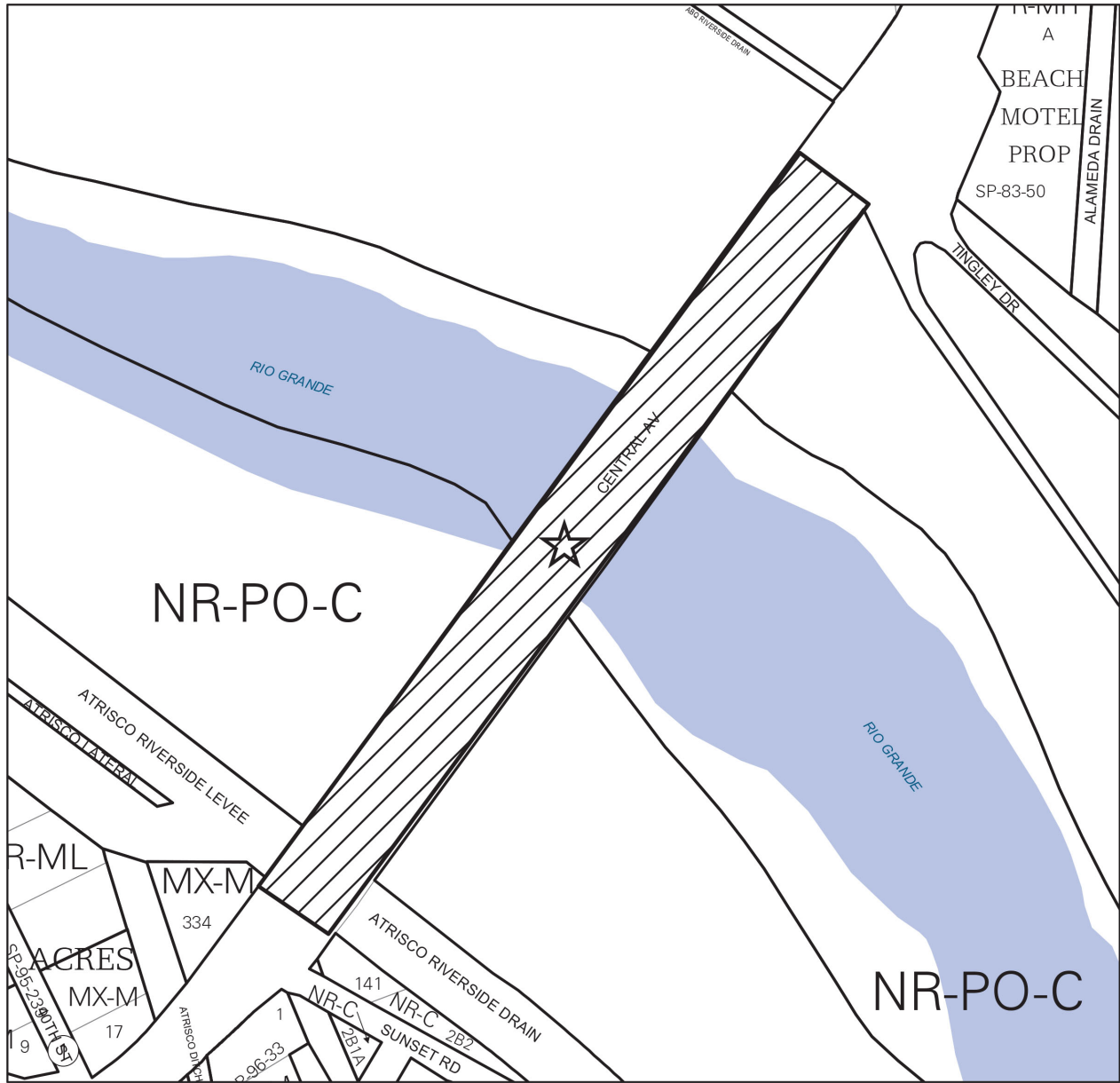
Silvia Bolivar, PLA, ASLA
Historic Preservation Planner

Summary of Analysis

The application for Adoption or Amendment of Historic Designation requests a recommendation by the Landmarks Commission for City Landmark designation of the Central Avenue Bridge located on Central Avenue between Tingley Drive and Sunset Road. The Central Avenue Bridge is arguably one of the community's most historically significant structures as it became a key part of Route 66 history. Local landmark designation has been discussed for many years.

In February of 2022, an application was submitted to those reviewing potential nominations for a listing on the National Register of Historic Places (NRHP) so that a formal nomination could be made. As the current bridge structure was built in 1983, it does not meet the 50-year criterion and, though significant, is not considered eligible for national nomination. Bridges on state highway systems meeting eligibility requirements of the National Register of Historic Places are entitled to a review process before being destroyed. Generally, the rules make demolition possible, providing there is mitigation, often in the form of photographs or other documentation. However, the proposal to designate the Central Avenue Bridge as a City Landmark is an effort to mark the bridge's significance and the realignment of Route 66 to the growth of Albuquerque.

The request has been reviewed in accordance with Subsection 6-7(C)(3)(c) of the Integrated Development Ordinance (IDO) for Designation of a Landmark Site or Structure.



IDO ZONING MAP

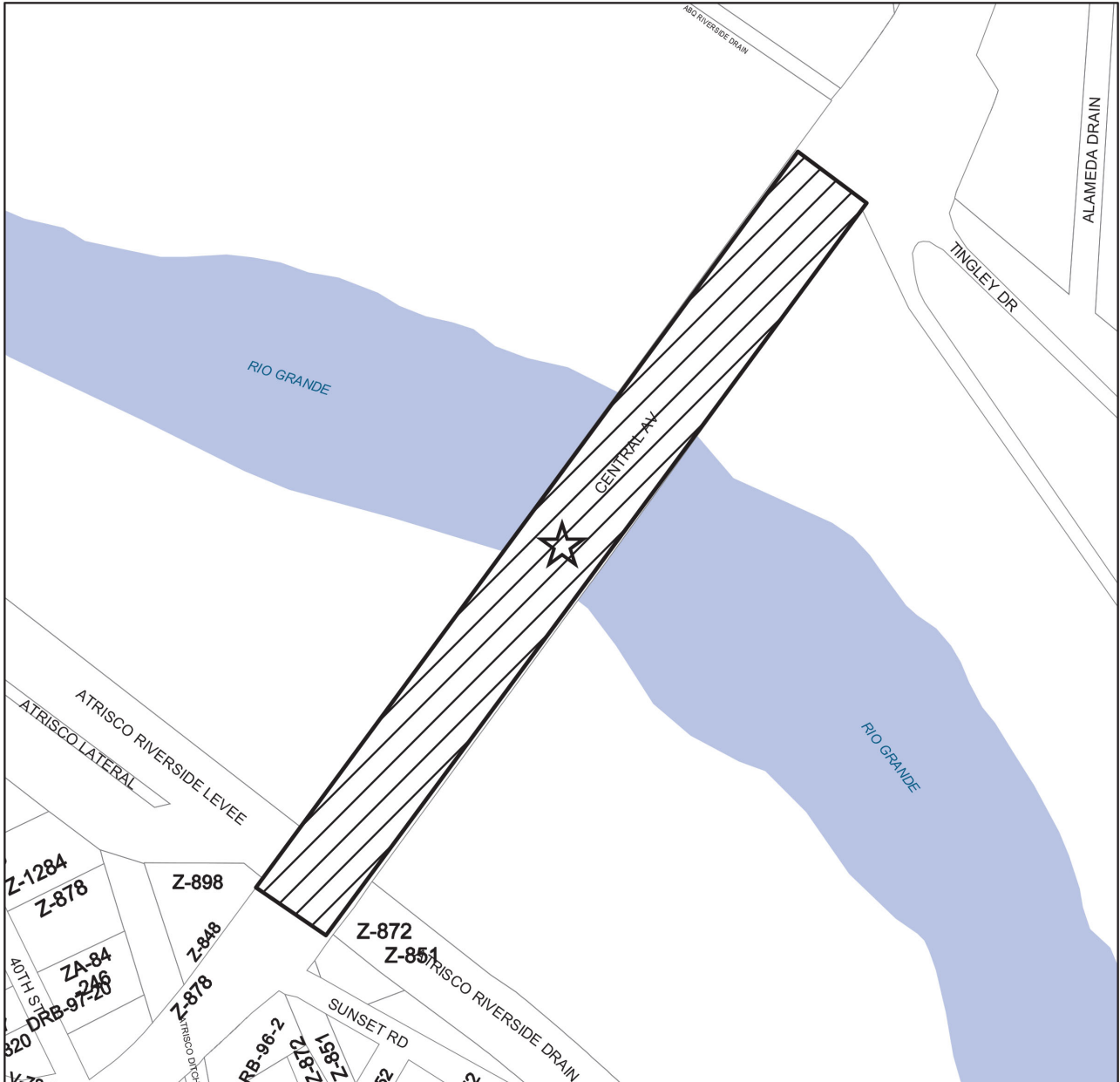
Note: Gray shading indicates County.



1 inch = 250 feet

Hearing Date:
3/8/2023
Project Number:
PR-2023-008232
Case Numbers:
SI-2023-00337

Zone Atlas Page:
J-12



HISTORY MAP

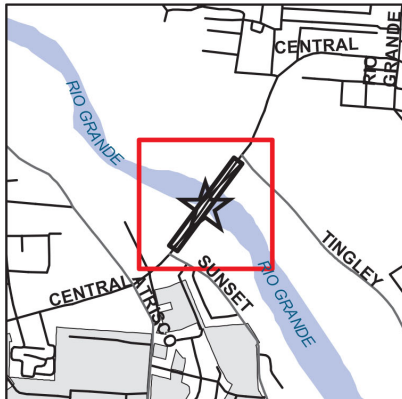
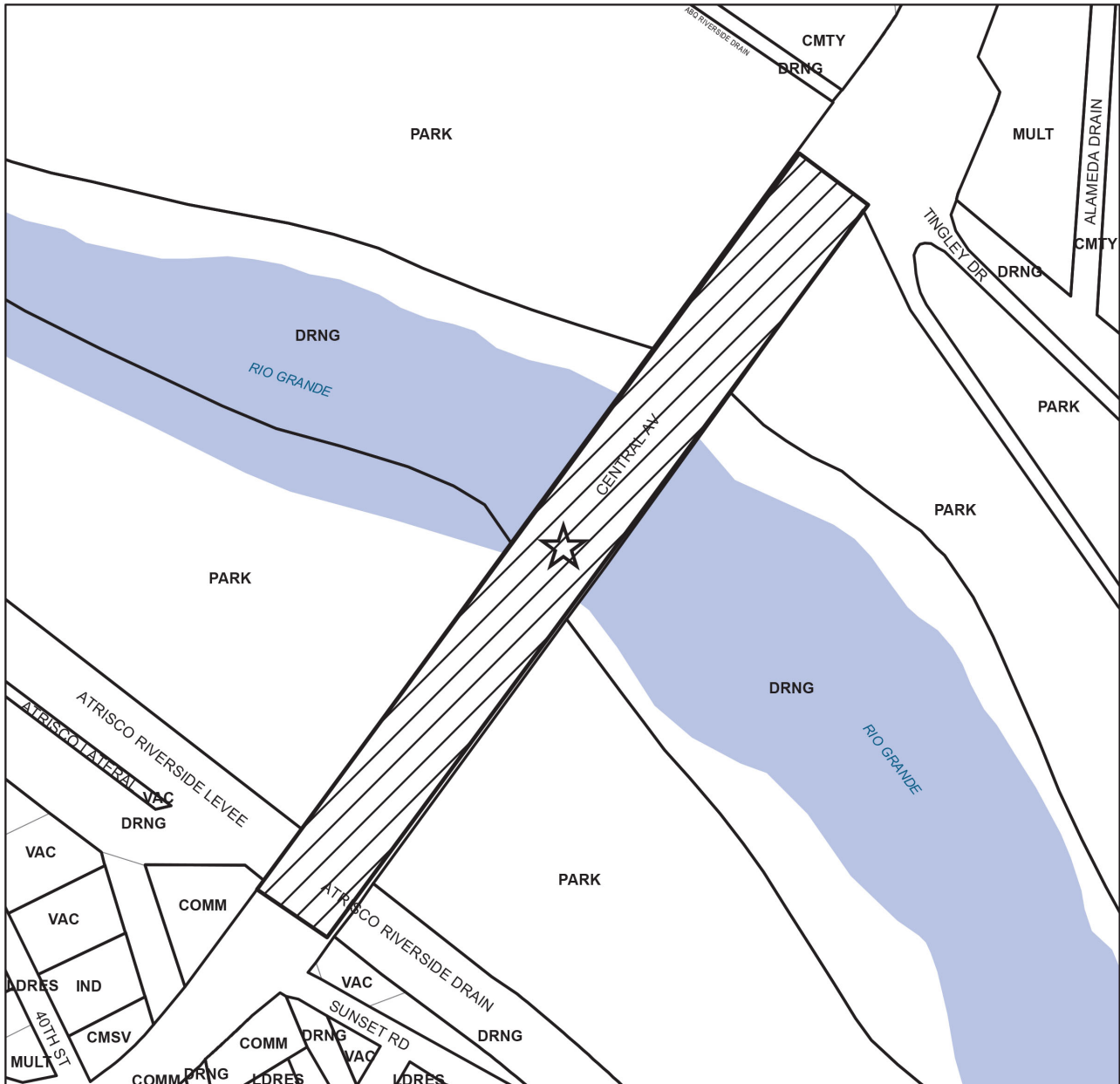
Note: Gray shading indicates County.



1 inch = 250 feet

Hearing Date:
3/8/2023
Project Number:
PR-2023-008232
Case Numbers:
SI-2023-00337

Zone Atlas Page:
J-12



LAND USE MAP

Note: Gray shading indicates County.

Key to Land Use Abbreviations	
LDRES Low-density Residential	APRT Airport
MULT Multi-family	TRANS Transportation
COMM Commercial Retail	AGRI Agriculture
CMSV Commercial Services	PARK Parks and Open Space
OFC Office	DRNG Drainage
IND Industrial	VAC Vacant
INSMED Institutional / Medical	UTIL Utilities
ED Educational	CMTY Community
	KAFB Kirtland Air Force Base



1 inch = 250 feet

Hearing Date:
3/8/2023
Project Number:
PR-2023-008232
Case Numbers:
SI-2023-00337

Zone Atlas Page:
J-12

SUMMARY OF REQUEST

<i>Request</i>	<i>Adoption or Amendment of Historic Designation</i>
<i>Historic Location</i>	

I AREA HISTORY AND CHARACTER

Surrounding architectural styles, historic character and recent (re)development

	<i># of Stories</i>	<i>Roof Configuration, Architectural Style and Approximate Age of Construction</i>	<i>Historic Classification & Land Use</i>
<i>General Area</i>	1		Commercial

II INTRODUCTION

Proposal

The application for Adoption or Amendment of Historic Designation requests a recommendation by the Landmarks Commission for City Landmark designation of the Central Avenue Bridge located on Central Avenue between Tingley Drive and Sunset Road. The Central Avenue Bridge is arguably one of the community’s most historically significant structures as it became a key part of Route 66 history and became its most important feature.

During the early years of the federal highway system, engineers realigned highways to create efficient and safer roadways. Although many realignments tended to be minor, but a few involved major rerouting of roads. For example, in 1926, Route 66, as it passed through New Mexico, was 507 miles long and was reduced to 399 miles in 1937. Due to the realignment of Route 66, the Central Avenue Bridge was necessary for the largest rerouting project (Laguna Cut-Off). The completion of this bridge by the State of New Mexico was the final hurdle that led the U.S. Bureau of Public Roads to recognize the Santa Rosa-Laguna Shortcut as the future alignment of Route 66.

In February of 2022, an application was submitted to those reviewing potential nominations for a listing on the National Register of Historic Places (NRHP) so that a formal nomination could be made. As the current bridge structure was built in 1983, it does not meet the 50-year criterion and, though significant, is not considered eligible for national nomination. Bridges on state highway systems meeting eligibility requirements of the National Register of Historic Places are entitled to a review process before being destroyed. Generally, the rules make demolition possible, providing there is mitigation, often in the form of photographs or other documentation. However, the proposal to designate the Central Avenue Bridge as a City Landmark is an effort to mark the bridge's significance and the realignment of Route 66 to the growth of Albuquerque.

Background and History

The history of New Mexico bridge building, as it relates to historic bridges under New Mexico Department of Transportation (NMDOT) maintenance responsibility, begins with the railroad's coming. While the railroad competed with highway development in the east, in New Mexico, it spurred the development of roads. As the railroad came into the Territory of New Mexico, roads were needed to get supplies to construction sites and products onto trains and into the regional economy and enable communication throughout the state. The essential part of road construction during the territorial and early statehood periods was the construction of bridges. With bridges to cross the dramatic topography of New Mexico, teams and wagons could transport goods to the railroads.

The early focus in New Mexico was on “getting the road through,” which entailed quick grading of roads, aligning spillways and dips at crossings where a bridge was not absolutely required, and constructing bridges were essential. When New Mexico achieved statehood, national funds began to flow into the state to aid in the development of roads, and the United States as a whole began to focus on creating a system of roads that would connect at state lines. Although a true Interstate system was not initiated until 1956, most of the highways that were developed after 1912 were planned with an eye toward standardization and interconnectivity within each state and across the state lines.

During the mid-1920s, New Mexico began to realize the effects of tourism on the road system. Although NMSHD had experimented with concrete road sections, most of the roads in the state were constructed of lower-quality materials that required higher maintenance. These materials did not stand up well to increased traffic. In 1923, it was reported that 48,000 tourist vehicles had passed through Albuquerque.

By the end of the 1920s, the NMSHD constructed U.S. 66 (Route 66) through New Mexico. The highway ran from Chicago to Los Angeles connecting many of the main streets of rural America. In 1926, New Mexico's portion of U.S. 66 was 507 miles in length, connecting Glenrio, Tucumcari, Santa Rosa, Romeroville, Santa Fe, Albuquerque, Los Lunas, Correo, Grants, and Gallup. Because the highway was essential to linking of local roads, a campaign began in the late 1920s to straighten the route to an east-west alignment through Albuquerque. Governor A. T. Hannett recognized the need to shorten the route and proposed a shortcut that was established between Santa Rosa and Laguna, resulting in a total travel distance across the state of 399 miles. The Laguna Cut-Off required crossing two rivers: The Rio Grande and the Rio Puerco. This became a reality and by 1937 the road had been shortened to 399 miles, largely due to the efforts of Governor Clyde Tingley, who was responsible for obtaining a significant amount of New Deal funding for New Mexico.

Concrete was introduced into New Mexico bridge building during the Territorial period, but timber remained the primary bridge construction material until the 1950s. Concrete began to be used for bridges during the 1930s and then after World War II, but it was not until the 1950s and the construction of the Interstate system that concrete and steel bridges became more common.

The original highway bridge was constructed on Central Avenue in 1930 using state funds and spanned the Rio Grande River (Figure 1). The role of the levees in flood control of the Rio Grande played an essential part in the design and construction of the bridge.

The Central Avenue Bridge function has changed with time, and different bridge structures have been built to accommodate changing needs. The original bridge (1930-1952), had 54 spans at 25 feet for a total of 1,350 ft. It was constructed with timber piles, steel girders, and a concrete deck. The roadway was 20 ft wide with sidewalks measuring 6 ft. The second bridge (1952-1983) added a parallel bridge with 18-75 ft spans for one-way traffic and was constructed with similar construction methods used for the original bridge (timber piles, steel girders, and a concrete deck) (Figure 2). In 1983, the State replaced the existing bridges with a new bridge structure composed of two separate bridge deck units with 16 spans at 75 ft intervals, spanning 1200 ft. The current bridge decks rest on concrete piers and have concrete girders, and a concrete deck (Figure 3).

The overall bridge is shorter than the 1952 dual-structure bridge as the Rio Grande got a flood control dam above Albuquerque, Cochiti Dam. Each deck unit has three 12 ft wide traffic lanes, an 8 ft. wide emergency stopping lane, and a 5 ft. wide sidewalk.



Figure 1: Original Central Avenue Bridge (1930)

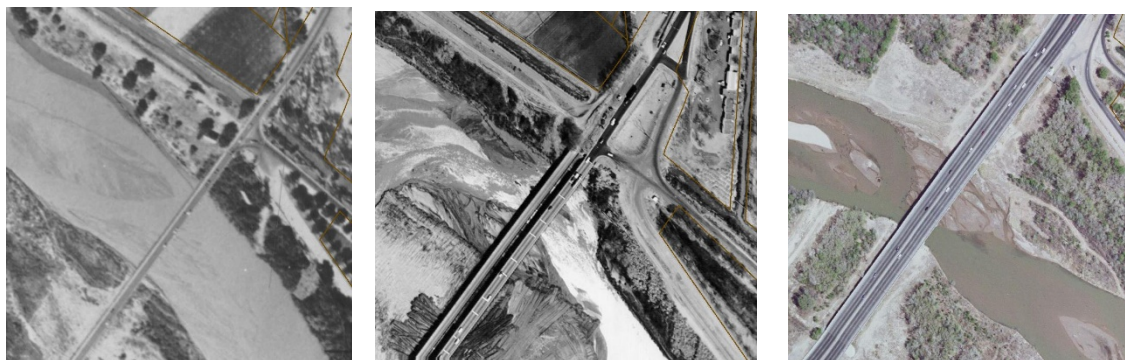


Figure 2: Central Ave Bridge crossing 1930, 1953, 1983



Figure 3: Current Bridge with Parallel Segments

As previously mentioned, the proposal to designate the Central Avenue Bridge as a City Landmark is an effort to mark the bridge's significance and the realignment of Route 66 to the growth of Albuquerque. In addition, the Landmark designation of this important site will give the Landmarks Commission the future responsibility and opportunity to honor this critical site because the bridge crossing serves as a physical record of events that helped shape the City of Albuquerque and its associated railroad, highway development, and the history of New Mexico bridge building.

III. APPLICABLE PLANS, ORDINANCES, DESIGN GUIDELINES & POLICIES

ANALYSIS

Policies are written in regular text and staff analysis and comment in bold italic print.

Integrated Development Ordinance (IDO) 14-16-6-7(C)(3)(c) –Review and Decision Criteria for Designation of a Landmark Site or Structure

IDO Section 14-16-6-7(C)(3) states that an application for designation of a landmark site or structure shall be approved if it is of particular historical, architectural, cultural or archaeological significance and meets any of the following criteria:

1. It is the site of a significant historic event.
2. It is identified with a person who significantly contributed to the history of the city, State, or nation.
3. It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style.
4. It embodies the distinctive characteristics of a type, period, or method of construction.
5. It possesses high architectural value.
6. It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city.
7. It embodies elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation.

8. Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark.
9. It has yielded or is very likely to yield information important in history or prehistory.
10. It is included in the National Register of Historic Places or the New Mexico Cultural Properties Register.

The Central Avenue Bridge satisfies the following criteria:

It is of particular historical, architectural, cultural, or archaeological significance.

The Santa Rosa-Laguna Shortcut is a section of US 66 that was shortened by 107 miles due to the independent construction of the Santa Rosa and Laguna Cut-offs. The two cut-offs were constructed after August of 1926, when Route 66 was officially designated and aligned through New Mexico and, up to October of 1937, when Route 66 was originally rerouted along the new shortcut.

The completion of Central Avenue Bridge by the State of New Mexico was the final hurdle that led the U.S. Bureau of Public Roads to recognize the Santa Rosa-Laguna Shortcut as the future alignment of Route 66. This event made the shortening of Route 66 by 107 miles a reality in 1937.

The Central Avenue Bridge over the flood-prone Rio Grade was essential for transcontinental highway traffic to travel through New Mexico. Every vehicle that went through Albuquerque on Route 66 from 1937 to 1983 traveled over two versions of the Central Avenue Bridge.

1. *It is the site of a significant historic event.*

The construction and implementation of the bridge in 1930 was the final event that helped federal officials accept the Santa Rosa-Laguna shortcut in New Mexico and realign Route 66 east-west through Albuquerque.

Neighborhood Notification

Adjacent property owners to the Central Avenue Bridge were sent letters on Friday, December 23, 2022, informing them of the City's plans to nominate the bridge as a City Landmark (see attachments).

In addition, since the City is the Applicant, all neighborhood associations within two miles were required to be notified. Email notifications were sent on Thursday, December 22, 2022 to the following neighborhood associations: ABQCore Neighborhood Association, Pat Hurley NA, West Mesa NA, Near North Valley NA, Sawmill Area NA, Downtown Neighborhoods Association, Alamosa NA, Crestview Bluff Neighbors Association, Barelas NA, North Valley Coalition, South West Alliance of Neighborhoods (SWAN Coalition), Huning Castle NA, Vecinos Del Bosque NA, Los Duranes NA, Wells Park NA, Raynolds Addition NA, West Park NA, West Old Town NA, Vista Magnifica Association, Riverview Heights NA, South Valley Coalition of Neighborhood Associations, Westside Coalition of Neighborhood Associations (see attachments).

The requisite sign was posted at the property giving notification of this application.

City of Albuquerque Land Use Facilitation Program Project Meeting Report

A pre-submittal facilitated meeting was held on January 30, 2023, via Zoom (see attachments). While the neighborhood associations expressed support for the nomination for the Central Avenue Bridge, some expressed concern about how this nomination would affect future art projects and future construction/remodeling projects if it were to be designated a landmark.

Conclusions

As discussed in the analysis, Staff concludes that the request meets the criteria for designation of a City Landmark as per requirements in the IDO Subsection 6-7(C)(3)(c), subject to the recommended Conditions of Approval.

Staff recommends that the Landmark Commission recommend approval of the Central Avenue Bridge to the Mayor for final recommendation and final Approval by City Council.

FINDINGS for APPROVAL of a request to Recommend Adoption for City Landmark Designation of the Central Avenue Bridge – Case SI-2023-00337/Project # PR-2023-008232 – March 8, 2023.

1. This application is a request for Designation of a Landmark or Structure located on Central Avenue between Tingley Drive and Sunset Road.
2. The structure is composed of two separate bridge deck units with 16 spans at 75 ft intervals, spanning 1200 ft.
3. The request meets the Designation of a Landmark or Structure Review & Decision Criteria in IDO Section 14-16-6-7(C)(3)(c) as follows:

It is of particular historical, architectural, cultural, or archaeological significance.

The Santa Rosa-Laguna Shortcut is a section of US 66 that was shortened by 107 miles due to the independent construction of the Santa Rosa and Laguna Cut-offs. The two cut-offs were constructed after August of 1926, when Route 66 was officially designated and aligned through New Mexico and, up to October of 1937, when Route 66 was originally rerouted along the new shortcut.

The completion of Central Avenue Bridge by the State of New Mexico was the final hurdle that led the U.S. Bureau of Public Roads to recognize the Santa Rosa-Laguna Shortcut as the future alignment of Route 66. This event made the shortening of Route 66 by 107 miles a reality in 1937.

The Central Avenue Bridge over the flood-prone Rio Grade was essential for transcontinental highway traffic to travel through New Mexico. Every vehicle that went through Albuquerque on Route 66 from 1937 to 1983 traveled over two versions of the Central Avenue Bridge.

1. It is the site of a significant historic event.

The construction and implementation of the bridge in 1930 was the final event that helped federal officials accept the Santa Rosa-Laguna shortcut in New Mexico and realign Route 66 east-west through Albuquerque. The construction of the Central Avenue Bridge in 1930 was the final state funded structure that motivated federal officials to reroute Route 66 and save 107 miles of travel.

RECOMMENDATION

Case SI-2023-00337/Project PR-2023-008322 – March 8, 2023

APPROVAL of Case SI-2023-00337/Project # PR-2023-008232, a request to Recommend Adoption for City Landmark Designation of the Central Avenue Bridge, located on Central Avenue between Tingley Drive and Sunset Road, based on the above three (3) Findings and subject to the following Conditions of Approval.

A Recommendation of Approval will be forwarded to the Mayor’s office for final Recommendation and then final Approval by City Council.

Recommended Condition of Approval:

1. If approved, the LC staff would work with the City to ensure that a plaque is placed at the bridge commemorating the significance of the bridge as it was a key part of Route 66 history.

Silvia Bolivar

Silvia Bolivar, PLA, ASLA
Historic Preservation Planner
Urban Design and Development Division



Figure 1: Posted sign request 02323



Figure 2: Central Avenue Bridge



Figure 3:

Figure 4: Posted sign request



Figure 5: Central Avenue Bridge





Figure 6: Intersection at Central Avenue Bridge

Figure 7: Central Avenue Bridge



Figure 8: Central Avenue Bridge



Figure 9:

Figure 10: Rio Grande.



Figure 11: Central Avenue Bridge

APPLICANT INFORMATION

CITY OF ALBUQUERQUE



February 7, 2023

Rosie Dudley
Chair, Landmarks Commission
c/o City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

Re: Nomination of the Central Avenue Bridge as a City Landmark

Dear Chair Dudley:

The City of Albuquerque Planning Department, Historic Preservation Unit, proposes designating Central Avenue Bridge as a City Landmark. During the early years of the federal highway system, engineers realigned highways to create efficient and safer roadways. Although many realignments tended to be minor, but a few involved major rerouting of roads. For example, in 1926, Route 66, as it passed through New Mexico, was 507 miles long and was reduced to 399 miles in 1937. Due to the realignment of Route 66, the Central Avenue Bridge was necessary for the largest rerouting project (Laguna Cutoff).

In February of 2022, an application was submitted to those reviewing potential nominations for a listing on the National Register of Historic Places (NRHP) so that a formal nomination could be made (see attachments). As the current bridge structure was built in 1983, it does not meet the 50-year criterion and, though significant, is not considered eligible for national nomination.

Bridges on state highway systems meeting eligibility requirements of the National Register of Historic Places are entitled to a review process before being destroyed. Generally, the rules make it possible for demolition to take place providing there is mitigation, often in the form of photographs or other documentation. The proposal to designate the Central Avenue Bridge as a City Landmark is an effort to mark the significance of the bridge and the realignment of Route 66 to the growth of Albuquerque.

This nomination will provide the history that explains why this river crossing was so important to the development and eventual history of Route 66.

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

Brief History

The official origin of Route 66 was the Federal Aid Highway Act of 1921. The intent of the Federal Aid Highway Act of 1921, successor to the earlier highway appropriations legislation of 1916, was to create a coherent highway network by requiring that Federal aid be concentrated on projects that would expedite completion of an adequate and connected system of interstate highways.

Route 66 was established in New Mexico in August of 1926, with its' route following existing highways from Tucumcari to Gallup and was 507 miles long. Governor A. T. Hannett recognized the need to shorten the route and proposed a shortcut that was established between Santa Rosa and Laguna, resulting in a total travel distance across the state of 399 miles. The Laguna Cut-Off required crossing two rivers: The Rio Grande and the Rio Puerco.

In June 1925, Governor Clyde Tingley proposed the Laguna Cut-Off, where the Cut-Off would gain the advantage of using Central Avenue for Route 66 and save 17 travel miles. The original highway bridge was constructed on Central Avenue in 1930 using state funds and spanned the Rio Grande River (Figure 1). The role of the levees in flood control of the Rio Grande played an essential part in the design and construction of the bridge.

The Central Avenue Bridge function has changed with time, and different bridge structures have been built to accommodate changing needs. The original bridge (1930-1952), had 54 spans at 25 feet for a total of 1,350 ft. It was constructed with timber piles, steel girders, and a concrete deck. The roadway was 20 ft wide with sidewalks measuring 6 ft. The second bridge (1952-1983) added a parallel bridge with 18-75 ft spans for one-way traffic and was constructed with similar construction methods used for the original bridge (timber piles, steel girders, and a concrete deck) (Figure 2). In 1983, the State replaced the existing bridges with a new bridge structure composed of two separate bridge deck units with 16 spans at 75 ft intervals, spanning 1200 ft. The current bridge decks rest on concrete piers and have concrete girders, and a concrete deck (Figure 3).



Figure 1: Original Central Avenue Bridge (1930)



Figure 2:Central Ave Bridge crossing 1930, 1953, 1983



Figure 3:Current Bridge with Parallel Segments

IDO Section 14-16-6-7(C)(3)(c), the Review and Decision Criteria for the Designation of a Landmark Site or Structure states:

An application for designation of a landmark site or structure shall be approved if it is of particular historical, architectural, cultural, or archaeological significance and meets any of the following criteria:

1. It is the site of a significant historic event.
2. It is identified with a person who significantly contributed to the history of the city, State, or nation.
3. It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style.
4. It embodies the distinctive characteristics of a type, period, or method of construction.
5. It possesses high architectural value.
6. It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city.
7. It embodies elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation.

8. Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark.
9. It has yielded or is very likely to yield information important to history or prehistory.
10. It is included in the National Register of Historic Places or the New Mexico Cultural Properties Register.

The Central Avenue Bridge satisfies the following criteria:

It is of particular historical, architectural, cultural, or archaeological significance.

The Santa Rosa-Laguna Shortcut is a section of US 66 that was shortened by 107 miles due to the independent construction of the Santa Rosa and Laguna Cut-offs. The two cut-offs were constructed after August of 1926, when Route 66 was officially designated and aligned through New Mexico and, up to October of 1937, when Route 66 was originally rerouted along the new shortcut.

The completion of Central Avenue Bridge by the State of New Mexico was the final hurdle that led the U.S. Bureau of Public Roads to recognize the Santa Rosa-Laguna Shortcut as the future alignment of Route 66. This event made the shortening of Route 66 by 107 miles a reality in 1937.

The Central Avenue Bridge over the flood-prone Rio Grade was essential for transcontinental highway traffic to travel through New Mexico. Every vehicle that went through Albuquerque on Route 66 from 1937 to 1983 traveled over two versions of the Central Avenue Bridge.

1. It is the site of a significant historic event.

The construction and implementation of the bridge in 1930 was the final event that helped federal officials accept the Santa Rosa-Laguna shortcut in New Mexico and realign Route 66 east-west through Albuquerque.

Public Outreach

Adjacent property owners to the Central Avenue Bridge were sent letters on Friday, December 23, 2022, informing them of the City's plans to nominate the bridge as a City Landmark (see attachments). In addition, since the City is the Applicant, all neighborhood associations within two miles were required to be notified. Email notifications were sent on Thursday, December 22, 2022 (see attachments).

To date, staff received several telephone calls from neighborhood representatives making inquiries about the proposed nomination, its' benefits, and requirements for a facilitated meeting. Subsequently, a request for a facilitating meeting was received.

City of Albuquerque Land Use Facilitation Program Project Meeting Report

A pre-submittal facilitated meeting was held on January 30, 2023, via Zoom (see attachments). While the neighborhood associations expressed support for the nomination

for the Central Avenue Bridge, some expressed concern about how this nomination would affect the Central Avenue/Route 66 underpass and proposed improvements to the structure.

Conclusion

By establishing the Central Avenue Bridge as a City Landmark, the Landmarks Commission also has the responsibility to determine the elements of the site to be preserved and protected. As this is not the original structure, the most important feature is the continued crossing of the Rio Grande River by Route 66.

The City of Albuquerque Historic Preservation Department hereby requests a favorable review of this application for Landmark status for the Central Avenue Bridge and that a recommendation to that affect be forwarded to the mayor for further consideration.

Sincerely,

Leslie Naji

Leslie Naji
Principal Planner, Landmarks Commission
City of Albuquerque Planning Department

Silvia Bolivar

Silvia Bolivar
Senior Planner, Landmarks Commission
City of Albuquerque Planning Department



Please check the appropriate box and refer to supplemental forms for submittal requirements. All fees must be paid at the time of application.

Administrative Decisions	Decisions Requiring a Public Meeting or Hearing	Policy Decisions
<input type="checkbox"/> Archaeological Certificate (Form P3)	<input type="checkbox"/> Site Plan – EPC including any Variances – EPC (Form P1)	<input type="checkbox"/> Adoption or Amendment of Comprehensive Plan or Facility Plan (Form Z)
<input type="checkbox"/> Historic Certificate of Appropriateness – Minor (Form L)	<input type="checkbox"/> Master Development Plan (Form P1)	<input checked="" type="checkbox"/> Adoption or Amendment of Historic Designation (Form L)
<input type="checkbox"/> Alternative Signage Plan (Form P3)	<input checked="" type="checkbox"/> Historic Certificate of Appropriateness – Major (Form L)	<input type="checkbox"/> Amendment of IDO Text (Form Z)
<input type="checkbox"/> Minor Amendment to Site Plan (Form P3)	<input type="checkbox"/> Demolition Outside of HPO (Form L)	<input type="checkbox"/> Annexation of Land (Form Z)
<input type="checkbox"/> WTF Approval (Form W1)	<input type="checkbox"/> Historic Design Standards and Guidelines (Form L)	<input type="checkbox"/> Amendment to Zoning Map – EPC (Form Z)
	<input type="checkbox"/> Wireless Telecommunications Facility Waiver (Form W2)	<input type="checkbox"/> Amendment to Zoning Map – Council (Form Z)
		Appeals
		<input type="checkbox"/> Decision by EPC, LC, ZHE, or City Staff (Form A)

APPLICATION INFORMATION

Applicant: City of Albuquerque		Phone:
Address: One Civic Plaza		Email:
City: Albuquerque	State: NM	Zip: 87102
Professional/Agent (if any): Planning Department/Leslie Naji		Phone: (505) 924-3927
Address: 600 2nd St		Email: lnaji@cabq.gov
City: Albuquerque	State: NM	Zip: 87102
Proprietary Interest in Site:	List <u>all</u> owners:	

BRIEF DESCRIPTION OF REQUEST

Designation of Central Ave. Bridge as a City Landmark

SITE INFORMATION (Accuracy of the existing legal description is crucial! Attach a separate sheet if necessary.)

Lot or Tract No.: NA	Block:	Unit:
Subdivision/Addition:	MRGCD Map No.:	UPC Code:
Zone Atlas Page(s): J-12	Existing Zoning:	Proposed Zoning:
# of Existing Lots:	# of Proposed Lots:	Total Area of Site (acres):

LOCATION OF PROPERTY BY STREETS

Site Address/Street: Central Ave. Between: Tingley Dr. and: Sunset Rd.

CASE HISTORY (List any current or prior project and case number(s) that may be relevant to your request.)

Signature:	Date: 2.6.23
Printed Name: Leslie Naji	<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent

FOR OFFICIAL USE ONLY

Case Numbers	Action	Fees	Case Numbers	Action	Fees

Meeting/Hearing Date:	Fee Total:
Staff Signature:	Date:
	Project #

Form L: Historic Preservation and Landmarks Commission (LC)

Please refer to the LC hearing schedule for public hearing dates and deadlines. Your attendance is required.

A single PDF file of the complete application including all plans and documents being submitted must be emailed to PLNDRS@cabq.gov prior to making a submittal. Zipped files or those over 9 MB cannot be delivered via email, in which case the PDF must be provided on a CD.

Type of Request		Historic Zone or Designation	
<input type="checkbox"/> Alteration	<input type="checkbox"/> Sign (see note below)	<input type="checkbox"/> East Downtown – HPO-1	<input type="checkbox"/> Downtown Area
<input type="checkbox"/> Demolition	<input checked="" type="checkbox"/> City Landmark Designation	<input type="checkbox"/> Eighth & Forrester – HPO-2	<input type="checkbox"/> Downtown Neighborhood Area – CPO-3
<input type="checkbox"/> New Construction	<input type="checkbox"/> City Overlay Designation	<input type="checkbox"/> Fourth Ward – HPO-3	<input type="checkbox"/> East Downtown – CPO-4
Number and Classification of Structures on Property		<input type="checkbox"/> Huning Highland – HPO-4	<input type="checkbox"/> Nob Hill/Highland – CPO-8
Contributing Structures: 1		<input type="checkbox"/> Old Town – HPO-5	<input type="checkbox"/> City Landmark
Noncontributing Structures:		<input type="checkbox"/> Silver Hill – HPO-6	
Unclassified Structures:		Residential Property? <input type="checkbox"/> Yes <input type="checkbox"/> No	

***PLEASE NOTE:** Approval of signs in the overlay zones may also require a sign permit from Zoning in addition to LC approval.

HISTORIC CERTIFICATE OF APPROPRIATENESS – MINOR Administrative Decision

- ___ All materials indicated on the project drawing checklist and required by the Historic Preservation Planner
- ___ Letter detailing the scope of the proposal and justifying the request per the criteria in IDO Section 14-16-6-5(D)(3)
- ___ Zone Atlas map with the entire site clearly outlined and labeled
- ___ Letter of authorization from the property owner if application is submitted by an agent
- ___ Required notices with content per IDO Section 14-16-6-4(K)(6)
- ___ Office of Neighborhood Coordination notice inquiry response and proof of emailed notice to affected Neighborhood Association representatives
- ___ Sign Posting Agreement

INFORMATION REQUIRED FOR ALL LANDMARKS COMMISSION PUBLIC HEARING APPLICATIONS

- N/A Interpreter Needed for Hearing? ___ if yes, indicate language: _____
- Proof of Pre-Application Meeting with City staff per IDO Section 14-16-6-4(B)
- Zone Atlas map with the entire site clearly outlined and labeled
- ___ Letter of authorization from the property owner if application is submitted by an agent
- Required notices with content per IDO Section 14-16-6-4(K)(6)
- ___ Office of Neighborhood Coordination notice inquiry response, notifying letter, and proof of first class mailing
- Proof of emailed notice to affected Neighborhood Association representatives
- Buffer map and list of property owners within 100 feet (excluding public rights-of-way), notifying letter, and proof of first class mailing
- Sign Posting Agreement

DEMOLITION OUTSIDE OF HPO Requires Public Hearing

- ___ Proof of Neighborhood Meeting per IDO Section 14-16-6-4(C)
- ___ Letter describing, explaining, and justifying the request per the criteria in IDO Section 14-16-6-6(B)(3)

HISTORIC CERTIFICATE OF APPROPRIATENESS – MAJOR Requires Public Hearing

- ___ All materials indicated on the project drawing checklist (8 packets for residential projects or 9 for non-residential or mixed-use)
- ___ Letter detailing the scope of the proposal and justifying the request per the criteria in IDO Section 14-16-6-(D)(3)

HISTORIC DESIGN STANDARDS AND GUIDELINES Requires Public Hearing

- ___ Proposed Design Standards and Guidelines
- ___ Letter describing, explaining, and justifying the request per the criteria in IDO Section 14-16-6-6(E)(3)


ADOPTION OR AMENDMENT OF HISTORIC DESIGNATION Requires Public Hearing

- Proof of Neighborhood Meeting per IDO Section 14-16-6-4(C)
- Letter describing, explaining, and justifying the request per the criteria in IDO Section 14-16-6-7(C)(3)

I, the applicant or agent, acknowledge that if any required information is not submitted with this application, the application will not be scheduled for a public meeting or hearing, if required, or otherwise processed until it is complete.

Signature: 	Date: 2.6.23
Printed Name: Leslie Naji	<input checked="" type="checkbox"/> Applicant or <input type="checkbox"/> Agent

FOR OFFICIAL USE ONLY	
Project Number:	Case Numbers
	-
	-
	-
Staff Signature:	
Date:	





LC PRE-APPLICATION MEETING



APPLICANT: CITY OF ALBUQUERQUE PLANNING DEPARTMENT DATE: December 12, 2022

AGENCY REPRESENTATIVES PRESENT AT MEETING:

Leslie Naji

Silvia Bolivar

Others _____

1. WHAT IS THE ADDRESS OF THE SUBJECT PROPERTY? On Central Avenue between Tingley Drive and Sunset Road

2. WHAT IS THE NATURE OF THE PROJECT?

Request recommendation of City Landmark designation for the Central Avenue Bridge

3. SUMMARY OF DISCUSSION (continued over)

Note: Pre-application discussions are provided to assist applicants in acquiring information on process, guidelines and requirements pertaining to their request. Interpretation of zoning requirements is the responsibility of the zoning enforcement officer, as provided for by the comprehensive zoning code. Any statements regarding zoning at the pre-application discussion are intended solely to direct the applicant to seek further information.

4. SIGN AND DATE TO VERIFY ATTENDANCE & RECEIPT OF THIS SUMMARY

(PRE-APPLICATION DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE NON-BINDING).



STAFF/DATE



APPLICANT OR AGENT/DATE

From: Salas, Alfredo E.
 To: Bolivar, Silvia A.
 Subject: RE: Tingley Drive and Sunset Road Public Notice Inquiry Sheet - City project 1-mile radius
 Date: Wednesday, December 21, 2022 2:44:24 PM
 Attachments: [msa001.png](#)
[msa002.png](#)
[msa003.png](#)
[msa004.png](#)
[msa005.png](#)

You want me to create a pdf of the ONC list?

From: Bolivar, Silvia A. <sabolivar@cabq.gov>
 Sent: Wednesday, December 21, 2022 2:01 PM
 To: Salas, Alfredo E. <ASalas@cabq.gov>
 Subject: FW: Tingley Drive and Sunset Road Public Notice Inquiry Sheet - City project 1-mile radius

Ernesto,

Can you figure out how to create a pdf with a reduction in size? This is above my payroll obviously!!!

Silvia

From: Carmona, Dalaina L. <dcarmona@cabq.gov>
 Sent: Wednesday, December 21, 2022 1:26 PM
 To: Bolivar, Silvia A. <sabolivar@cabq.gov>
 Subject: Tingley Drive and Sunset Road Public Notice Inquiry Sheet - City project 1-mile radius

PLEASE NOTE:

The City Council recently voted to update the Neighborhood Association Recognition Ordinance (NARO) and the Office of Neighborhood Coordination (ONC) is working to ensure all neighborhood associations and neighborhood coalitions are in compliance with the updated ordinance. There will likely be many updates and changes to association and coalition contact information over the next several months. With that in mind, please check with the ONC every two (2) weeks to ensure that the contact information you have for associations and coalitions is up to date.

Dear Applicant:

Please find the neighborhood contact information listed below. Please make certain to read the information further down in this e-mail as it will help answer other questions you may have.

Association Name	First Name	Last Name	Email	Address Line 1	Address Line 2	City	State	Zip	Mobile Phone	Phone
ABCCore Neighborhood Association	Joaquin	Baca	bacajoaquin9@gmail.com	100 Gold Avenue	#408	Albuquerque	NM	87102		5054176689
ABCCore Neighborhood Association	Rick	Rennie	rickrennie@comcast.net	326 Lucero Road		Albuquerque	NM	87048		5054502182
Pat Hurley NA	Julie	Radoslovich	julieradoslovich@gmail.com	235 Mezcal Circle NW		Albuquerque	NM	87105	5053524440	5052696855
Pat Hurley NA	Barbara	Baca	posthbaca@gmail.com	636 Atrisco Drive NW		Albuquerque	NM	87105	5053627737	5052696855
West Mesa NA	Dee	Silva	ddee4329@aol.com	313 63rd Street NW		Albuquerque	NM	87105	5053627737	5052696855
West Mesa NA	Michael	Quintana	westmesa63@gmail.com	301 63rd Street NW		Albuquerque	NM	87105	5059330277	5052696855
Near North Valley NA	Joe	Sabatini	jsabatini423@gmail.com	3514 6th Street NW		Albuquerque	NM	87107	5058507455	5053449212
Near North Valley NA	Jacob	Trujillo	nearnorthvalleyna@gmail.com	PO Box 6953		Albuquerque	NM	87197	5052213670	5059487162
Sawmill Area NA	Mari	Kempton	mari.kempton@gmail.com	1305 Claire Court NW		Albuquerque	NM	87104	6122260558	6097600743
Sawmill Area NA	Amanda	Browne	browne.amanda.jane@gmail.com	1314 Claire Court NW		Albuquerque	NM	87104	6097600743	6097600743
Downtown Neighborhoods Association	Zoning	Committee	zoning@abqna.com	400 Romero Street NW	Unit 1	Albuquerque	NM	87104		5053855809
Alamosa NA	Jerry	Gallegos	jgallegoswccde@gmail.com	5921 Central Avenue NW		Albuquerque	NM	87105	5053855809	5053852976
Alamosa NA	Jeanette	Baca	jeanettebaca973@gmail.com	900 Field SW		Albuquerque	NM	87121	5053792976	5058362976
Crestview Bluff Neighbors Association	Stephanie	Gilbert		908 Alta Vista Court SW		Albuquerque	NM	87105	5059445528	5059445528
Crestview Bluff Neighbors Association	Alfred	Otero	alotero57@gmail.com	414 Crestview Drive SW		Albuquerque	NM	87105		5059445528
Barelas NA	Lisa	Padilla	lisa@swop.net	904 3rd Street SW		Albuquerque	NM	87102		5054537154
Barelas NA	Courtney	Bell	liberty.c.bell@icloud.com	500 2nd Street SW	#9	Albuquerque	NM	87102	5059299397	5059299397
North Valley Coalition	Doyle	Kimbrough	newsmxmba@aol.com	2327 Campbell Road NW		Albuquerque	NM	87104	5052490938	5052490938
North Valley Coalition	Peggy	Norton	peggyorton@yahoo.com	P.O. Box 70232		Albuquerque	NM	87197	5058509293	5053459567
South West Alliance of Neighborhoods (SWAN Coalition)	Jerry	Gallegos	jgallegoswccde@gmail.com	5921 Central Avenue NW		Albuquerque	NM	87105	5053855809	5053855809
South West Alliance of Neighborhoods (SWAN Coalition)	Luis	Hernandez Jr.	luis@wccde.org	5921 Central Avenue NW		Albuquerque	NM	87105	5053855809	5053855809
Huning Castle NA	Harvey	Buchalter	hcbuchalter@gmail.com	1615 Kit Carson SW		Albuquerque	NM	87104	5052702495	5052472602
Huning Castle NA	Deborah	Allen	debjallen@gmail.com	206 Laguna Boulevard SW		Albuquerque	NM	87104		5052472602
Vecinos Del Bosque NA	Rod	Mahoney	rmahoney01@comcast.net	1838 Sadora Road SW		Albuquerque	NM	87105	5056813600	5056813600
Vecinos Del Bosque NA	Harrison	Alley	talleyh@gmail.com	1316 Dennison SW		Albuquerque	NM	87105		5059806151
Los Duranes NA	William	Herring	billherring@comcast.net	3104 Coca Road NW		Albuquerque	NM	87104		5059806151
Los Duranes NA	Lee	Gamsky	lee@leann.com	2412 Miles Road SE		Albuquerque	NM	87106	5058428865	5058428865
Wells Park NA	Doreen	McKnight	doreenmcknightnm@gmail.com	1426 7th Street NW		Albuquerque	NM	87102	5056152937	5056152937
Wells Park NA	Mike	Prando	mprando@msn.com	611 Bellamah NW		Albuquerque	NM	87102	5054536103	5054536103
Raynolds Addition NA	Margaret	Lopez	raynoldsneighborhood@gmail.com	1315 Gold Avenue SW		Albuquerque	NM	87102	5052899857	5052899857
Raynolds Addition NA	Janet	Manry	janet.manry@gmail.com	517 Gold Avenue SW	Apt. #113	Albuquerque	NM	87102	8327073645	8327073645
West Park NA	Lea	Pino	lea@thecasapino.com	2203 New York Avenue SW		Albuquerque	NM	87104		5052899857
West Park NA	Matt	Celesky	deadanimaldesign@bmnh.org	2213 New York Avenue SW		Albuquerque	NM	87104		5052899857
West Old Town NA	Glen	Effertz	steffertz@gmail.com	2918 Mountain Road NW		Albuquerque	NM	87104		5052899857
West Old Town NA	Gil	Clarke	g.clarke45@comcast.net	2630 Aloysia Lane NW		Albuquerque	NM	87104		5052899857
Vista Magnifica Association	Tom	Salas	beatfeet17@yahoo.com	1704 Cliffside Drive NW		Albuquerque	NM	87105		5052899857
Vista Magnifica Association	Anna	Solano	madmiles@msn.com	1616 Bluffs Place NW		Albuquerque	NM	87105		5052899857
Riverview Heights NA	Cyrus	Toll	tollhouse1@msn.com	1306 Riverview Drive NW		Albuquerque	NM	87105	5052052513	5052052513
Riverview Heights NA	Cynthia	Doe	cynthdoe@hotmail.com	1414 Crescent Drive NW		Albuquerque	NM	87105		5052052513
South Valley Coalition of Neighborhood Associations	Patricio	Dominguez	pdominguez@gmail.com	3094 Rosendo Garcia Road SW		Albuquerque	NM	87105		5052052513
South Valley Coalition of Neighborhood Associations	Peter	Eschman	eschman@unm.edu	1916 Conita Real Avenue SW		Albuquerque	NM	87105		5052052513
Westside Coalition of Neighborhood Associations	Rene	Horvath	ahorvad111@gmail.com	5515 Palomino Drive NW		Albuquerque	NM	87120	5059852391	5059852391
Westside Coalition of Neighborhood Associations	Elizabeth	Haley	elizabethkvhaley@gmail.com	6005 Chaparral Circle NW		Albuquerque	NM	87114	5054074381	5054074381

The ONC does not have any jurisdiction over any other aspect of your application beyond this neighborhood contact information. We can't answer questions about sign postings, pre-construction meetings, permit status, site plans, buffers, or project plans, so we encourage you to contact the Planning Department at: 505-924-3857 Option #1, e-mail: devhelp@cabq.gov, or visit: <https://www.cabq.gov/planning/online-planning-permitting-applications-with-those-types-of-questions>.

Please note the following:

- You will need to e-mail each of the listed contacts and let them know that you are applying for an approval from the Planning Department for your project.
- Please use this online link to find the required forms you will need to submit your permit application: <https://www.cabq.gov/planning/urban-design-development/public-notice>.
- The Checklist form you need for notifying neighborhood associations can be found here: https://documents.cabq.gov/planning/online-forms/PublicNotice/CABQ-Official-public_notice_form-2019.pdf.
- The Administrative Decision form you need for notifying neighborhood associations can be found here: <https://documents.cabq.gov/planning/online-forms/PublicNotice/Emailed-Notice-Administrative-Print&Fill.pdf>.
- Once you have e-mailed the listed contacts in each neighborhood, you will need to attach a copy of those e-mails AND a copy of this e-mail from the ONC to your application and submit it to the Planning Department for approval.

If your application requires you to offer a neighborhood meeting, you can click on this link to find required forms to use in your e-mail to the neighborhood association(s):

<http://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

If your application requires a pre-application or pre-construction meeting, please plan on utilizing virtual platforms to the greatest extent possible and adhere to all current Public Health Orders and recommendations. The health and safety of the community is paramount.

If you have questions about what type of notification is required for your particular project or meetings that might be required, please click on the link below to see a table of different types of projects and what notification is required for each:

<https://ido.abc-zone.com/integrated-development-ordinance-ido?document=18&outline-name=6-1%20Procedures%20Summary%20Table>

Thank you.



Dalaina L. Carmona

Senior Administrative Assistant
Office of Neighborhood Coordination
Council Services Department
1 Civic Plaza NW, Suite 9087, 9th Floor
Albuquerque, NM 87102
505-768-3334

dcarmona@cabq.gov or ONC@cabq.gov

Website: www.cabq.gov/neighborhoods



Confidentiality Notice: This e-mail, including all attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited unless specifically provided under the New Mexico Inspection of Public Records Act. If you are not the intended recipient, please contact the sender and destroy all copies of this message.

From: webmaster@cabq.gov <webmaster@cabq.gov>

Sent: Monday, December 19, 2022 3:43 PM

To: Bolivar, Silvia A. <sabolivar@cabq.gov>

Cc: Office of Neighborhood Coordination <onc@cabq.gov>

Subject: Public Notice Inquiry Sheet Submission

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Public Notice Inquiry For:

Landmarks Commission

If you selected "Other" in the question above, please describe what you are seeking a Public Notice Inquiry for below:

Contact Name

Silvia Bolivar

Telephone Number

5059243844

Email Address

sabolivar@cabq.gov

Company Name

City of Albuquerque Planning Department

Company Address

600 Second Street NW, 3rd Floor

City

Albuquerque

State

NM

ZIP

87102

Legal description of the subject site for this project:

Central Avenue Bridge between Tingley Drive and Sunset Road - request to designate bridge as a City Landmark

Physical address of subject site:

Central Avenue

Subject site cross streets:

Tingley Drive and Sunset Road

Other subject site identifiers:

This site is located on the following zone atlas page:

I-12-Z

Captcha

x

Bolivar, Silvia A.

From: Bolivar, Silvia A.
Sent: Thursday, December 22, 2022 10:42 AM
To: 'bacajoaquin9@gmail.com'; 'rickrennie@comcast.net'; 'julieradoslovic@gmail.com'; 'postbbaca@gmail.com'; 'ddee4329@aol.com'; 'westmesa63@gmail.com'; 'jsabatini423@gmail.com'; 'nearnorthvalleyyna@gmail.com'; 'mari.kemptom@gmail.com'; 'browne.amanda.jane@gmail.com'; 'zoning@abqdna.com'; 'jgallegoswccdg@gmail.com'; 'jeanettebaca973@gmail.com'; 'alotero57@gmail.com'; 'lisa@swop.net'; 'liberty.c.bell@icloud.com'; 'newmexmba@aol.com'; 'peggynorton@yahoo.com'; 'jgallegoswccdg@gmail.com'; 'luis@wccdg.org'; 'hcbuchalter@gmail.com'; 'debzallen@ymail.com'; 'rmahoney01@comcast.net'; 'taialleyh@gmail.com'; 'billherring@comcast.net'; 'Lee Gamelsky'; 'Doreen McKnight'; 'mprando@msn.com'; 'raynoldsneighborhood@gmail.com'; 'janet.manry@gmail.com'; 'lea@thecasapino.com'; 'deadanimaldesign@hmnh.org'; 'gteffertz@gmail.com'; 'g.clarke45@comcast.net'; 'beatfeet17@yahoo.com'; 'madmiles@msn.com'; 'tollhouse1@msn.com'; 'cyndoe@hotmail.com'; 'dpatriciod@gmail.com'; 'eschman@unm.edu'; 'Rene' Horvath'; 'elizabethkayhaley@gmail.com'
Cc: Bolivar, Silvia A.
Subject: Central Avenue Bridge - Landmark Designation
Attachments: 5-NeighborhoodMeetingRequest_Central Avenue Bridge.pdf; 6-CABQ Official Public Notice Form_Central Avenue Bridge.pdf; 11-IDO Zone Atals Map_J-12-Z_Rio Grande.pdf

Dear Neighborhood Association Representative:

The City of Albuquerque Planning Department, Historic Preservation Unit, is proposing an application to designate the Central Avenue Bridge as a City Landmark. The bridge is located on Central Avenue between Tingley Drive and Sunset Road. This nomination will provide the history that explains why this bridge is so important to the development and eventual history of Route 66.

To maintain the special qualities of the bridge, the Landmarks Commission will review the application for designating the Central Avenue Bridge as a City Landmark. This will be the first step in a process that will go to City Council and the Mayor.

In accordance with the procedures of the City of Albuquerque Integrated Development Ordinance (IDO) Subsection 14-16-6-4(C) Pre-Submittal Neighborhood Meeting, we are providing you with an opportunity to discuss the application we will be making.

If you would like to have a Neighborhood Meeting about this proposed project, please respond to this request at sabolivar@cabq.gov within 15 days. If so, a Neighborhood Meeting facilitated by the City's Alternative Dispute Resolution Office will be scheduled where the City of Albuquerque Planning Department will present the proposal and will discuss and answer any questions or concerns that you may have.

Contact information:

Silvia Bolivar, Senior Planner, Landmarks Commission, (505) 924-3844, sabolivar@cabq.gov.

The intent is for the request to be heard by the Landmarks Commission on March 8, 2023, beginning at 3 p.m. The meeting will be via Zoom. The phone number and Zoom link will be posted in the Landmarks Commission agenda posted at: <https://www.cabq.gov/planning/boards-commissions/landmarks-commission/landmarks-commission-agendas-action-sheets>

Sincerely,

Silvia Bolivar

Silvia Bolivar
Senior Planner, Landmarks Commission
City of Albuquerque Planning Department

Leslie Nazi

Leslie Nazi
Principal Planner
City of Albuquerque Planning Department



SILVIA BOLIVAR, PLA ASLA

Planner

Landmarks Commission

(505) 924-3844

Email: sabolivar@cabq.gov

cabq.gov/planning

[Note: Items with an asterisk (*) are required.]

Neighborhood Meeting Request for a Proposed Project in the City of Albuquerque

Date of Request*: December 22, 2022

This request for a Neighborhood Meeting for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Neighborhood Association (NA)*: Refer to cc list on Page 3

Name of NA Representative*: As per ONC List

Email Address* or Mailing Address* of NA Representative¹: (See attached ONC Notification)

The application is not yet submitted. If you would like to have a Neighborhood Meeting about this proposed project, please respond to this request within 15 days.²

Email address to respond yes or no: sabolivar@cabq.gov

The applicant may specify a Neighborhood Meeting date that must be at least 15 days from the Date of Request above, unless you agree to an earlier date.

Meeting Date / Time / Location:

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* On Central Avenue between Tingley Drive & Sunset Road
Location Description Central Avenue Bridge
2. Property Owner* City of Albuquerque
3. Agent/Applicant* *[if applicable]* City of Albuquerque Planning Department
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision _____ (Minor or Major)

¹ Pursuant to [IDO Subsection 14-16-6-4\(K\)\(5\)\(a\)](#), email is sufficient if on file with the Office of Neighborhood Coordination. If no email address is on file for a particular NA representative, notice must be mailed to the mailing address on file for that representative.

² If no one replies to this request, the applicant may be submitted to the City to begin the review/decision process.

[Note: Items with an asterisk (*) are required.]

Vacation _____ (Easement/Private Way or Public Right-of-way)
Variance
Waiver
Zoning Map Amendment
Other: _____

Summary of project/request^{3*}:

Designation of the Central Avenue Bridge as a City Landmark

5. This type of application will be decided by*:

OR at a public meeting or hearing by:

Zoning Hearing Examiner (ZHE)

Development Review Board (DRB)

Landmarks Commission (LC)

Environmental Planning Commission (EPC)

City Council

6. Where more information about the project can be found*⁴: Please contact Silvia Bolivar for more information at sabolivar@cabq.gov

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)* J-12-Z

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Not applicable

3. The following exceptions to IDO standards will be requested for this project*:

Deviation(s)

Variance(s)

Waiver(s)

Explanation:

4. An offer of a Pre-submittal Neighborhood Meeting is required by [Table 6-1-1*](#): Yes No

³ Attach additional information, as needed to explain the project/request. Note that information provided in this meeting request is conceptual and constitutes a draft intended to provide sufficient information for discussion of concerns and opportunities.

⁴ Address (mailing or email), phone number, or website to be provided by the applicant

⁵ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- 5. **For Site Plan Applications only***, attach site plan showing, at a minimum: Not applicable
 - a. Location of proposed buildings and landscape areas.*
 - b. Access and circulation for vehicles and pedestrians.*
 - c. Maximum height of any proposed structures, with building elevations.*
 - d. **For residential development***: Maximum number of proposed dwelling units.
 - e. **For non-residential development***:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

- 1. From the IDO Zoning Map⁶:
 - a. Area of Property [typically in acres] _____
 - b. IDO Zone District _____
 - c. Overlay Zone(s) [if applicable] _____
 - d. Center or Corridor Area [if applicable] _____
 - 2. Current Land Use(s) [vacant, if none] _____
-

Useful Links

Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

Cc: Barelas NA, Downtown Neighborhood Association, _____ [Other Neighborhood Associations, if any]

Citizens Information Committee of Martineztown, EDo NA Incorporated, Huning Castle NA,

Huning Highland Historic District Association, Martineztown Work Group, Reynolds Addition NA, Rococo Association, San Jose NA, Santa Barbara Martineztown NA, South Broadway NA, South Valley Coalition of Neighborhood Associations, South West Alliance of Neighborhoods, The Lofts @610 Central SW Owners Association Incorporated, Vecinos Del Bosque NA, West Park NA, Westside Coalition of Neighborhood Associations

⁶ Available here: <https://tinurl.com/idozoningmap>



**OFFICIAL PUBLIC NOTIFICATION FORM
FOR MAILED OR ELECTRONIC MAIL NOTICE
CITY OF ALBUQUERQUE PLANNING DEPARTMENT**



PART I - PROCESS

Use [Table 6-1-1](#) in the Integrated Development Ordinance (IDO) to answer the following:

Application Type: Designation of the Central Avenue Bridge as a City Landmark			
Decision-making Body: City Council			
Pre-Application meeting required:	X	Yes	No
Neighborhood meeting required:	X	Yes	No
Mailed Notice required:	X	Yes	No
Electronic Mail required:	X	Yes	No
Is this a Site Plan Application:		Yes	No Note: if yes, see second page

PART II – DETAILS OF REQUEST -

Address of property listed in application:	
Central Avenue Bridge_Tingley Dr/Sunset Rd	
Name of property owner:	City of Albuquerque
Name of applicant:	City of Albuquerque, Planning Department
Date, time, and place of public meeting or hearing, if applicable:	March 8, 2023 at 3:00 pm
Address, phone number, or website for additional information:	
Zoom link:	https://cabq.zoom.us/j/2269592859
To dial in by phone:	(346) 248-7799, Meeting ID: 226 959 2859

PART III - ATTACHMENTS REQUIRED WITH THIS NOTICE

Zone Atlas page indicating subject property. J-12-Z
Drawings, elevations, or other illustrations of this request.
Summary of pre-submittal neighborhood meeting, if applicable.
Summary of request, including explanations of deviations, variances, or waivers.

IMPORTANT: PUBLIC NOTICE MUST BE MADE IN A TIMELY MANNER PURSUANT TO [SUBSECTION 14-16-6-4\(K\)](#) OF THE INTEGRATED DEVELOPMENT ORDINANCE (IDO). PROOF OF NOTICE WITH ALL REQUIRED ATTACHMENTS MUST BE PRESENTED UPON APPLICATION.

I certify that the information I have included here and sent in the required notice was complete, true, and accurate to the extent of my knowledge.

Silvia Bolivar (Applicant signature) December 22, 2022 (Date)

Note: Providing incomplete information may require re-sending public notice. Providing false or misleading information is a violation of the IDO pursuant to IDO Subsection 14-16-6-9(B)(3) and may lead to a denial of your application.

CITY OF ALBUQUERQUE, PLANNING DEPARTMENT, 600 2ND ST. NW, ALBUQUERQUE, NM 87102 505.924.3860

www.cabq.gov

Printed 11/1/2020



OFFICIAL PUBLIC NOTIFICATION FORM
FOR MAILED OR ELECTRONIC MAIL NOTICE
CITY OF ALBUQUERQUE PLANNING DEPARTMENT



PART IV – ATTACHMENTS REQUIRED FOR SITE PLAN APPLICATIONS ONLY

Provide a site plan that shows, at a minimum, the following: N/A

a. Location of proposed buildings and landscape areas.

b. Access and circulation for vehicles and pedestrians.

c. Maximum height of any proposed structures, with building elevations.

d. For residential development: Maximum number of proposed dwelling units.

e. For non-residential development:

Total gross floor area of proposed project.

Gross floor area for each proposed use.

CITY OF ALBUQUERQUE



December 22, 2022

Dear Property Owner:

The City of Albuquerque Planning Department, Historic Preservation Unit, is proposing an application to designate the Central Avenue Bridge as a City Landmark. The bridge is located on Central Avenue between Tingley Drive and Sunset Road. This nomination will provide the history that explains why this bridge is so important to the development and eventual history of Route 66.

To maintain the special qualities of the bridge, the Landmarks Commission will review the application for designating the Central Avenue Bridge as a City Landmark. This will be the first step in a process that will go to City Council and the Mayor.

This letter serves as official mailed notice to the property owner addressed on this envelope in accordance with the procedures of the Integrated Development Ordinance (IDO) Subsection 14-16-6-4(K)(3)(c) Notice to Property Owners.

Contact information:

Silvia Bolivar, Senior Planner, Landmarks Commission, (505) 924-3844, sabolivar@cabq.gov.
PO Box 1293

The intent is for the request to be heard by the Landmarks Commission on March 8, 2023, beginning at 3 p.m. The meeting will be via Zoom. The phone number and Zoom link will be posted in the Landmarks Commission agenda posted at: <https://www.cabq.gov/planning/boards-commissions/landmarks-commission/landmarks-commission-agendas-action-sheets>

NM 87103

Sincerely,

www.cabq.gov

Silvia Bolivar

Silvia Bolivar
Senior Planner, Landmarks Commission
City of Albuquerque Planning Department

Leslie Naji

Leslie Naji
Principal Planner
City of Albuquerque Planning Department

geometry	UPC	Owner	Owner Address	Owner Address 2	SITUS Address
Geocortex.101205727		TRUJILLO DAVID & ANNABELLE	5413 CRESSWELL RD SW	ALBUQUERQUE NM 87105-6509	3900 CENTRAL AVE SV
Geocortex.101205729		CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	SUNSET RD SW
Geocortex.101205837		CITY OF ALBUQUERQUE	PO BOX 2248	ALBUQUERQUE NM 87103-2248	2625 CENTRAL AVE NW
Geocortex.101205731		MILLER TRAVIS E	101 SUNSET LP SW	ALBUQUERQUE NM 87105	101 SUNSET PL SW
Geocortex.101205731		CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	SUNSET RD SW
Geocortex.101205729		TRUJILLO DAVID A & ANNABELLE R	5413 CRESSWELL RD SW	ALBUQUERQUE NM 87105-6509	3900 CENTRAL AVE SV
Geocortex.101205729		CITY OF ALBUQUERQUE	PO BOX 2248	ALBUQUERQUE NM 87103-2248	3901 CENTRAL AVE NW
Geocortex.101305704		CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	TINGLEY DR SW
Geocortex.101205841		CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	2525 TINGLEY DR SW

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[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: December 21, 2022

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: (see attached)

Mailing Address*: _____

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* Central Avenue Bridge (between Tingley Dr & Sunset Rd)
Location Description Central Avenue Bridge
2. Property Owner* City of Albuquerque
3. Agent/Applicant* *[if applicable]* City of Albuquerque Planning Department
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*

Conditional Use Approval

Permit _____ (Carport or Wall/Fence – Major)

Site Plan

Subdivision _____ (Minor or Major)

Vacation _____ (Easement/Private Way or Public Right-of-way)

Variance

Waiver

Other: Recommendation of City Landmark Designation for the Central Avenue Bridge

Summary of project/request^{1*}:

The City of Albuquerque intends to submit an application to recommend the Central Avenue Bridge as a City Landmark.

5. This application will be decided at a public meeting or hearing by*:

Zoning Hearing Examiner (ZHE)

Development Review Board (DRB)

Landmarks Commission (LC)

Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: March 8, 2023 at 3 pm

Location*²: Via Zoom

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

Please contact Leslie Naji or Silvia Bolivar for more information at lnaji@cabq.gov or sbolivar@cabq.gov

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ J-12-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Not applicable
3. The following exceptions to IDO standards have been requested for this project*:

Deviation(s)	Variance(s)	Waiver(s)
Explanation*:		
<hr/>		
<hr/>		
<hr/>		

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:
 - a. Location of proposed buildings and landscape areas.*
 - b. Access and circulation for vehicles and pedestrians.*
 - c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

d. **For residential development***: Maximum number of proposed dwelling units.

e. **For non-residential development***:

Total gross floor area of proposed project.

Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

- 1. Area of Property [typically in acres] _____
 - 2. IDO Zone District _____
 - 3. Overlay Zone(s) [if applicable] _____
 - 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] Non-residential
-

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

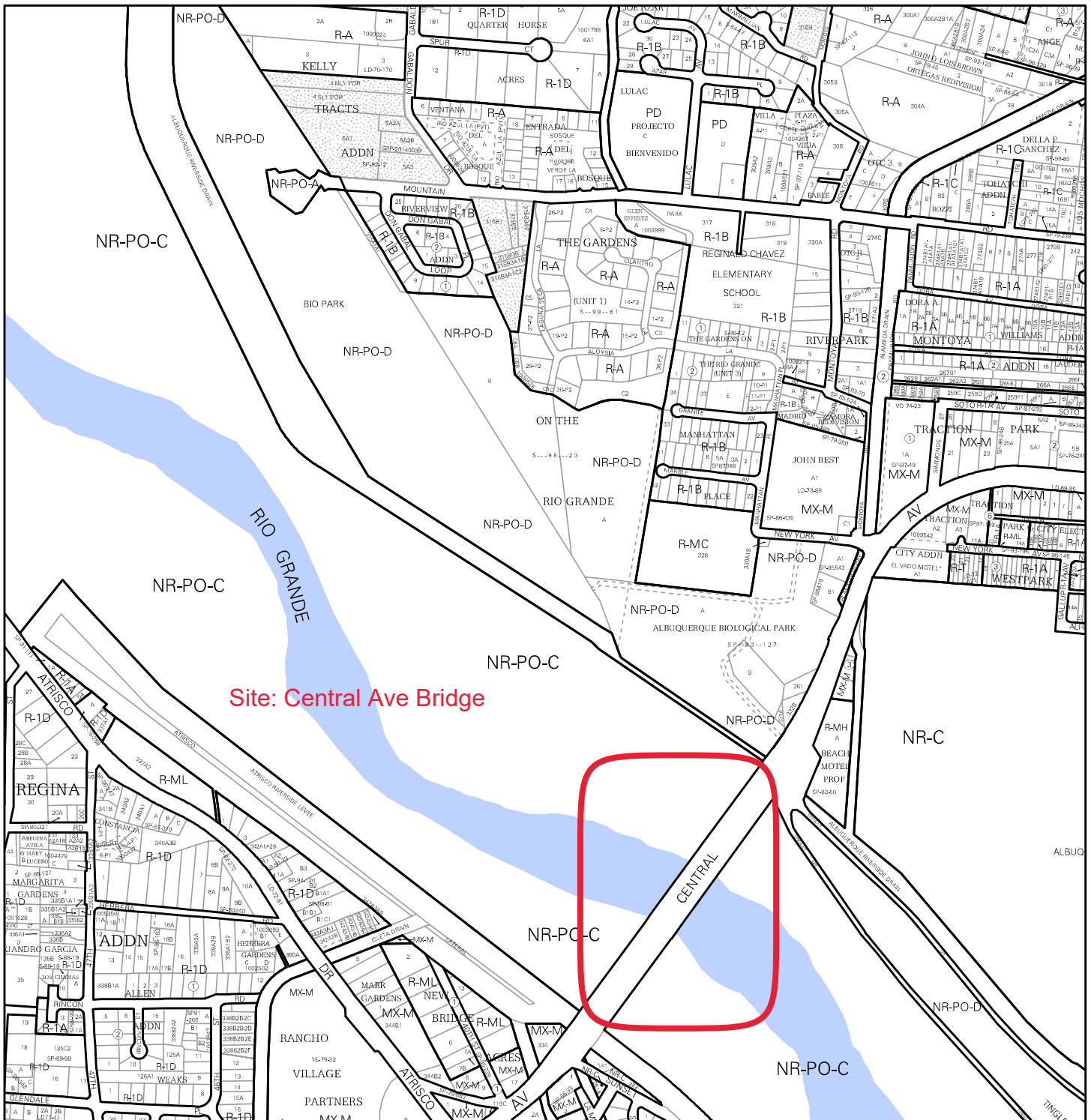
Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinurl.com/idozoningmap>



Site: Central Ave Bridge

For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas

May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).

Zone Atlas Page:
J-12-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

Gray Shading Represents Area Outside of the City Limits

Feet

0 250 500 1,000

Central Avenue Bridge Buffer Map





Planning Department

CITY OF ALBUQUERQUE

Sea Pico
West Park NA
2203 New York Avenue SW
Albuquerque, NM 87104



Planning Department

CITY OF ALBUQUERQUE

Julie Radonovich
235 Mezcal Circle NW
Albuquerque, NM 87105



Planning Department

CITY OF ALBUQUERQUE

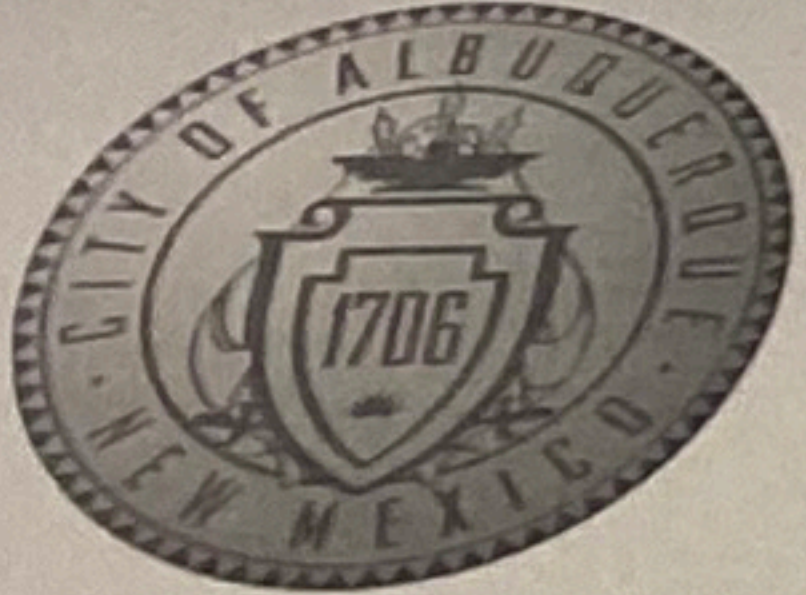
Country Bell
Bawles NA
500 2nd Street SW
#9



Planning Department

CITY OF ALBUQUERQUE

Marc Kempton
1305 Claire Court NW
Albuquerque, NM 87104



Planning Department

CITY OF ALBUQUERQUE

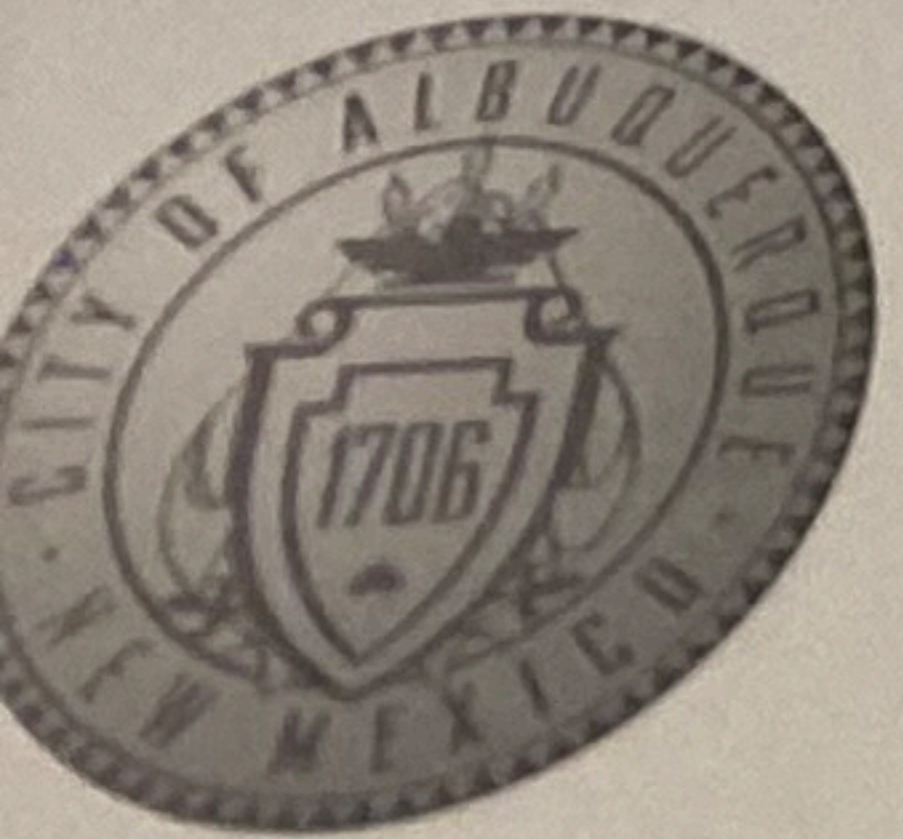
DAVIDE ANNABELLE TRUSILLO
5413 CRESSWELL RD SW
ALBUQUERQUE, NM 87105-6509



Planning Department

CITY OF ALBUQUERQUE

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE, NM 87103-2248



Planning Department

CITY OF ALBUQUERQUE

TRAVIS MILLER
101 SUNSET PLACE SW
ALBUQUERQUE, NM 87103-2248



Planning Department

CITY OF ALBUQUERQUE

CITY OF ALBUQUERQUE
PO BOX 2248
ALBUQUERQUE, NM 87103-2248

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the City Zoning Code or Subdivision Ordinance are responsible for the posting and maintaining of one or more signs on the property which the application describes. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproof signs are provided at the time of application. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign.

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to public hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Development Services Front Counter at a charge of \$3.75 each.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be at least two feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs may be required on unpaved street frontages.
- B. If the land does not abut a public street, then, in addition to a sign placed on the property, a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or a full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from February 21, 2023 To March 23, 2023

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Development Services Front Counter Staff. I understand (A) my obligation to keep the sign(s) posted for (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

(Applicant or Agent)

(Date)

I issued 2 signs for this application, _____, Silvia Bolivar
(Date) (Staff Member)

PROJECT NUMBER: _____

**CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT**

Project #: N/A

Property Description/Address: Central Ave Bridge

Date Submitted: Feb. 7, 2023

Submitted By: Kathleen Oweegon

Meeting Date/Time: Jan. 30, 2023

Meeting Location: Zoom

Facilitator: Kathleen Oweegon

Co-facilitator: N/A

Parties:

Applicant/Agent – CABQ

- Silvia Bolivar, Senior Planner, Landmarks Commission, sabolivar@cabq.gov
- Leslie Naji, Senior Planner, Landmarks Commission/Principal Planner – Historic Preservation Unit, lnaji@cabq.gov

Neighborhood Associations/Interested Parties

- VP Los Duranes NA
- Pat Hurley NA,
- WSCONA
- Barelas NA
- Downtown Albuquerque News

Background/Meeting Summary:

1) Goals of this meeting:

- a) Neighbors learn considerations underway to honor the historical significance of the Central Avenue Bridge
- b) Neighbors have questions answered, offer feedback

2) Leslie Naji, Senior Planner, Landmarks Commission gave a PowerPoint presentation (*see accompanying pdf: “Bridge Landmark Presentation 1.30”*) providing history of the Central Ave. bridge and the considerations underway to honor the historical significance of the bridge.

Outcome: N/A (*see Next Steps on page 7 for information on the next steps in this application process*)

Meeting Specifics:

1) Presentation

- a) Proposal: To nominate the Central Avenue bridge that crosses the Rio Grande at Route 66 as a historic landmark.
 - i) It didn't meet the 50-year criteria for nomination for the National Register of Historic places, so what we want to do, and the reason that we're suggesting the landmarking of it is simply to acknowledge the significance of the bridge for the growth of Albuquerque and the expansion of route 66 and its impact on the City.

**CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT**

- ii) We're not talking about saying that you can never have changes on the bridge, except that we wouldn't want them to tear down the bridge and stop having a crossing there.
 - iii) We're really looking at something that hopefully the city will put some sort of a plaque on there that says something about the significance of the crossing and the expansion of Route 66.
 - iv) Typically, when we do landmark, we're saying you can't change this, and you can't change this. With this one, I think what we would say is you can't not have a crossing there, but other than that, the intention of this is merely to honor the crossing rather than the original bridge which is probably a good thing because that original bridge didn't work real well.
- b) First improvement in Interstate travel in New Mexico: Santa Rosa Cut-off established December 1926
- c) Significance of Project:
- i) Features of Laguna Cut-off:
 - (1) After acceptance of Santa Rosa Cut-off by the Dillon administration, surveying for Laguna Cut-off was initiated in 1927.
 - (2) The Laguna Cut-off had two major rivers to cross: the Rio Grande and the Rio Puerco.
 - (3) Upon encouragement from Clyde Tingley, construction of the Rio Grande Bridge was completed with state funds in 1930.
 - (4) The completion of the Rio Grande Bridge was the key point that led the US Bureau of Public Roads to adopt the Santa Rosa-Laguna Shortcut as the new alignment for Route 66.
 - (5) The Bureau provided funds for the construction of the Rio Puerco Bridge, (National Register of Historic Places) which was completed in 1933.
 - (6) The shortcut through the state was paved by 1937, when the shortened alignment (399 miles) was officially designated as Route 66.
 - d) Final east-west highway system-October 1937
 - i) Rerouted Route 66 in NM
 - ii) Features of Original Route 66 in New Mexico (1926-1937)
 - (1) Length through state: 506 miles.
 - (2) Required 2 crossings of Pecos River: 1 crossing of Rio Grande, and 1 crossing of Rio Puerco.
 - (3) Crossed Glorieta Pass at an elevation of 7500 ft.
 - (4) Went near Las Vegas, New Mexico and passed through Santa Fe, Bernalillo, Albuquerque, and Los Lunas.
 - (5) Required going up or down La Bajada Hill between Bernalillo and Santa Fe, which had a considerable number of switchbacks in early years.
 - (6) Passed through Albuquerque on a north-south alignment, which was located on 4th Street.
 - iii) Features of Final Route 66 in New Mexico (1937-1985)
 - (1) Length through state: 399 miles. □ Required 1 crossing of Rio Grande, 1 crossing of Rio Puerco, and 1 underpass.
 - (2) Went near Moriarty, New Mexico and passed through Albuquerque.
 - (3) Traveled down Tijeras Canyon.
 - (4) Passed through Albuquerque on an east-west alignment, located on Central Ave.
 - (5) Central Avenue had an 80 ft. right-of-way, while 4th St. had a 60 ft.
 - (6) Central Avenue goes near Old Town in Albuquerque.

**CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT**

- e) Significant Structures to Make Shortcut Possible
 - i) Three structures were needed to make the Santa Rosa-Laguna Shortcut feasible:
 - (1) Central Avenue Bridge over Rio Grande
 - (2) Rio Puerco Bridge
 - (3) Central Avenue Underpass under the AT & SF.
 - ii) The Central Avenue Bridge was constructed in 1930 with state funds to provide highway access over the Rio Grande.
 - (1) In 1930, the Central Avenue Bridge had:
 - (a) Two lanes traffic
 - (b) One sidewalk
 - (c) Length 1350 ft.
 - (2) It was 506 miles to get across New Mexico. By putting in this bridge and the underpass, they were able to take Route 66 right across the state, taking it down to 399 miles.
 - iii) Over time, the Central Avenue bridge went from single crossing (1932) to two single direction crossings (1953) to a Double Crossing (1983), which is what we have to this day.
- f) The Rio Puerco Bridge was constructed in 1933 with the help of Federal funds to allow all-weather traffic over the smaller Rio Puerco.
 - (1) Through Parker Truss.
 - (2) Longest single-span bridge in southwest in 1933. (250 ft.)
 - (3) With completion of this bridge, Route 66 became an all-weather road.
 - (4) Listed on the NRHP.
- g) The Central Avenue Underpass was constructed in 1937 with Federal Work Progress Administration (WPA) funds to allow continuous rail and highway traffic.
- h) Albuquerque changed from being a linear city to a cruciform shaped city because of Route 66.
 - i) Growth occurred along East Central.
 - ii) East Mesa began to transform.
 - iii) State Fair was located on East Central.
 - iv) Evidence of benefits in Albuquerque:
 - (1) 3 tourist courts on East Central in 1935, 16 on north-south road.
 - (2) 37 tourist courts on Central in 1941.
 - (3) 98 tourist courts on Central in 1955.

2) Neighbors' Questions and Feedback

Origin of Request

- a) Q: Who initiated the request?
 - i) A: It came up in a discussion with Roger Zimmerman, a retired engineer who has been working on the State award for trying to restore structures along Route 66. All the States are putting together additional structures and buildings along the way to honor their significance. So, Mr. Zimmerman had put together nominations for the bridge, for the underpass, and for the cutoff itself.
 - (1) The State said that they didn't consider them eligible for various reasons, and so Mr. Zimmerman suggested we work toward landmarking.

**CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT**

- (2) We had considered the underpass as well, but decided there was a little too much sensitivity around the underpass. They're at the railroad tracks so that we're handling its significance in a different manner.
- b) Q: So it sounds like Mr. Zimmerman had made a request simply to honor spaces that were historic, and the City is honoring that.
- i) A: Yes.
- c) Q: You're saying, Mr. Zimmerman came to you to ask that we put this on the landmark Designation, the Central Bridge and the underpass under the railroad on Central Ave.?
- i) A: Correct and the cutoff. But the cutoff wasn't in Albuquerque, so it didn't seem like something that we would do.
- d) Q: And did he explain what his intention was: just to give it historic value, a plaque to provide historic value, or was he interested in any future protections?
- i) A: No, it was to give it value, and you know he'd done a lot of work, I think, writing the nomination and doing the research, and I think when you work hard on something you would like to think that it's appreciated and that it has value.
- (1) His presentation on this was quite lengthy. This little presentation I showed you was something he'd put together, and I cut out a lot of it. And, he has supplied us with a lot of documents and information which we're grateful to have that. And so I think that was just his intention. It's sort of like: 'It is important. Doesn't anybody want to say that it's important?' So that's what we're doing.
- e) Q: And you said that the bridge first was built in 1930, and then they fixed it up in 1937, and again in 1953?
- i) A: Not in 37. 37, I think, was when the other bridge across the other river was built. They started at 1930, and then in 53, they added the second bridge. So, the old bridge was going one direction, and the new bridge was going in the other direction, but they were like 2 separate roadways, and then in 83 they built the bridge that we cross over now
- f) Q: Oh, okay, so, it's the last one was 83, so it doesn't meet the 50-year requirement.
- i) A: Right.

Impact of Historic Designation

- a) Q: How does this designation impact future construction/remodel of the bridge?
- i) A: At this point, we're not proposing any restrictions on future design or development of the bridge. Our goal is that there continues to be a bridge. It's more that we are honoring the crossing of the river rather than the particular bridge that is there.
- (1) So we are not seeing that we would have the grounds to say, "You can't change this, or you have to keep this element of this particular bridge."
- (2) Traffic patterns change and the Engineering Department or D.O.T. may want to be doing something else with the bridge. We wouldn't want to interfere with that. We were just really looking at the idea of honoring the crossing.
- b) Q: Does designating the bridge as historic and acknowledging its significance affect future art projects? Are there additional layers or additional review that has to happen because it would be considered a landmark?
- i) A: You're talking about creative art that they put like on the sides of the bridge, is that what you're referring to? N: Correct.

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT

- ii) A: I wish we could see the river more than we do as we cross it everywhere in the city. The art's nice, but I think the river's prettier. But we were not looking to have that sort of an impact on it, partly or largely because the bridge itself is not a historic structure. You know, if we had an original structure there, we would be looking at it, perhaps differently, but because this has been a rebuild and an expansion of the original bridge, we weren't looking at having any impact on that.
- c) Q: Does this make the bridge eligible for additional funding?
 - i) A: No
- d) Q: I know that we were talking about having a plaque under underpass. Is that kind of what we're looking at here? I don't really have a solid sense of what it is that you're proposing. What is it that we're doing to memorialize it?
 - i) A: I think we would see it in 2 ways.
 - (1) Hopefully, the City will pay for a plaque, not metal, nothing that can be melted down.
 - (2) Just generally on the City's website where we list historic city landmarks. It gives an opportunity to put a little blurb and say: this is where it is, and information is always available here. But it wouldn't be more than that.
- e) Q: If the historic landmark is approved, would any future modifications, whether lighting or panels, or artwork, or whatever, would that be required to be approved as a landmark? Would there be a requirement for any submittals whatsoever?
 - i) A: Traditionally, when we have landmarks, often we send things to the Landmarks Commission, more with buildings that are very significant, whereas staff we don't want to be the sole viewpoint that's approving or denying any sort of action. I speak mostly of the Kimo, which we've dealt with more than in the other buildings. With the bridge, because we are not setting out things that we're saying have to be preserved or can't be changed, or things that we would want to look over, certainly it wouldn't need to go to the Landmarks Commission for any work that was done on it.
 - (1) We might have the City apply to itself for a certificate of appropriateness. But it would be more of a matter of course, just because it is a landmark. But I would have to look into that more thoroughly to see if we would need that for the type of nomination that we're looking at with this particular property structure.
- f) Q: It sounds like this would be a very unique landmark compared to other landmarks, especially as you said, the bridge is not historic. It's been changed, modified added onto over the years. Also, I'm pretty sure, the State Historic Preservation Office did a study of all the bridges over the Rio Grande years ago, and they determined that no bridges in Albuquerque were historic, so this would be a unique situation, I think.
 - i) A: Well, there's only 3. One is listed, and then this one. The Bridge Street Bridge. I know they've done some...not the habs, but whatever they do for structures. But this would not be totally unique in the sense that the city has a landmark that's burned down, so we even have some of those. So, with this at least, there's something standing.
- g) Q: This has all been very helpful. My question is related to the underpass. It sounds like the landmark designation is connected because they both had some kind of pathway to shortening Route 66. So, is the idea that the underpass would also have a landmark designation, or something entirely different? Are they linked?
 - i) A: Initially, we were going to request landmarking for the underpass, but for those of you who live closer to that area of town, you know there's a lot of concern with the security and cleanliness and a number of other issues dealing with the underpass, so we opted to make our

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM
FACILITATED MEETING REPORT

efforts to acknowledge the significance of it through rail trail signage. As you may or may not be familiar, the City is working on a rail trail that goes from the railyards up and over to Lomas. So we have gotten a grant to work on the historic documentation for signs that will go along that portion of the of the rail trail. And so one of the criteria that we put on that is, they need to come up with one that delves into the significance of the underpass. Our whole purpose of this is to honor the significance of these structures. So, instead of landmarking, we will at least have some signage that might give more information to people who are walking along the trail.

- h) Q: Whenever the design is done for the signage, you know, we have to always deal with graffiti and everything, so I'm not sure what kind of signage you have in mind, but there are definitely some signs that, whether graffiti better than others, so just keeping all that in mind.
 - i) A: Yes, that's another issue, but you know, however, they're going to put together the signage with that. But they're still working on it in terms of what they'll actually look like. Hopefully, there will be a lot of people that are constantly using the rail trail that I think helps protect from graffiti and other such things. People help keep things from being destroyed, you know, so hopefully that will help.
- i) Q: With putting landmarks, you know, having this help, will this help in any future preservation, so they do a little more thought about how they would do this sensitively? Would this help at all?
 - i) A: At this point we weren't seeing the necessity to have guidelines towards the future since it's not a historic bridge, at least not at this point. It's not a particularly interesting construction. The old ones had wood piling and unique construction back in the day. Or maybe it was typical for the day, but different from what we use now, so we really didn't see the need to add that at this point.
- j) Q: Getting to what someone asked you just a moment ago about the underpass at Central and the railroad – there was an article on the paper the other day about issues with trying to keep it clean, get drug dealing out of there, etc. Do you think that this designation would help get somebody to patrol it and keep it clean and secure? I think it just needs more security. Can we push for more security? Especially since you have a bus station over there, and somebody can not only monitor the bus station, but they can monitor, monitor the underpass and get people out of here or call the police if necessary, and have Solid Waste come pick up the trash.
 - i) A: It is my understanding that they are currently putting in new lighting. Often the lights have been broken out, so they're installing vandal-proof lighting that will be on 24/7. Currently, they only come on at night, but it's still a very dark underpass through there, because they have those panels to, you know, prevent the fumes, and the noise so much from the cars on the pedestrian way.
 - (1) They're going to start pumping music through there all the time to try to dissuade people from wanting to sleep or camp.
 - (2) The cleaning issue, it needs more. I think it's been determined that it really needs to be done every day. Right now, because of the cold weather, they can't do power washing through there because it will freeze, and there are safety issues with that. But like I say, we are not going to request landmarking for that. We are going to have a plaque, or some signage that will go into the history of it. Neither of these would or will affect the resources that go in to that – that's city maintenance. And, however they work that out. There certainly is a great deal of push to get more regular cleaning, and scrutiny through there. Time will tell. Hopefully the lights and the music will assist somewhat in that.

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- ii) N: Additionally, I would let the police know they need to monitor it when they drive by, and if there's any security guards at the bus station, go check it once a day and radio in anything that needs to be done and put it on the Mayor's radar we need to keep that area, clean and safe.

Next Steps:

- 1) Leslie and Sylvia will release this report to all meeting participants who provided us with an email address.
- 2) Sylvia will get the paperwork together to submit the application for the March 2023 Landmark Commission. The deadline would be in February, and then, after the application is submitted, then I would have to do a review to see if it's eligible as a city landmark.
 - a) She will be presenting that on March 8th – the second Wednesday of the month, before the landmarks commission.
 - i) These meetings are held via Zoom at 3:00p.m. on Wednesday, March 8th, so, if someone wants to attend that, watch for a legal ad that will be listed in the Albuquerque Journal, and it's also on our website (<https://www.cabq.gov/planning/boards-commissions/landmarks-commission>) as to what's being presented each month. If you click on the agenda for March, it'll give you the zoom link. The agenda isn't actually posted until the Friday before, so wait till Friday before the hearing. People can also contact Leslie or Sylvia for that meeting link.

Action Plan: N/A

Action Items: N/A

Application Hearing Details: N/A

Attendees:

CABQ

- Silvia Bolivar, Senior Planner, Landmarks Commission, sabolivar@cabq.gov
- Leslie Naji, Senior Planner, Landmarks Commission, lnaji@cabq.gov

Neighbors

- Lee Gamelsky VP Los Duranes NA
- David Lee, Downtown Albuquerque News
- Julie Radoslovich, President, Pat Hurley NA, member of WSCONA
- Lisa Padilla, President, Barelas NA
- Rene' Horvth, WSCONA

DRAFT CENTRAL AVENUE BRIDGE NOMINATION

Draft prepared by Roger M. Zimmerman, F. ASCE, on February 22, 2022

A highway bridge was constructed in 1930 on Central Avenue in Albuquerque, NM that spanned the Rio Grande River. As will be seen, the role of levees in flood control of the Rio Grande is an important part of the design and construction of the bridge. The Central Avenue Bridge eventually became a key part of Route 66 history. The presence of the bridge became its most important feature. This nomination will provide the history that explains why this bridge was so important to Route 66 development and eventual history.

The Santa Rosa-Laguna Shortcut is that section of US 66 that was shortened by 107 miles due to the independent construction of the Santa Rosa and the Laguna Cut-offs.² The two cut-offs were constructed after August of 1926, when Route 66 was officially designated and aligned through New Mexico and, up to October of 1937, when Route 66 was officially rerouted along the new shortcut. The initial alignment of Route 66, coming from east to west, was to go through Tucumcari to Santa Rosa, then north to Romeroville, which was near Las Vegas, then to Santa Fe, then south to Bernalillo, Albuquerque, Los Lunas, then west towards Laguna, then to Grants, Gallup, and finally the state line. The original route had a distance of 506 miles through the state. The final alignment would go from Santa Rosa directly through Albuquerque and follow a new cut-off towards Laguna, where it would conform to the original route west towards Grants.

This document provides background information regarding the role of the Central Avenue Bridge in the completion of the Laguna Cut-off. The completion of this bridge by the State of New Mexico was the final hurdle that led the U. S. Bureau of Public Roads to recognize the Santa Rosa-Laguna Shortcut as the future alignment for Route 66. This event made the shortening of Route 66 by 107 miles a reality in 1937. It is hoped that this document provides sufficient stimulus to those reviewing potential nominations for a listing in the National Register of Historic Places, so that a formal nomination can be made.

Seven milestones have been defined to describe the creation and implementation of the Santa Rosa-Laguna Shortcut. These are defined in detail in the nomination document for that shortcut. Table 1 lists these milestones. This document discusses activities related to Milestones 3 and 4

Table 1 Milestones associated with implementation of Santa Rosa-Laguna Shortcut into U S 66 alignment

No.	Date	Activity
1	June 9, 1925	NM Legislature approval of Santa Rosa Cut-off as NM 6 and Clyde Tingley's proposal for the Laguna Cut-off
2	Jan. 3, 1927	Recognition of the initiation of US 66 as a Federal Highway, Governor R. C. Dillon's acceptance of Governor A. T. Hannett's accelerated construction of Santa Rosa Cut-off, and NM State Highway Commission approval of Laguna Cut-off for addition to NM 6

3	June, 1930	Completion of N M construction of Central Avenue Bridge over the Rio Grande as part of Laguna Cut-off
4	October 1931	Completion of final alignment of Laguna Cut-off beyond Central Avenue Bridge and acceptance of NM 6 as a certified public road milage that could receive Federal Funds
5	1933	Completion of Rio Puerco Bridge as part of Laguna Cut-off
6	July 11, 1937	Completion of Central Avenue Underpass as final structure in Santa Rosa Cut-off
7	Oct. 14, 1937	Acceptance by the U. S. Bureau of Public Roads of the paved roadways, bridges and underpass of NM 6 as the official reroute of U S 66

Some of the details associated in going from Milestone 2 to Milestone 4 are useful in submitting this nomination. After 1926, NM 6 became a shorter route of cross-state travel. As the Santa Rosa Cut-off was improved, travelers used the route in increasing numbers, but there was no shortcut west of Albuquerque. Some delay occurred in getting the Santa Rosa and Laguna Cut-offs together along Central Avenue in Albuquerque. A key consideration was how to cross the Rio Grande because an existing bridge, the Barelmas Bridge, existed about a mile south of Central Avenue. The Barelmas Bridge was convenient to the original north-south alignment of Route 66, but not to NM 6, and it was old and needed replacing. Retail stores catered to tourists coming through Albuquerque and there was fear that a new alignment of Route 66 would have serious impacts on those older businesses.^{1a} The shortest route for NM 6 was to: use Central Avenue, to construct a new bridge near Old Town, and to build a short road up the hill on the west side to eventually intersect a convenient alignment over Nine-Mile Hill that went into the Rio Puerco valley. Out-of-state highway planners wanted the shortest and most efficient way through the city, and they continually provided this advice to the State Highway Commission.

A consideration in the locating of NM 6 in Albuquerque was that it was expected that the route would go along the wider Central Avenue. Central Avenue had a right-of-way of 80 ft. while other downtown streets only had a 60 ft. width.³ This feature alone made it possible to widen Route 66 as needed. A desirable outcome was that Route 66 traffic would go near Old Town and Central Avenue did this. Unfortunately, Central Avenue, as a through street, terminated at the Rio Grande. A ford had been there. Earlier bridges had been built and had washed out.⁴ A bridge was not present at that location in 1930.

Between 1927 and 1929, officials from the city and the State Highway Commission worked to arrive at a plan for Route 66 traffic through the city. One of the attractions for constructing a bridge on Central over the Rio Grande was to make a road to the new Albuquerque Airport headed by Western Air Express. In December of 1929, Governor Dillon conferred with officials of Western Air Express and supported the alignment and improvement of the Laguna cut-off from the new bridge as far as the airport.^{1b} This decision essentially locked in the shorter route along Central Avenue for the Laguna cut-off.

The State Highway Commission approved and funded a new bridge across the Rio Grande in December of 1929.⁵ Armstrong and Armstrong of El Paso won the bid.^{1c} Construction of the Central Avenue Bridge was underway in March of 1930.^{1d} One of the provisions of the contract was that all labor used in construction of the bridge shall be local New Mexico labor. It is interesting that the bid was for the Central Avenue Bridge, but the State Highway Department called it Bridge 1557, Old Town Bridge, on the construction drawings.⁶ At the time of construction, the road over the bridge connected with existing highways running north and south on the west side of the river.

Figure 1 shows a photo of the 1930 bridge. The new bridge construction was advancing in May of 1930.^{1e} At that time, the pile driver has completed its span across the river and the piles had been laid. The timber piles, sixty feet in length, were driven about 45 ft. into the riverbed and capped with huge timbers in a manner common for such river crossings. Then, heavy steel was laid horizontally along the length of the bridge. A steel and wooden framework was erected on which the concrete flooring could be placed. There were 54 spans of this bridge with a 25 ft distance between them for a total bridge span of 1350 ft.⁶ This long length of the bridge will be explained later.



Figure 1 Central Avenue Bridge in 1947 (Compliments of Albuquerque Museum)

Figure 2 shows a photo of the finished bridge roadway. The bridge had a 20ft. wide roadway and a 6 ft. wide sidewalk.⁶



Figure 2 Central Avenue Bridge circa 1930 (Compliments of Albuquerque Museum)

Milestone 3 was the completion of the Central Avenue Bridge over the Rio Grande in the summer of 1930. The state and City of Albuquerque had agreed on the construction of the Central Avenue Bridge, which was about 2 miles north of the Barelvas Bridge. The bridge was built with state funds and made the intersection of 4th Street and Central Avenue the starting point of the Laguna Cut-off. Two facts were known in the middle of 1930. First, Federal funds were not involved in road building and bridge construction for NM 6. Second, the route survey for the start of the Laguna Cut-off started at the Barelvas Bridge and continued westward towards Laguna because this was the only Albuquerque located bridge in existence in 1927.^{1f}

A new alignment for the Laguna Cut-off was needed from the Central Avenue Bridge to U.S. 66. The route favored by Route 66 officials, who were wanting a travel friendly route for out-of-state travelers, was to construct a route from the new bridge to a point some four miles away that was on the original cut-off survey in 1927. The route could support travel to the West-Side Airport and be a boon to airplane travelers. The problem was that the route would bypass existing retail outlets, such as in Atrisco, and local retailers could feel neglected and deprived of possible tourist revenues. Some jealousy resulted when Old Town retailers would get tourists while Atrisco retailers would not.^{1g} In the end, the state chose the shorter route from the Central Avenue Bridge to a point about 5 miles west of the Barelvas Bridge, which was on the Laguna Cut-off survey line established in 1927. This intersection point is the current intersection between Bridge Boulevard and Central Avenue on the west side. The new NM 6 would take this shortcut and then continue in the alignment originally defined to the west.

In March of 1931, the Albuquerque Chamber of Commerce was pushing to secure the Santa Rosa-Laguna shortcut and promoted the acceptance of NM 6 as a Federal Aid Project.^{1h} In July of that year, the State Highway Commission officially requested that the U. S. Bureau of Public Roads designate the Santa Rosa and Laguna cut-offs as certified public road mileage.¹ⁱ Because the Central Avenue Bridge was completed and the right-of-way and alignment of the Laguna Cut-off to the NM 6 route was completed,

the U. S. Bureau of Public Roads was convinced the Santa Rosa-Laguna Shortcut was achievable. The Bureau formally committed funds for future NM 6 grading, paving and other development efforts on October 31, 1931.^{1j} This action is taken as achieving Milestone 4. This decision was the key statement leading to the re-routing of Route 66 in the state.

One of the first things that was funded with a FAP was the Rio Puerco Bridge on the Laguna cut-off, Milestone 5. ⁸ The Rio Puerco had always been difficult to cross and extra measures had to be taken to establish a reliable highway crossing. This was accomplished by erecting a Parker through-truss bridge that had a 250 ft. clear span. This bridge was listed in the National Register of Historic Places in 1999. ⁸

Figures 1 and 2 show that the Central Avenue Bridge was quite long. The designers of the bridge had to take serious flood control measures into account because there was a major effort by the Middle Rio Grande Conservancy District (MRGCD) to use levees to control the channel through Albuquerque.⁷ The Rio Grande begins high in the San Juan Mountains of Colorado. Due to snowmelt, the river flows much higher every spring. In 1930, there were no dams on the river, and the spring runoff would barrel south through New Mexico, resulting in major floods. In 1874, just before the railroad came, the flooding was so severe that the entire region, where downtown Albuquerque now stands, was under water. Old Town Albuquerque was an island in the Rio Grande flood plain.⁴ This condition required that major attention should be applied to bridge design that would carry a major transcontinental highway through a challenging flood zone.

A feature of the Rio Grande in Albuquerque is that downtown exists on a floodplain that once was the river channel. A deviation of the Rio Grande occurred some 1000 to 2000 years ago.⁹ Originally, the river went down the east side of the valley in the general vicinity of where the railroad tracks exist in downtown Albuquerque. The railroad was located to the east of the channel on higher ground. Seasonal flooding caused the river to divert to the west above the community of Alameda, about 8 miles north of downtown Albuquerque. The new channel flowed west about a mile and then was turned south by the bluffs. This detour went for about 10 miles; then the river came back to the original channel near Barelmas, about 2 miles south of downtown. The major change in the floodplain for the Rio Grande impacted over 17 square miles.

After the railroad came in 1880, citizens realized the danger of flooding and contributed monies to a county fund to construct a dike near Alameda to reinforce the westward turn in the river.⁴ The dike successfully withheld a major flood in 1884. Citizens continued to be concerned about Rio Grande flooding and helped start the MRGCD in 1925. It is responsible for the stretch of river from the Cochiti Dam in Sandoval County in the north to the Elephant Butte Reservoir in the south.

The MRGCD created a plan in 1927 to address flood protection and channel improvement in Albuquerque.⁷ This initial part of the plan was to construct levees spaced from 1,500 to 2,000 ft apart, which would outline the Rio Grande. Within this span, there would be an inner flow channel that was 600 to 750 ft in width. The function of the wide channel would be to pass the high floods, which may occur in intervals of 15 to 20 years and prevent overflow to adjacent lands. The inner low flow channel would carry the annual floods and would be expected to help with silt buildup.⁹

Higher levees were placed in Albuquerque as additional protection from floods. Drainage ditches would be located next to the levees. The material removed from those ditches would provide fill for the levees that may be 8 to 10 feet above the low water elevation of the river. The levee and ditch would have a

minimum berm of 20 ft to keep the functions separate. Mechanisms would be instituted to protect the levees from scour. The drainage ditches would also help reduce the elevation of the high ground-water table. Levees and drainage ditches can easily be seen at any of bridges crossing the Rio Grande. Figure 3 shows photo of a levee and drainage ditch located just north and east of the present Central Avenue Bridge abutment. The levee and drainage ditch go back to the 1930s era. By 1935, the MRGCD had built almost 200 miles of levees along the river banks and a system of jetties and checks to protect against floods.



Figure 3 Levee and Drainage Ditch at the Northeast End of the Central Avenue Bridge.

MRGCD construction drawings indicate that the new Central Avenue Bridge in 1930 was 1326 ft. long, and the distance between drainage ditches, located on both sides of the river was 1674 ft. The State Highway Department shows that the 1930 bridge was 1350 ft long and that it was composed of fifty-four 25 ft spans. The Central Avenue Bridge was the first bridge in Albuquerque that was designed by the State Highway Department in concert with the MRGCD.

The Central Avenue Bridge function has changed with time, and different bridge structures have been built to accommodate the changing needs. Bridge 1557 was designed to accommodate additional through-traffic in Albuquerque that would be generated by Route 66 traffic. Some early traffic counts at the east and west state lines indicate that the interstate traffic increased at those locations by over a factor of 3 in the 1937-1941 time period.² Even with the depression, people were traveling. Traffic exploded after WWII. The State Highway Department realized it had a traffic count problem in Albuquerque, and a separate parallel bridge was constructed in 1952. This was Bridge 5226.⁶ Bridge 5226 had eighteen 75 ft long spans composed of structural steel beams and a concrete deck. The piers and abutments were concrete supported by timber piles. Bridge 1557 carried westbound traffic and Bridge 5226 carried eastbound.

This dual bridge arrangement doubled the traffic capacity of the Central Avenue Bridge and lasted for 31 years. The bridge was not subject to significant amounts of transcontinental traffic after about 1970, when Interstate 40 was completed through Albuquerque, but local traffic needs increased significantly. After WWII, Albuquerque made significant population expansions to the north and west. This particularly increased in the 1970's and 1980's. A major shopping center for the west side of Albuquerque opened in 1996 indicating this growth. As it was, in 1970, Albuquerque had four main bridges across the Rio Grande: Barelvas (Bridge boulevard), Central Avenue, Interstate 40, and Alameda. The Central Avenue Bridge took a lot of traffic and needed to be expanded.

In 1983, the State replaced both of the existing bridges with a new bridge structure that was composed of two separate bridge deck units. Figure 4 shows a photo of the two separate bridge deck units of this bridge. Both of the bridge decks rest on concrete piers. The current Central Avenue Bridge spans 1200 ft with 16 segments that are 75 ft. long. The overall bridge is shorter than the 1952 dual-structure bridge as the Rio Grande finally got a flood control dam above Albuquerque, Cochiti Dam. Each deck unit has three 12 ft. wide traffic lanes, an 8 ft. wide emergency stopping lane, and a 5 ft wide sidewalk.



Figure 4 View of Intersecting Joint between Bridge Deck Segments

Figure 5 is a photo of the of the river part of the current Central Avenue Bridge. Three of sixteen spans are devoted to main channel flow and the other spans are held in reserve for heavy flooding. The bridge exists between levees and drainage ditches as originally configured in 1930. The photo shows the integration of the Central Avenue Bridge into the MRGCD flood control system.



Figure 5 Photo of Rio Grande Bridge (Norman Falk Photo)

The nomination of the Central Avenue Bridge for the National Register of Historic Places is highlighted by the following:

1. The Central Avenue Bridge over the flood-prone Rio Grande was essential for transcontinental highway traffic to travel through New Mexico.
2. Every vehicle that went through Albuquerque on Route 66 from 1937 to 1983 traveled over two versions of the Central Avenue Bridge.
3. The new bridge has continued to provide for Central Avenue traffic over the Rio Grande for another 37 years after the decommissioning of Route 66.
4. The construction of the Central Avenue Bridge in 1930 was the final state funded structure that motivated the federal officials to reroute Route 66 and save 107 miles of travel.
5. Out-of-state Route 66 officials supported the construction of the Central Avenue Bridge.
6. Engineers with the MRGCD built levees and the State Highway Department successfully built bridges to accommodate an extremely severe flood threat.
7. Visual evidence of levees next to the long bridges on Central Avenue have existed for over 90 years.
8. The construction and implementation of the bridge in 1930 was the final event that helped federal officials accept the Santa Rosa-Laguna shortcut in New Mexico.
9. The construction of the Central Avenue Bridge was a necessary element in the largest rerouting project of Route 66.
10. The construction of the Central Avenue Bridge serves as an excellent example of how engineers can plan, design, and construct structures in a challenging setting that meets society's transportation needs.

References

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