



International District
Sector Development Plan
DRAFT
December 2012



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Chapter 1

introduction

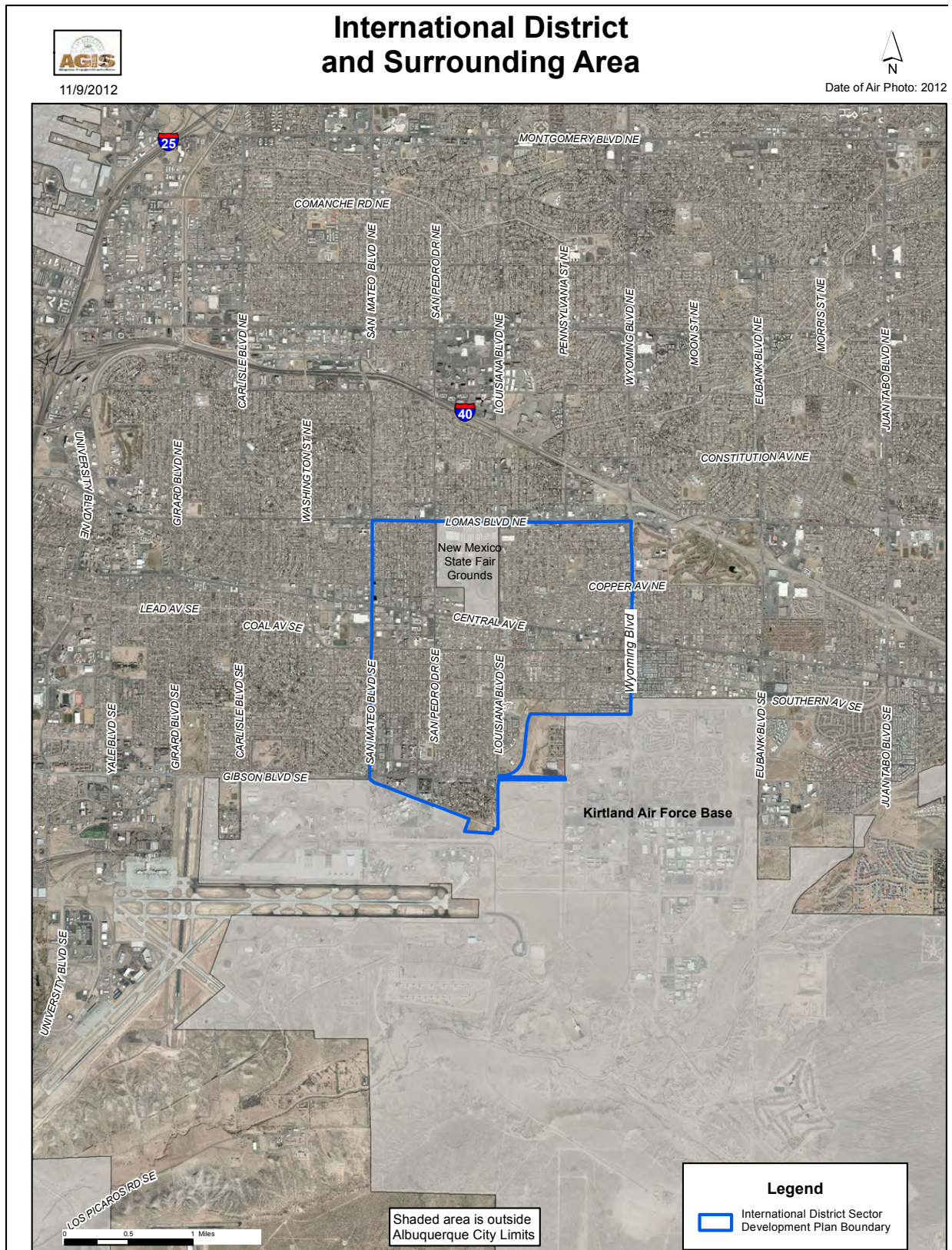


Figure 1.0: Vicinity map

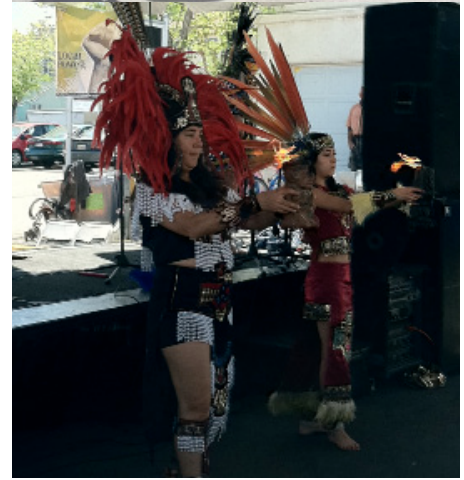
I. Executive Summary

The International District Sector Development Plan, hereinafter referred to as the “Plan”, was initiated in 2010 by the Albuquerque City Council at the request of several area neighborhoods. The community’s request for a Plan focused on two issues: A) general concerns for health and safety related issues facing the population within the Plan area, including the Plan area’s significantly higher rates of obesity, diabetes, heart disease, criminal activity, and pedestrian and bicycle accidents, and B) the interest in using land use and transportation tools to help address these issues and support the revitalization of the area designated in 2009 as the “International District” by City Council and State legislation.

The request for a Plan was followed by a two-year-long planning process which resulted in the development of a consolidated community vision with supporting goals and policies and the regulatory tools and strategies to implement them. In addition to the goals and objectives developed during the community participation process, the Plan addresses and implements adopted City plans and policies, including the Albuquerque/Bernalillo Comprehensive Plan, the Near Heights Metropolitan Redevelopment Plans, as well as the recommendations of other City and County commissioned studies and conceptual plans, including the Zuni Road Study, the Health Impact Assessment and existing sector development plans (La Mesa, Trumbull) for parts of the International District.

The Plan was developed based on the extensive community planning work conducted in the past few years to assess the health issues and opportunities in the Plan area. For over two decades, the International District has been on the radar of health organizations as an area with critical health issues, resulting in a “healthy communities” mandate for the area. This Plan builds on that assessment by acknowledging the shortcomings related to the establishment of a healthy community with respect to the area’s existing zoning and transportation infrastructure and introduces the following tools to guide redevelopment within the International District:

1. New zones with tailored development standards to encourage the creation of appropriately scaled **complete neighborhoods** and streets for key locations within the Plan area,
2. Transportation recommendations for strategic roadways improvements within the Plan area to support the development of **complete streets** and neighborhoods, and finally,
3. Projects that work to support the community goals of the establishment of complete and healthy neighborhoods within the International District.



Complete Neighborhoods. A neighborhood that has safe and convenient access to multiple modes of transportation (including walking), housing for people at different income levels and stages of life, and serves most of the daily needs of its inhabitants within a quarter to half mile walking radius.

Complete Streets. Road networks that are safer, more livable and welcoming to everyone. The design and operation of the entire roadway considers all users -- motorists, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities (National Complete Streets Coalition).

II. Purpose of the Plan

The intent of this Plan is to provide a regulatory framework to support and promote the overall health of residents and businesses within the area defined by Lomas Boulevard, Wyoming Boulevard, San Mateo Boulevard and Kirtland Air Force Base. As a Rank 3 plan, the Plan provides both policy guidance and regulations for development within its boundaries. It establishes zoning, land use and design regulations , and contains policies that have been developed to protect the unique conditions of the community. The Plan also provides recommendations for improvements to public services and facilities, such as transportation, drainage, parks, community centers and open space. **The Plan recognizes that, while there are many similar characteristics throughout the International District, the area is comprised of distinct neighborhoods, each with unique issues and opportunities.** The Plan builds upon a comprehensive community planning process which identified the community's health and safety as priorities.

As such, the Plan identifies the following strategies to implement the goals and policies of the Plan:

- Create a live/work International Marketplace District
- Foster "complete streets"
- Create a strong multi-modal transportation system
- Develop spaces for gathering, active and passive recreation and events

The conceptual strategy map (Figure 1.1) highlights focused improvements that aim to increase neighborhood connectivity, provide access to community goods and services, and expand existing public amenities. The location for improvements are based on community input and availability of existing and appropriate infrastructure.

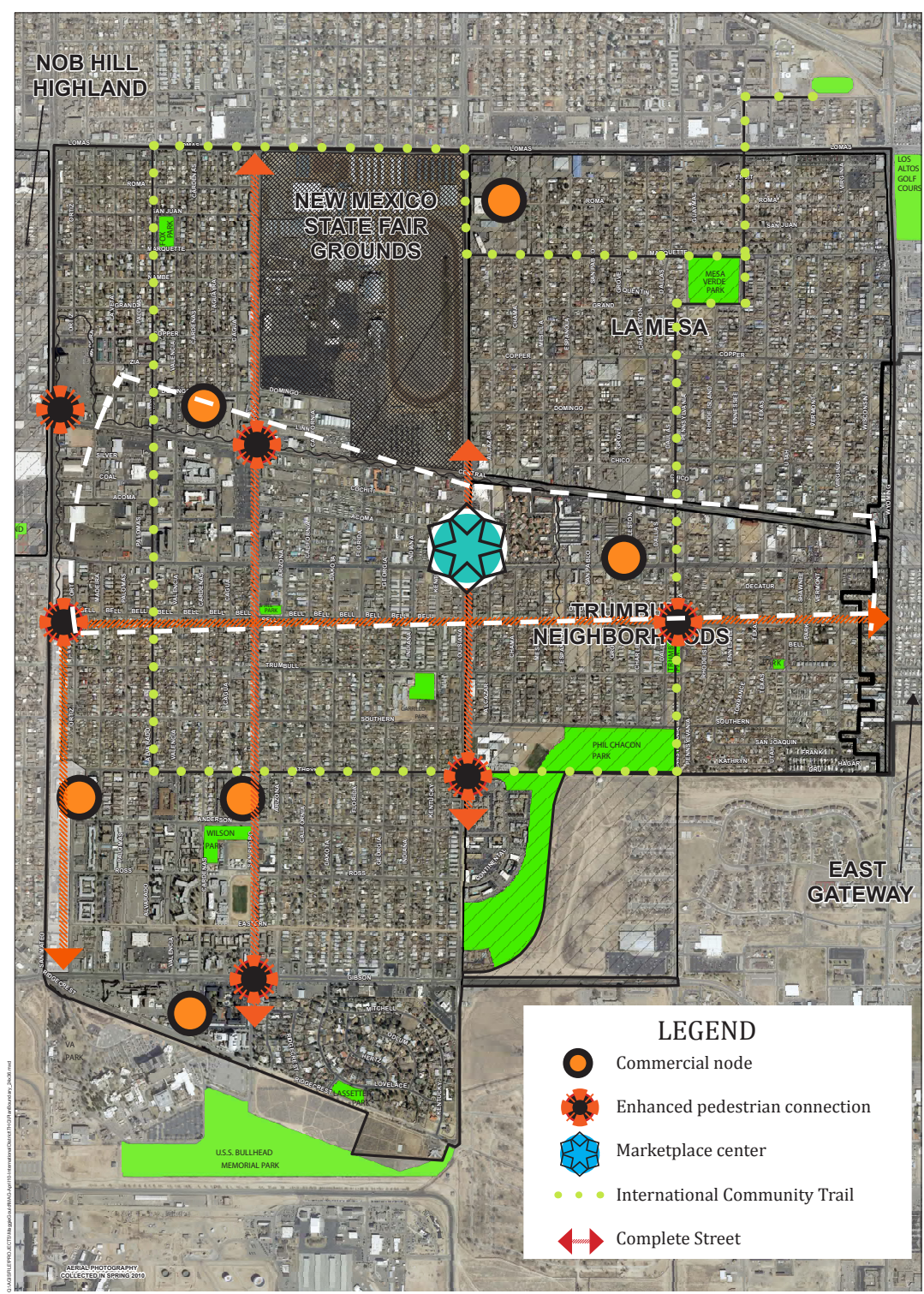


Figure 1.1: Conceptual strategy map

III. Plan Area Overview

The International District Sector Development Plan area encompasses approximately 2,489 acres and is generally contained within the boundaries of San Mateo Boulevard, Lomas Boulevard, Wyoming Boulevard, and the Sunport/Kirtland Airforce Base. The Plan area includes the Fair West, La Mesa, Trumbull Village, Elder Homestead, South San Pedro and Siesta Hills neighborhoods. Like many communities in

Albuquerque, neighborhoods in the International District are automobile oriented, with residential land uses segregated from commercial goods and services. **The existing land use patterns and zoning of the area, typical of post World War II development in Albuquerque, have influenced this automobile dependency and have had an adverse impact on the public health and the general stability of the community.**

The Plan area is primarily residential with commercial and office uses located along its key corridors. The residential neighborhoods in the Plan area were established in the 1950's and range from established single family areas to some of the highest density housing in Albuquerque with a very high turnover rate. The commercial corridors suffer from disinvestment and economic decline. The District's commercial core between San Mateo and San Pedro Boulevards, once envisioned as the original location for "Uptown," has had an historic economic struggle due to its proximity to and direct competition with Uptown Center (Winrock Mall, built in 1961, and Coronado Mall, built in 1965) which is located approximately 2 miles to the north. **As a result, large areas of commercial land, originally envisioned for commerce, have remained vacant or have developed with a wide range of non-commercial uses including light manufacturing, warehousing, office and residential.**

The Plan area is rich in culture and includes a diverse, international population. The area is home to a wide variety of ethnic shops, restaurants and businesses that serve local residents as well as the greater Albuquerque area. The New Mexico State Fairgrounds is located in the center of the Plan area, home to the annual State Fair and community special events. A regional flea market at the fairgrounds attracts thousands every weekend.

Prior to the establishment of the International District Sector Development Plan area, two of the Plan's neighborhoods, La Mesa and Trumbull Village, had adopted sector development plans in 1976 and 1981 respectively. **The La Mesa and Trumbull Village Sector Plans plans were primarily policy documents with social action plans, providing a vehicle to connect community issues with appropriate public agencies. They do not contain zoning regulations and capital implementation strategies as modern sector development plans do.** With the adoption

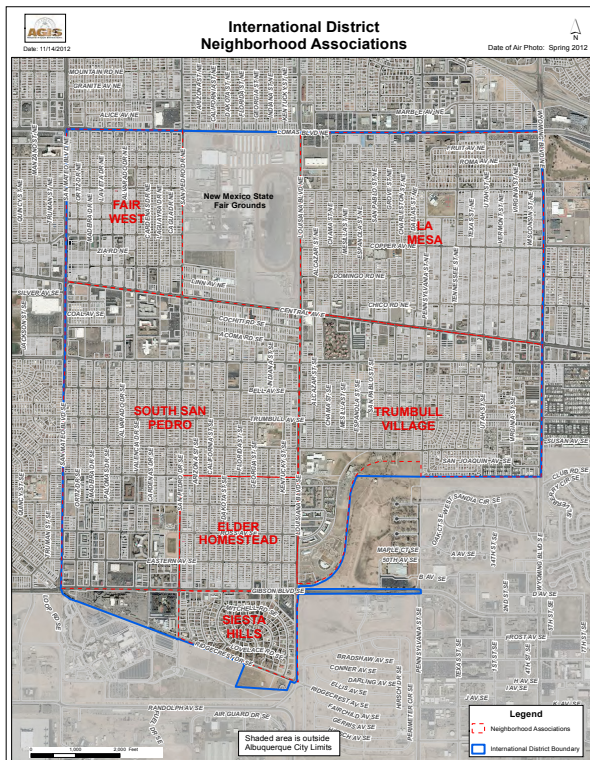


Figure 1.2: International District Neighborhood Association map.

of this Plan, these plans are repealed. See the appendix _____ for elements of the former sector development plans which have been incorporated into this Plan.

IV. Plan Organization

The Plan is organized into the following six sections and X appendices:

Section 1, Introduction, summarizes the Plan's policy context and identifies key findings and elements of the Plan.

Section 2, Goals and Policies, establishes the rationale and purpose of the changes proposed by the Plan.

Section 3, Regulatory Plan, establishes four new zones that regulate lot layout, building form, frontage and use, building articulation, parking, landscaping, lighting and signage in designated mixed use districts and along key transit corridors; modifies uses within the International District to support the goals and policies of the Plan; and rezones properties within the Plan area for the purpose of aligning zoning with established land uses and allowing additional opportunities for uses within the Plan area which support a healthy community.

Section 4, Implementation: Strategies and Projects, recommends projects and actions to establish complete streets and healthy neighborhoods within the Plan area.

Section 5, Community Concerns, Neighborhood Issues and Opportunities, outlines and analyzes key community concerns and provides potential strategies to address areas of concern.

Section 6, Existing Conditions and Opportunities, includes the analysis and general data collection which was used to develop the policies, strategies and implementation tools of the Plan.

V. The Planning Process

A. Public Planning Process

The public planning process began with a public kickoff meeting on July 8th 2010. More than ten facilitated public meetings and workshops were conducted in late 2010 and early 2011. In addition, the Planning Team conducted surveys, both in paper form and online, in order to assess the community's perception regarding its economic and physical health, and issues relating to land use and code enforcement. The Planning Team also met with local business owners to solicit their ideas and concerns about the community. (See Appendix x for more details on the planning process).

As a result of these meetings and nearly two years of data collection, site visits, and analysis, the Planning Team developed and presented



Photo: Public Meeting

potential planning strategies at three public workshops in April, August and September of 2011. Zoning and transportation strategies were presented to the public and reviewed in two open houses held in 2012.

The Planning Team has also worked in conjunction with City agencies, Albuquerque Public Schools, Expo New Mexico, STEPS (Southeast Heights Entrepreneurial Leadership Team), the International District Healthy Communities Coalition and Bernalillo County to coordinate planning efforts.

B. Recent Planning Efforts

The following planning efforts were concurrent with or occurred just prior to the development of the Plan. The results of these efforts inform the goals, policies and strategies of this Plan. For additional information on these efforts, please see Appendix N.

Metropolitan Redevelopment Designation. In 2000, portions of the International District were designated as The Near Heights Metropolitan Redevelopment Area, noting deteriorated structures and sites, unsafe conditions, impractical planning and platting, and low levels of commercial activity. In 2010, the redevelopment area was expanded. (See Figure 6.10 for designated MRAs within the Plan area)

International District Designation. In 2009, the area was designated the “International District” through a joint memorial by the State, County and City and a City Resolution in an effort to capitalize on the unique concentration of diverse cultures living and operating businesses here. This designation is an essential step in the rebranding of the area to combat historic negative perceptions and continues to foster the promotion of the International District as a unique destination in the city.

Health Impact Assessment (HIA). “The International District Health Impact Assessment: Central Avenue in Albuquerque’s International District, Health in All Policies.” The Plan area was identified by the Bernalillo County Public Health Department as having populations with disproportionate health issues including high rates of diabetes and heart disease as compared to Albuquerque as a whole. As a result, in 2010, Bernalillo County sponsored a Health Impact Assessment for a portion of the plan area. A summary of the HIA can be found in Appendix C.

Zuni Road Study. In 2011, the City of Albuquerque contracted with Vector Engineering to conduct a study of Zuni Road. The study involved public meetings, data collection and field surveys and proposes a “Complete Street” road reconfiguration for Zuni Road that includes bike lanes, pedestrian and landscape improvements.

The International Community Trail. Bernalillo County Public Works, in coordination with City of Albuquerque Department of Municipal Development, prepared a scoping report for implementing the International Trail located along roadways in the International District of Albuquerque. Trail corridors extend approximately 14 miles (See Figure 1.3). The intent of the trail is to provide better pedestrian and bicycle connections from surrounding neighborhoods to public facilities, such as parks, schools, health facilities, senior and community centers, and other destinations.

The trail alignment was identified by the local non-profit ACHIEVE. The organization received funding in early 2009 from the Centers for Disease Control (CDC) to prepare an Action Guide, “Places for Physical Activity – Facilitating Development of a Community Trail and Promoting Its Use to Increase Physical Activity among Youth and Adults.” This initiative is designed to reduce barriers to physical activity by creating new or modifying existing places for physical activity, and to promote their use.

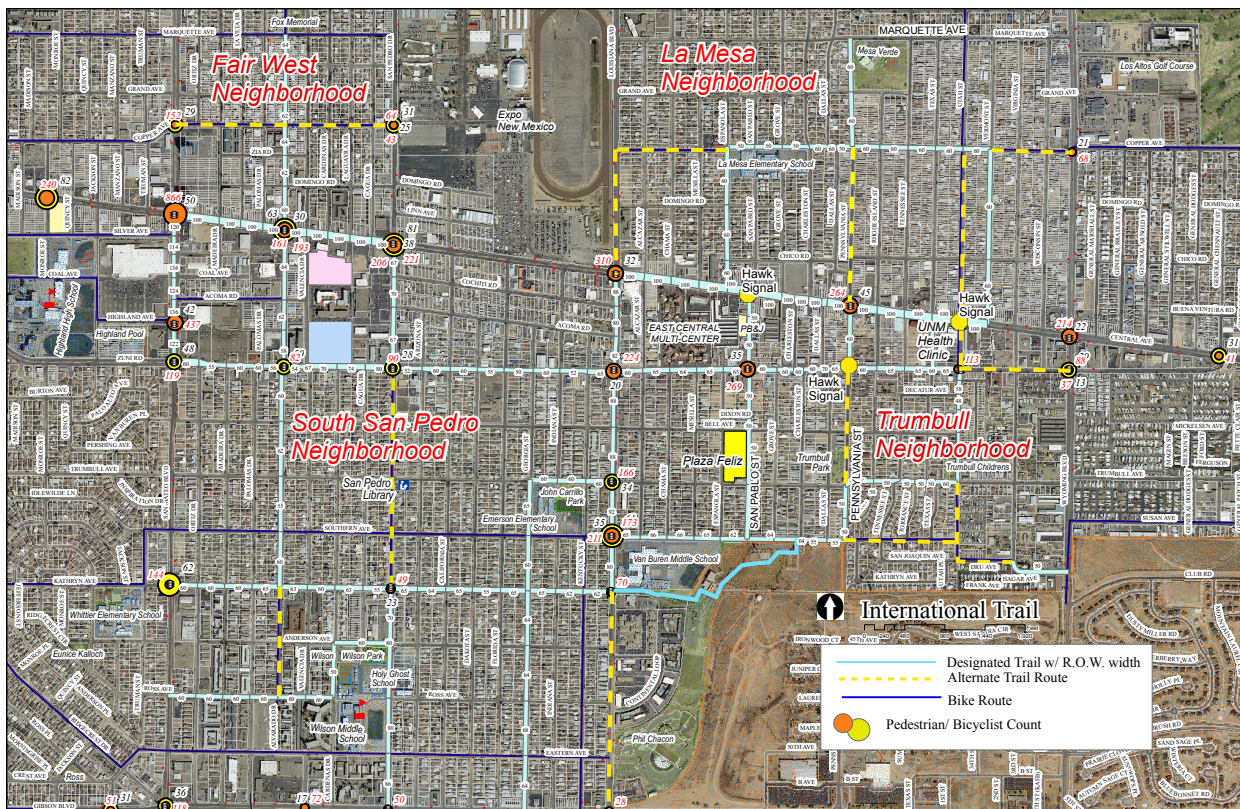


Figure 1.3. International Community Trail Route.

“Sector Planning, Land Use and Health Promotion in the International District: A Workbook for Community Advocates.”

This document was developed by UNM School of Architecture and Planning faculty as a companion to a two-session training on sector planning for health sponsored by Saint Joseph’s Community Health Services through the Southeast Heights Health Collaborative (SEHHC).

University of New Mexico, Advance Planning Studio Fall 2009, International District: Planning and Policy Recommendations.

This document, developed by UNM Community & Regional Planning graduate students and faculty, contains recommendations based on data collected on district history, existing conditions and future wants and needs for the community as expressed by community members. Recommendations are based on improving community health and vitality in an existing urban environment. Community input was collected through community visioning meetings, focus groups and resulted in a set of goals, policies and recommendations regarding housing, land use, zoning, transportation, community and economic development, and the Expo New Mexico State Fairgrounds.

Chapter 2

goals & policies

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I. Introduction

Throughout the public participation process, the community worked to develop visions, goals, and objectives for both the International District and each individual neighborhood. Participants were asked to generate ideas about how they envisioned the International District and its neighborhoods in ten to twenty years and to generate goals and objectives to achieve their vision. The following represents the synthesis of the thoughts and ideas developed by the community throughout this process.

Plan Vision

Based on individual neighborhood visions and consolidated planning efforts, the following overarching Plan vision has been developed in order to support the growth and redevelopment of the International District as a whole:

The International District is a vibrant, healthy and culturally rich community for both residents and visitors to live, work and play.

Neighborhood Visions. In addition to the overarching Plan vision, the following neighborhood visions were also developed in recognition of the unique character and desires of the Plan's individual neighborhoods.

Fair West Neighborhood is a part of the City known for accentuating diversity, becoming a magnet for the City. Connected to community at large with a vibrant, healthy population that utilizes the community through bike trails, buses and has a beautified Central Boulevard. A healthy, vibrant, walkable, multi-generational community.

La Mesa Neighborhood is an International District known for restaurants, import stores and cultural activities providing a world bazaar type destination that attracts visitors from all over the city and beyond -- a place where people stay, work, live and visit.

South San Pedro/Elder Homestead neighborhoods A safe, friendly, walkable community which is recognized locally as a gem in Albuquerque. A healthy, vibrant community where residents and businesses interact in a mutually supportive way.

Trumbull Village Healthy, safe, walkable, multi-generational community where everyone can meet all of their needs on foot, a sustainable community. A community where we can live, laugh and play.



Community Process

II. Plan Goals and Policies

Note: The Following land use and transportation goals and policies were developed through the community planning process and have corresponding regulations and implementing projects described later in the plan.

Land Use Goals and Policies

Land Use Goal 1: Create attractive, healthy and accessible “complete neighborhoods” that provide opportunities for people of all ages and incomes to live, work and play.

Policies:

- Mixed-use development that supports quality transit service and provides employment opportunities in close proximity to residential neighborhoods should be allowed and encouraged.
- Daily goods and services and gathering spaces, such as grocery stores, restaurants and pubs, should be provided within walking distance of existing residential areas.
-

Land Use Goal 2: Provide safe, quality housing opportunities for all ages and income levels

Policies:

- A mix of housing types should be allowed and encouraged within the Plan area with higher densities along or in close proximity to corridors to support transit and retail.
- Apartment and multifamily development, where appropriate, should be designed to be integrated into and to complement the existing development pattern and neighborhood character.
- New and existing residential development should provide adequate access to open space, light, air and amenities in order to facilitate a holistic living environment.
- Residential development that allows community members to age-in-place should be encouraged.
- Maintenance of apartment complexes should occur regularly and efforts should be made to foster relationships between property owners, neighborhood associations and tenants.



Street trees and open space help filter pollutants from the air and mitigate the “heat island effect” caused by bare pavement.” (1)

Land Use Goal 3: Support redevelopment and preserve existing investments by promoting land uses that protect the health, welfare and safety of the community and encouraging site development standards that enhance the built environment

Policies:

- Farmer's markets, food vendors, community farms and gardens should be allowed and encouraged throughout the Plan area, where appropriate.
- Package liquor sales should be restricted to improve safety and community health and reduce crime and public intoxication.
- Street trees and site and parking lot landscaping and buffering should be provided in order to reduce noise, filter pollutants and provide shade.
- New development sites should be designed to support walking and reduce conflicts between pedestrians and vehicles.
- Revitalize existing neighborhood shopping centers by attracting tenants which provide daily goods and services and incorporating spaces for gathering such as plazas, patios and promenades.
- Adopt zoning which encourages active spaces and "eyes on the street."

Transportation Goal 1: Provide a safe and convenient multi-modal transportation network of "Complete Streets" that serve all users: motorists, pedestrians, cyclists and transit riders.

Policies:

- Streets and intersections should be designed with minimum lane widths and curb radii required for expected vehicles in order to necessitate compliance with posted speed limits and encourage safe, efficient vehicle travel.
- Major multi-modal corridors within the Plan area should be comprehensively redesigned and reconstructed as "Complete Streets" in order to support adjacent land development and the creation of healthy neighborhoods.



Residents in communities with a more "imbalanced food environment" (where fast food and corner stores are more convenient and prevalent than grocery stores) have more health problems and higher mortality than residents of areas with a higher proportion of grocery stores when other factors are held constant. (2)

A study of more than 500 zip codes in California over time found that an increase in the number of bars and take-out alcohol retailers corresponded with an increase in the rate of violence. (3)



People living in highly walkable, mixed-use communities are more than twice as likely to get 30 or more minutes of exercise as people who live in more auto-dependent neighborhoods. (4)

Creating new places for physical activity or improving their accessibility can increase the proportion of residents who exercise three times a week by 25%. (5)

2 goals and policies



- Consideration should be given to reducing posted speed limits on major thoroughfares to make them safer and more compatible with other users, such as bicyclists and pedestrians.
- Safe and usable sidewalks, bike lanes and crossings that meet federal accessibility standards and provide safe routes to schools and other key destinations should be provided throughout the plan area.
- Pedestrian amenities, such as shade structures, benches or trash receptacles, should be provided in areas where there is high pedestrian activity.

Policies:

Transportation Goal 2: Provide safe and convenient transit services and amenities that are designed to serve and support activity centers and mixed use redevelopment along key transit corridors, such as Central Ave.

- High use transit facilities should be sited and designed to provide dedicated waiting areas for transit users that allows unobstructed pedestrian passage and minimizes conflicts with neighboring land uses and property owners.
- Transit facilities should be located within easy access of signalized intersections to discourage mid-block crossings, support development in activity centers and facilitate route transfers.
- Improved pedestrian and bicycle linkages should be provided from neighborhoods to transit corridors.

Transportation Goal 3: Implement the International Community Trail in order to provide a comprehensive pedestrian and bicycle network throughout the International District.

Policies:

- An enhanced pedestrian and bicycle network that connects key community services and destinations and includes wayfinding signs, lighting, street trees and pedestrian amenities should be provided throughout the Plan area.

Note: The following goals and policies were articulated by the community during the sector planning process but do not have corresponding regulations or implementation actions. They are included here to provide general policy guidance for future development proposals and programming decisions but are not necessarily tied to the land use and transportation implementation tools found in this plan.

Economic Development Goal 1: Grow the existing business community and attract new businesses that provide goods and services currently unavailable in the community and that help support the International District as a unique, culturally rich destination.

Policies:

- The City, in partnership with other governments and community organizations, should explore incentives, such as façade improvement programs, and develop a plan to support and expand existing local businesses and attract new businesses.
- The City, in partnership with other governments and community organizations, should promote the area's "brand" as a destination for internationally-themed retail, restaurants and services to attract visitors and new businesses to the area.
- Local businesses should explore the establishment of an organized business association that can advocate for funding and other resources to improve the area.

Economic Development Goal 2: Encourage opportunities for local employment to strengthen the economic health and stability of the community.

Policies:

- Local businesses should take advantage of the area's designation by the Small Business Administration as a Historically Underutilized Business, or HUB, zone, which provides incentives for hiring local residents.
- The City should consider waiver of permitting fees, provision of training, extension of utilities, Industrial Revenue Bonds and other incentives for businesses that commit to hiring from nearby neighborhoods.

Crash rates increase exponentially with street width, especially since drivers move faster on wider roads and more cautiously on narrow streets. (6)

Pedestrian injuries can be reduced more than seven-fold by slowing traffic down from 30 to 20 miles per hour. Slowing traffic from 40 to 20 miles per hour can reduce a pedestrians' chance of being killed, if hit, from 85 percent to just 5 percent. (7)

Compact communities have lower vehicle ownership rates and fewer Vehicle Miles Traveled (VMT) per day. (8)



Almost one-third of Americans who use public transit to get to work meet their daily requirements for physical activity by walking as part of their daily life, including to and from the transit stop. (9)

2 goals and policies



Neighborhood density is positively correlated with the number of minutes of physical activity residents get per day. (10)



A lack of affordable housing compromises the health of low and fixed income residents as they spend more money on housing costs and less on health care and healthy food. (11)

- The City, in partnership with other local governments and organizations, should prioritize commercial and economic development strategies in the area that are appropriate to residents' skill levels and employment needs.

Community Health/Quality of Life Goal 1: Encourage entertainment opportunities and community activities for people of all ages.

Policies:

- New development, redevelopment projects and existing facilities, where feasible and appropriate, should provide opportunities for festivals and music events and support the creation of nodes of community activity, such as dining, shopping and cultural exchange.

Community Health/Quality of Life Goal 2: Improve the physical environment and appearance of the area for current residents and businesses in the International District, and to attract new investment, residents and visitors.

Policies:

- The City, in partnership with residents and community groups, should focus efforts on enforcing existing weed and litter ordinances in order to protect investment and encourage redevelopment.
- The City, in partnership with community groups, should seek funding for additional trash removal service or large item drop off locations to mitigate accumulation of abandoned furniture, particularly in areas of high apartment turnover.

Community Health/Quality of Life Goal 3: Improve access to social services for all populations within the International District.

Policies:

- The City and community should explore ways to improve access to services, amenities and basic needs for all residents, including populations with specialized needs.

Community Health/Quality of Life Goal 4: Prioritize efforts that support an active lifestyle for people of all ages and income levels.

Policies:

- Program parks and recreation facilities for active use.

Community Health/Quality of Life Goal 5: Foster a safe environment for residents and a safe and attractive destination for tourists and residents of greater Albuquerque.

Policies:

- The City should increase walking/biking police patrols in higher density areas to provide more efficient and effective community policing and address issues that are prevalent in this community, such as prostitution, vagrancy and aggressive panhandling.
- The community should work with APD to establish neighborhood watch programs that foster resident involvement in crime prevention and develop regular channels of communication between neighborhood residents and area APD officers.

Environmental Goal 1: reduce storm runoff into streets.

Policies:

- LID, or Low Impact Development) techniques for new development in order to collect on site drainage for sustaining vegetation.

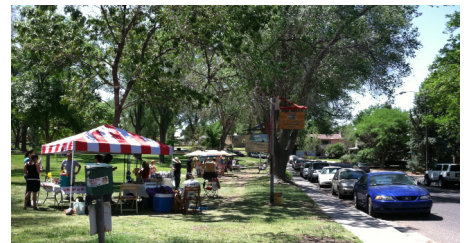
Environmental Goal 2: Reduce general noise pollution in neighborhoods.

Policies:

- Prioritize traffic calming to slow traffic and mitigate noise.
- Ensure adequate landscaping and vegetation to absorb noise.
- Work with the Sunport/Kirtland AFB to mitigate aircraft noise.
- Enforce City noise ordinance.



Older non-drivers take 65 percent fewer social, family, and religious trips than older people who still drive. Seniors in lower-density neighborhoods are 50 percent more likely to stay home than those living in denser neighborhoods. (12)



The presence of shared natural or open spaces has been associated with stronger social ties among neighbors. (13)



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9. L. Besser and A. Dannenberg, Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations, Vol. 29, No. 4, American Journal of Preventive Medicine, at 273-280 (2005).
10. L. Frank et al., Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings From SMARTRAQ, American Journal of Preventive Medicine, at 117-1255 (February 2005).
11. R. Cohen, The Positive Impacts of Affordable Housing on Health: A Research Summary, Enterprise Community Partners, Center for Housing Policy (2007).
12. Surface Transportation Policy Project, Aging Americans: Stranded Without Options (April 2004).
13. E. Kuo et al., Transforming Inner-City Neighborhoods: Trees, Sense of Safety, and Preference, Vol. 30, No. 1, Environmental Behavior, at 28-59 (1998).

Chapter 3

regulating plan

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I. Introduction

A. Overview

This **Regulating Plan** establishes zoning regulations and general development standards for the Plan area. The development standards, new zones and modifications to existing zones provide the regulatory framework necessary for implementing the land use, transportation and community health goals and policies for the International District outlined in Chapter 2. The intent of the regulatory changes to the Plan area is to create more compact and walkable environments in key redevelopment areas than are allowed under current zoning, and remove uses from the International District that conflict with the health and general wellbeing of the community. Several new zones established by the Plan provide flexible development opportunities, allowing for a mixture of uses with a wide range of residential opportunities in order to respond to changing market demands.

B. Summary of Changes

Changes have been made to all commercial zones within the Plan area to prohibit the establishment of new businesses that sell alcohol for off-premise consumption. New uses have been added to some zones, including mobile vending carts and community gardens. Standards have been created for new multi-family residential to ensure that development is pedestrian friendly and at a neighborhood scale. In addition, development standards that are applicable to all zones within the Plan area have been developed in order to implement the goals and policies of the Plan.

C. New Zones

This plan includes four new zones which have been tailored to respond to the unique conditions of the International District: **SU-2/International District Neighborhood Flex zone, SU-2/International District Community Flex 1 zone, SU-2/International District Community Flex 2 zone and SU-2/International District Live/Work Marketplace zone.** These zones are based on the existing City Comprehensive Zoning Code and use components of the City's Form-Based Code to provide predictable development outcomes while allowing a wider range of uses than conventional zones to allow flexibility of uses over time as market conditions change. These new zones require new development and substantial redevelopment of properties to conform to a set of building and frontage types to ensure that new development contributes to an environment that is pedestrian friendly. This is accomplished by locating buildings close to the street with pedestrian amenities, such as storefronts, shading, courtyards and building articulation at a human scale.

Because this plan contains tailored, SU-2 (special use) zoning and other regulations that may differ from current requirements, property owners and/or developers may wish to meet with City staff prior to submitting development applications. To schedule such a meeting or for other assistance with this Plan, please contact the Planning Department 505-924-3860.

Conventional or "Euclidian Zoning."

With the exception of the Form Based Zones, the zones within the City of Albuquerque Comprehensive Zoning Code are examples of conventional or "Euclidian" zoning. Euclidian zoning is based on separation of uses that may not be compatible with one another, such as commercial and residential areas.

Form Based Code and Form Based Zones.

In recent years, communities have realized that mixing uses, especially in dense urban areas, leads to the creation of more sustainable, desirable places where residents can live, work, shop and recreate in one walkable district. Form Based Codes foster predictable built results and a high-quality public realm by using physical form (rather than the separation of uses) as the organizing principle for the code (Form Based Code Institute). In January, 2009, the City of Albuquerque added five Form Based Zones to the Comprehensive Zoning Code. Some of the new zones found in this plan are a hybrid of Form Based Codes and conventional "Euclidian" zoning.

Hybrid Form Based Zones. Hybrid form based zones use both the tools of form based codes and the controls of conventional zoning to create a physical environment that is tailored to the needs of a specific community. Form based tools regulate placement of the building within certain prescribed parameters to ensure a harmonious environment. "Building and Frontage Types" are incorporated to create street environments which are physically interesting and engaging to the pedestrian. Conventional zoning tools, such as uses, signage and lighting requirements of the Comprehensive Zoning Code ensure compatible land uses in sensitive areas.

II. General Provisions

A. Plan Authority

The International District Sector Development Plan is a Rank III Plan that includes regulations and policies in order to implement the goals and policies of the Rank I Albuquerque/Bernalillo Comprehensive Plan.

B. Ranked City plans

Planning in the City of Albuquerque is organized by a ranking system. The Rank I plan is the Albuquerque/Bernalillo County Comprehensive Plan, which provides a broad policy framework for development throughout the City and County. Rank II plans (area and facility plans) provide more detailed analysis and policies for large sub-areas, and are intended to further the policy objectives of the Comprehensive Plan. Rank III plans include Sector Development Plans, which are intended to cover the smallest geographic areas and provide the most detailed planning on a neighborhood or corridor level. Sector Development Plans typically establish zoning on a parcel level and contain more detail relative to the physical development of an area and capital improvements. The International District Plan is a Rank III plan. Lower-ranking plans are required to be consistent with higher-ranking (Rank I and II) plans.

This Rank III SDP is intended to further and comply with the policies and intents of adopted City plans.

C. Other Sector Development Plans

The Trumbull Village Sector Development Plan and La Mesa Sector Development Plan will be repealed with the adoption of this Plan, however, relevant portions of these Plans have been included within this document in order to continue the efforts of those neighborhoods. For instance, the La Mesa Sector Development Plan calls for removal of blight and blighting influences and enforcement of existing regulations. This plan's development standards, regulations and capital projects aim to address these issues and continue current efforts.

D. Application of the regulatory plan

1. New zones, rezoning and modifications to existing zones become regulatory with the adoption of this Plan.
2. Triggers for compliance with setback, height or general development standards:
 - a. New buildings,
 - b. Additions to existing structure of more than 25% of gross square footage, or
 - c. Major façade alterations of existing structures shall comply with design requirements to the extent possible.

3. In addition, the policies and regulations of Resolution R-02-186, The International Marketplace Special Use zone, shall remain in effect. See appendix X.

E. Existing entitlements

1. All properties with an existing approved Site Development Plan as of the adoption of this Plan shall retain all rights and restrictions granted by the Site Plan Approval Process, except that an addition of 25% or more to approved building footprints shall trigger the standards of this plan.

F. Exemptions for compliance with setback, height or general standards

1. New uses in existing structures,
2. Tenant improvements to the interior of a building,
3. Building repairs, window and door replacements, new stucco and paint and/or new roof.
4. For additions of more than 25% of gross square footage which cannot meet the building placement requirements of this zone due to existing site constraints, see **Development Standards for Exceptions for compliance with building setback requirements**.

G. Conditional uses

1. Conditional uses approved prior to the adoption of the Plan shall be allowed for the life of the use. If the use ceases for a continuous period of two years or more, the conditional use approval shall be considered expired.
2. New conditional uses shall be approved per section 14-16-4-2 of the Zoning Code.

H. Non-conforming uses

1. Non-conforming uses and existing legal uses that become non-conforming upon adoption of the Plan shall be treated as approved conditional uses and shall be regulated per conditional uses in Chapter 3 of this Plan (see above).

I. Relationship with other City Codes

1. Where a conflict arises between the regulations of this Plan and the Zoning Code, this Plan shall prevail. When the Plan is silent on an issue that would otherwise be governed by the Zoning Code or other applicable City codes those codes shall prevail.

J. Development Approval Matrix **Update Pending**

UPDATE PENDING

	ID - LWM	ID - NF	ID - CF 1	ID - CF 2
Establishes compliance and process	Pre-Application Review Team Required.			
Compliant on Use and Form	Building Permit No Public Notification Required	Building Permit No Public Notification Required	Building Permit No Public Notification Required	Building Permit No Public Notification Required
Conditional Use				
1. Permitted by zone	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption
2. Non conforming approved conditional use.				
Compliant on Use, but Major Modifications to Form	EPC	EPC	EPC	EPC
Compliant on Use and Minor Modification to Form	Planning Director	Planning Director	Planning Director	Planning Director

K. Modifications and non-compliant development

The regulations of this Plan provide certainty for applicants, neighborhoods and zoning staff. However, these standards are not intended to limit creativity or to ignore unique site or neighborhood conditions. The standards are intended to allow creativity to provide acceptable alternatives within the framework of the standards. As such, two levels of modifications to the zoning and general development standards are permitted as follows:

1. Minor: The Planning Director or his/her designee may approve deviations from any dimensional standard by no more than 25%.
2. Major: Any deviation from a dimensional standard that is greater than 25% shall be reviewed by the Environmental Planning Commission (EPC). In order for the EPC to grant the deviation(s) and approve the site development plan, the applicant must demonstrate that 1) the original standard(s) cannot be reasonably met without substantial hardship, due to the uniqueness of the site, and 2) applicable goals, policies and intents of the Plan are still met even with the proposed deviations.

L. How to Use this Plan

Step 1: Locate property on the Regulating Plan map (Figures 3.4-3.8) to determine zoning.

Step 2: For all zones, see **Prohibited Uses for all zones within the Plan area** (Page 34)

Step 3: Review **General Provisions** (Page 30) for applicability and exemptions from standards.

Step 4: Review **Land Uses** (Page 34), **Establishment of New Zones** (Page 40) and **Development Standards** (Page 54) as applicable to your property.

1. For properties with new zones: follow requirements of the zone for height, building type and placement, articulation, parking, landscaping.
2. For properties with Conventional zones (example, C-2, R-2 etc.): Follow the City's Comprehensive Zoning Code requirements where the General Development Standards and zoning of this plan are silent.
3. For all properties, See Development Review Process on Page 32 for additional requirements.

IV. Land Uses

A. Overview

The zones established by this Plan expand uses in certain areas and increase development intensity in others from what is allowed by current zoning. However, the Plan limits particular uses that have been identified as having a significantly negative impact on the overall community health within the International District. Existing legal non-conforming uses shall be considered approved conditional uses and shall be allowed per the terms of the Conditional Use section (Page 31).

Note: new development and major modifications to existing development may trigger additional development standards. See Application of the Regulatory Plan (Page 30) for a list of redevelopment thresholds that will activate requirements of this Plan.

B. Prohibited Uses for all zones within the Plan area

In order to support the healthy communities goals and policies of the Plan, the following uses are prohibited in all zones within the Plan area:

1. The sale of liquor for off-premise consumption shall be prohibited. Existing package liquor uses made non-conforming by the adoption of this Plan shall be considered approved conditional uses subject to the terms of the Conditional Use section (Page 31).
2. Lending facilities not affiliated with a Federally-secured bank shall be prohibited. Existing lending facilities not affiliated with a Federally-secured bank shall be considered a non-conforming approved conditional use.

C. Additional Permitted Uses for Specific Zones within the Plan area

In order to support the healthy communities goals and policies of the Plan, the following uses have been added to appropriate zones within the Plan area.

1. **Stationary Mobile Carts.** Stationary Mobile Carts, such as food trucks, shall be permissive on private property in each of the C-1, C-2, C-3, SU-2/International District Neighborhood Flex zone, SU-2/International District Community Flex 1 zone, SU-2/International District Community Flex 2 zone and SU-2/International District Live/Work Marketplace zone or any equivalent SU-1 zone, with the authorization of property owners, with the following conditions:
 - **Location.** Stationary Mobile Carts used on private property shall be parked on parking lots and paved areas.
 - **Off Street Parking.** If located in an existing parking lot, the parking spaces impacted shall be considered “available” to meet off-street parking requirements for the business provided that they do not encumber more than 25 percent of the required off-street parking. No off-street parking required for Stationary Mobile Carts.
 - **Other Requirements.** All applicable environmental health or other City regulations shall apply.

a. **Community Gardens.** Community gardens shall be permitted in all zones on lots fronting local and collector streets only. A Community garden is an area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers, for personal or group use, consumption or donation or to be sold for profit. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members. The following shall be permitted in conjunction with a community garden use:

- **Sale of items grown at the site.** In residential zones, sale of items grown at the site shall be limited to one day a week. Vending is not limited in commercial zones.
- **Signs. In residential zones,** signs for community gardens shall be limited to identification, information and directional signs, including sponsorship information where the sponsorship information is clearly secondary to other permitted information on any particular sign. Signs shall be limited to 24 square feet in area and may not be illuminated. Materials for signs shall be limited to wood or metal. Banners shall only be permitted for events and may only be displayed up to two weeks prior to the scheduled event. Signs in **commercial zones** shall comply with the underlying zone.
- **Off-street parking.** In residential zones, off-street parking shall be permitted only for those garden sites exceeding 15,000 square feet in lot area. Off-street parking shall be limited in size to ten percent (10%) of the garden site lot area and shall be surfaced with gravel or other pervious material. Walkways shall meet the needs of individuals with disabilities. Parking shall be located on the side or rear of lot where possible. Off-street parking shall comply with additional requirements of underlying zone.
- **Walls and fences.** Walls and fences shall be limited to 6 feet in height and shall remain transparent through materials or penetrations for a minimum of 50% of the vertical area. Walls and fences shall maintain a minimum front setback of 5 feet with the remaining setback area landscaped with vegetative cover.

D. Existing Zoning

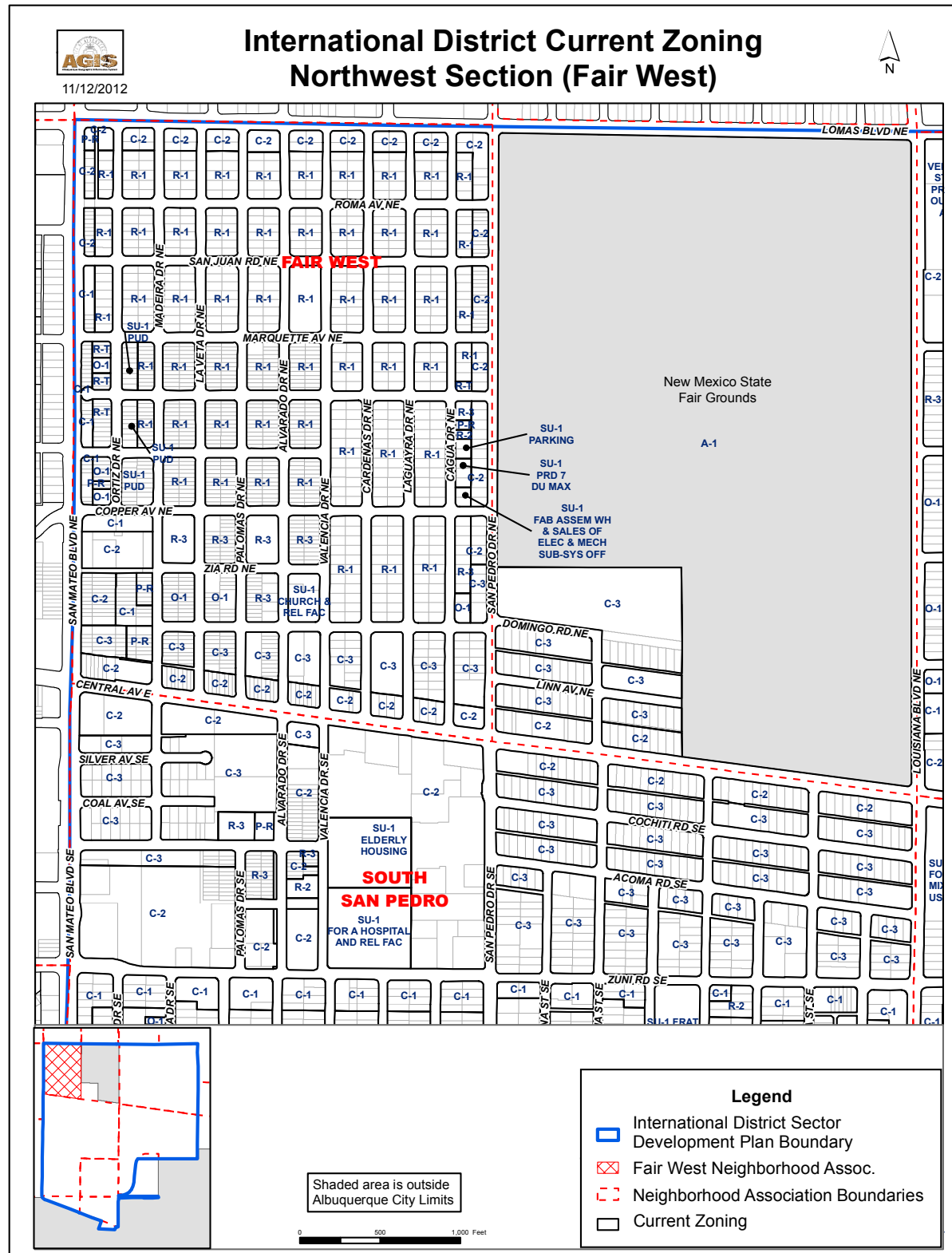


Figure 3.0: Existing Zone map (Fair West)

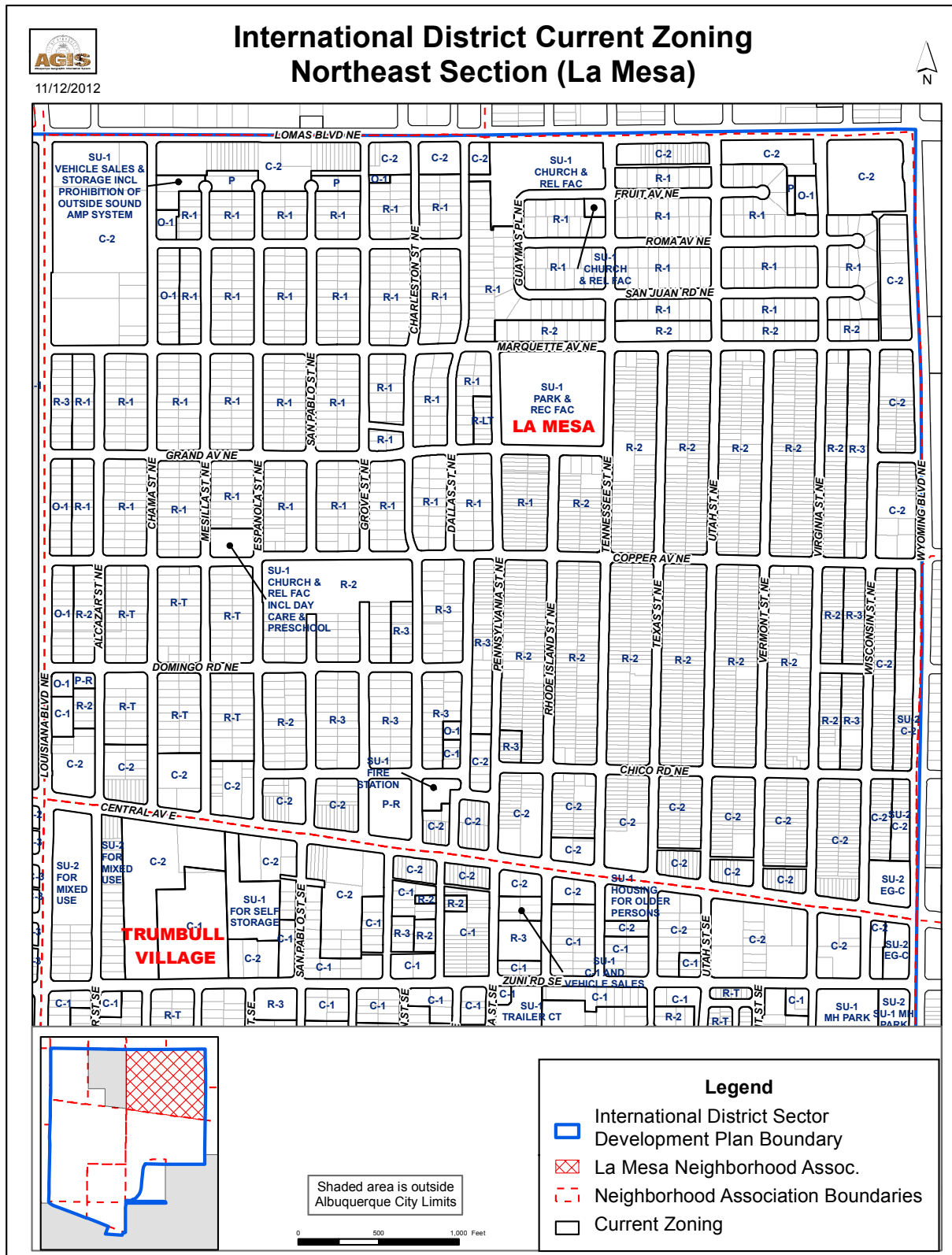


Figure 3.1: Existing Zone map (La Mesa)

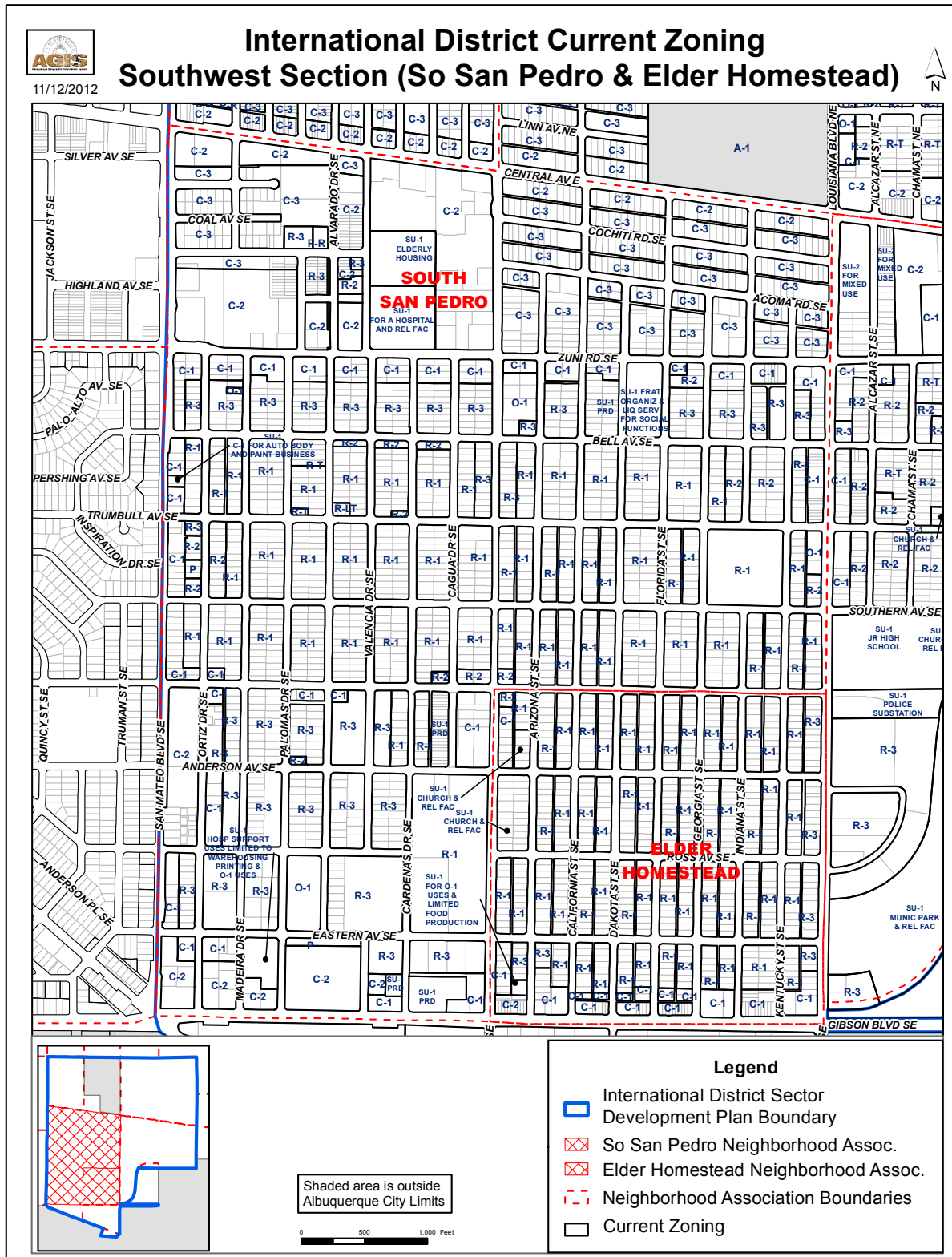


Figure 3.2: Existing Zone map (South San Pedro/Elder Homestead)

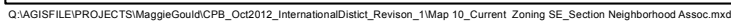


Figure 3.3: Existing Zone Map (Trumbull Village)

II. Establishment of New Zones

In order to implement the goals and policies of the Plan, new zones are established in areas of vacant or underutilized space and/or where existing zoning does not match current land uses or does not support adopted City goals and policies related to achieving transit-supportive development, strengthening communities through attracting reinvestment and generating economic development. Figure 3.4, Regulating Plan: Overview of International District on Page 41, as well as Figure 3.5-3.8 indicate properties that have received zone changes.

A. New Zones

The following new SU-2 zones are established in order to create new development opportunities in identified areas to institute healthy and complete neighborhoods and streets within the International District. These new zones provide development standards that respond to the unique existing environments and conditions of specific areas identified through this planning process. This section includes a brief description of each new zone, the actual zone regulations begin on Page 46. The location of these new zones can be found on Figures 3.4-3.8, beginning on Page 41. The four new zones are:

SU-2/ International District Neighborhood Flex zone (SU-2/ID-NF). This zone supports the development of “complete neighborhoods” in established residential areas. Complete neighborhoods offer a variety of housing opportunities and neighborhood commercial goods and services. Properties designated ID-NF are adjacent to areas with high concentrations of residential uses and are intended to provide access to goods and services within walking distance. The SU-2/ID-NF zone replaces existing C-1, O-1 and R-2 zoning on parcels fronting key corridors south of Central Ave (See Figure 3.4).

SU-2/ International District Community Flex 1 zone (SU-2/ID CF-1). This mixed-use commercial zone is intended to create “complete streets” along underutilized commercial corridors in the Plan area. This zone is sensitive to the existing abutting residential areas and allows for flexible commercial and residential opportunities that support transit and foster community health. The SU-2/ID CF-1 zone replaces existing C-1, C-2, O-1, R-2 and R-3 zoning on parcels fronting Zuni Road, San Mateo Blvd. and Louisiana Blvd. (See Figure 3.4).

SU-2/International District Community Flex 2 zone (SU-2/ID CF-2). This zone is intended to create a mixed use node in two distinct areas that have an existing diversity of land uses. These areas are intended to aid in the development of complete neighborhood and are located within proximity to existing regional transit facilities. The SU-2/ID CF-2 zone replaces existing C-1, C-2, C-3, R-2 and R-3 zoning on parcels between Domingo Road and Central Ave. and between Zuni Road and Central Ave (See Figure 3.4).

SU-2/ International District Live/Work Marketplace zone (SU-2/ID-LWM). This zone provides opportunities for a mixture of moderate density residential, commercial, entertainment, civic, and employment uses within a designated community activity center. The intent is to foster the development of a pedestrian-friendly, multi-modal district with complete streets to attract both neighbors and visitors to-shop, work, live and recreate. The SU-2/ID-LWM zone replaces existing C-2, C-3, P-R and R-2 zoning on parcels between Zuni Road and Central Ave. and some parcels north of Central Ave. (See Figure 3.4).

B. Regulating Plan

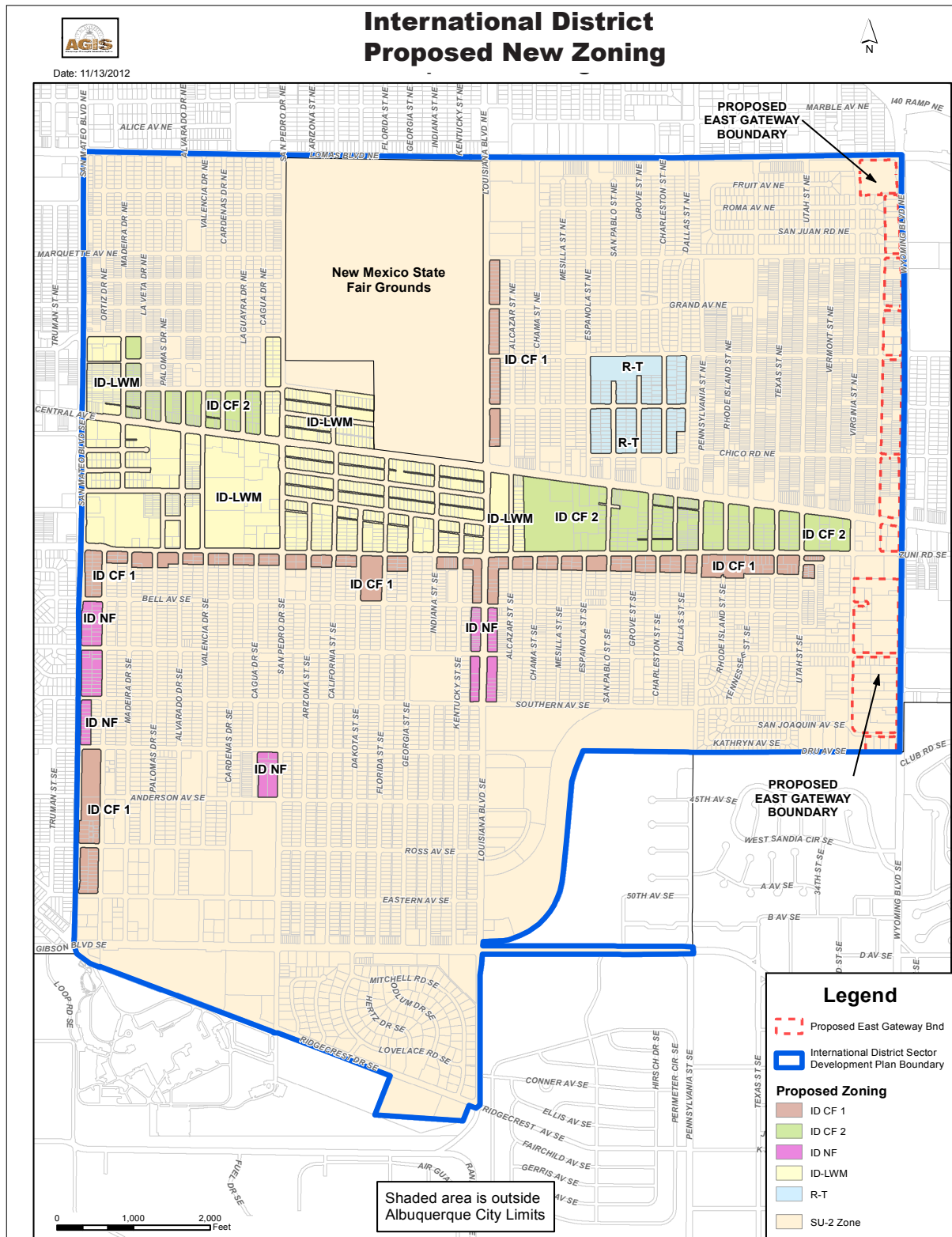


Figure 3.4: Regulating Plan (Overview of International District)

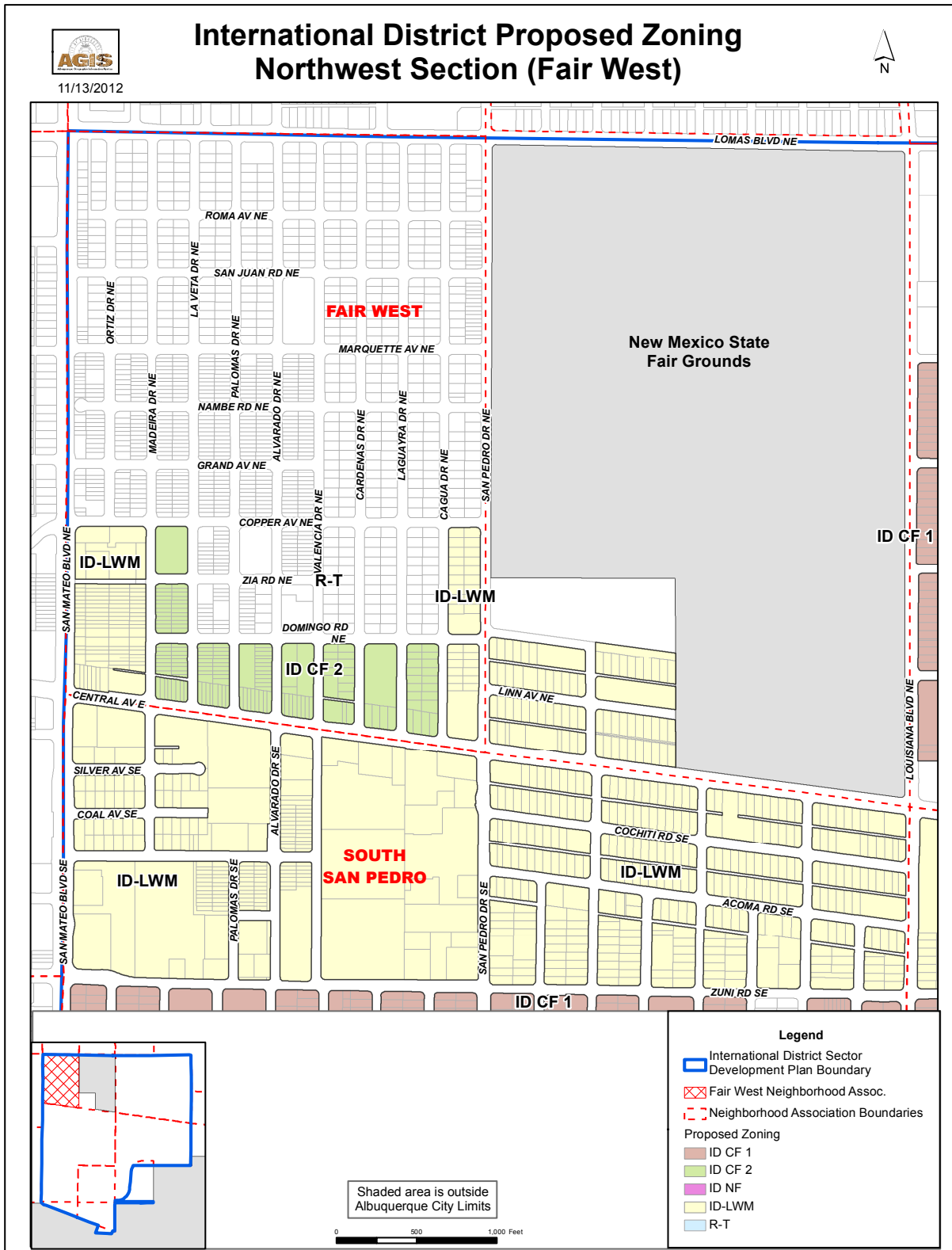


Figure 3.5: Regulating plan map (Fair West)

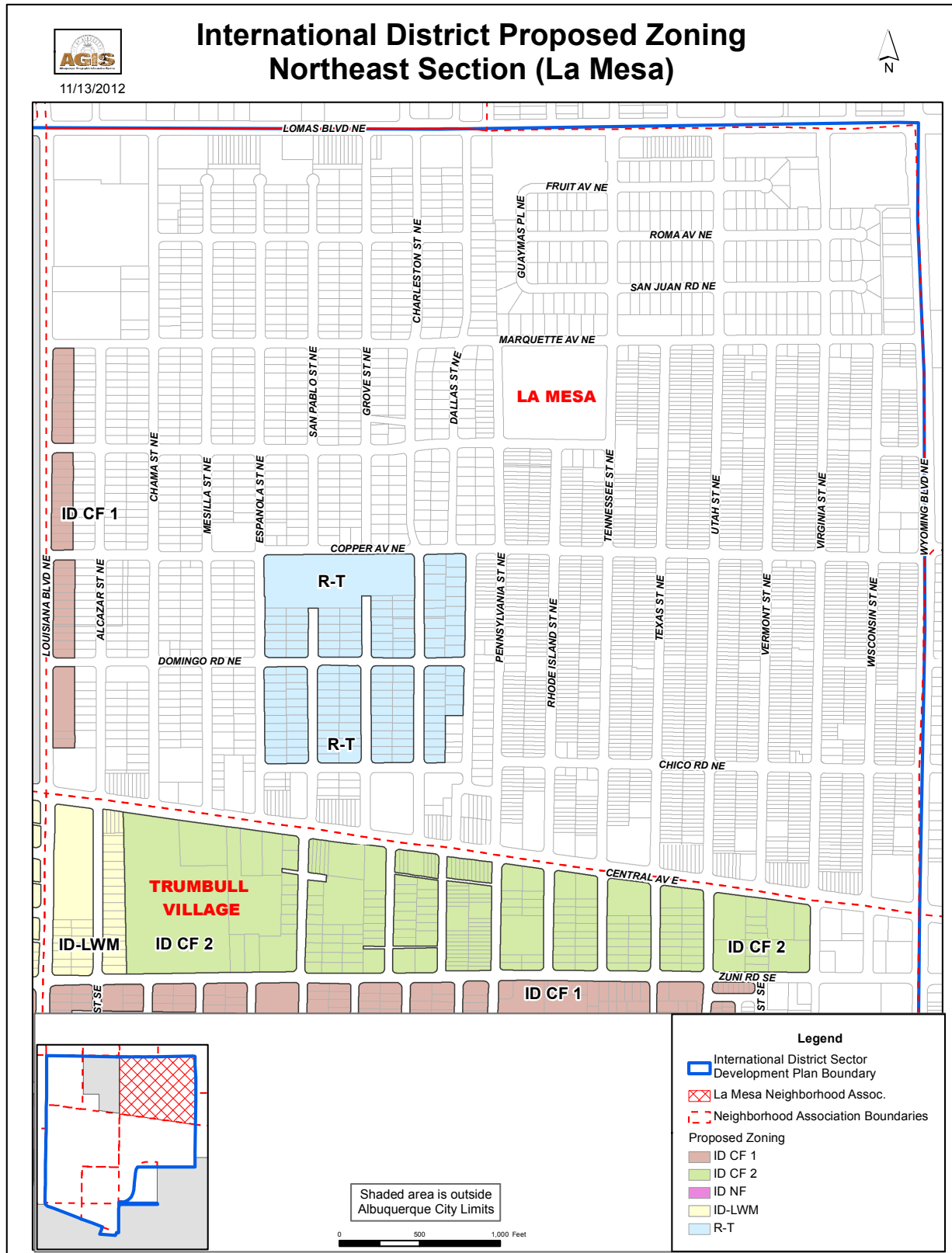


Figure 3.6: Regulating plan map (La Mesa)

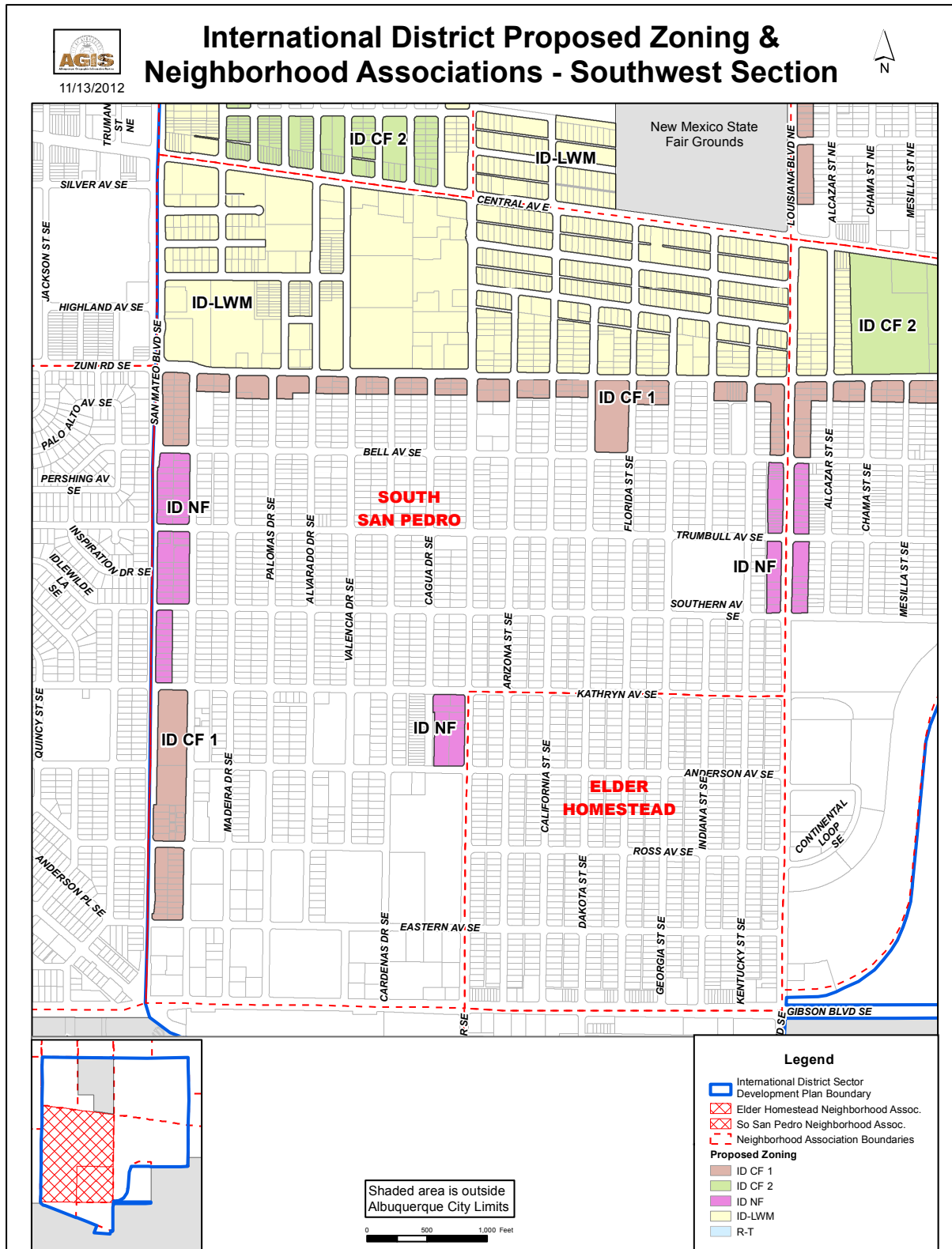


Figure 3.7: Regulating plan map (South San Pedro/Elder Homestead)

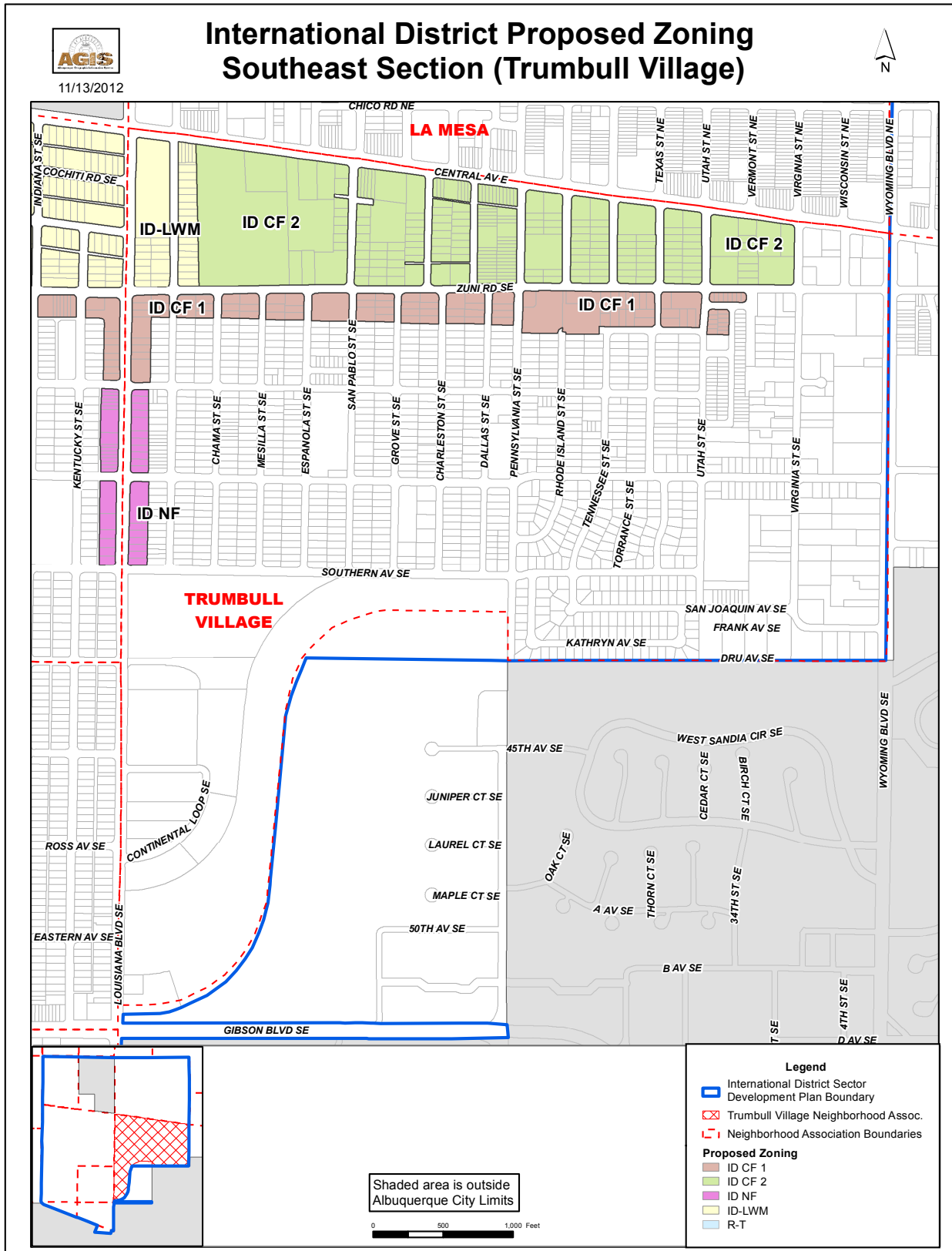


Figure 3.8: Regulating plan map (Trumbull Village)

ID NF - International District Neighborhood Flex Zone

Zone intent. The intent of this zone is to allow for the creation of mixed use neighborhood nodes in or adjacent to existing residential areas in order to foster complete neighborhoods through the facilitation of access to goods, services, employment and a diverse array residential uses within a walkable environment. This hybrid form based zone adds residential options to areas which currently have small scale neighborhood commercial uses. The building types of this zone allow for a variety of housing opportunities and flexible neighborhood commercial opportunities to serve adjacent neighborhood and create a pedestrian oriented environment.

Permissive Uses.

1. C-1 and R-2 Permissive Uses

Conditional Uses.

1. C-1 and R-2 Conditional Uses
2. Existing non-conforming uses shall be approved conditional uses.
3. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption,
3. Vehicle fuel sales.

Permitted Building Types

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft



Parking Requirements

Parking requirements shall be as follows:

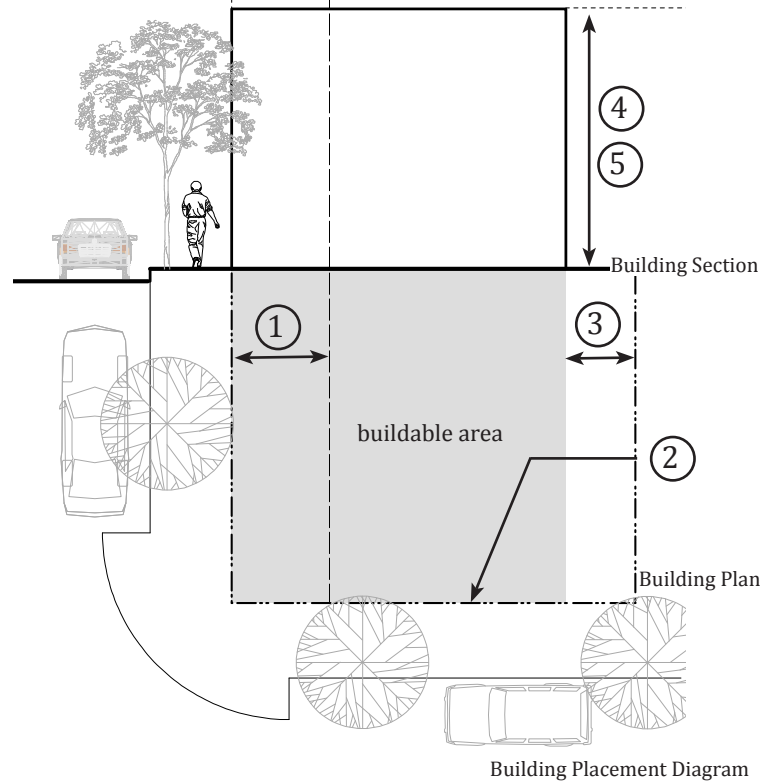
- a) Residential Uses: 1 space per unit minimum
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
 - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
 - ii. Where no on-street parking abuts property: Per Zoning Code Section 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B) (2) with the following exceptions:

- a) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.

2. See Development Standards for additional exceptions and requirements.



Building Placement and Height

Setbacks:

- 1. Front.** Buildings shall be located within 10 feet of front property line. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

Height:

1. Maximum building height shall be 35 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 26 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

ID CF 1 – International District Community Flex 1 Zone

Zone intent. The intent of this zone is to allow for vertical mixed use development along existing commercial corridors within the International District that currently have a horizontal mixture of land use. The purpose of this zone is to assure that development form and land use are sensitive to the existing abutting residential areas. The building types and placement requirements of this zone have been developed to foster flexibility in development to respond to neighborhood needs and market trends while creating a physical environment which respects adjacent single family and low density multi-family development.

Permissive Uses.

1. C-2 and R-2 permissive uses.

Conditional Uses.

1. C-1 and R-2 conditional uses.
2. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption.

Building Types.

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft
- i) Stand alone Commercial/Office building



Parking Requirements

Parking requirements shall be as follows:

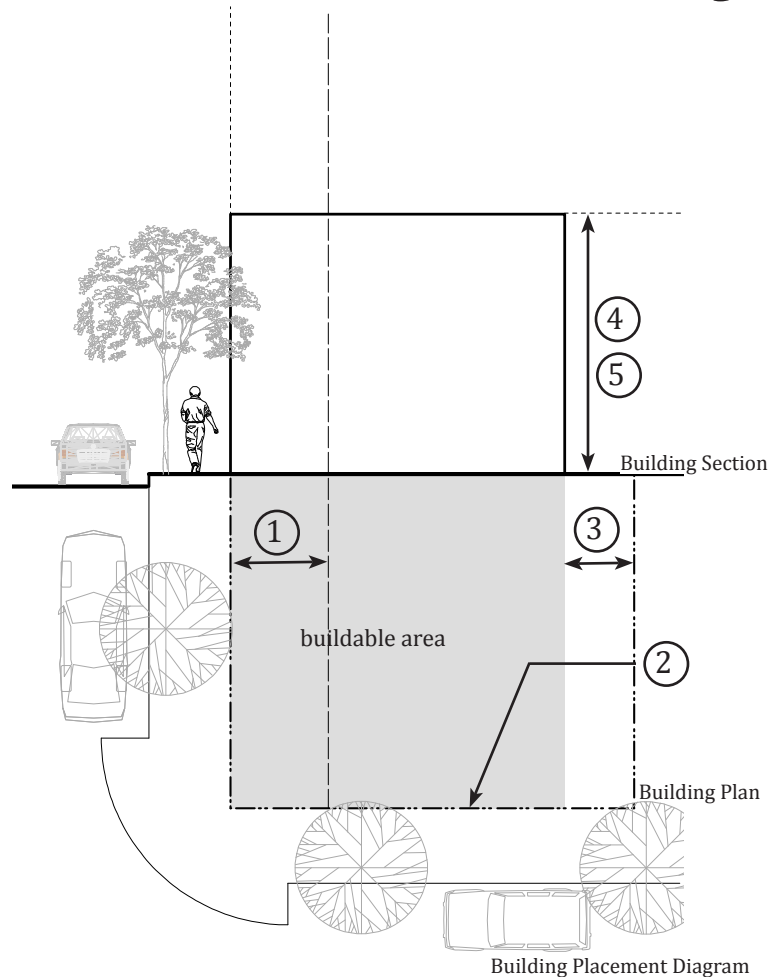
- a) For Residential Uses: 1 space/unit minimum.
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
 - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
 - ii. Where no on-street parking abuts property: Section Per 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(3) with the following exceptions:

- a) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.

2. See Development Standards for additional exceptions and requirements.



Building Placement and Height

Setbacks:

1. Front. Buildings shall be located within 10 feet of front property line. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.

2. Side. There shall be no minimum or maximum side setback requirement.

3. Rear. There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

Height:

1. Maximum building height shall be 45 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 26 feet.

2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

ID CF 2 – International District Community Flex 2 Zone

Zone intent. The intent of this zone is to create moderate density mixed-use villages within the International District. This hybrid form based zone responds to the existing horizontal mixture of residential, office and commercial uses, and permits a vertical mixture of uses to increase development flexibility, and uses building types to create development which is complementary and pedestrian oriented.

Permissive Uses.

1. C-2 and R-3 permissive uses

Conditional Uses.

1. C-2 and R-3 conditional use.
1. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan

Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption.

Building Types.

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft
- i) Stand alone Commercial/Office building



Parking Requirements

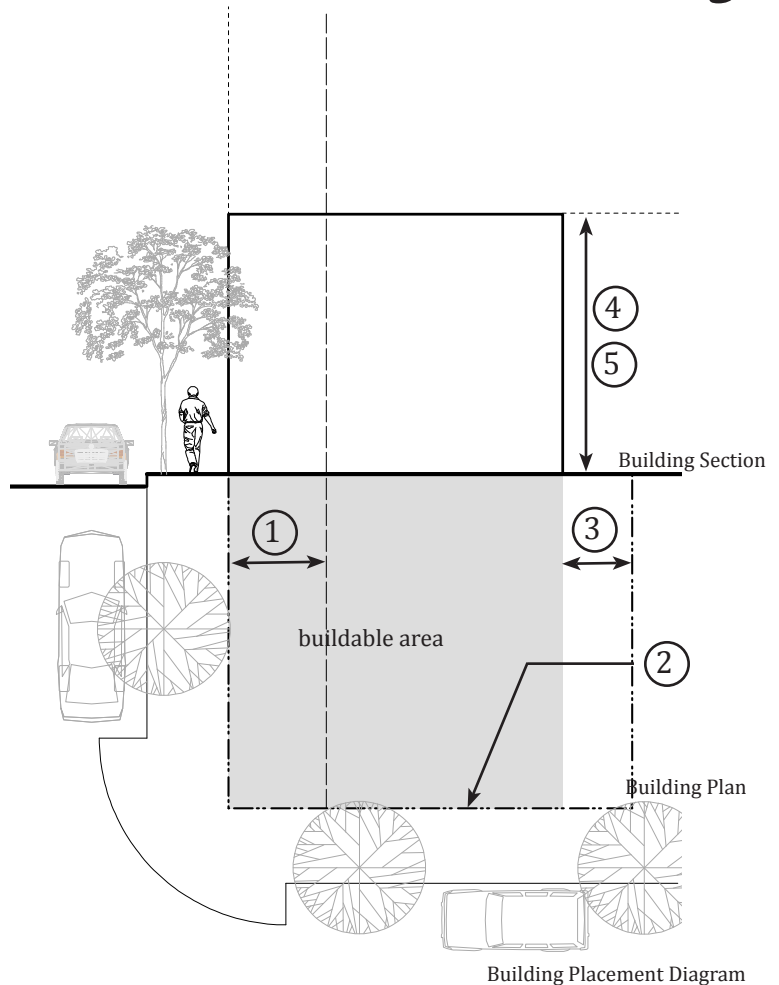
Parking requirements shall be as follows:

- a) For Residential Uses: 1 space/unit minimum.
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
 - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
 - ii. Where no on-street parking abuts property: Section Per 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

Additional Requirements

Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(3) with the following exceptions:

- a) The total landscape area required for each development shall be a minimum 10% of the net lot area.
- b) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See General Standards for Usable Open Space reductions.
- c) See Development Standards for additional exceptions and requirements.



Building Placement and Height

Setbacks:

- 1. Front.** Buildings shall be located within 10 feet of public right-of-way. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

Heights:

1. Maximum building height shall be 65 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 45 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

ID LWM – International District Live/Work Marketplace

Zone intent. This zone is intended to create a vibrant, mixed-use neighborhood in an area designated by the Albuquerque/Bernalillo County Comprehensive Plan as a Community Activity Center. It allows a mixture of higher density residential, commercial, entertainment, civic, and employment uses within prescribed building forms that are oriented to the street in order to create an area that is pedestrian-friendly, while accommodating automobiles.

Permissive Uses

1. Any use not listed as a prohibited use shall be permissive.
2. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

Prohibited Uses

1. House, one per lot,
2. Uses permitted and conditional in the P or PR zone,
3. Sale of alcohol for off-premise consumption,
4. Lending Facilities not affiliated with a federally secured bank,
5. Adult amusement establishment and adult store where not previously permitted,
6. Truck plaza, and
7. Uses first Permissive and Conditional in the I-P, M-1, M-2 zones.

Building Types

The following building types are permitted and regulated as per Section 14-16-3-22(C).

- a) Flex Building
- b) Courtyard Building
- c) Podium Building
- d) Stacked Flats
- e) Courtyard Apartments
- f) Liner Building
- g) Townhouse
- h) Live/Work Loft
- i) Civic Institutional Building
- j) Structured Parking



Parking Requirements

1. Parking requirements shall be as follows:

- a) For Residential Uses: 1 space per unit minimum.
- b) For Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses: minimum 1 space per 1000 square feet of building net usable space.

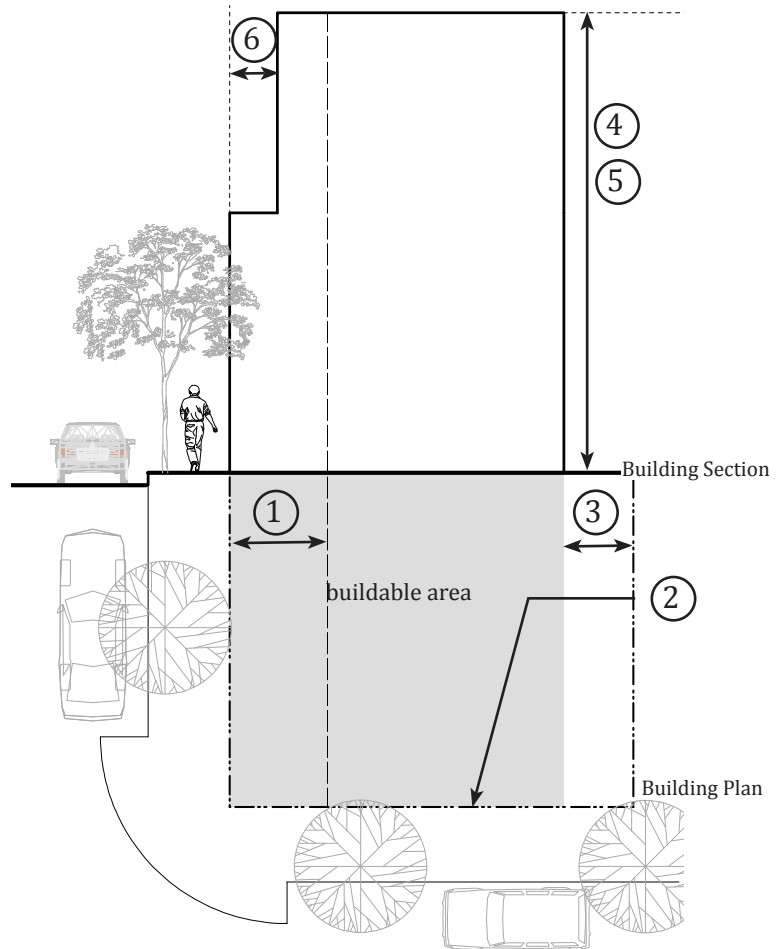
2. See Development Standards starting on page 54 for additional requirements and exceptions.

Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(2) with the following exceptions:

- a) The total landscape area required for each development shall be a minimum 5% of the net lot area.
- b) Usable Open Space. A minimum 10% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.

2. See Development Standards for additional exceptions and requirements.



Building Placement and Height

Setbacks

1. **Front.** Buildings shall be located within 20 feet of the front property line. Additional allowances shall be permitted for building articulation, courtyards and entryways. See Permitted Building Types for information.
2. **Side.** There shall be no minimum or maximum side setback requirement.
3. **Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum rear setback is required from residential zones.

Height

1. Properties within 150 feet of the centerline of Zuni Road shall be limited in height to 45 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.
3. Building step back requirements may apply, see Development Standards.

V. Development Standards

A. General Development Standards for all zones.

The following development standards shall apply to all zones in the International District:

1. **Sidewalks.** In order to promote a pedestrian-friendly environment in the International District, new sidewalks shall be a minimum of 5 feet in width. Where 4 or more feet exist between the edge of sidewalk and the back of curb, street trees shall be required a minimum of 25 feet on center. Tree grates shall be permitted. Where 2 to 4 feet exists between sidewalk and back of curb, planted areas shall be provided with a minimum of 1 shrub or 2 ornamental grasses every 10 linear feet. For less than 2 feet between the sidewalk and back of curb, the area shall be paved and treated as sidewalk.
2. **Public utilities.** A five foot minimum clear pedestrian circulation path shall be maintained. Public utilities shall not be located within the clear pedestrian circulation path.
3. **Walls and fences.** As per City Zoning Code (§ 14-16-3-19) with the following exception: Chain link fencing shall not permitted in the front setback or where adjacent to a residential use. Chain link fencing shall be permitted in all other locations.
4. **Off-street parking.** As regulated in each zone, and per City Zoning Code (§ 14-16-3-1) with the following exceptions:
 - a. Private residential parking garages and carports shall be located to the rear or side of a dwelling unit. Garages and carports that front a public ROW shall be setback a minimum of 5 feet from the front facade.
 - b. Adjacent and abutting on-street parking may count toward off-street parking requirements as permitted by zone.
 - c. Parking shall be located on the side of or behind buildings. Off-street parking shall be designed and screened per the regulations of City Zoning Code (§ 14-16-3-1) (F).
5. **Screening of mechanical equipment, service and loading areas.** Pursuant to City Zoning Code (§ 14-16-3-18(C)(6)(a)) with the following additions and exceptions:
 - a. Trash enclosures shall set back a minimum of 10 from the front property line. Trash containers shall be screened by a six-foot high solid wall and/or gate.
 - b. Ground mounted mechanical and electrical equipment

shall be accessed from alleys or rear access easements where possible.

- c. Exterior mounted mechanical and electrical equipment shall be architecturally screened. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely affect the streetscape, pedestrian circulation, or open space.

B. Requirements for auto-oriented uses

1. In order to support the development of a safe and attractive pedestrian realm, queuing lanes shall not be permitted between building and the public right-of-way. This requirement shall be triggered by new construction or an addition of more than 25% of the existing net building area in order to guide the site development of auto-oriented uses such as, but not limited to drive up service windows
2. In addition, the following requirements shall apply to new construction of drive-through restaurants:
 - a. Buildings shall orient to the street with direct pedestrian access from the public sidewalk.
 - b. A minimum of 100 square feet of outdoor area with shaded seating shall be provided.

C. Requirements for Multi-Family Residential

The following requirements apply only to new multi-family development in the following zone categories; R-T, R-2, R-3, C-1 and C-2 or any similar SU-1 zoned property. Single-family development is exempt from the following:

1. **Building Frontage and Articulation:** The following regulations shall apply to all facades fronting a street:
 - a. The design standards of § 14-16-3-18 (C)(2)(a)(b)(c) (d) and (e) shall apply.
 - b. The design standards of § 14-16-3-18 (D)(2), except section (h), shall apply.
 - c. A minimum of 30% of the ground floor shall have windows. For facades with doors, the percentage of windows may be reduced to 20%.
 - d. Upper floors shall have a minimum of 20% glazing.
 - e. The primary entry to the building shall be oriented toward the street or within 50 feet of a central courtyard.

2. **Alleys:** Existing alleys shall remain in place to provide access to a site.
3. **Building Placement:**
 - a. Buildings shall be set back 0 to 15 feet from property lines adjacent to a street.
 - b. Side and rear setbacks shall be pursuant to the underlying zone.
4. **Building Size:** Large (over 30,000 square feet footprint) multifamily designs are discouraged. Building mass and footprint shall be broken up through the use of smaller buildings, courtyards/courts, paseos and internal site streets.
5. **Entryways:** Residential units with exterior entry ways shall have a minimum of 40 square feet of usable entry area dedicated to the unit for private use. Minimum dimension of exterior entry way shall be 5 feet. Usable entry area may be in the form of a balcony, porch, patio, courtyard or terrace. No access path to another unit counted toward required square footage. Usable entry way shall be buffered from abutting units through landscaping, site or building walls, or offsets in building facade. Usable entry space may count toward Usable Open Space requirement.
6. **Pedestrian Access:** Residential uses shall provide direct pedestrian connections from the residential building(s) or units to all street sidewalks and to other building(s) on the premise or project site. See §14-16-3-1 (H).
7. **Landscaping:**
 - a. Building setbacks not used for pedestrian circulation shall have a minimum landscape area of 50%. Asphalt is not a permitted material within the setback area.
 - b. Landscaping on roof decks may be counted toward the required area landscaping as regulated by §14-16-3-10.
8. **Parking Placement:** Parking shall be located to the rear or to the side of a building, in a common parking area located interior to the block, or in a combination of the above. Parking is not permitted between a building

and the street on which it fronts if alternative areas for parking are available on site. Parking areas between a building and a side street are limited to 64 feet in width and shall have landscaped buffers facing the streets with a minimum depth of 4 feet and a screen wall with a minimum height of 3 feet. Wall material shall be as regulated by §14-16-3-19(c).

9. **Open Space, in lieu of parking:** For existing multi-family developments that are non compliant with existing Usable Open Space requirements, parking requirements may be reduced to 1/unit such that excess parking areas be dedicated as Usable Open Space. Usable Open Space shall be developed to meet requirements of underlying zone.
10. **Curbs:** New curb cuts shall be limited to one per 150 linear feet. per lot. Roll curbs shall not be permitted.

D. General Development Standards for SU-2/ ID NF, ID CF-1, ID CF-2 and ID LWM Zones

The following standards apply only to the SU-2/ID NF, ID CF-1, ID CF-2 and the ID LWM zones and are intended to create an environment that is visually appealing and pedestrian friendly by requiring building articulation that creates visual interest and variety, relates to a pedestrian scale, provides visibility both into and out of buildings, creates sidewalk activity, and provides pedestrian comfort through sidewalk shading.

1. **Architectural Style:** No specific architectural style is required and a variety of styles are encouraged.
2. **Articulation on street facades:** The design standards of § 14-16-3-18(D) shall apply with the following modification and exception:
 - i. Wall plane projection or recesses shall occur at least every 75 feet (ref. § 14-16-3-18(D)(2)(a))
 - ii. Art such as murals and sculptures shall not require coordination with City Arts Program if maintained by the property owner. (ref. § 14-16-3-18(D)(2)(e).
3. **Pedestrian Shade:** Buildings which face south or west shall provide shading of the sidewalk adjacent to the building for a minimum of 50% of the street facade in the form of awnings, overhangs, arcades, trees or other

methods approved by the Planning Director or his/her designee.

4. **Stepbacks:** Building heights over 60 feet shall step back a minimum of 20 feet from the public ROW above 26 feet in order to minimize the impact of tall buildings on the public realm. Exceptions for tower or other elements may be permitted by the discretion of the Planning Director or his/her designee.

5. **Criteria for Exceptions to Building Setbacks:**

- a. **Site constraints:** For additions of more than 25% of gross square footage which cannot meet the front setback requirements of the zone due to existing site constraints, such as the placement of existing structures, a buffer zone shall be required a minimum of 10 feet deep measured from the front property line, as well as the side property line on corner lots shall be considered equivalent per Planning Director approval. The buffer zone shall include a minimum of one of the following: water feature, art piece such as a statue or mural, plaza, moveable or fixed seating, or trees minimum of 25 feet on center. Parking shall not be permitted within the front setback if alternative areas for parking are available on site.
- b. **Multiple buildings on site:** Where multiple buildings exist on a site, there are no front setback requirements once the requirement for a building to be located within 10 feet of the public right-of-way has been fulfilled.
- c. **Shopping center sites:** Existing shopping center sites over 5 acres shall have no maximum front setback. Pad site buildings or portions of the development shall front the street, with windows and doors oriented to the public ROW. Access from the public ROW to buildings on site shall be provided a minimum of every 300 linear feet along the public ROW via designated pedestrian paths a minimum of 5 feet in width with defined paving (paint shall not be considered an accepted material for delineating pedestrian paths), pedestrian scale lighting, 1 street tree for every 25 linear feet and 1 bench per 100 linear feet.

6. **New Curb Cuts.** New curb cuts shall be limited to one per 150 linear feet per lot. Roll curbs shall not be permitted.
7. **Usable Open Space:** Usable Open Space shall be provided per the requirements of each zone, with the following exception. Within 1000 feet of a public park or dedicated open space, usable open space may be limited to a minimum of 100 square feet of space per residential unit which may be in the form of a patio, balcony or other exterior space for use by the inhabitant.
8. **Public Space:** As per § 14-16-3-18 (C)(4) with the following exceptions:
 - a. Public Space requirement shall apply to all development of buildings 60,000 square feet and greater;
 - b. Solar angles and wind conditions should be considered in the design of the space;
 - c. Public Space shall be designed for security and be visible from the public right-of-way;
 - d. Public Space shall have pedestrian scale lighting a maximum of 16 feet in height;
 - e. Public Space shall utilize distinctive paving materials, including permeable paving. Asphalt paving is prohibited.
9. **Off-street Parking Standards:** Off-street parking shall meet requirements of each zone, with the following exception:
 - a. Parking shall be located to the side or rear of building where possible. Lots which can demonstrate constraints that prohibit the location of parking to the side or rear shall screen parking adjacent to a public ROW by either a 5 foot landscape buffer and 3 foot high wall or a 10 foot landscape buffer with trees and two shrubs or ornamental grasses a minimum of 20 feet on center.
 - b. Sites within 650 feet of a Rapid Ride stop may take an

additional 20% reduction on parking.

- c. Transit Shelters can be counted on a 1 to 1 basis as part of the landscaping requirement (e.g. a 250 square foot shelter can be counted as 250 square feet of landscaping) if acceptable by the Transit Department.

10. Landscape Standards. Landscaping shall meet requirements of each zone, with the following exceptions:

- i. The following landscape reductions in parking areas shall be permitted:
 - a) For parking areas located to the side of buildings that are a maximum of 60 feet in width and up to 100 in depth, landscaping requirements for trees may be reduced to ornamental grasses or two trees and four shrubs located within the front setback area.
 - b) On corner lots, additional landscaping shall be required within the front setback as follows: Ornamental grasses or a minimum of 1 tree and two shrubs located a minimum of 25 feet on center.
 - c) For parking areas located behind buildings, there are no landscaping requirements, except for required landscape buffers, per Section 14-16-3-10.
 - d) On sites that utilize these landscape reductions, parking shall not be permitted between a building and the public ROW.
- ii. All landscaped areas shall be served by underground irrigation systems unless otherwise approved by the Planning Director.

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Chapter 5

Community Conditions: Neighborhood Issues and Opportunities

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I. Introduction

During the planning process, the Planning Team conducted a series of listening and visioning sessions with each neighborhood in order to obtain information on individual neighborhood issues and opportunities as well as visions and goals for the larger International District. This chapter contains a summary analysis of key community issues and concerns and has been incorporated in the larger community-wide planning effort.

The International District is comprised of six individual neighborhoods, Fair West, La Mesa, South San Pedro, Elder Homestead, Trumbull Village and Siesta Hills, each with unique conditions and opportunities.

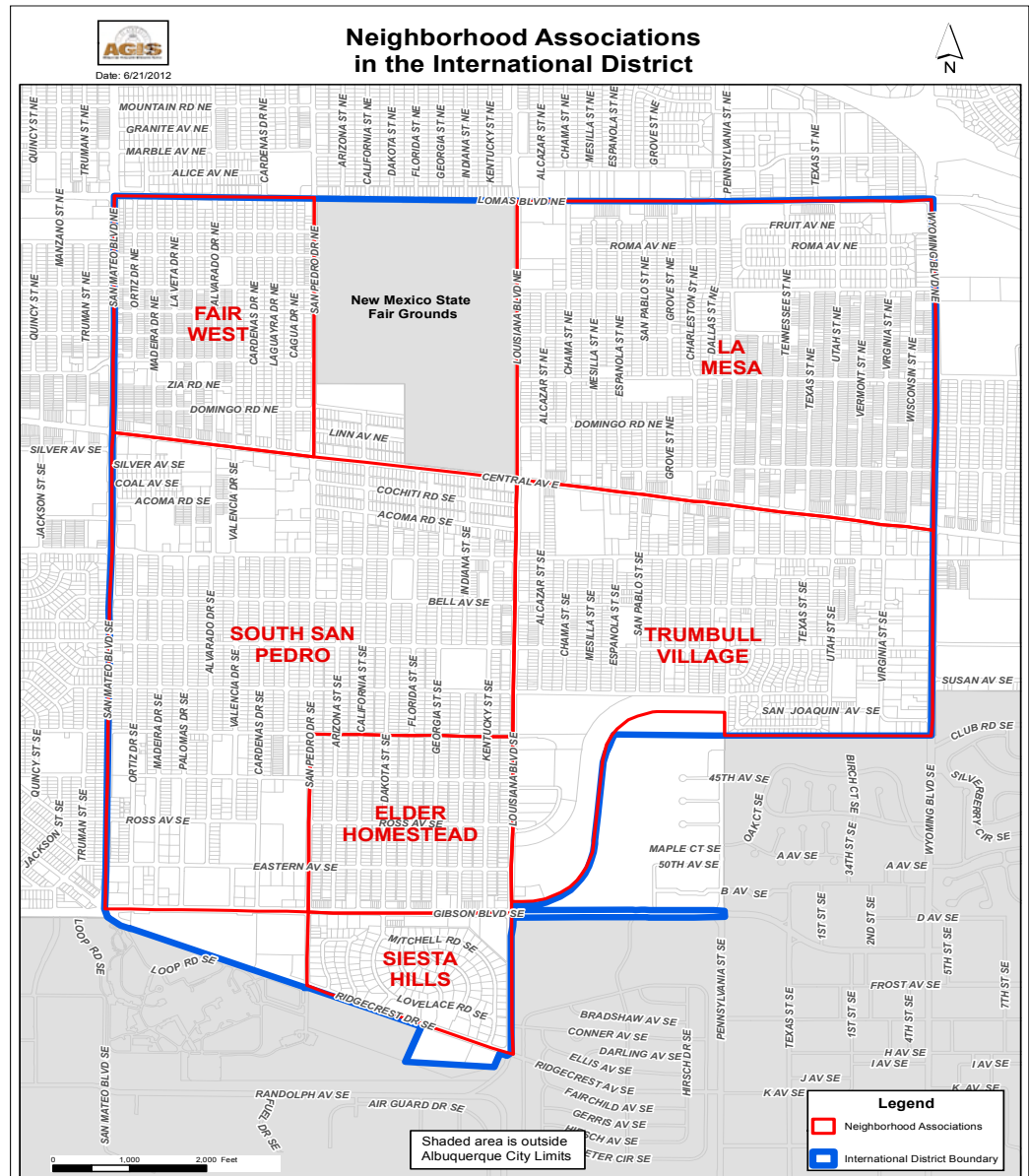


Figure 5.0: Neighborhood Association map

Fair West

II. Fair West (FW)

A. Overview

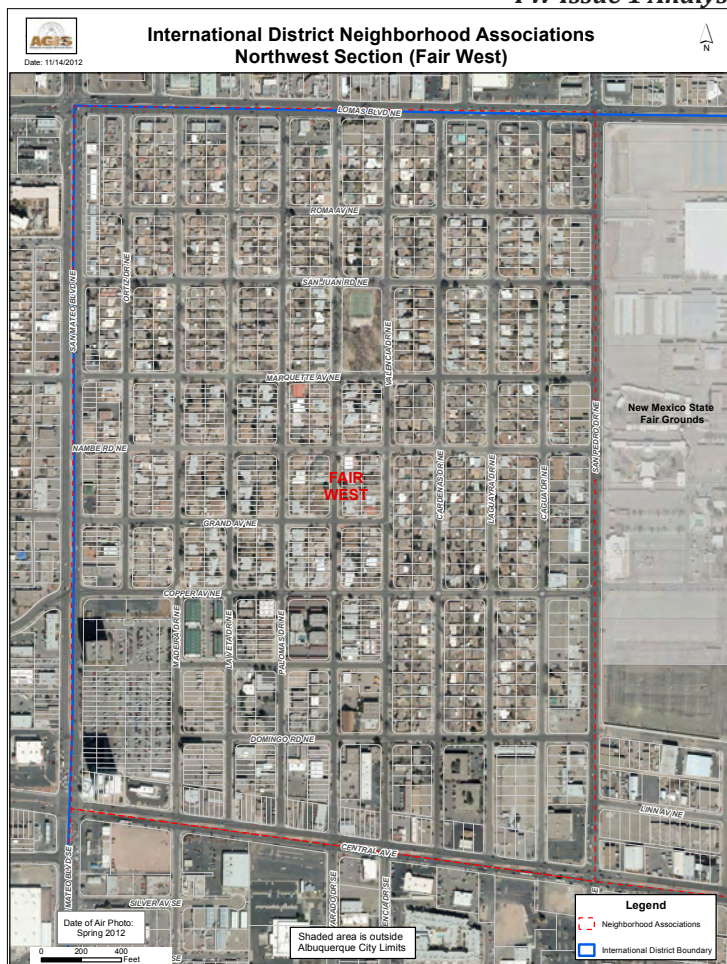
This neighborhood is generally located south of Lomas Boulevard, east of San Mateo Boulevard, west of the State Fairgrounds, and north of Central Avenue. Platted in X, Fair West is approximately 220 acres.

B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with the Fair West neighborhood and were analyzed as part of the planning process:

FW Issue 1: Car dealerships on Lomas Boulevard negatively affect neighborhood. Residents have stated that car dealerships park cars in the neighborhood and use the area for “test drives.” Vehicle delivery trucks also use the residential streets to access and unload/load vehicles. There have also been complaints regarding the noise pollution from the paging systems.

FW Issue 1 Analysis



Parking in the Fair West is impacted not only by the car dealerships to the north, but also the Fairgrounds to the east. Car dealerships are located on small lots and have limited parking for employees and visitors. As a result, dealerships are using residential streets to park and load cars. Though primarily an issue during the State Fair, other events at the Fairgrounds create parking issues within the neighborhood.

The City of Albuquerque Noise ordinance restricts the level of noise and generally allows a 5-decibel increase above existing noise levels at any residential property line at any time. Amplified sound (radios, televisions, stereos, live bands, etc.) has an additional restriction: it must not be plainly audible inside any residence between 10 pm-7 am (9-9-1 to 9-9-99 in the City of Albuquerque Code of Ordinances).

FW Issue 1 Potential Opportunities:

1. Enforce noise ordinance.
2. Consider permit parking. In areas affected by car dealerships and the State Fairgrounds, residents should apply for on-street permit parking.

Figure 5.1: Fair West Neighborhood Association Boundary map

3. Use traffic calming systems to discourage access into neighborhood. Narrowing streets at access points along Lomas Boulevard will discourage truck access and help to reduce speeds of through traffic.

FW Issue 2: Transient population and traffic speeds at Fox Park.

Residents have expressed concern regarding the population which uses Fox Park for drug use, sleeping, bathing and other personal needs. The lack of lighting has also been expressed as a barrier to crime prevention. Residents have also expressed concern regarding traffic speeds on streets adjacent to the park.

FW Issue 2 Analysis.

Located six blocks north of Central Avenue, the park receives a fair share of foot traffic traffic. Due to its quiet location and lack of lighting a night, the park is attractive for criminal activity.

FW Issue 2 Potential Opportunities:

1. Install park lighting. Park lighting will assist in crime prevention by allowing the park to be observed at all hours by residents and APD. Lighting for tennis courts and play areas will extend the hours the park is used in the winter, deterring unwanted activity.
2. Organize neighborhood park watch. Fair West residents could work directly with crime prevention programs such as neighborhood watch in order to patrol and protect the park.
3. Narrow streets around park to reduce traffic speeds. On-street parking and street trees could be added along the park side in existing paved areas with bulb outs to narrow the street around the park. Crosswalks and ADA accessible ramps should also be installed to facilitate park access.

FW Issue 3: Land use in area south of Copper Avenue is under utilized and inconsistent, older apartment complexes do not meet current code and landscape standards, and illegal dumping is an issue in the area.

FW Issue 3 Analysis.

Although the neighborhood north of Copper Avenue is primarily R-1 with long established single family uses, the area south of Copper Avenue is a mixture of C-3, C-2, R-3 and O-1 zoning. The existing land use is primarily multi-family, though some professional businesses and vacant land do exist in the area. The C-3 zoning is primarily under-utilized with land uses primarily meeting C-1 and C-2 limits. R-3 zoned properties host older apartment complexes that meet R-2 limits.

The land use south of Copper Avenue to Central Avenue is divergent and lacks cohesion. Multifamily is located on Copper Avenue which

Fair West

has consistent traffic, while quieter blocks have professional offices and commercial enterprises which receive minimal visibility. Between Valencia Street and San Pedro Boulevard, C-3 zoning is across the street from R-1 single-family houses. With the exception of two townhouse communities, the majority of the commercial and apartment buildings in the area were built prior to 1970 and do not meet current landscape or buffering requirements. Large and small undeveloped parcels are scattered throughout area.

Due to the two blocks of commercial and office uses located between Central and the multifamily residential apartments along Copper, a portion of the Fair West neighborhood feels empty and off limits to residents. Commercial activity in the area is not general neighborhood goods and services that are used daily.

FW Issue 3 Potential Opportunities:

1. Allow mixed-use zoning in order to increase population in area and increase demand for neighborhood goods and services. Mixed-use zoning will allow development flexibility and help transition the variety of separated use categories into more congruent and compatible uses. In addition, increasing the area where residential uses are permitted increases the residential qualities of the portion of Fair West south of Copper Avenue.
2. Limit C-3 uses. C-3 uses in this area are currently underutilized and are not generally compatible with residential uses. Such uses should be removed from allowable uses in the area or be required in a fully enclosed building.
3. Enforce existing landscape and buffering requirements.
4. Provide additional large item trash pick up in multi-family areas.

FW Issue 4: Businesses on San Mateo Boulevard are difficult to access and many parcels are vacant and under utilized. Residents desire to see more neighborhood goods and services within walking/biking distance of the neighborhood.

FW Issue 4 Analysis

San Mateo Boulevard, between Central Avenue and Lomas Boulevard, is a busy Principal Arterial. Parcels on both sides of San Mateo Boulevard are zoned C-1 and C-2, mostly consisting of neighborhood goods and services. A large percentage of these lots are vacant and under utilized.

Due to the high travel speed, the abundance of curb cuts, narrow sidewalks and lack of pedestrian amenities, the businesses on San Mateo are not easily accessible by pedestrians. In addition, travel

Fair West

speeds combined with small street frontages on commercial parcels limit store visibility from vehicular traffic. This makes the land less desirable from a commercial standpoint and may be a factor in vacant parcels along San Mateo Boulevard that have never seen development.

FW Issue 4 Potential Opportunities:

1. Introduce transportation strategies to make San Mateo Boulevard more accessible to neighborhood by pedestrians. Wider sidewalks, streetscape improvements, reduced curb cuts, reduced traffic speeds and on-street parking would improve pedestrian access. Reduction of travel speeds would also improve commercial viability in the area by increasing the visibility of businesses along San Mateo.
2. Allow residential uses. The introduction of residential uses to the existing C-1 and C-2 uses would allow greater development flexibility and increase the demand for neighborhood goods and services.

La Mesa

III. La Mesa Neighborhood (LM)

A. Overview

This neighborhood is located south of Lomas Boulevard, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of Central Avenue. Platted between the early 1920's and mid-1940's La Mesa neighborhood consists of 563 acres of land.

B. Issues and Opportunities Analysis.

The following issues and concerns resulted from the community meetings and surveys with La Mesa neighborhood and were analyzed as part of the planning process:

LM Issue 1: Perception – old name, crime, drugs, prostitution.

LM Issue 3 Analysis

Community groups have been working to rebrand the area. The media has been asked to use the name International District when addressing the area. Crime statistics indicate that reported crime has fallen in the neighborhood from 739 cases reported in 2008 to 351 in 2012.

LM Issue 2: Inadequate lighting.

LM Issue 2 Analysis

Lighting in La Mesa is limited to one light per intersection, which is typical for Albuquerque residential areas. Mesa Verde Park and Community Center have lighting. Due to the very long blocks in the eastern portion of La Mesa, streets are very dark. The lack of lighting impedes efforts to visually survey the area and deter crime.

LM Issue 4 Potential Opportunities:

1. Introduce additional lighting such as mid-block street lighting. Additional lighting should be provided mid block on residential streets, especially on blocks over 600 linear feet. Copper Avenue should also receive additional lighting.
2. Encourage more lighting at public facilities. Lighting at APS sites, community churches, community centers, fire stations and other public services should keep lighting on throughout the night in order to provide more visibility on larger public areas. Lighting should meet the State dark skies lighting ordinance.
3. Determine which areas additional lighting would assist in crime prevention. Work with community members and APD to determine where additional lighting is needed.

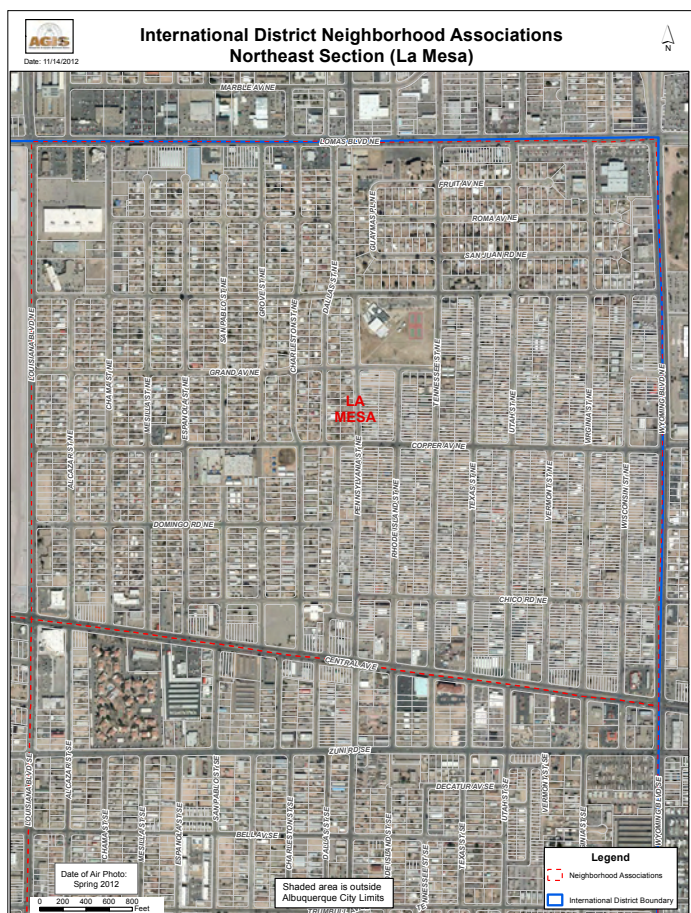


Figure 5.2: La Mesa Neighborhood Association Boundary map

La Mesa

LM Issue 3: Too many apartments. Community members have expressed concern over the number of apartments and parcels zoned for multi-family use. Community members have expressed a desire to see more home ownership opportunities in the area to increase neighborhood stability.

LM Issue 3 Analysis

La Mesa currently has a high percentage of multi-family housing with respect to other Albuquerque neighborhoods. According to 2010 census data, X units of multi-family housing exist within census tract X with X units of single family housing. The majority of multi-family housing and land zoned for multi-family use is located in the eastern and southern portion of La Mesa. The lots in these areas are typically narrow, and development tends to be setback from the street with parking areas located to the front of the lot. Many of the platted lot sizes do not meet existing zoning code minimum lot standards of a minimum of 60 feet wide and 6000 square feet for R-2 and 150 feet wide and deep for R-3. Apartment buildings are typically narrow with unit access located along the side. Limited visual connection exists between the street and apartment entry ways and windows, which limits “eyes on the street” as well as visual surveillance of activities in apartment complex sites. Block sizes in the majority of the multi-family zoned area exceed 600 feet and in many cases exceed 1200 sqft. Long block lengths limit connectivity throughout the neighborhood and make community policing difficult. Excessively long blocks also increase the repetitive feel of small lot apartments and expanses of parking areas.

Single-family housing is located in the northern and western portions of La Mesa. Block sizes in single-family areas are typical, approximately 600 feet in length. While housing stock in La Mesa is older and established, it is relatively well maintained.

LM Issue 3 Potential Opportunities:

1. Rezone multi-family housing in some areas to less intensive/ alternative uses. In order to create more housing options in areas with a high concentration of multi-family housing, areas should be considered for rezoning to RT uses that would allow for more opportunities for homeownership. Other multi-family areas which are located in the southern portion of La Mesa could be rezoned to be mixed use, which would allow for live/work and office opportunities which could bring more stability to the area and create a transition from single family zoning to the commercial uses along Central Avenue.
2. Create development standards which encourage quality development. Design standards should be developed which create residential development that is oriented to the street, with parking screened from the street, with a neighborhood scale and has contributing design elements.

La Mesa

3. Determine enforcement strategy for non-conforming properties. Some multi-family developments do not meet current City zoning requirements. Strategies need to be developed to bring these structures into compliance or provide standards that allow these structures to remain until a specified date.

LM Issue 4: Not enough public green space. Community participants have expressed a desire to see more public green space to serve the high-density population of La Mesa.

LM Issue 4 Analysis

La Mesa currently has Mesa Verde Park which consists of 8.6 acres with soccer fields, play areas, tennis courts and open green space. In addition, La Mesa has Trumbull Park 1.4 acres, Trumbull Children's Park and Phil Chacon Park, 20 acres are located less than 2 miles to the south, Jerry Cline Park (1.5 miles to the north) and Los Altos Golf course, 178 acres is located .5 miles to the east. La Mesa Elementary School, located within the neighborhood has play equipment and a field available after school hours and on the weekends.. According to the City Parks Department, this area is well served by recreational facilities and there are no plans for new parks in this neighborhood.

Access to parks could be improved in adjacent neighborhoods via improved pedestrian and bicycle connections and more signalized crossings at major intersections. Vacant lots within the Plan area could be utilized as public open space as a pre-development strategy pending agreements with property owners and the La Mesa Community Land Trust, neighborhood association or City Parks Department. Community greenways lined with landscaping and street trees along existing public right of ways could contribute to the community as public green space.

LM Issue 4 Potential Opportunities:

1. Increase site programming at Mesa Verde park. In order to serve more of the residents, additional site amenities could be added to the existing park, such as more walking trails, half court basketball, garden areas, and more shade trees.
2. Identify potential sites for future parks. Identify areas of vacant land or desirable lots for a future park site. Site should be a minimum of 2 acres and be located south of Copper Avenue in order to better serve highly populated areas.
3. Determine if a joint use agreement can be established with La Mesa Elementary School. A small children's park could be located at La Mesa Elementary school to increase park availability during non-school hours.

La Mesa

4. Utilize vacant land for community gardens and small pocket parks. Vacant land could be leased by the City or used for public use with an agreement between neighborhood and property owner. Such use would activate vacant parcels, provide public activity in more areas of La Mesa and provide places of community ownership. Ideas for vacant parcels could include gardens, sports courts, playgrounds, and dog parks.

LM Issue 5: Not enough destinations within walking distance. Community participants have expressed an interest in walking to neighborhood stores and services. Saturation of car dealerships limit opportunities for a variety of uses and encroach on residential streets.

LM Issue 5 Analysis

La Mesa neighborhood is within easy walking distance of areas with commercial zoning. However, the activity along Central Avenue, Lomas Boulevard and Wyoming Boulevard are limited to auto-oriented uses. Lomas Boulevard between Louisiana Boulevard and Wyoming Boulevard is almost entirely auto sales, with the exception of two bowling alleys, a few restaurants and a church with a school. No stores or services are located on Lomas Boulevard. Central Avenue has similar auto related businesses and a handful of restaurants. Fair and Square market is located across Central Avenue, but is difficult to access and provides limited grocery goods. Wyoming Boulevard is also flanked by auto related uses with a restaurant and several convenience stores.

As a result of the over saturation of auto related uses, there is limited access to neighborhood goods and services within walking distance of La Mesa.

LM Issue 5 Potential Strategies:

1. Introduce zoning regulations which limit the number of auto related uses in the La Mesa neighborhood area. Zoning could restrict number of particular uses in the area or limit the proximity of auto related uses in order to reduce saturation of similar uses.
2. Limit zoning in areas to neighborhood goods and services. In order to encourage neighborhood goods and services, areas adjacent to La Mesa could be zoned only to allow neighborhood goods and services.
3. Enforce parking requirements for car dealerships, apply other strategies to mitigate impact of car dealerships on neighborhood. In order to prevent car dealerships for parking and utilizing residential streets, parking requirements should be enforced on all car dealership parcels. In addition, streets adjacent to car dealerships should consider permit parking. Landscape buffering between neighborhood and dealerships

5 neighborhood issues and opportunities

La Mesa

needs to be enforced. Street access from Lomas Boulevard could be narrowed in order to deter auto delivery truck traffic and deter test driving in the neighborhood.

LM Issue 6: Businesses and streetscape are not cohesive on Louisiana Boulevard from Central Avenue to Lomas Boulevard. Community participants have noted the range of uses along Louisiana Boulevard and have expressed an interest in creating a cohesive environment.

LM Issue 6 Analysis

Land uses along Louisiana from Lomas Boulevard to Central Avenue include large commercial structures, multi-story residential, single family, small scale commercial businesses and vacant parcels. The zoning along Louisiana Boulevard includes C-2, R-3, O-1 and C-1. Some community participants have expressed an interest in limiting development along Louisiana Boulevard to residential. Others feel the speed of Louisiana Boulevard and the location of the State Fairgrounds across the street create more of a commercial environment.

LM Issue 6 Potential Opportunities:

1. Create a flexible mixed-use zone which is sensitive to the adjacent neighborhood in order to provide more consistent land use along Louisiana Boulevard. Zoning could limit commercial, office and residential uses to intensities and uses that respect the adjacent single-family neighborhood. Design standards could be developed to provide scale and site design that is compatible with residential areas.

LM Issue 7: Package liquor sales. Community participants have expressed an interest in limiting package liquor sales in the area.

LM Issue 7 Analysis

La Mesa neighborhood and surrounding neighborhoods have worked to limit the sale of package liquor. Package liquor sales in the area affect the incidence of crime and unwanted activity in the neighborhood. Recently a drug store with package liquor sales has opened in the La Mesa neighborhood. Neighbors are working to have the package liquor sales removed. Ten businesses within the International District have liquor licenses which allow packaged liquor sales. Four of these businesses are within or adjacent to the neighborhood. In addition, five more business have package liquor type licenses just outside the Plan area within close proximity to La Mesa neighborhood.

LM Issue 7 Potential Opportunities:

1. Limit alcohol sales to full service grocery and restaurant/bar use. Package alcohol sales should be restricted through zoning on sites in La Mesa neighborhood.

IV. Siesta Hills Neighborhood (SH)

A. Overview

This neighborhood is located south of Gibson, east of San Pedro, west of Louisiana, and north of Ridgecrest. Platted in X, it is comprised of approximately 97 acres of primarily single family homes.

B. Issues and Opportunities Analysis.

The following issues and concerns resulted from the community meetings and surveys throughout the planning process and were analyzed as part of the planning process:

SH Issue 1: New Day Park south of Ridgecrest Drive, needs to be developed.

SH I Analysis
(pending)

SH Issue 2: Many businesses on Gibson Boulevard have recently closed.

SH Issue 2 Analysis

The downgrading of the Lovelace Hospital from a full service hospital to medical offices has significantly reduced the number of employees and visitors in the area who demand goods and service.

The area does, however, see a significant amount of through traffic to Kirtland AFB via the Gibson gate.

SH Issue 2 Potential Opportunities:

1. Opportunities exist to tailor goods and services, such as restaurants, that cater to the needs of base residents and employees.
2. Opportunities exist for short term and long term housing for the base. Re-zoning appropriate properties along Gibson Boulevard to accommodate multi-family and mixed use development may spur new development in the area.



Figure 5.3: Siesta Hills Neighborhood Association Boundary map

South San Pedro Elder Homestead

V. South San Pedro and Elder Homestead Neighborhoods (SSP/EH)

A. Overview

The South San Pedro and Elder Homestead neighborhoods are co-located in the southwestern portion of the Plan area. South San Pedro neighborhood is the largest in the plan area, consisting of 658.6 acres and is located south of Central Avenue, east of San Mateo Boulevard, west of Louisiana Boulevard and the Elder Homestead Neighborhood, and north of Gibson Boulevard. South San Pedro has concentrations of higher density multi-family residential, single family and areas that are a mixture of single family, low density multifamily and medium density multi-family.

Elder Homestead neighborhood consists of 160 acres and is located east of San Pedro Boulevard, south of Kathryn Avenue, west of Louisiana Boulevard, and north of Gibson Boulevard. Elder Homestead is the smallest neighborhood in the district and is made up of mostly single-family, detached, suburban homes.

B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with the South San Pedro and Elder Homestead neighborhood and were analyzed as part of the planning process:

SSP/EH Issue 1: Lack of park space. Community members in South San Pedro and Elder Homestead have expressed a desire to see more parks and open space within the neighborhood and have expressed an issue with existing parks regarding size and hours. Many community members are concerned that the existing parks cater to specific age groups and desire more multi-generational programming.

SSP/EH Issue 1 Analysis

South San Pedro and Elder Homestead have three parks, Jack and Jill park, John Cabrillo park, and Wilson Park within the neighborhood. One park is under 2 acres and two are above. Two public pools with tennis courts, one at Wilson Park and Highland Pool are located within a half a mile. Wilson Park, which consists of X acres, also has green space for passive recreation. Wilson pool is open from Memorial Day until Mid-August and Highland is a year round indoor

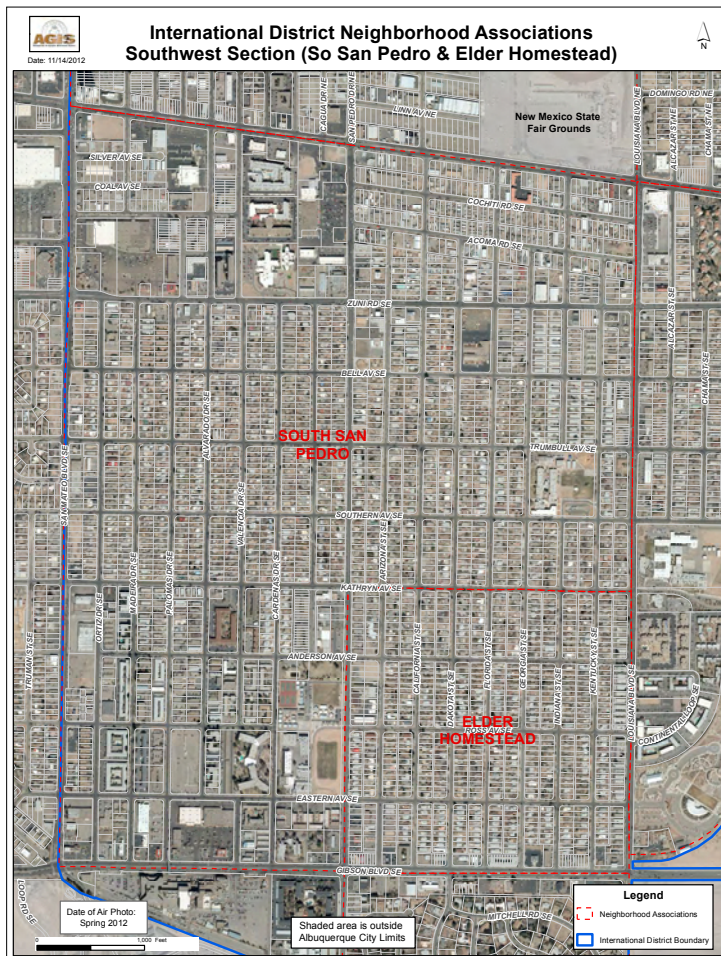


Figure 5.4: S. San Pedro and Elder Homestead Neighborhood Association Boundary map

South San Pedro Elder Homestead

pool. Two larger regional parks lie within 1 mile; Phil Chacon (20 acres) and U.S.S. Bullhead (35 acres). Cesar Chavez community center, which has a playground, basketball courts and other community amenities is located within 1 mile.

The Zuni Boulevard to Central Avenue section is isolated from the rest of the neighborhood south of Zuni and serves as a buffer between the more cohesive residential areas to the south and the State Fair activity to the north. There is no accessible park that residents living within this area s can walk to safely without having to cross a major arterial. In comparison to other areas of the City, South San Pedro neighborhood has a large number of City parks and public amenities within a 1 mile radius. However, access to many of the area's amenities is inhibited by major roadways and limited pedestrian and cyclist crossing opportunities. In addition, John Carillo and Whittier Parks are small, joint-use with APS facilities, and only available during non-school hours. Wilson Park is also owned by APS. As a result, over half of the parks within the neighborhoods are on property owned by APS and leased by the City. As a result, the usable area of these parks has the potential to decrease as the schools require additional space.

SSP/EH Issue 1 Potential Opportunities:

1. Improve pedestrian and bicycle circulation throughout the area. In order to improve access to the areas public amenities, a comprehensive pedestrian and bicycle circulation system needs to be developed.
2. Reduce traffic speeds and improve pedestrian amenities on major streets.
3. Improve and increase amenities at existing public facilities. South San Pedro and Elder Homestead have access to many existing public amenities.
4. Introduce more community open space where possible. Vacant land is limited within the Elder Homestead and South San Pedro residential areas. However, vacant and under utilized land, excess public right of way and alleys could be utilized to create pocket parks, trails and open space.

SSP/EH Issue 2: Limited gathering spaces and neighborhood retail services. Residences have expressed a desire for more gathering spaces, such as outdoor cafes, coffee shops, pubs, full service restaurants, and community grocery stores. Others would like to see public plazas with food carts, farmers markets and potential international and crafts markets.

South San Pedro Elder Homestead

SSP/EH Issue 2 Analysis

Three neighborhood shopping centers exist within South San Pedro and Elder Homestead. Parkland Hills at the intersection of Kathryn Avenue and San Mateo Boulevard, a 5.3 acre, approximately 70,000 sqft shopping center is currently vacant with the exception of a furniture rental store. Parkland Hills shopping center was built in the mid-50's. The site was designed to be easily accessible by automobile and consists of buildings surrounded by parking. Willow Village shopping center at Kathryn Avenue and San Pedro Boulevard is a X acre, X sqft shopping center with a high vacancy rate. Current businesses range from, Giovanni's Pizza, a dry cleaners, a convenience market, a restaurant, barber shop and smoke shop. A parking area fronts this shopping center as well. The third shopping center, Siesta Hills built in X, is located on Gibson Boulevard and consists of approximately 100,000 square feet of retail and restaurant space. This includes an Asian market, pizza restaurant, bank, Asian grill and Starbuck's. Several fast food restaurants with drive-thrus are located in the large parking lot.

Although the neighborhoods have access to two coffee shops, a Starbuck's on Gibson Boulevard and a recently opened café in the Parkland Hills shopping center, two grocery stores (one providing ethnic foods, the other providing mostly convenience foods) they are difficult to access by foot or bike and have no pedestrian amenities such as plazas and public spaces, interior pedestrian site circulation, trees, shade and landscaping or pedestrian furnishings. Only one full service restaurant is located in the area and has been in operation since 1976. There are no pubs or outdoor cafes. Many retail spaces are vacant and many existing businesses do not reflect the desires of the neighborhood. Siesta Hills and Parkland Hills Shopping Centers are not oriented or developed for easy pedestrian access.

Challenges to retail development at Siesta Hills, Parkland Hills and Willow Village shopping centers are the proximity to other major retail centers such as Winrock, Coronado, ABQ Uptown and Nob Hill, lower than state average per capita income (need to verify tract data), and a large percentage of vacant retail space. However, population in the area is continuing to grow (statistic) as is the student population at Wilson Middle School (need statistic). A new K-8 charter school, with an expected enrollment of around 450, is anticipated to start construction within the next few years. These populations could positively affect the demand for neighborhood retail and services. In addition, rental rates for Nob Hill commercial real estate continue to increase pushing tenants to other areas. The older shopping centers in Elder Homestead and South San Pedro neighborhoods may provide an attractive alternative location.

Wilson Park is another potential opportunity for a community gathering space. The park is X acres and located within easy walking distance of most residential areas, is currently programmed for passive recreation with perimeter trees and two picnic tables. Community members have

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expressed concern about the transients in the park and the overgrown landscaping which limits the ability to visually observe the park for criminal activity. Since 2011, the park has been the location of a Growers' Market that runs on Tuesdays, 7 am - 12 pm & Sundays, 10 am - 4 pm and is open June 17th - November 15th. The market accepts EBT, Debit, WIC & Senior checks.

SSP/EH Issue 2 Potential Opportunities:

1. Revitalize existing shopping centers. Existing shopping centers are at a neighborhoods scale within easy walking distance. Shopping center should be redeveloped with pedestrian amenities including plazas, outdoor seating, covered walking areas, landscaping and lighting. Shopping centers should focus on providing daily goods and services, such as cafes, restaurants, specialty markets, bakeries, etc. Encourage residents to shop and obtain services within the Plan area.
2. Reprogram Wilson park to encourage neighborhood gathering. Consider adding programming to Wilson park which supports active uses, such as plazas, covered seating, a tot lot, walking paths with benches and picnic areas.

SSP/EH Issue 3: Vacant and under utilized commercial properties.

Community members have expressed concern that the vacant and under utilized properties create an image of blight and should be redeveloped to provide neighborhood services. Surveys and comments from community meetings also reflect a strong desire from the community to access daily goods and services by foot or bike to reduce dependency on the automobile and to facilitate a healthy lifestyle. Some services the neighborhoods would like to see include: community oriented grocery stores, full service restaurants, shops and stores that build on the international theme, coffee shops, pubs, places with activities for youth and fitness facilities.

SSP/EH Issue 3 Analysis

A large portion of vacant land that has never been developed exists on San Mateo and a large commercial site, Parkland Hills shopping center, is vacant except for one tenant. The three shopping "nodes," Parkland Hills, Willow Village and Siesta Hills shopping centers, are within excellent walking and biking distance of South San Pedro and Elder Homestead neighborhoods. Due to site configurations, development scale and orientation, these shopping centers are designed to facilitate access by the automobile and discourage access by foot or bike from the neighborhood. Goods and services in Willow Village and Siesta Hills shopping centers reflect a range of neighborhood uses that do not reflect the tastes and desires of the surrounding residents who chose to shop outside of the district to obtain daily goods and services.

The South San Pedro and Elder Homestead neighborhoods consist of X acres of commercial property to serve a population of X. Typically, one

South San Pedro Elder Homestead

household will support 10 sqft of retail development. Like many areas of Albuquerque there is an abundance of commercial land available, leaving many commercial properties to lie vacant until the population in the area increases to serve the demand. Commercial zoning along San Mateo Boulevard and the south side of Zuni Road is primarily C-1 which provides opportunities for neighborhood commercial goods and services. Parcel sizes on San Mateo Boulevard are typically 60 feet wide with a depth of no more than 150 feet. Current speed limits on San Mateo Boulevard also impact access to and visibility of commercial properties. As a result, X% of the land in this area remains vacant or under utilized.

Commercial properties along San Pedro Boulevard and Louisiana Boulevard face similar constraints with respect to parcel size, street frontage and road conditions. Overtime, a large portion of land zoned commercial in these areas has developed as multi-family.

A Retail Market Analysis for the International District conducted in March 2011 notes the areas strong retail competition with the adjacent Nob Hill shopping district and the Uptown Center shopping center and regional mall. It notes that in addition to the current market conditions, the area struggles with crime, blight and outdated auto oriented redevelopment patterns.

SSP/EH Issue 3 Potential Opportunities:

1. Increase area population in order to support neighborhood retail. In order to increase the demand for neighborhood goods and services, area population should be increased.
2. Improve access to commercial areas from surrounding residential areas. Improving pedestrian and bicycle circulation to the three shopping areas will improve neighborhood access to existing shopping centers, increasing a demand for neighborhood goods and services and reducing the need for additional site area to be devoted to parking.
3. Create pedestrian friendly environments around shopping centers. In order to encourage access to commercial areas by foot or bike, streetscapes and shopping center sites need to be responsive to the needs of pedestrians and bicycles.

SSP/EH Issue 4: Stabilizing single-family and multi-family areas and providing access to a wide range of housing opportunities.

Community members have expressed a desire to see more single-family home ownership as well as preserving diverse housing opportunities in the neighborhood. Concern has been expressed regarding existing single family housing being removed and replaced by multi-family housing. In addition, concern has been expressed regarding the maintenance and management of larger existing multi-family structures. Respondents to community surveys would like to see future multi-family development

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limited within the neighborhood. However, most respondents recognize a need to provide a diverse range of housing in the area and are in favor of mixed use multi-family and townhouse development on the existing commercial corridors.

SSP/EH Issue 4 Analysis

South San Pedro and Elder Homestead consist of X acres of land zoned for single-family use and X acres of multi-family use. According to AGIS data, X acres consist of single family, X acres consist of multi-family and X remain undeveloped. Currently, single-family houses are located on land with higher intensity residential zoning. In the recent past, some single family housing on R-3 zoned land has been replaced by multi-family housing causing concern to nearby single-family home owners. Many streets between Zuni Road and Bell Street consist of a mixture of single-family houses, duplexes and multi-family apartments. One street consists of exclusively of single-family houses, but is zoned R-3. Between Bell Street and Kathryn Avenue the zoning is primarily R-1 with a couple of R-2 parcels on corner sites that are either duplexes or four-plexes. South of Kathryn Avenue, the residential increase to R-2 and R-3 with a block of Cagua Street consisting of R-1 zoning.

Between Bell Street and Zuni Road there is an inconsistency of the intensity of land use. However, the zoning is for higher intensity residential and the location is appropriate for apartment and townhouse use as the area acts as a transition from single family to the commercial uses on Zuni Road. South of Kathryn Avenue the majority of the parcels are developed as larger multi-family apartment complexes. Although it appears that the majority of the larger complexes are around the same age, it is clear that development patterns, management and maintenance play key roles in the visual presence on the surrounding neighborhood. Complexes that have parking areas located in the side or rear and have maintained landscaping along the street create a neighborhood supportive street environment that is more desirable than apartment buildings which are developed as an island in a sea of parking. Other smaller apartment buildings that are tucked toward the rear of the site and fronted with non-landscaped parking areas also fail to contribute to an aesthetically pleasing environment.

SSP/EH Issue 4 Potential Opportunities:

1. Determine if there is a desire to downzone R-3 zoning to R-1 on single family dominated streets. Coordinate with single-family home owners on Cagua Street and other streets with single-family houses to see if there is a desire to protect single-family land use.
2. Create design guidelines for multifamily complexes to create neighborhood friendly environments. In order to make higher density developments compatible with adjacent single-family areas, design controls should be introduced to minimize the visual impact of large housing complexes on the surrounding

5 neighborhood issues and opportunities

South San Pedro Elder Homestead



neighborhood. Examples might include concealing parking areas from the street, creating visual interest in the building (breaking up the mass), increasing visual relationship between the street and units (encouraging patios, balconies and windows facing the street), and providing landscaping between the building and the street. Create buffering and transition requirements for complexes that are adjacent to R-1 zoning.

3. Require multi-family complexes to come into compliance with existing landscaping requirements where possible.

Trumbull Village

VI. Trumbull Village Neighborhood (TV)

A. Overview

This neighborhood is located south of Central Avenue, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of the southern City limit. Platted in X, Trumbull Village consists of 477 acres.

B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with Trumbull Village and were analyzed as part of the planning process:

TV Issue 1: Vacant residential parcels and existing substandard housing. Surveys and participants in neighborhood focus groups have indicated that many housing opportunities in Trumbull Village are substandard and negatively contribute to the residential quality of the neighborhood. Many community members recognize the need for low-income housing and a diversity of housing options in the neighborhood, however the concern is with the maintenance and the quality of the existing multi-family housing in the area. Some participants would like to limit any new housing development to single-family housing, as they perceive this model as more stabilizing to the neighborhood. Others express the need for rental housing that is affordable and contributes to the overall character of the neighborhood.

TV Issue 1 Analysis

Trumbull Village has historically had issues with sub-standard housing. In X, the City purchased and removed X acres of substandard housing. The intention was to replace the multi-family housing with single-family housing which would increase affordable home ownership options. Fourteen units of single-family housing were developed in 2007 by the Greater Albuquerque Housing Partnership (GAHP). Unfortunately the economic situation of the end of the last decade has made affordable



Figure 5.5: Trumbull Village Neighborhood Association Boundary map

Trumbull Village

single-family development difficult to finance. As a result, vacant parcels are being developed as multi-family units and townhouses. As these properties are controlled by the City and GAHP, quality development and maintenance are assured and will serve the area's demand for affordable housing options.

Trumbull Village consists of inconsistent residential zoning. Blocks may be zoned for single family for half the block and townhouses or multifamily for the other half. Land use in this area reflects this pattern, creating visual discontinuity and impacts neighborhood stabilization.

In the "wedge" between Zuni Road and Central Avenue, land uses ranges from single-family and multi-family residential uses to commercial and light industrial uses. The zoning reflects this land use, and it is common to find R-2 next to C-2 with no buffering. The 1980 Trumbull Village Sector Development Plan calls for the zoning in this area to be changed to mixed use to reflect the current inconsistency in zoning and land use. With its excellent access to public transportation and medical services, this area has recently attracted a 40 unit senior housing complex.

TV Issue 1 Potential Opportunities:

1. Create consistent residential zoning on blocks within Trumbull Village. Determine through land use and development patterns how to increase zoning consistency and compatibility in residential areas. This may include the introduction of design standards for multi-family development that are adjacent to single family zoned areas.
2. Create a mixed-use zone for parcels between Central Avenue and Zuni Road which has development controls and buffers to ensure compatibility between residential and commercial land uses. Standards should encourage and increase development opportunities.
3. Create development standards for multifamily and townhouse development that ensures quality and design that contributes to the neighborhood. Design controls could include concealing parking areas from the street, maintaining visual interest in building design, promoting a visual relationship between building the street with balconies, patios, doors and windows on street facades. Buildings should be separated from the street by landscaping not parking.

TV Issue 2: Under utilized aspects of existing park sites. Community participants recognize the abundance of parks and recreational facilities in the Trumbull Village area. However, participants have expressed a desire to use existing public facilities as resources for everyone. Phil Chacon park was indicated as an opportunity to incorporate additional community amenities. Other participants expressed concern that Trumbull Children's park, which was developed for the younger children of the area, is a place for gang activity and is no longer safe for the young population it was intended for. Cruising has been a historic issue on Southern Avenue in front of Van Buren Middle School and Phil Chacon Park.

Trumbull Village

TV Issue 2 Analysis

Trumbull Village has several parks, and community spaces within the neighborhood. Trumbull Park, Trumbull Children's Park, and Phil Chacon Park provide 20 acres of open space. Caesar Chavez community center, Trumbull Early Head Start and Van Buren Middle School are also located in the Trumbull area, and provide programmed open space along with community services and activities. Cesar Chavez Community Center is connected by a developed trail to the X acre Veteran's Memorial Park. In addition, Phil Chacon park has X acres of undeveloped park space and has a total park acreage of 27 acres.

Gates have been installed on Southern in order to control cruising that has been a historic problem for the area. The gates have been effective at preventing cruising on Southern, but have diverted some of the cruisers into the neighborhood and impeding access to the park for other users.

TV Issue 2 Potential Opportunities:

1. Increase programming at Phil Chacon Park. Utilize undeveloped portions of the site to create more public amenities.
2. Post age limit restrictions at park. Consider providing a programmed use geared toward young children on the site or a community garden to avoid conflicting user groups and to provide visual observation on the park.
3. Increase programming at Trumbull Park. Create more multi-generational uses at Trumbull park to attract all age levels to have activity throughout the day.
4. Provide linkages through the neighborhood to facilitate neighborhood access to public facilities. In order to increase access to Trumbull residents and adjacent neighborhoods to the many public facilities in the Trumbull Village area, pedestrian and bicycle amenities should be provided. Streets such as Pennsylvania Street and Southern Avenue which connect Trumbull Village parks, schools and community centers to surrounding neighborhoods should be developed as pedestrian and bicycle corridors with wider sidewalks, bike paths and street trees. These pedestrian and bicycle corridors also facilitate access to neighborhood amenities which lie just outside Trumbull Village.

TV Issue 3: Poor commercial land use along commercial corridors.

Community participants have expressed concern with under utilized commercial land especially along Central Avenue. Many have expressed that there are too many similar uses in the area, mostly related to the automobile and would like to see more variety. Many have also expressed a desire to shop in the area and encourage more local businesses.

TV Issue 3 Analysis

Zoning along Central Avenue is C-2 and Wyoming Boulevard is primarily C-2 with C-3 south of Zuni. Land use tends toward the automobile with tire shops being a dominant land use. Limited neighborhood stores and services are located in the area despite the high percentage of pedestrian traffic. Only X percent of Trumbull residents use a car. A small grocery store on Central Avenue provides a limited selection of food a couple blocks north of Trumbull Village. The new UNM medical facility on Central Avenue provides medical services within walking distance of the community. Aside from the grocery store that needs major updating and the new clinic, there are limited neighborhood goods and services within walking distance of Trumbull Village.

TV Issue 3 Potential Opportunities:

1. Increase residential population in the “wedge” to attract more neighborhood stores and services.
2. Encourage a better mixture of uses. Consider incentives for attracting neighborhood uses in areas with a high percentage of similar and related uses.
3. Improve pedestrian and bicycle access to and along commercial areas.

TV Issue 4: Foster social change/reduce social stresses. Community respondents have indicated that Trumbull Village suffers from a negative perception based on a high level of social stresses – crime, gangs, and unemployment. Many community participants have noticed a recent increase in crime and drugs.

Community participants have noted that more resources need to be allocated to Trumbull to enforce the existing laws and regulations through an increased police presence, as well as an organized effort by the community to report crime.

Participants have also expressed a concern with absentee landlords and involving apartment owners and management companies in the clean up of the neighborhood. Community members have indicated that many apartments in the area are in violation of zoning and code requirements. In addition, participants have expressed concern that the landlords do not enforce regulations with respect to tenants.

TV Issue 4 Analysis

Trumbull Village has had a long history of crime and violence. However the last two decades, residents have worked hard to reduce these factors and to improve the perception of the neighborhood. 2011 was a difficult year for Trumbull with five homicides.

Trumbull Village suffers from a high rate of population turn over in the older multi-family apartments which foster disinvestment in the neighborhood. In addition, the abundance of older rental apartments creates a saturation of a particular type of housing, lowering the demand in the area. As a result, rental prices are low and units plentiful, resulting in a high concentration of very low-income housing.

Due to the high percentage of rental units in Trumbull Village, it has been difficult for the neighborhood association and other community organizations to get good participation in cleaning up the neighborhood. Landlords and management companies are either out of state or not interested in working with the community to affect change. The neighborhood association has worked to attract renters as members, however, as people tend to move in and out of the neighborhood frequently, there is very little incentive for renters to become involved.

TV Issue 4 Potential Opportunities:

1. Create additional enforcement mechanism to current 311 system for addressing zoning and code issues. Work with code enforcement to develop process for creating a local tracking system of code violations in order to document repeat and ongoing code violations.
2. Provide redevelopment incentives. Work with Metropolitan Redevelopment to develop incentives for revitalizing substandard apartments, as well as upgrade landscape and other development standards to meet current code requirements.
3. Improve area identity. Help improve community image through area signage and imagery. Build upon idea of Trumbull as a “village” utilizing existing community infrastructure – school, community centers and parks.
4. Encourage a diversity of housing types. Use zoning and land use tools to create more housing choices in the neighborhood.

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Chapter 4

strategies and projects

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I. Introduction

This chapter contains the strategies and projects necessary to implement the Plan. Its recommendations were developed through an analysis of existing conditions, the application of relevant city policies and input received at community workshops and agency meetings. The chapter is divided into the following sections:

The **Strategies** section includes the following action items for implementing the Plan and generally covers Land Use, Transportation and City Facilities and Services:

- *Land Use Actions* contains improvements to public spaces, revitalization opportunities for existing areas and opportunities for developing an area identity in order to support the development of active and healthy communities and neighborhoods.
- *Transportation Actions* contains roadway, transit, bikeways and multi-use trails improvements necessary to create a truly multi-modal network where non-vehicular travel is not just a necessary option but an attractive option.
- *City Facilities and Services Actions* contains recommended improvements to libraries, parks, trails, and police substations.

The **Projects** section identifies key projects which if implemented would significantly advance the development of the area as envisioned by this Plan. The project recommendations range from those that create the necessary impetus for redevelopment investment to those that improve the overall quality of life in the area by enhancing existing amenities.

II. Strategies

The following section contains strategies for land use and transportation improvements which are intended to support the creation of complete streets and healthy neighborhoods by:

- Activating existing public spaces by increasing programming. Providing community activities at area parks provides areas for community gathering and enables community ownership of the park.
- Capitalizing on under utilized neighborhood commercial sites. Attracting daily goods and services to existing neighborhood shopping centers, brings local residents together, activates existing spaces and supports established businesses.
- Enhancing the street network to support pedestrian and bicycle circulation and to improve linkages between residential areas, parks and commercial areas.

A. Land Use Strategies

The following strategies have been developed to implement the goals of the Plan and include projects which build on existing infrastructure in order to capitalize on community assets:

Land Use Strategy 1: Create and enhance area destinations. Increase destinations within the Plan area in order to foster community, improve community amenities and to incentivize pedestrian mobility.

1. **Actions for public spaces.** Existing public infrastructure, including parks, community centers, libraries and pools are located within walking distance of most International District neighborhoods and have the potential to be community gathering spaces. In order to fully utilize public assets and provide amenities that attract residents throughout the day and seven days a week, programming should be expanded on City facilities.
 - **Wilson Park.** Increase programming to include a walking path with benches, gathering space, picnic areas located near street vender sites, tot lots and public art.
 - **Fox Park.** Complete paved walking trail around park. Install lighting in areas identified to increase safety.
 - **Mesa Verde Park.** Increase shaded seating areas.
 - **Trumbull Children's Park.** Add a community garden site or other complementary use to increase users and improve safety for young children.
 - **San Pedro Library.** If the facility is replaced, reuse the existing facility to serve other community needs if a new

library should be constructed within the International District. New use could include a specialty library with a focus on international books or languages or perhaps a children's library. The library site could also support a garden club, senior center, youth center, family center or Headstart school.

- **Police substations and Fire stations.** Add basketball court, public plazas with shaded seating and other amenities in order to foster interaction with the community.

2. Actions for new public facilities. Opportunities exist in the International District due to the availability of public and other vacant land to pursue the development of new public facilities. New facilities would provide additional destinations for residents within walking distance and act as catalytic projects to revitalize stagnant areas.

- **New International District Library.** Develop a new large regional library to serve the International District and the southeast area of Albuquerque. Library should be located on a strong transit corridor with pedestrian access to the neighborhoods within the Plan area.
- **Transit Pullouts.** Larger transit pullouts, such as San Mateo Boulevard south of Zuni Road have the potential to become public green spaces. Large transit pullouts are no longer desired by transit because of the difficulty and time lost getting back into traffic. These spaces could be landscaped and developed as public spaces with shade and seating and programming depending on size of pullout to serve as open space in urban areas.
- **New Mexico Fairgrounds.** Pending – need to discuss major issues and opportunities relating to the site and its impact on the International District.
- **Asian Cultural Center.** Community members have expressed interest in seeing additional cultural centers located at the Fairgrounds. An Asian Cultural Center is currently being explored.
- **Mixed use transit transfer facility.** San Mateo Boulevard and Central Avenue is the intersection of two successful transit corridors. Currently, transit riders exceed the capacity of sidewalk area and bus shelters. Pedestrian traffic is high in the area and conflicts exist between vehicles and pedestrians. A transit facility, which accommodated riders while waiting for buses

Key Project: International District Library and re-use of San Pedro Library

A. Library Program

New library facility should serve a regional library base and include products which serve the multi-generational and multi-cultural communities within the district. Facility provide access to books, both hard copy and digital, as well as various media via computers and tabloid devices. The library should incorporate indoor and outdoor public spaces to accommodate individual users as well as larger meeting groups. Meeting space should be available that is private as well as in more open areas. Virtual library components should be incorporated as satellites throughout the district. In addition, commercial elements, such as cafes, gift shops, coffee/food carts should be incorporated into library program.

B. Location

The new library facility should be located within easy access of public transit. Facility should be within walking distance of area neighborhoods, with frontage on a major corridor, such as Central, with proximity to a signalized intersection to facilitate pedestrian access. Two appropriate locations include the U.S. Post Office training facility at Alvarado and Central; and near the San Mateo and Central intersection. Both sites have excellent transit service and strong frontage on Central. The Alvarado location has excellent access to area neighborhoods via the proposed International Trail.

C. Orientation

The new library facility should have a strong relationship to the street with pedestrian oriented access. Building include public space adjacent to the pedestrian realm of the street, such as a plaza, wide landscaped sidewalk area or courtyard. Library entrance should direct from the street, plaza or courtyard with a strong indoor/outdoor relationship.

D. Multi-use.

In order to maximize its redevelopment potential, the new library facility should be developed with a mixed-use program and create an active environment. Multi-family housing, commercial, park, office, or a combination thereof are appropriate and complementary to a library facility bring additional users to the site throughout the day.

E. Re use of San Pedro Library

The existing library, which is currently too small to accommodate the needs of the community, should be reutilized to serve the community. Possible ideas include; an international library - with multi-cultural and multi-lingual books, a youth center, a multi-generational center, or a charter or vocational school site.



Key Project: Mixed use transit transfer station

A. Mixed use program

A transit transfer station combined with housing, office and/or retail uses has the potential to build upon an existing transit infrastructure and provide amenities to transit riders. Development should allow for a mixture of uses that can evolve over time to respond to changing transit conditions. Station should be flexible, to serve various modes of public transportation, provide areas for park and ride parking, and provide ample space for users to access and wait for transit.

B. Location

A highly desirable location for a transit station would be the intersection of San Mateo Boulevard and Central Avenue. Currently vacant land is available just east of San Mateo Boulevard on the south side of Central Avenue.

C. Orientation

A transit facility should contribute to the public realm of the street. Careful attention should be paid to the flow of traffic for pedestrian safety, and transit efficiency. Where possible transit facility should incorporate walls, structures and other architectural elements within the front setback in order to reinforce the street edge.

D. Multi-use.

In order to maximize the potential of the high ridership and to expand the communities ability to offer goods and service with ease to pedestrians, a transit station should be constructed in conjunction with a mixed use facility.



could provide more space and be combined with uses such as housing, retail, or service.

3. **Actions for private spaces.** The following existing developments were originally developed as community gathering spaces with collections of retail, restaurant and services establishments at both a community and neighborhood scale. These sites could be enhanced with pedestrian amenities such as plazas, shaded seating areas, outdoor dining spaces and art. Large sites could support the addition of residential uses, which would increase area rooftops and support the addition of more retail and service tenants to serve adjacent neighborhoods.

- **Willow Village shopping center.** The existing shopping center, with proximity to three schools (and possibly a fourth) could be developed into a mixed use pedestrian shopping area. Residential units could be added above existing ground floor neighborhood retail uses. A small building could be added to the corner to accommodate a neighborhood cafe or restaurant taking advantage of adjacent Wilson Park and creating a more pedestrian street edge.
- **Parkland Hills shopping center.** Located on San Mateo Boulevard, a major transit corridor, and Kathryn Avenue, the defunct Parkland Hills shopping center site could support the addition of multifamily or townhomes on excess parking areas. Residential units could also be added on upper floors. Adding residential to the existing commercial spaces would increase the demand for goods and services and create a redevelopment demand for the site.
- **Siesta Hills shopping center.** Located on Gibson Boulevard, near San Mateo Boulevard, the facility has the potential for mixed use development, and residential infill. Senior living facilities and services could do well in this area with excellent proximity to the Veteran's Hospital, Kirtland AFB, regional transit and shopping centers.
- **Shopping center at Zuni Road and San Mateo Boulevard.** Large portions of the existing shopping center are unused parking areas. A strip mall on the eastern edge is mostly vacant and under utilized. These vacant portions of the site could easily accommodate residential uses, such as townhouses, apartments and apartments over retail.

Key project: Wilson Park and Willow Village Shopping Center

1. Farmer's Markets and Craft Fairs

Opportunities exist to capitalize on the Grower's Market by creating more areas for vending, providing pathways for pedestrian movement, benches and shade structures for gathering, and signage for community events. Developing a crafts market for vending locally made goods with an International flavor would attract people to the area and capitalize on locally made goods.

2. Provide areas for community gardens and garden clubs

Space is available to create areas for community gardens with garden plots for rent or to develop gardens sponsored by garden clubs. Encouraging community gardening fosters community building, provides more active users at the park, and fosters park pride and ownership.

3. Covered seating areas and food vending

Opportunities exist to provide food and drink vending on the park. Combined with shaded seating areas, food vendors attract people to the park and provide a community gathering opportunity.

4. Walking paths

Opportunities exist to create walking paths through the park. Walking paths accompanied with benches provide places for exercise and people watching. Walking paths attract multi-generational users and are utilized throughout the day. Walking paths could be used to support farmers market as well.

5. Opportunities for active recreation

Possible park improvements could include playground equipment for young children and an exercise course. Parents with young children use play areas during the school day and working hours. Other members of the community, such as seniors and people with flexible schedules could use exercise equipment throughout the day.

6. Spray pad

Possible improvements to Wilson pool could include a spray pad. A spray pad would take advantage of existing pool infrastructure and provide additional recreational opportunities at the pool site.



- **Bank of the West office tower complex.** Much of the office tower site is devoted to parking. Parking could be accommodated in a parking structure on site and existing parking areas could be redeveloped as mixed use or multi-family in order to take advantage of proximity to existing transit.
- **Mercado shopping center.** Located at San Pedro Boulevard and Central Avenue, large portions of the site are devoted to parking or undeveloped pad sites. These under utilized portions of the site could accommodate residential uses. Linkages could be made to existing apartment and retirement communities to the west to develop an internal village where seniors and residents can walk to goods and services.
- **Former Kmart site area.** Vacant and under utilized land surrounding the old Kmart (now an APS food production facility) at Louisiana and Lomas Boulevards, including the adjacent professional buildings has development potential for senior housing and supportive services in a mixed use environment. There is currently a rehabilitation facility, pharmacy, and professional services in the area.
- **Talin Market site (Alcazar).** Support private redevelopment with streetscape improvements on Alcazar.

Land Use Strategy 2. Ensure high quality revitalizations. The redevelopment of key sites within the International District could be catalytic to development by infusing reinvestment into the International District. These areas have been selected for strong existing infrastructure, excellent community access, vacant and under utilized land and potential to positively affect redevelopment of adjacent areas.

1. Actions for Public Private Partnerships.

- **South San Mateo Boulevard Complete Street.** The creation of a complete neighborhood street on San Mateo Boulevard south of Zuni Road has the potential to create a mixed use, live/work community that also provides goods and services within easy access to adjacent neighborhoods. This portion of San Mateo Boulevard, also has the potential to become a bridge between neighborhoods to the east and west, improving access to City services and amenities. Improvements could include new crosswalks for pedestrians or bicyclists and wayfinding elements.

- **Zuni Triangle.** This under utilized area of the International District is located with close proximity to transit and City employment areas. Redevelopment of this area into a live/work village, with a public park or plaza, a vertical mixture of uses would support the goals and policies of the plan.
- **Gibson Parkway** – implementing the Metropolitan Redevelopment Plan’s proposal for traffic calming at Dakota st and international District design elements including gateways at Kentucky St.
- **Former motel sites.** In order to implement strategies of the MRA plan investigate opportunities for redevelopment from housing, to offices or businesses incubators to job training.

Land Use Strategy 3. Improve community perception. A visual impression is the first and lasting impression of a place. The International District is beginning to reverse its long term negative image, but still suffers from a perception of blight and neglect.

1. **Actions for branding and community identity.** The following actions offer opportunities for reinforcing the brand and identity of the International District as well as the temporary activation of vacant and under-utilized sites have the potential to re-frame and activate the visual environment of the area in the short term, enhancing opportunities for long term investment in the community:

- **Wayfinding.** A comprehensive wayfinding system in the International District is key to facilitating the interaction of people with goods and services within the area. The International District name is becoming familiar with residents of Albuquerque and potentially with a tourist market. However, it is still unclear how to engage the district – where to find restaurants, shops, etc. Signage, sidewalk markers and kiosks can help people quickly orient and navigate the district and can be designed to reinforce the brand and identity of an area.
- **Public Art.** Public art can play a important role in creating memorable visual associations with an area. Whether positively or negatively, people respond viscerally to art. Pieces become navigational landmarks, meeting places, and area icons.
- **Ephemeral Art pieces.** Opportunities exist to utilize public and private vacant or utilized sites for art installations that are temporary in nature. Invigorating

these sites together or individually could serve as a way to pre-activate sites, attract people to the area, and showcase the talents of the community and the greater Albuquerque area. Ephemeral art pieces could include wall projects, temporary sculptures and installations, signage, etc.

- **Signage.** Area signage provides opportunities to reinforce the district's identity and branding. Neon signage could encourage on businesses on Central to reinforce Route 66 history and identity. The International District logo could be implemented on roadways sign and street signs to distinguish the area. Banners on streetlights and over roadways could celebrate and advertise community events.
- **Route 66.** Opportunities exist along Central Avenue to build on the history and national identity of the former highway while celebrating the current role of the International District.
- **International theme.** Investigate opportunities for branding the International District through wayfinding, marketing, publications, and events.
- **Celebrate everyday infrastructure as public art.** Community art projects could involve the painting of objects in the community – murals, fire hydrants, parking bumpers, manhole covers etc.
- **Community Events.** International Festival, Farmer's market, events at the Fairgrounds, Pride parade, restaurant tours/cook offs.
- **Community maps.** Create community maps which guide visitors through the area. Topics for maps might include: International District goods and services, Route 66 culture, Recreation and Entertainment, etc.
- **Pop up cafes and shops in empty retail spaces.** Large shopping centers within the Plan area could host "pop up" shops and cafes - temporary vending and eating facilities which activate vacant retail spaces.

B. Transportation Strategies

The Plan area contains an inter-connected network of streets which move vehicles quickly and efficiently. However, this network lacks many of the improvements necessary for safe and comfortable travel by walking and bicycling. Enhancing the transportation network for all users is essential for two important reasons:

- improving overall community health by providing access to safe, inviting pedestrian and bicycle and transit facilities and,
- promoting and incentivizing redevelopment efforts that will further community and City goals, including the development of a vibrant, multi-modal community where goods and services are easily accessible.

The investment in improvements such as new streetscapes, permanent transit infrastructure and enhanced pedestrian and bicycle infrastructure will encourage non-motorized travel, for both commuting and recreational purposes, and will be a building block which demonstrates community reinvestment encouraging and supporting private redevelopment.

The following section contains three Transportation Strategies for creating a network of streets which allow for a range of transportation options. The Strategies include improvement for: ***Walkability, Bikability and Transit Ridability***. These strategies are supported by a range of Actions or tools, which may be applied Plan wide or at targeted sites. Specific implementation is identified in Chapter 5, Projects. The recommendations are based on an analysis of specific issues detailed in Chapter 4, Existing Conditions and Opportunities.

Transportation Strategy 1: Ensure neighborhood walkability. Make the International District a community where walking is a safe, comfortable and enjoyable option. Supporting community walkability means implementing the following actions for **Crosswalks, Sidewalks and the Pedestrian Network**:

1. Actions for Pedestrian Safety and Comfort at Crosswalks.

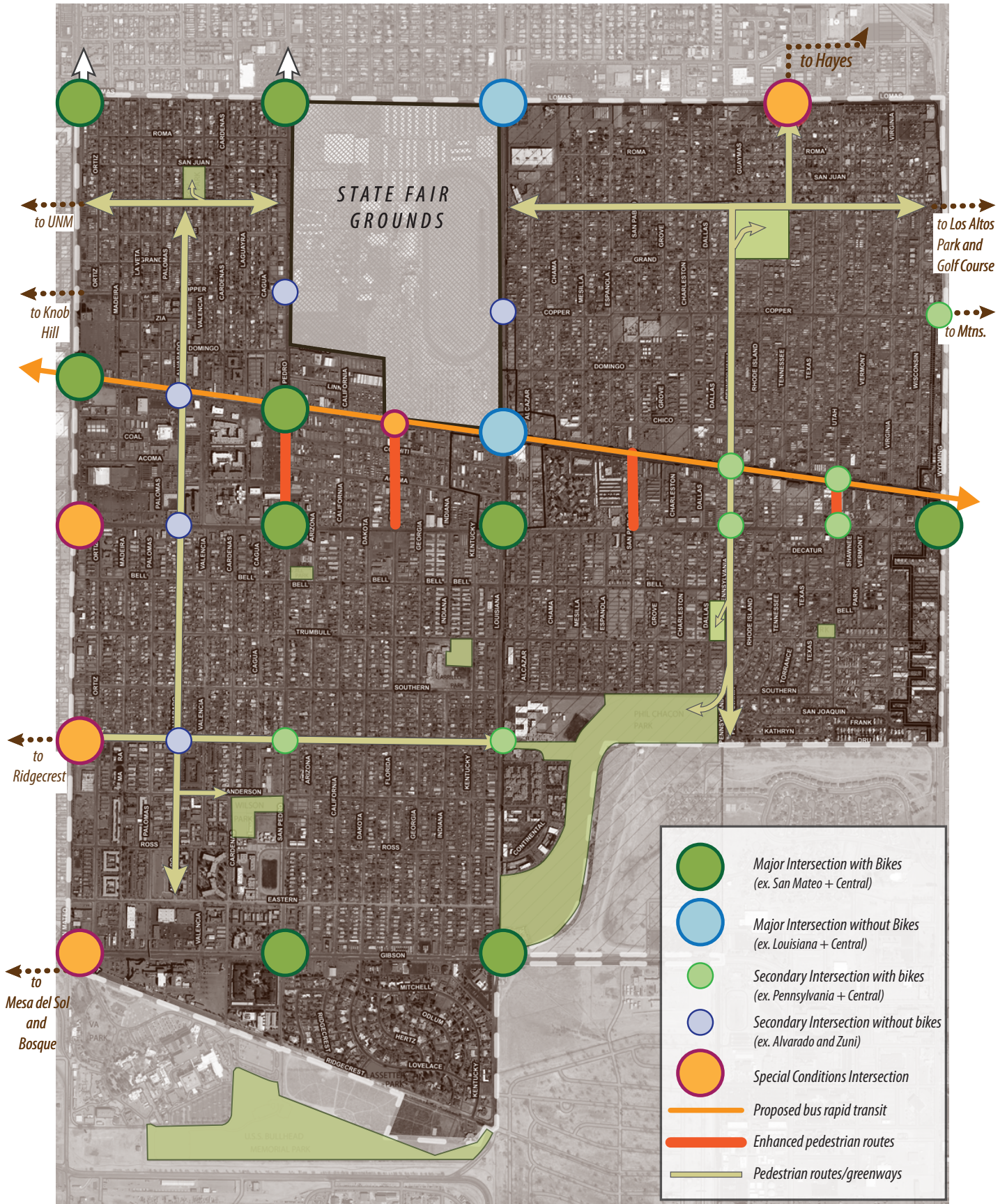
Figure 4.0 - 4.4. identify intersections in need of safety and comfort improvements. These improvements may include the following elements.

- **Crosswalk Design.** Place markings for continental crosswalks either aligned with the edges of travel lane lines or at the center of travel lanes so that the majority of vehicle tires will not pass over the markings, thereby extending their useful life. Establish a cycle of repainting and repair for existing crosswalks, prioritizing continental crosswalks and areas with the highest pedestrian traffic.
- **Stop Bars.** Stop bars are the line that runs parallel to the crosswalk signaling to vehicles where to stop. Move stop bars back ten feet from all crosswalks at signalized intersections. This setback improves visibility between pedestrians and vehicles, which particularly important when trucks or other large vehicles are turning. The added visibility is also important on roads with two or



stop bar

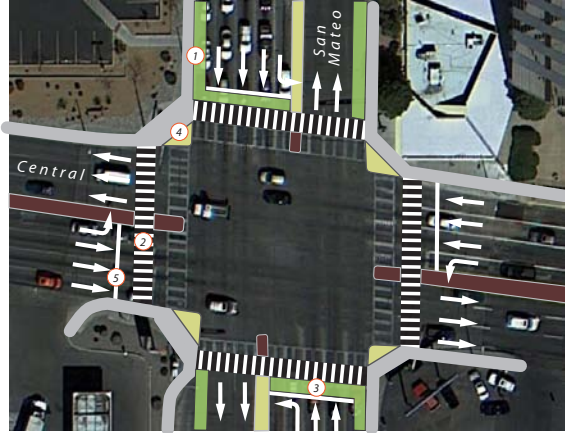
4 implementation: strategies and projects



Central Intersection Improvements, Figures 4.1- 4.4

Major Intersection with Bikes
(ex. San Mateo + Central)

- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 Tightened Corners with Landscaping/Paving
- 5 10' Stop Bar for Cars



- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 Tightened Corners with Landscaping/Paving
- 5 10' Stop Bar for Cars



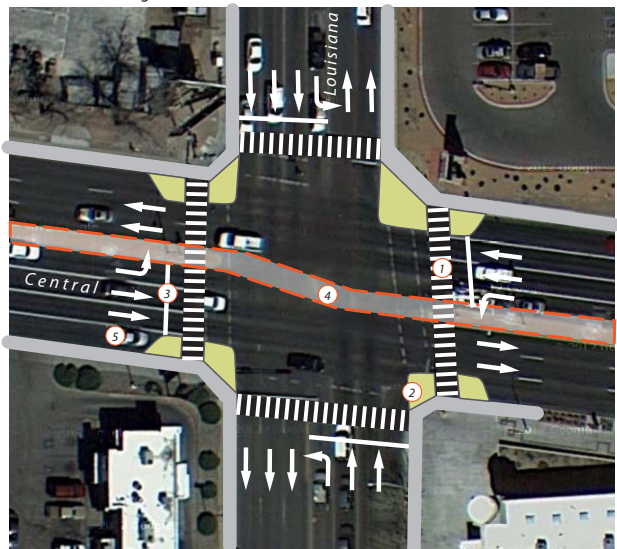
Secondary Intersection with bikes
(ex. Pennsylvania + Central)

- 1 Dedicated Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 10' Stop Bar for Cars
- 5 Landscaped medians



Major Intersection without Bikes
(ex. Louisiana + Central)

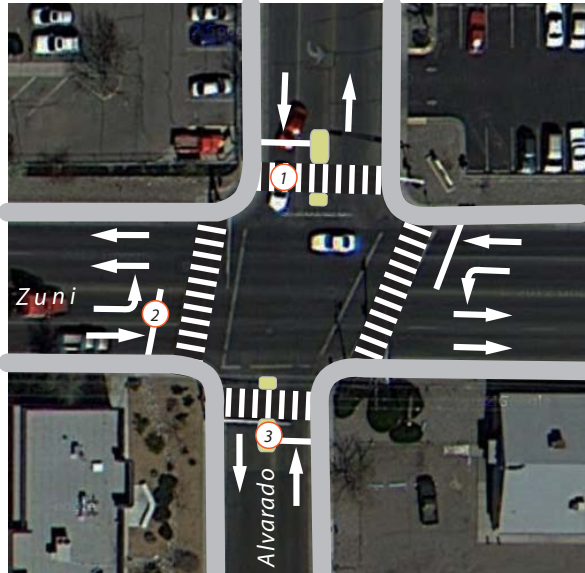
- 1 Enhanced Pedestrian Crossing
- 2 Tightened Corners Bulbouts with Landscaping/Paving
- 3 10' Stop Bar for Cars
- 4 Proposed Bus Rapid Transit
- 5 Onstreet Parking



4 implementation: strategies and projects

Secondary Intersection without bikes (ex. Alvarado and Zuni)

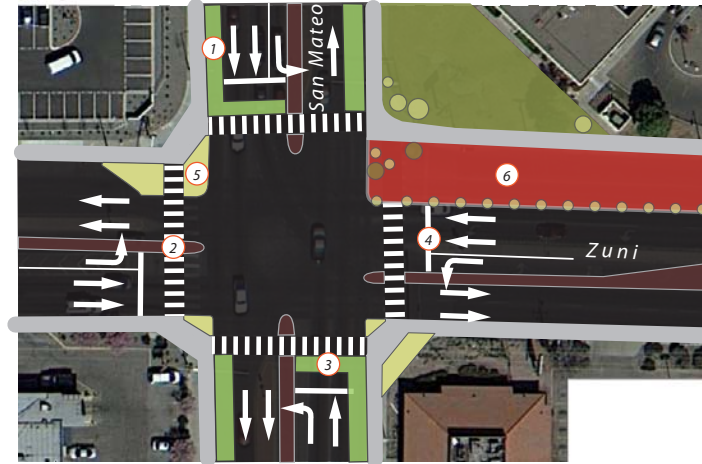
- 1 Enhanced Pedestrian Crossing
- 2 10' Stop Bar for Cars
- 3 Landscaped medians



Zuni Intersection Improvements. Figures 4.5-4.6

Special Conditions Intersection (San Mateo and Zuni)

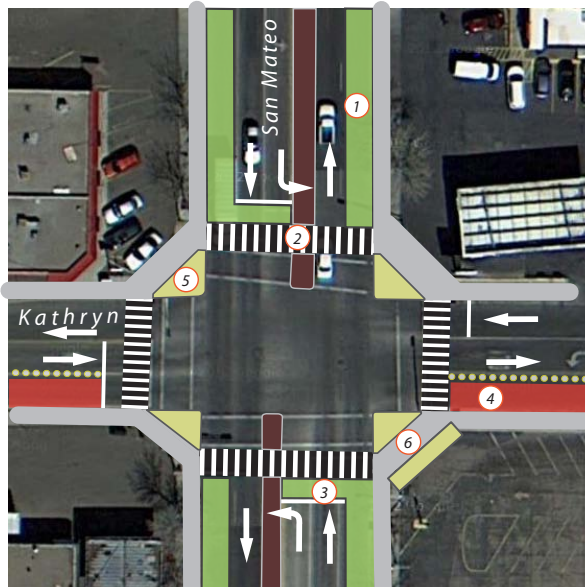
- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 10' Stop Bar for Cars
- 5 Tightened Corners with Landscaping/Paving
- 6 Street to Plaza (road diet)



San Mateo Intersection Improvements, Figures 4.7-4.8

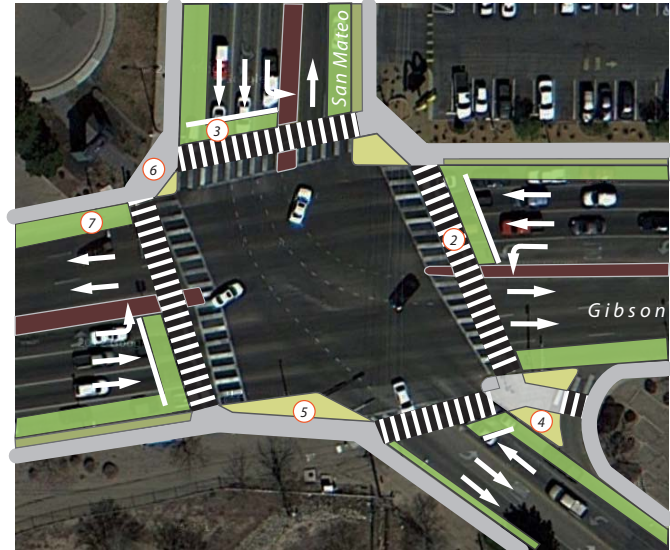
Special Conditions Intersection (San Mateo and Kathryn)

- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing with Refuge
- 3 Bike Box with 10' Stop Bar for Cars
- 4 Street to Plaza
- 5 Tightened Corners with Landscape/Paving
- 6 Pedestrian Plaza



Special Conditions Intersection (San Mateo and Gibson)

- 1 Dedicated Bike Lane
- 2 Enhanced Pedestrian Crossing with Refuge
- 3 Bike Box with 10' Stop Bar for Cars
- 4 Landscaped Medians
- 5 Tightened Corners with Landscape/Pavers
- 6 Pedestrian Plaza
- 7 Dedicated Bus/Bike Lane



Lomas/Tennessee Intersection Improvements, Figure 4.9



more traffic lanes where a car or truck that has stopped for a pedestrian can block the view of the pedestrian for drivers in other lanes. Recessed stop bars also create de facto bike boxes where bicyclists can change lanes to make turns.

- **Curb Ramps.** Install ADA-compliant curb ramps at all marked and unmarked crosswalks. At T-intersections, curb ramps are required at the top of the T even though there are no street corners.
- **Pedestrian Refuges.** Assist pedestrians to cross streets with higher traffic volumes or multiple travel lanes. Provide medians or pedestrian refuge islands. Raised islands are particularly effective at calming traffic.
- **Curb Extensions.** Curb extensions, also called bumpouts or bulbouts enhance pedestrian and motor vehicle safety by reducing pedestrian crossing distances, encourage slower operating speeds, make pedestrians more visible to drivers and physically prevent cars from parking or standing within the portion of an intersection required for sight distance. The use of bumpouts is limited mainly by the cost and complexity of reworking the drainage at the intersection. On the other hand, curb extensions can be designed to also serve in the management of stormwater from the City's streets.



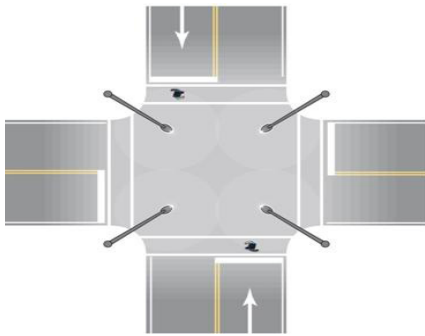


Fig. 4.10 Traditional intersection lighting layout, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

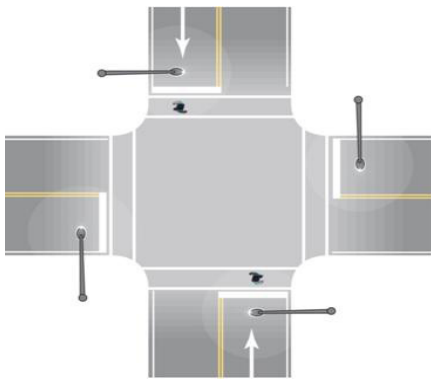


Fig 4.11 New FHWA design recommendations for lighting layout for crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

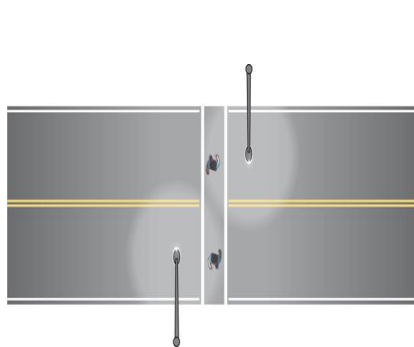


Fig 4.12 New FHWA design recommendations for lighting layout for crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

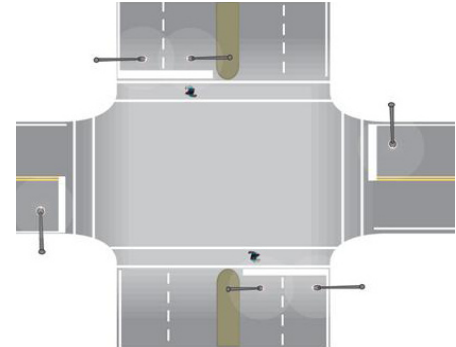


Fig. 4.13 New FHWA design recommendations for lighting layout for mid-block crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.



- **Crosswalk Lighting.** Improving the safety and security of pedestrian crossings at night means improving the pedestrian visibility distance for driver. The greater the visibility distance the more time a driver will have to react to a crossing pedestrian. Installing overhead road lighting at crosswalks improves visibility. According to the FHWA, the effectiveness of overhead lighting in increasing visibility distance is related to light location, orientation, intensity and color of the light source.
 - o Location: See Figures 4.10-4.13, which locate lighting in front of crosswalk so that light projects at pedestrian, instead of behind crosswalks which shadows the pedestrian:
 - o Light Source: The white or bluish-white light of a Metal Halide lamp is most effective for creating contrast and improving general pedestrian visibility for drivers.

- **Mid-Block Crossings.** A pedestrian crossing at a location other than a signalized intersection is a mid-block crossing. Because mid-block crossings can present certain inherent dangers to pedestrians they should be supported by improvements that insure pedestrian safety at the crossing.

Generally mid-block crosswalks may be appropriate where distances to signalized crosswalks are long, causing jaywalking. Appropriate areas for mid-block crossing occur where there are the following: projected or existing increased pedestrian use, pedestrian destinations such as schools, medical facilities, senior or community centers, shopping areas, long distances to the nearest marked crosswalk, good sight distance, proximity to transit, special population needs or a known jaywalking location.

Important safety improvements include: clearly marked crosswalks, z-crossing alignments, pedestrian lighting, HAWKs, raised medians, median refuge islands, traffic calming treatments, enhanced lighting, traffic signals, signage and/or warning beacons, curb ramps.

2. Actions for sidewalk improvements.

Figure 14 identifies key corridors in which to target sidewalk repairs and enhancements. Generally sidewalks are in good condition throughout the network of local streets. However, on arterials such as Central, Lomas, San Mateo and Louisiana, poor sidewalk conditions necessitate improvements to enhance walkability. The improvement to the corridors may include the following elements.

- **Sidewalk repair and enhancements.** Throughout the plan area, sidewalk conditions vary greatly, with undersized sidewalks along arterials, to obstructions in sidewalks including lighting and utility poles, curb cuts with steeply sloping drive pads. Generally sidewalks along arterials should be at least 6 feet wide, with street trees and landscaping at the curb to create pedestrian comfort with shade and buffering. Sidewalk widths between eight and ten feet are desirable in areas of more intense pedestrian activity.
- **Streetscape Landscaping.** To enhance pedestrian comfort and general roadway aesthetics. Most of the roadways in the International District have their sidewalks at the curb so the opportunity to install landscaping between the curb and street is often limited due to costs and roadway capacity issues. Where possible, installing landscaping along the curb should be a priority for landscaping improvements.
- **Landscaping at intersections of arterial and collector/locals.** Other options for introducing landscaping into the streetscape include landscaping along arterials at local and collector street intersections including landscape bulb-outs and mini-medians.
- **Gateway/mini-median landscaping at arterial and local intersections.** Where landscaping is limited at the curb, investigate opportunities for cross street landscaping at local and collector intersections. This mini-median will help create identity and calm turning traffic while softening and adding interest to the streetscapes with plants or art. These improvements along a corridor though at the block interval could provide a rhythm and identity to support a sense of investment in the community.
- **Landscaping in excess R.O.W. at the setback.** Often times the limited pavement width and extreme costs of moving curb and gutter will not allow for locating a landscape strip at the curb. In such situations, improvements in excess ROW at the setback should be considered. Landscaping these areas, in conjunction with required setback landscaping will dramatically improve and support pedestrian walkability. Landscaping in these areas should focus on developing the tree canopy for shade and maximum visual benefit.
- **Buffering.** Most of the sidewalks in the Plan area are located at the curb forcing pedestrian activity in close proximity to fast moving and high volume traffic. While it may not be an option for many streets, creating buffers from that traffic can help improve the pedestrian experience. Buffers may generally include treatments

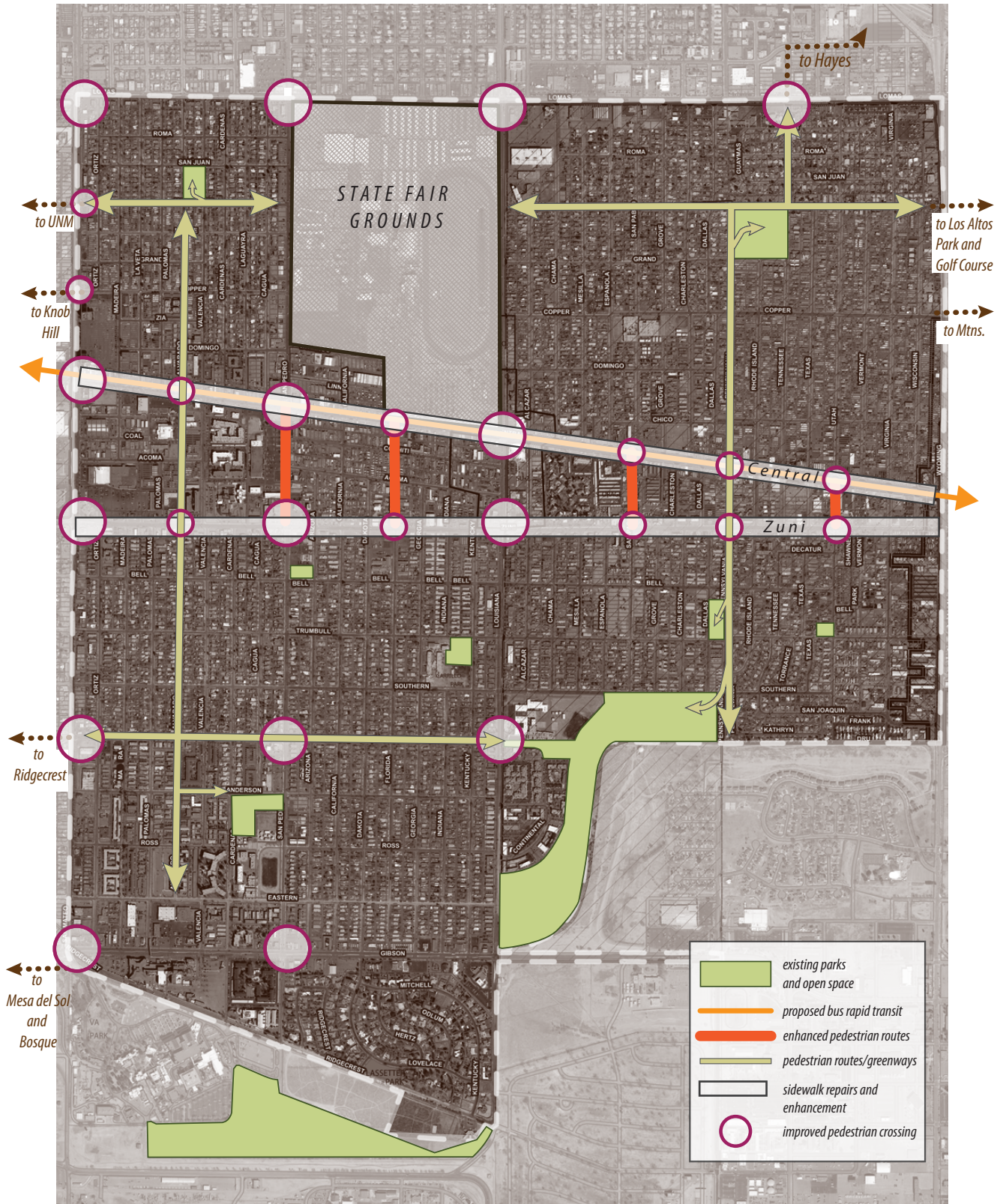


Figure 15, Sidewalk Improvements

that separate vehicular traffic from the pedestrian such as planting strips, pits or wells, bike lanes, on-street parking and dedicated bus lanes.

- **Lighting.** Pedestrian scaled lighting along sidewalks is key to creating safe, attractive environments for walking. Lighting should be at a scale should be between 13 and 16 feet.

3. Actions for an improved Pedestrian and Bicycle Network. Figure 15 proposes a network of pedestrian and bicycle routes which provide easy, comfortable and efficient access to area goods, services and amenities. The routes include greenways, bicycle boulevards and share streets to support and encourage recreational and commuter bicycle and pedestrian travel through and around the Plan area. A key component of the network is the adoption of the International Trail.

- **International Trail,** see Figure 1.3. The intention of the trail will provide better pedestrian and bicycle connections to public facilities such as parks, schools, health, senior, and community centers and other destinations from surrounding neighborhoods. The alignment for the trail was identified by the local non-profit ACHIEVE based on community input and assessing the walkability of the South San Pedro, Trumbull, and La Mesa neighborhoods. The International Trail report contains community transportation analysis which benefitted the planning of the Sector Plan transportation projects. The report is available through Bernalillo county.
- **Urban Greenways or Green Street.** Urban Greenways are travel routes which promote pedestrian and bicycle travel. They may be along green spaces or through dense urban corridors, however their purpose is to create safe, comfortable and easy routes which promote non-vehicular travel. The Plan proposes the following urban greenways to connect the Plan area:
 - o Pennsylvania. This north south roadway provides a unique opportunity to connect Phil Chacon Park, Trumbull Park, Zuni, Central, La Mesa School, Mesa Verde Park and Community Center and Hayes Middle School outside the Plan area.
 - o Marquette
 - o Kathryn
 - o Alvarado

Transportation Strategy 2: Ensure community bikability. Make the International District a community where biking is a safe, comfortable and enjoyable option.

1. Actions for an improved pedestrian and bicycle network. The following improvements to bicycle network in the Plan area will create not only more opportunities for non-motorized travel but also opportunities for engaging the streets recreationally. Enhancing the bicycle network will make schools, parks, libraries and community centers more accessible.

- **Bike Boulevard.** A bike boulevard is essentially a share street for bikes. Typically they are located on a lower speed and lower traffic volume streets with traffic calming improvements to en-

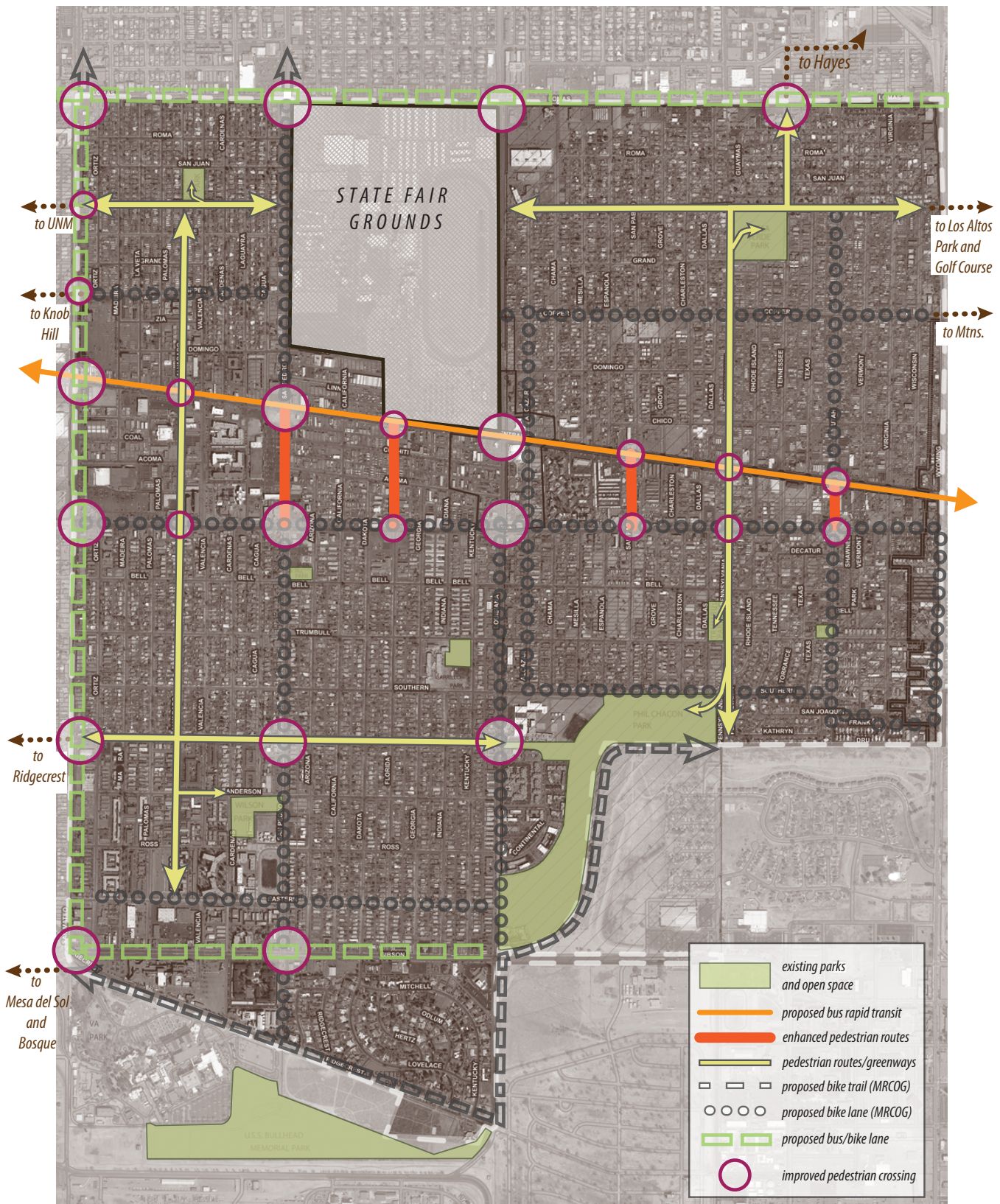


Figure 16, Enhanced Pedestrian Network

sure bicycle safety. Well designed bike boulevards give priority to cyclists as through-going traffic. where they cross major streets they are assisted by traffic signals and other safety elements such as signage and traffic calming. They are intended to improve cyclist comfort and/or safety and efficiency. Bike Boulevards can be relatively in expensive to designate due to minimal infrastructure improvements.

- **Bike Route, Lane and Trail.** The City of Albuquerque has adopted a three tiered system for designating bicycle travel opportunities. (pending description). The Zuni Road Study as part of its strategy to improve pedestrian and bicycle safety and access, designates bike lanes at the curb. These bike lanes will support excellent east west connectivity and buffer pedestrians from high volume traffic at the curb.
- **Bike/Bus Lanes.** Bike-bus lanes are travel lanes restricted to buses, bicycles, and vehicles turning right. The lane is separated from general purpose lanes by a solid white line, and designated by signs and painted legends. A key element to ensuring bicycle safety is the education of bus drivers. Generally bike bus lanes are more appropriate along roadways with transit service with larger headways.
- **Bike Train.** Bike trains encourage children to bicycle to school. An adult leader collects a 'train' of student riders who join in line as the bike train passes their homes. Traveling en mass they bike trains are highly visible increasing bicyclist safety. Bike to school programs can also include "Bike-Drives" -- collecting and donating used bicycles to children who may otherwise not have them.
- **Bike Wayfinding.** Wayfinding for the bicycle assists in legitimizing bike route, by acknowledging official bike use. Time and length, destination information assist all users with navigating and route strategy.

Transportation Strategy 3: Ensure and Enhance Transit Ridability. Make the International District a community where transit is a safe, comfortable and enjoyable option.

1. Transit Action: Improve existing transit infrastructure. The International District has generally excellent access to transit, with multiple transit routes transecting the area. A testament to this access is the high rates of transit ridership in the area. In addition to improvement to transit facilities, improvement to the street network including safe street crossings and wider sidewalks especially in areas of transit facilities supports enhanced transit service. Figure 4.17 identifies the existing and enhance transit network.

- **Bus Shelters.** An important component of making transit more accessible is the provision of bus shelters and benches. Locate shelters and/ or benches where missing and expand sidewalk widths at heavily used stops. Co-locate wayfinding materials which identify area amenities.

"Bike-to-school programs address large global issues from climate change to childhood obesity. With each group ride, children are empowered to take charge of their own transportation – they learn to be more confident cyclists, and that they don't have to depend on cars to get around. They (and their parents) learn which of their classmates live nearby, making it easier to build networks for friendship and support." Christian Science Monitor, June 25, 2012.



4 implementation: strategies and projects

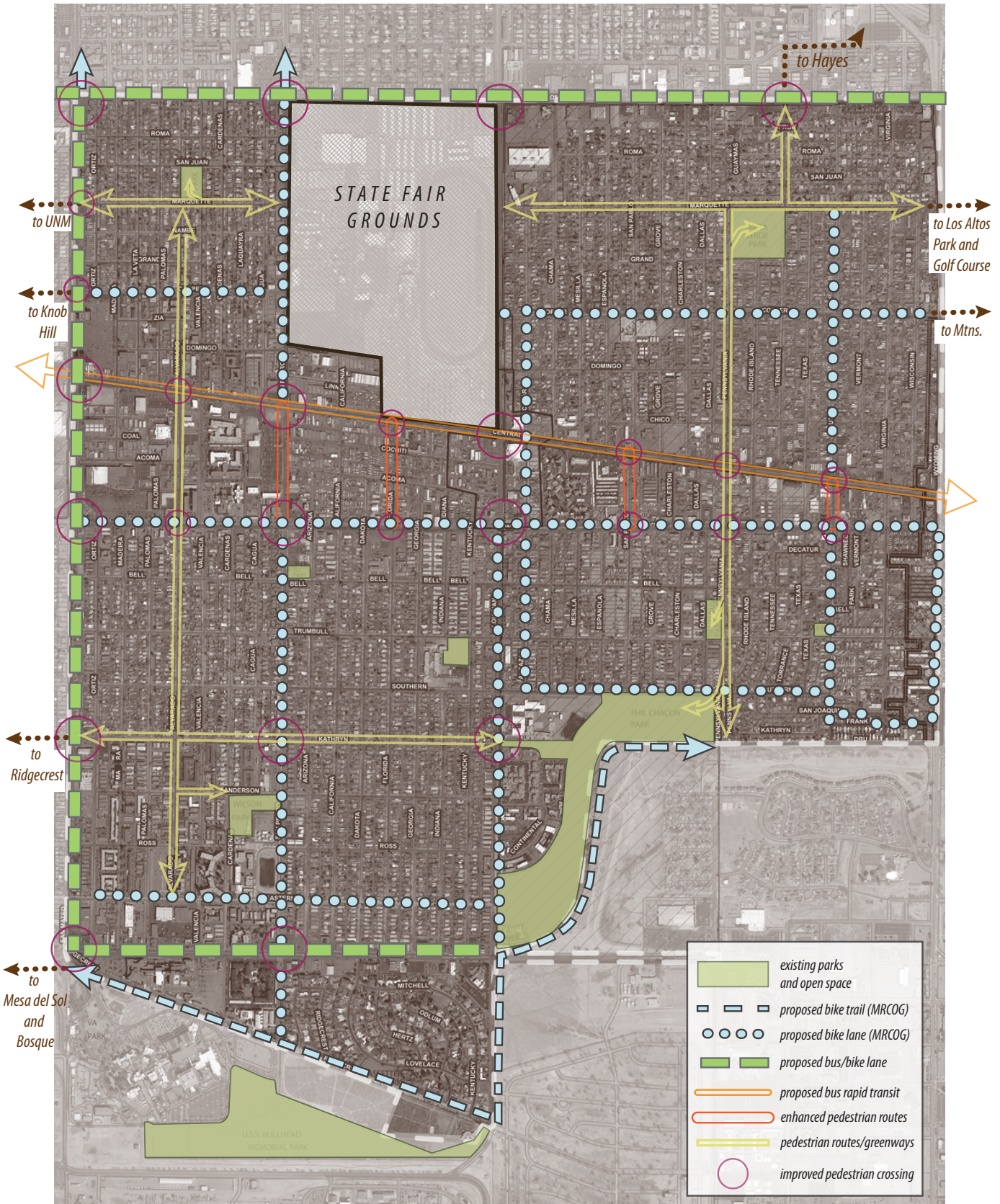


Figure 4.16, Enhanced Bicycle Network

- **Coordinating Stops with Street Crossings.** Ensure stop locations are coordinated with street crossing opportunities to prevent jaywalking.
- **Dedicated Bus Lanes.** Where traffic volumes allow, consider dedicating bus lanes. In some areas, combining Bike/Bus Lanes may also be appropriate. These dedicated lanes will enhance transit efficiency and provide buffering from high volume traffic lanes.
- **Park and Ride Facility.** Due to the high transit ridership at San Mateo and Central, investigate opportunities for park and ride facility.

2. Transit Action: Expand transit service. (Pending, for now see conceptual images, figures 4.18-4.19)

- **Future BRT. (Bus Rapid Transit).** Plans for future BRT should consider pedestrian improvements to Central Avenue. Possible improvements may be feasible if BRT runs down the middle of the roadway, allowing for expanded sidewalks with street trees where the ROW allows.
- **Rapid Rides on Lomas and San Mateo.** Planning for BRT on Central Avenue, may present the opportunity for Rapid Ride service on Lomas and San Mateo Boulevards.

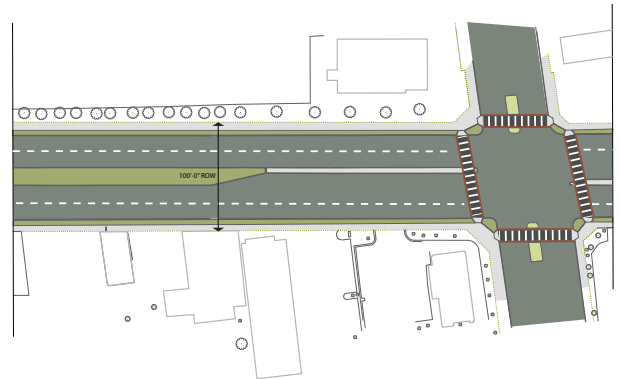


Figure 4.18, Central Ave. Improvements, no BRT

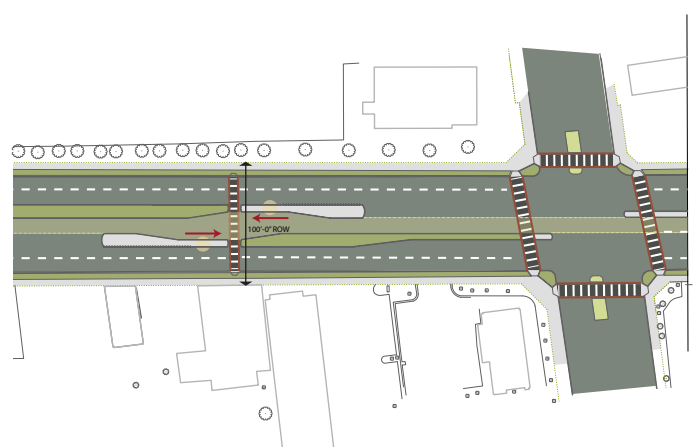
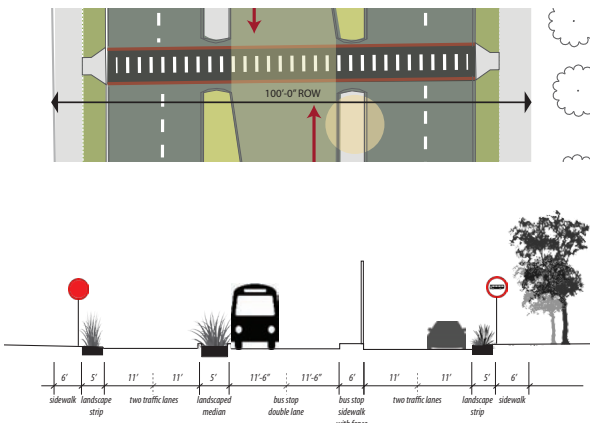


Figure 4.19, Central Ave. Improvements, BRT and Landscaping

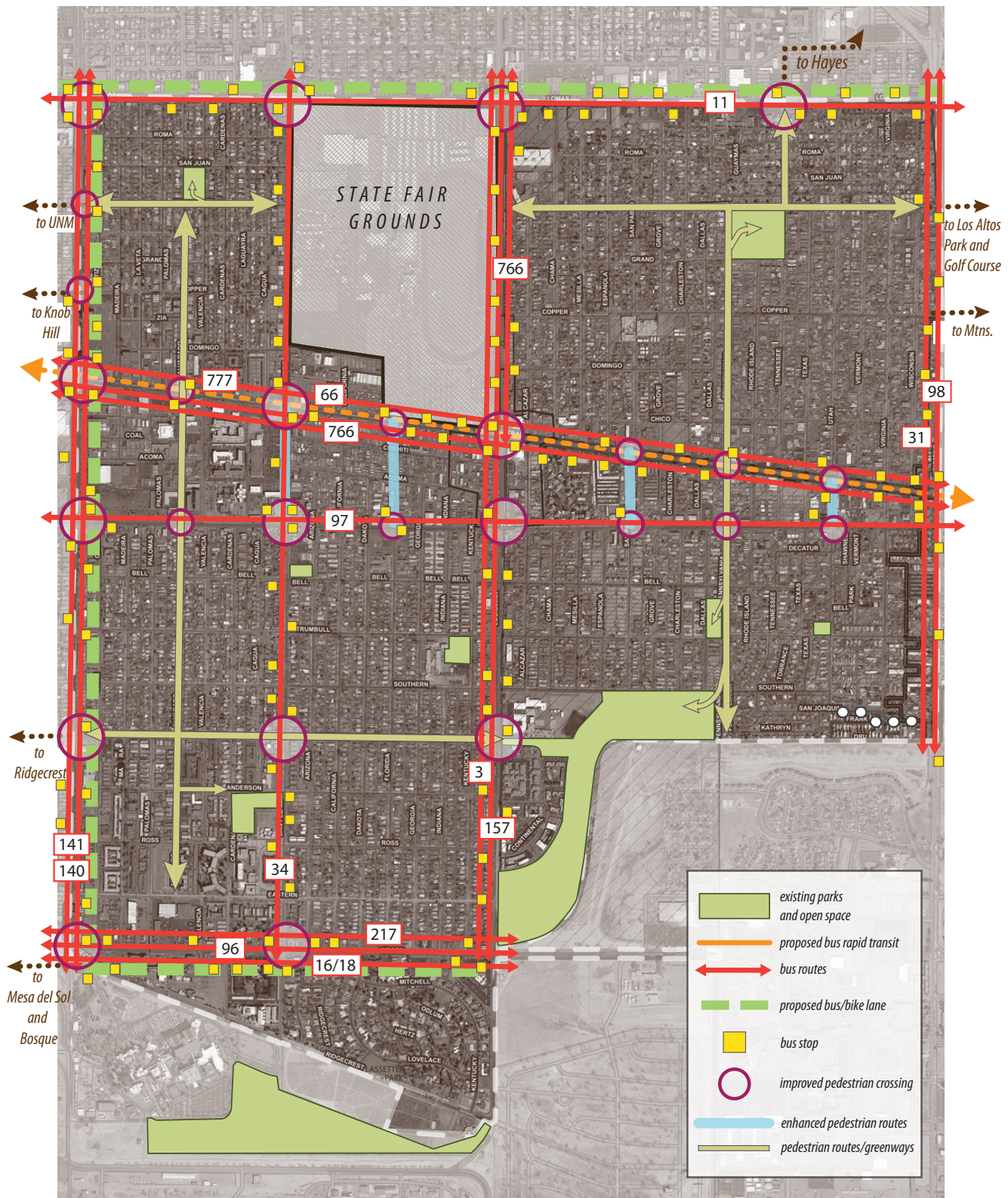


Figure 4.17, Transit Network

Transportation Strategy 4: Plan for Sustainability in street design.

Make the International District a flagship community in the City in its implementation of transportation related Green Infrastructure (GI) or Low Impact Development (LID). Green Infrastructure is defined as “constructed features that use living, natural systems to provide environmental services, such as capturing, cleaning and infiltration stormwater; creating wildlife habitat; shading and cooling streets and buildings; and calming traffic. (Green Infrastructure for Southwestern Neighborhoods, prepared by Watershed Management Group, August 2010).

1. Sustainability Actions: Introduce and support sustainability through practices that introduce new green infrastructure or elements into the neighborhood and by retrofitting existing areas and systems. Many of the following practices related to transportation can be used alone or in combination with other practices and strategies. Figure xx identifies areas for recommended improvements which may include the following strategies, adapted from the book Green Infrastructure for Southwestern Neighborhoods:

- **Road Diet.** In some areas, it is appropriate to reduce the width of the street. This can be done in sections or along the entire length of the street. A reduction in street width significantly reduces impervious areas and helps with heat islands, calms traffic, increases safety, softens the street, aids with stormwater, and invites pedestrian activity.

There are two strategies for road diets; they can be used alone or in conjunction with each other. One strategy is to re-appropriate paved drive lanes into pedestrian areas and/or areas with permeable material and landscaping. The other strategy is to re-program drive lanes into shared bus/bike lanes or parallel parking zones. Both strategies can incorporate other GI and LID strategies like landscaped chicanes, bio-retention basins and curb cuts.

Location and Notes:

- o San Mateo, Zuni, Kathryn and Gibson are viable candidates for a road diet. If an entire drive lane can not be claimed, there generally needs to be an excess of 8'-0" or more to effectively introduce a pedestrian or landscaped zone. The excess can be used for a landscaped median or split to each side for landscaping and expanded sidewalks.
- o Drive lanes can be reduced to 11'-0" and 10'-0" in a turn lane as a method of finding extra right of way.
- o Where parallel parking is programmed, landscaped bulb-outs with curb cuts should be incorporated to help protect pedestrian crossings. In areas, like Kathryn, a “Street to Plaza” can be defined at the road grade and defined from the drive lanes with large planters, bumpers, and where possible, landscaped swales or medians.

- **Right of Way Adoption.** Identify and adopt excess strips of right

of way along streets for re-vegetation. Often vacant right of way is only compacted earth and/or gravel. By introducing native, drought resistant grasses, shrubs and trees, the once vacant strips of land can significantly contribute to storm water management, softening the street experience and adding to community identity.

Locations and Notes:

- o Identify vacant right of way and recruit local businesses and neighbors to adopt, develop and maintain gardens.
 - o In areas where a landowner does not want to directly participate, obtain written permission from the landowner to work on the adjacent lands. Conduct a site observation during a rain storm to determine what green infrastructure strategies are needed. Locate utilities and work with City to follow appropriate design standards for utility access. Submit design for City permitting if needed.
- **Curb and Sidewalk Channels.** Curb cuts are openings in the curb to allow stormwater to drain into a landscaped area from adjacent, impervious surfaces like streets and parking lots. Sidewalk Channels are cut and grated channels that run perpendicular to sidewalks and terminate into adjacent landscape. Like a curb cut, the channels collect and direct storm water as it sheet drains from the sidewalk. Both of these are great retro-fit strategies with minimal construction or impact to existing infrastructure.

Location and Notes

- o Streets that are crested in the middle provide a more beneficial condition for drainage.
 - o Avoid streets and sidewalks that have more than a 5% slope.
 - o Curb cuts should be 18"-24" with 45 degree sloped sides. Channels should be 12" wide with 45 degree sloped sides. Grates should fit securely over channel be flush with sidewalk. Grates should also be removable so debris can be cleaned.
 - o The cuts and channels should terminate into a rock apron composed of 4"-8" specimens. An inlet with a rock apron will help with both soil erosion and undercutting of the sidewalk and road surface. The apron should sit 1"-2" below sidewalk or road surface to assist in positive water flow.
 - o In addition to sidewalk channels, in new construction, sidewalks can be sloped towards landscape with a 1 degree slope.
- **Bio-Retention Basins and Swales.** As an alternative to traditional piping, bio-retention basins and swales are an effective way to collect stormwater run-off, filter ground water, and promote healthy native landscape. Both refer to depressed areas of landscape that are composed of rock, mulch and plant material. It is also optimum to incorporate other GI or LID strategies into the design like curb cuts and mulch. Basins and swales can be designed or retro-fitted into street medians, bulb-outs or chicanes, parking lot islands and street landscaping. Basins can also be used in open space design and along

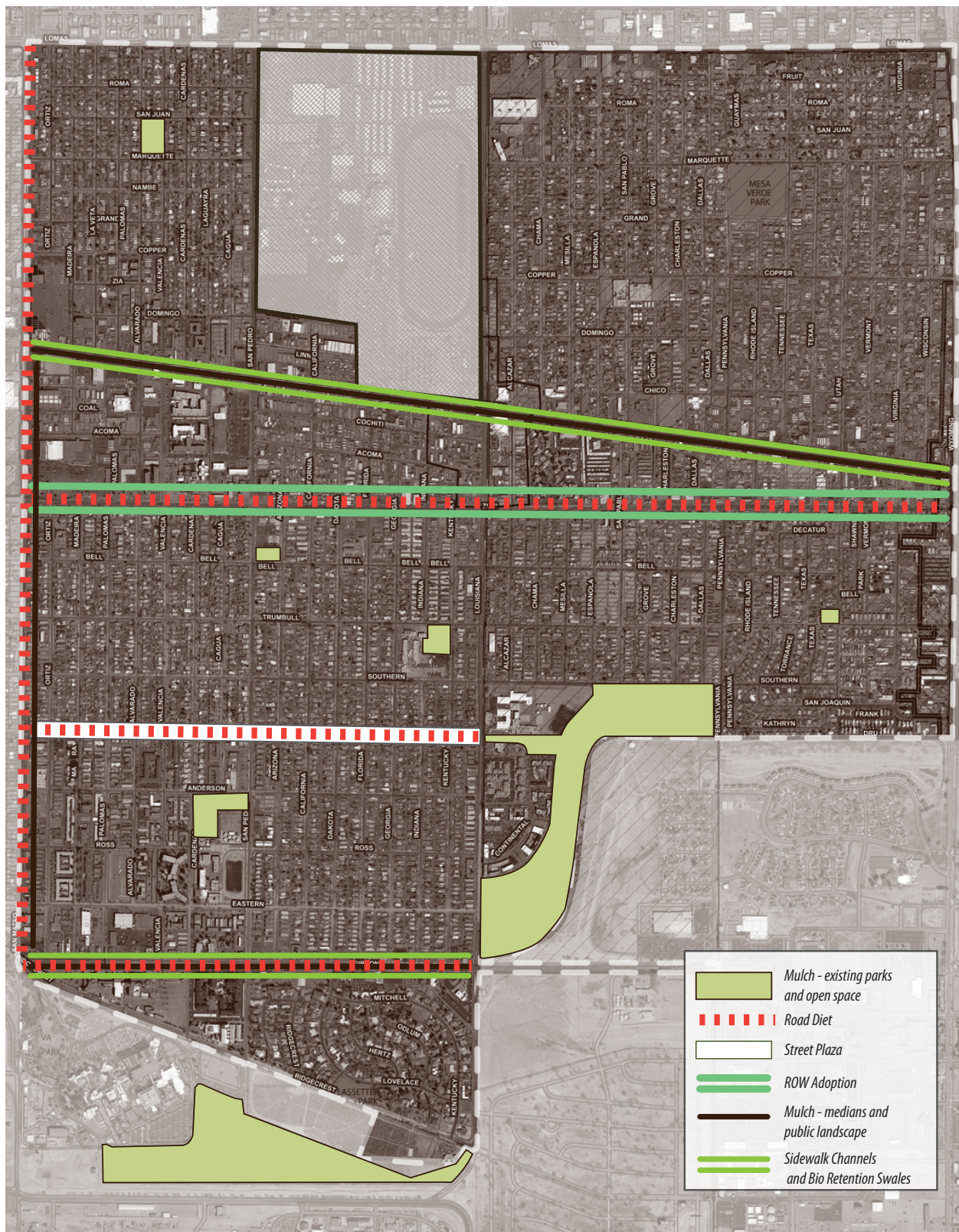
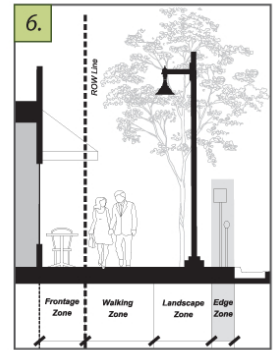
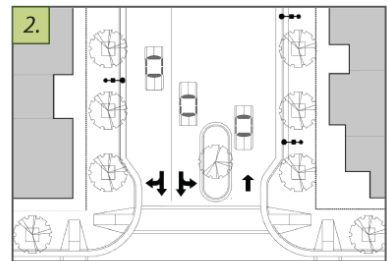


Figure 4.17, Sustainability Improvements

4 implementation: strategies and projects



1. intersection bulb outs
2. local street medians
3. landscaped medians
4. sidewalk repairs and enhancement
5. public art
6. edge zone for utilities
7. LID strategies - depressed swales, curb channels, native plants



Great Streets Facility Plan, 2008



Figure 4.17, Examples of Sustainability Improvements

trails and ditches.

Location and Notes:

- o 6'-0" is the minimal width for an effective basin or swale.
- o Make area at the bottom of the basin as large as possible for maximum water retention. Evacuate the bottom 10-12" below the street and/or sidewalk.
- o Where the slopes of the basin will exceed 33%, stabilize the slope with 8"-16" rock. In narrower strips of land (like a parking island) , a more gradual slope can still be effective and does not need to be rock lined.
- o In areas adjacent to streets, allow for an 18" strip of flat soil or gravel to act as a "step out zone" for pedestrians.
- o Do not plant trees or shrubs that will encroach into travel lanes.
- o Create terraces or planting shelves along the along the basin.

III. Projects

Many of the project recommendations may be realized through the City's Capital Improvement Projects (CIP) program. The CIP program administers approved capital expenditures for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment or infrastructure, such as roads, drainage systems, water and wastewater systems and parks. Other projects may be realized through Metropolitan Redevelopment Planning.

A. Criteria for Project Priorities

The following criteria were used to identify and prioritize potential capital improvement projects. These criteria came from a synthesis of the community and City's most pressing ideas about how to bring new development to the corridor.

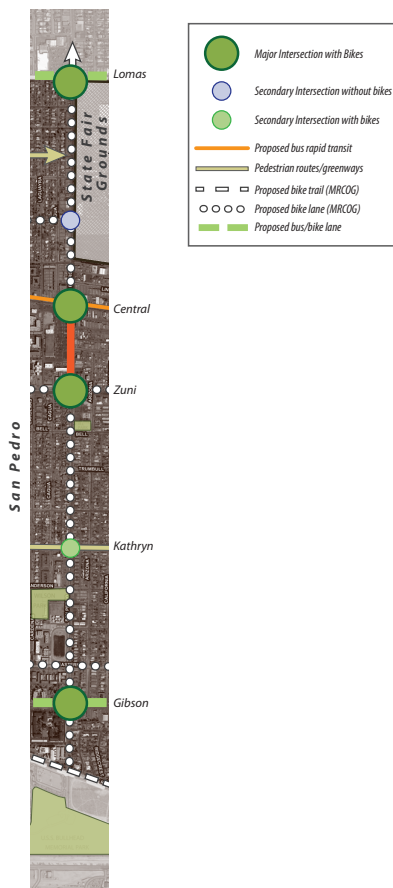
1. Efforts should be concentrated on actions that improve overall community health.
2. Actions should improve transportation safety and public safety.
3. Projects should enhance the area's identity.
4. Projects should be supportive of new and existing businesses.
5. Projects should foster pedestrian and bicycle safety, traffic calming and improved aesthetics to the Plan area.
6. Projects should help market the Plan area as an attractive place to live, work and visit.
7. Projects should improve and develop infrastructure and facilities in activity centers and along the corridor.

B. Matrix of Projects

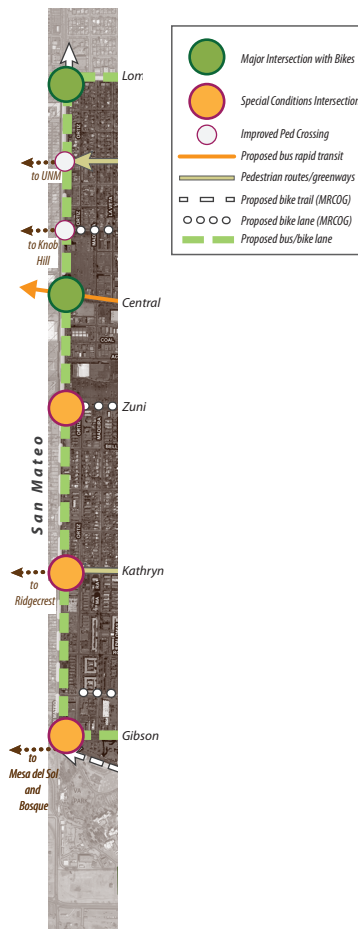
Item	Topic	Location	Description	Explanation	Lead Agency	Funding Source
	Transportation Projects					
1	Pedestrian/Bicycle Trails	Kathryn, Alvarado, Pennsylvania, Marquette and or Copper	Increase connectivity pedestrian and bicycle connectivity to key destinations both within and outside the Plan area by enhancing the network. Implement the International Trail. Implement wayfinding, safety signage, streetscape improvements, street lighting.	Make the international district a model for pedestrian and bicycle facilities by enhancing pedestrian and bicycle safety and comfort		
2	Zuni Triangle Improvements	Alvarado, San Pedro, Florida, San Pablo, Utah	Streetscape, urban greenways and intersection and lighting improvements along key roadways to enhance connections between Zuni and Central.	Improve pedestrian safety and comfort walking to and through the Zuni triangle to access services and residential areas.		
3	San Mateo Intersection Improvements	Lomas, Central, Zuni, Kathryn	Intersection improvements including, lane width reductions, reduced curb radii, pedestrian refuges, enhanced lighting	assist in pedestrian safety		
4	Central Ave Streetscape Improvements	Pending	Ensure pedestrian improvements including expanded sidewalk widths, street trees, enhanced pedestrian lighting, sidewalk repairs	assist in pedestrian safety and comfort, incentive redevelopment, support future		
5	San Pedro		Reduce lane widths south of central through expanded bike lane facilities			
6	Kathryn		Enhance sidewalk or created pedestrian street along southern sidewalk. Improve pedestrian and bicycle crossing at San Mateo through signalization, signage and lighting	reduce lane widths on Kathryn will support pedestrian and bicycle travel.		



Zuni Triangle Improvements



San Pedro Improvements



San Mateo Improvements

4 implementation: strategies and projects

Item	Topic	Location	Description	Explanation	Lead Agency	Funding Source
	Land Use Projects					
1	New Mixed Use Public Library	The location of the library should easily accessible via bicycle, transit and foot. It should be located with prominent visibility on Central Avenue and preferably at a signalized intersection. A ideal location would be Central Avenue and Alvarado Street.	A regional full service library combined with housing, retail and restaurants. Library should contain places to meet, collectively work, children's areas and social spaces. Library should contain state of the art media and digital infrastructure. Library should contribute to the public realm with exterior public space, landscaping and public art. New uses should be considered for the South San Pedro library that serve the public. Possible uses include: a specialty library (International/foreign language/children's), senior center, youth center, multi-generational facility or a headstart school.	The existing library facility for the southeast area is small and has very limited programming. A new and larger facility would not only fill the gap in library services in the southeast heights, but also act as a catalytic redevelopment project if combined with mixed use and located within the International Marketplace.	Family and Community Services or Metropolitan Redevelopment	Metropolitan Redevelopment, General Fund, Capital Implementation, Bonds, State Legislature, public/private partnerships and grants.
2	Additional Programming for Wilson Park	Wilson Park	New amenities should be added to Wilson park to include: a walking trail, plaza/gathering space, playground for under 5 year olds, and public gardens.	Neighborhood residents have expressed an interest in have more green space and places to gather. As there is limited vacant land, and Wilson Park is currently under programmed, adding amenities to the existing park facility would attract more users. Amenities should attract people during the day, such as parents with young children and seniors. Reinvestment in the park, combined with a mixed use redevelopment project at the adjacent Willow Village supports the goal of complete streets and healthy neighborhoods.	Parks	
	Transit Pullouts redeveloped as parks or plazas	San Mateo	Pullout areas could be redeveloped as parks or plazas with shade and seating, providing additional open space.	Transit pullouts are not necessary for bus service in the area and increase time to re-enter traffic. Reusing pullout areas as parks provides additional green/open space to serve neighborhood demand. The location of these pullouts on San Mateo which is zoned for mixed use, would contribute to the Plan goal of complete streets and healthy neighborhoods.	Parks/Transit	
	Fox Park	Fox Park	Complete paved walking trail around park. Work with neighborhood to develop appropriate lighting.	Residents have expressed concern that there is no accessible sidewalk or trail on all sides of the park. Some residents are interested in seeing lighting added to the park to increase safety.	Parks	
3	Trumbull Children's Park	Trumbull Children's Park	Develop a public garden in conjunction with a gardening club or other complimentary use to increase users and improve safety for young children.	This park is intended for young children. However, residents are concerned about teenagers and older youth taking over the park and making it unsafe for young children. Adding a use which attracts adult users may make the park less desirable as a hang out.	Parks	

Chapter 6

existing conditions & opportunities

6 existing conditions and opportunities

Initially, modest, one-story houses were built in a simplified Spanish Pueblo Revival style. Typically constructed of cinder block and stucco, sometimes these houses would feature a simple wood portal detail, but oftentimes they were simple unadorned cubes. Steel casement windows were used in the 1940's - 1950's. Beginning in the late 1940's and through the 1950's, the Ranch house became the dominant building form in these residential neighborhoods. Most often of brick construction, these one-story houses integrated the garage under a broad pitched roof.



I. History and Context

A. Overview

Since the arrival of the railroad in 1880, Albuquerque has grown steadily to become the Sunbelt metropolis that it is today. In a few short years following the founding of “New Town Albuquerque”, developable land in the valley between the new town-site adjacent to the railroad tracks and the old *Villa de Albuquerque* (Old Town) was platted for residential lots by speculators who hoped to benefit from the influx of new residents to the City. Newcomers to the City, attracted by the opportunities of a railroad boom town, would need housing, and early entrepreneurs ensured that there was no shortage of building lots to accommodate the growing population. Almost all of the land suitable for development between the old and new townsites was subdivided and these early streetcar suburbs were more or less fully developed by the end of the 1920’s.

Residential development spread outward from central Albuquerque in arcs, with the majority of new development headed towards the east. Although the East Mesa at first appeared unsuitable for development, in the early decades of the twentieth century, speculators and suburban growth promoters worked relentlessly to overcome that perception and to make the eastern sand hills attractive to potential residents. More and more newcomers were arriving to Albuquerque, in no small part because of its growing popularity as a health center for people with tuberculosis. Boosters cited the advantages of the eastern mesa for health seekers claiming that the air was cleaner in the higher ground than down in the valley.

An aggressive policy of annexation in the 1920’s by City leaders anxious to boost the city’s population before the 1930 census culminated with a major annexation eastward in 1925. The City’s boundaries expanded from High Street to San Pedro Boulevard and to Constitution Avenue and Gibson Boulevard on the north and south respectively, increasing the area of the City by 350 percent. It would not be until the 1940’s that the area east of San Pedro Boulevard in the Plan area was annexed to the City. Although some parcels of land in the Plan area were platted for residential development as early as 1925, little development occurred in the Plan area until after WWII.

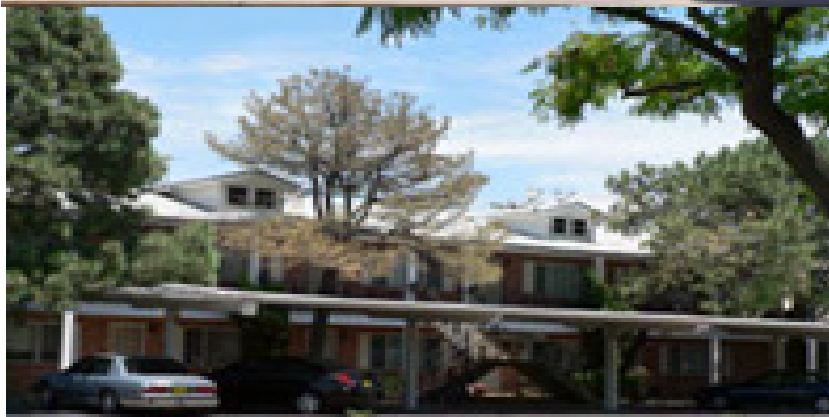
In the 1930’s, WPA and other New Deal public works employment projects concentrated on infrastructure development and laid the ground work for subsequent, suburban growth in the Plan area. A large Veteran’s Administration hospital (begun in 1931), a new City airport (1937), state fair grounds (1938), and Kirtland Army Air Force Base (1941) all pulled development further east towards the Sandia Mountains. Between 1942 and 1945, the Army Air Force base brought a new component to the City’s economy. The population of the City doubled between 1930 and 1945, and by 1960 it would double again. The eastern suburbs would accommodate the bulk of new housing development in the new automobile boom town.

In the course of fifty or so years, Albuquerque transformed from a walkable city to a street car city and by the time the plan area was developing, had become fully automobile oriented. The traditional central business district was in decline as commercial development followed arterial streets. The first generation of automobile oriented commercial buildings were still built to the sidewalk with parking beside or behind the building, however; new commercial construction increasingly accommodated the auto with parking in front or surrounding the building.

The single family residential neighborhoods in the Plan area are filled with houses built in popular Post WWII styles. In contrast to residential neighborhoods in the downtown core, the subdivisions in the Plan area reflect mass produced housing. This uniformity in building resulted from changes in building permitting and financing. FHA programs made it possible for a single developer to construct all or most of the houses in a subdivision. House plans became standardized and were used repeatedly in speculative construction projects.

In addition to the growth in single family housing development supported by the new GI and FHA mortgages aimed at subsidizing returning servicemen and their families, the post-war era also brought a rise in multi-unit residential development. With Albuquerque's consistent growth, housing shortages had been a problem for decades, however; by the end of WW II the shortage was proclaimed "acute." Multi-unit residential development expanded as an alternative to home ownership and filled a much needed temporary housing gap.

Prior to adoption of zoning, separation of land uses might have been established by a developer. In 1959, the City adopted a zoning code and codified a majority of the plan area for multi-unit dwellings and apartments with commercial zoning lining the arterial streets. Only a few subdivisions were codified as single family, generally, those that had already been developed.



The earliest multi-unit dwellings continued the popular building type of one-story courtyard apartments of four to ten units. The buildings were linear, perpendicular to the street with individual units opening onto small courtyards that faced the street. The common open space reflected a communal "village green". Later this type gave way to low-rise buildings. This two-story building (third from top) reflects the influence of the ranch style house. This mid-century modern apartment building is well proportioned and detailed to please the eye. Along with the brick veneers, the balconies lend human scale and visual interest to the buildings (bottom).

6 existing conditions and opportunities



As shown in this aerial photograph taken in 1950, there was little development in the plan area at mid-century. Note the Veterans Hospital in the upper right corner of the photograph with San Mateo Blvd. just below. The photo shows the Esperanza Addition, the Mesa Park Addition and the Elder Homestead neighborhood that were being developed beginning around 1948.

Each period in the City's history produced different suburban landscapes and communities. Fifty or so years ago, these first ring suburbs around the metropolitan core defined the city's edge. Today, they have been repositioned to the middle and are indistinguishable having been absorbed into the urban core.

Many first ring post-World War II suburbs embody a major problem for urban areas in the 21st century. Post-World War II houses were often very small, too small to attract many of today's home buyers. They were also constructed of materials that will require much upgrading at this point in their usable life span.

According to the Urban Land Institute, neighborhoods farther out from downtown that have not seen significant redevelopment might be prime for it in the coming decades. These neighborhoods are within short driving distances of major employment centers and were built with commercial arteries that are within easy walking distance from their homes.

B. Route 66 and Historic Buildings

Historic US Route 66 also played a role in the development of East Central Ave. In 1937, road improvements resulted in the alignment of U.S. Route 66 east to west across New Mexico. Development began to spread along the highway that is now known as Central Avenue. Businesses arose to meet the needs of the travelers who stopped at cafes, trading posts and New Mexico-themed motels in order to experience a taste of the local culture.

Although most of the roadside buildings and signs built to entice travelers on Route 66 have been removed, remodeled or abandoned, the history and architecture associated with US 66 through Albuquerque has not been forgotten. In recent decades there has been renewed interest in preserving the remaining elements of Route 66 as a part of our cultural heritage. In 1991-1992, an inventory of highway segments and tourist-related properties was commissioned by the New Mexico State Historic Preservation Division and the Tourism Department. That inventory provided the foundation for further historic preservation initiatives. In 1993, it resulted in approval of the documentation of the Historic and Architectural Resources of Route 66 through New Mexico by the National Register of Historic Places, along with the listing of a number of local buildings, some on West Central Avenue in Albuquerque. The documentation provides the historic and architectural context for resources associated with Route 66 and describes the property types relevant to Route 66 history: cafes, gas stations, tourist courts and motels and trading posts/curio shops. In 1994, the New Mexico Legislature designated Route 66 as a State Scenic Byway, and in 1999 Route 66 was designated as a National Scenic Byway.

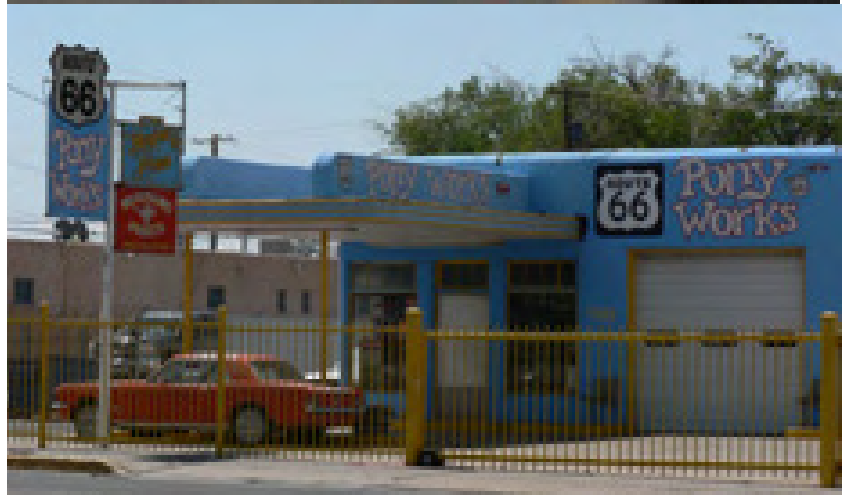
Today, Albuquerque retains enough original architecture of the period to make it a Route 66 heritage tourist destination. With the renewed interest in preserving the Route 66 history, the Plan has the opportunity to direct development in a way that celebrates and enhances its unique Route 66 history, as well as builds upon that identity to encourage business and high quality development to better serve residents and visitors.

Officially, historic properties are those properties that are either listed on the National Register of Historic Places and/or the State Register of Cultural Properties, or have been determined to be eligible for listing by the appropriate agencies. Currently, there is only one Route 66 building listed on the National Register of Historic Places in the plan area. The Tewa Lodge (1946), like many early tourist courts, was designed in a Pueblo Revival style, evoking a southwest imagery popular with tourists. La Mesa Auto Court, built in 1938, was the easternmost motel on Route 66. Although also listed on the National Register, it was demolished in 2003.



6 existing conditions and opportunities

Automobile registrations in Albuquerque jumped from twenty-six million in 1945 to over forty million by 1950 and would continue to climb. In the decade after WW II, commercial construction located along streets that carried heavier traffic flow. The buildings shown above are characteristic of the roadside commercial architecture that catered to the automobile. Commercial buildings such as these that retain such a high degree of integrity and convey a strong association with the rise and dominance of automobile transportation between 1916 and 1956 may be eligible for the State and National Registers of Historic Places under an existing registered Historic Context.



Other historic motels considered eligible for listing include the Lazy H Motel, Loma Verde Motel, the Pioneer Motor Lodge and the Pinon Motor Lodge. To be considered eligible, a property must retain sufficient elements of location, design, and material, convey a strong association with automobile tourism and have been built between 1939 and 1956, the official period of significance for historic Route 66.

Other structures of historic significance were built in the post WWII Route 66 era and some of these properties might be eligible for the historic registers under another registered historic context: Automobile Oriented Commercial Development. Notable buildings (shown at right) include the Jones Motor Company (5101 Gibson Boulevard SE) built in 1958 in the Streamline Moderne style replete with a stepped tower, and a Safeway Grocery (8000 East Central Avenue) built in 1951, also in a modernist style. Notice that the supermarket is convenient for the automobile parking but also maintains a street wall. The simple two-bay gas station has Streamline Moderne touches. The original Blake's Lotta Burger drive-in restaurant (San Mateo Boulevard at Southern Avenue) opened in 1952 and still retains many of its original features.

It is important to consider the conservation of the remaining resources not only from the perspective of the plan area, but as a part of the whole Route 66 experience through Albuquerque. Each remaining resource is one vital link in a chain of historic properties that is sufficient to keep Albuquerque "on the map" in this heritage tourism niche.

Properties listed on the State and National Registers of Historic Places can benefit from both state and federal tax credit programs that support rehabilitation and preservation of historic properties. Property owners can utilize the existing Multiple Property Documentation to register eligible Route 66 resources or automobile oriented commercial buildings and take advantage of rehabilitation tax credits. Consult City and State historic preservation staff for direction and information.

Another important resource in the plan area is the State Fair Grounds. Construction on the State Fair Grounds began in 1938 with assistance from federal New Deal programs. Several buildings on the grounds have historic significance and integrity, however, as State property, it is not included in the plan area. The State Fair tower on Central Ave. was built in 1941 in the public right-of-way and has been determined eligible for the historic registers.



Figure 6.0: Historic Properties and Signs map

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6 existing conditions and opportunities

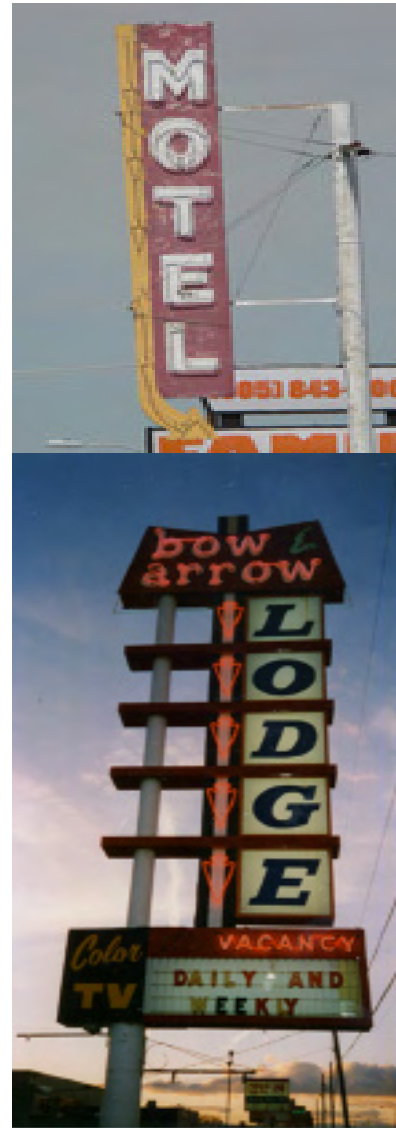
Many early automobile travelers on U.S. 66 preferred camping along the roadside to the more formal hotel accommodations downtown. In the 1920's, campgrounds, and then small cabins for daily rental began to appear along the road. Soon these entrepreneur business owners began to attach the cabins, often alternating units with carports. By the mid-1920's a new building form had emerged, with the lodging units unified under a single roof. Buildings were organized in two rows, "U" or "L" shaped and sometimes crescent-shaped. These building forms naturally defined a courtyard space, typically enhanced with landscaping, patios, picnic tables and the like, where travellers could socialize. These new businesses were most often family-run, and the owners lived on-site. Small curio or sundry stores and gasoline pumps were often included. These new "Tourist Courts" were most often located on the outskirts of town where land was less expensive, and there were many on East Central Ave. It was not until the early 1950's that the term "motel" first appeared in Albuquerque City Directories. By that time, the pre-dominant lodging type had become a larger two-story building.



C. Iconic Signs

In 2002, the City's Urban Enhancement Trust Fund in the Public Art Program funded a survey and management plan for signs and neon enhancements along Route 66 through Albuquerque. The report concluded that all surveyed signs were "threatened", that is, that none of these important resources have any degree of protection from loss. Key recommendations of the plan were that the City act to implement a comprehensive management plan to include conservation easements and changes to regulatory codes to provide for the conservation of existing signs. The report emphasized the potential of these signs to contribute to economic development through tourism.

In 2002, the National Park Service Route 66 Corridor Preservation Program provided a grant to restore historic neon signs, where the owners and sign makers contributed 50% of cash or in-kind costs. Such incentives can still be utilized for further restoration activities, and the City can participate. A similar program specifically for Albuquerque might be developed with cooperation between various City agencies to fund financial incentives for both new and restored neon signs. The City can also set an example for the promotion of neon signage by installing such neon on City-owned properties along West Route 66 as a catalytic strategy.



D. Issues and opportunities

1. Historic Register properties. There are discrete neighborhoods within the plan area that exemplify 20th century suburban development, specifically the Ranch Style houses. Some of these developments are well intact and the houses have seen little alteration. These neighborhoods are most likely eligible for listing on the historic registers. Residential properties within a registered historic district qualify for state income tax credits for improvements and repairs that contribute to the preservation of the building i.e. roofing and mechanical systems. This credit can pay 50% of the costs of routine home maintenance expenses. City staff can be consulted about the nomination process. Listing on the historic register does not place any new restrictions or burdens on the property. Registered historic districts within the plan area could reinforce community pride.

2. There are also many fine examples of courtyard apartment buildings in the plan area. Although not all properties have been maintained properly and may have little visual appeal at this time, many of them have a high degree of historic integrity and are eligible for the historic registers. As stated above, financial incentives are available for such properties. Income producing properties such as these apartments also qualify for federal tax credits for rehabilitation. These buildings are among the last of their kind and should be viewed as a resource.

3. Iconic signs in the Plan area, whether listed or eligible for the historic registers or not, can be promoted and preserved through zoning regulations that provide for their continuous display and through a conservation easement program.

4. The historic properties in the plan area are not protected from demolition and alterations that affect their historic integrity. Although properties that are listed on the State and National Registers are eligible for federal and state financial incentive for rehabilitation, listing does not include any development controls. A demolition review by-law can provide an opportunity for public and private sector dialogue when a historic property is proposed for demolition. Demolition review provides for a waiting period, under stated parameters, during which alternatives to demolition can be explored and implemented.

II. Land Use

A. Area Overview

The International District Sector Development Plan area includes approximately 2489 acres and is just under four square miles in size. The Plan area covers the area south of Lomas Boulevard, east of San Mateo Boulevard, west of Wyoming Boulevard and north of the southern City limit. There are six recognized neighborhood associations in the Plan area: Elder Homestead, Fair West, La Mesa, Siesta Hills, South San Pedro, and Trumbull Village.

The International District offers a unique cultural experience in Albuquerque due to a significant number people from Mexico, Central and South America, Europe, Asia, and Africa, who live amongst the longtime Native American and New Mexican residents. Located near Nob Hill, Sandia/Kirtland Air Force Base, Gibson Medical Center and the State Fair, the International district is well situated to further develop as a unique community reflecting its diversity of cultures. Businesses in the district reflect this diversity of cultures.

The International District is comprised of significant level of undeveloped and under utilized commercial zoned properties dispersed throughout the different neighborhoods. This high vacancy rate contributes to the appearance of blight and neglect of the area.

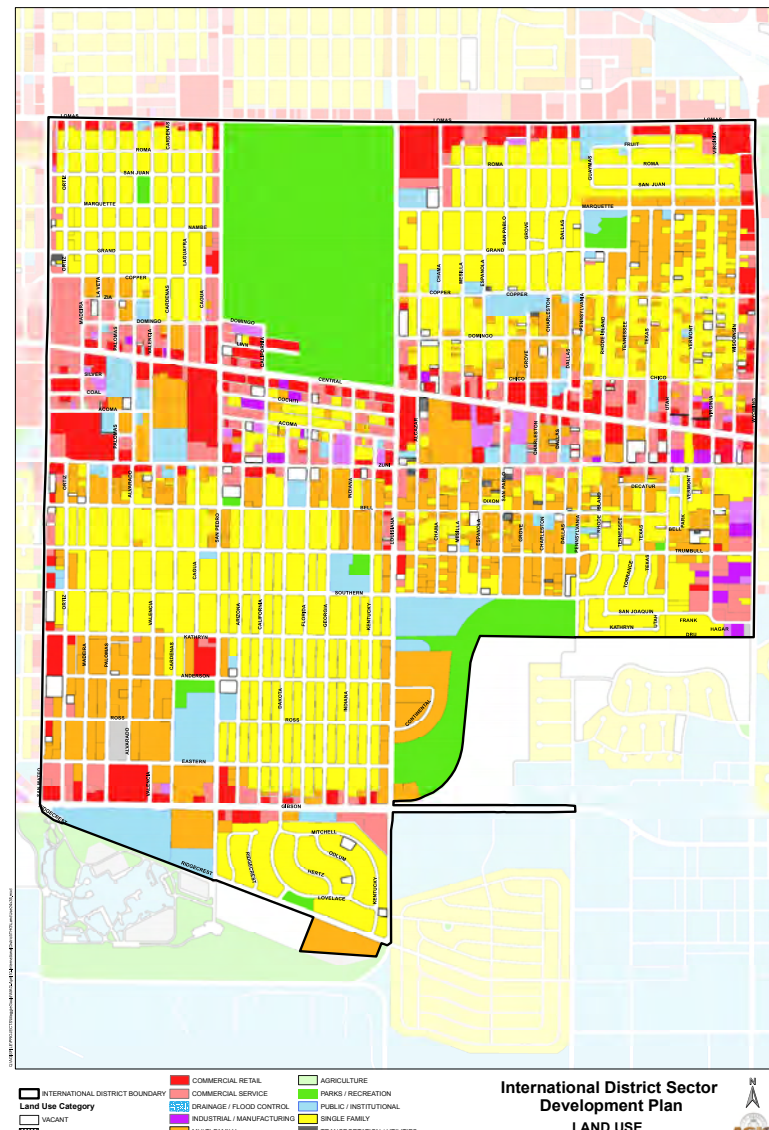


Figure 6.1: Land Use map.

B. Overview of area Neighborhoods

1. **Fair West.** Fair West, bounded by San Mateo Boulevard to the west, Lomas Boulevard to the north, Central Avenue to the South and the Fairgrounds to the east, is primarily a residential neighborhood consisting of a mixture of residential, office and commercial uses. Consisting of 220 acres, 86 acres are currently developed as single-family, detached homes. A portion of the neighborhood, primarily south of Copper Avenue, contains a mixture of land uses, including duplexes, townhouse development, while office, retail and some heavy commercial uses can be found closer to Central Avenue.

The neighborhood includes Fox Park, a 1.8 acre park with tennis courts, basketball half courts and a play structure, which is centrally located within the northern portion of the neighborhood.

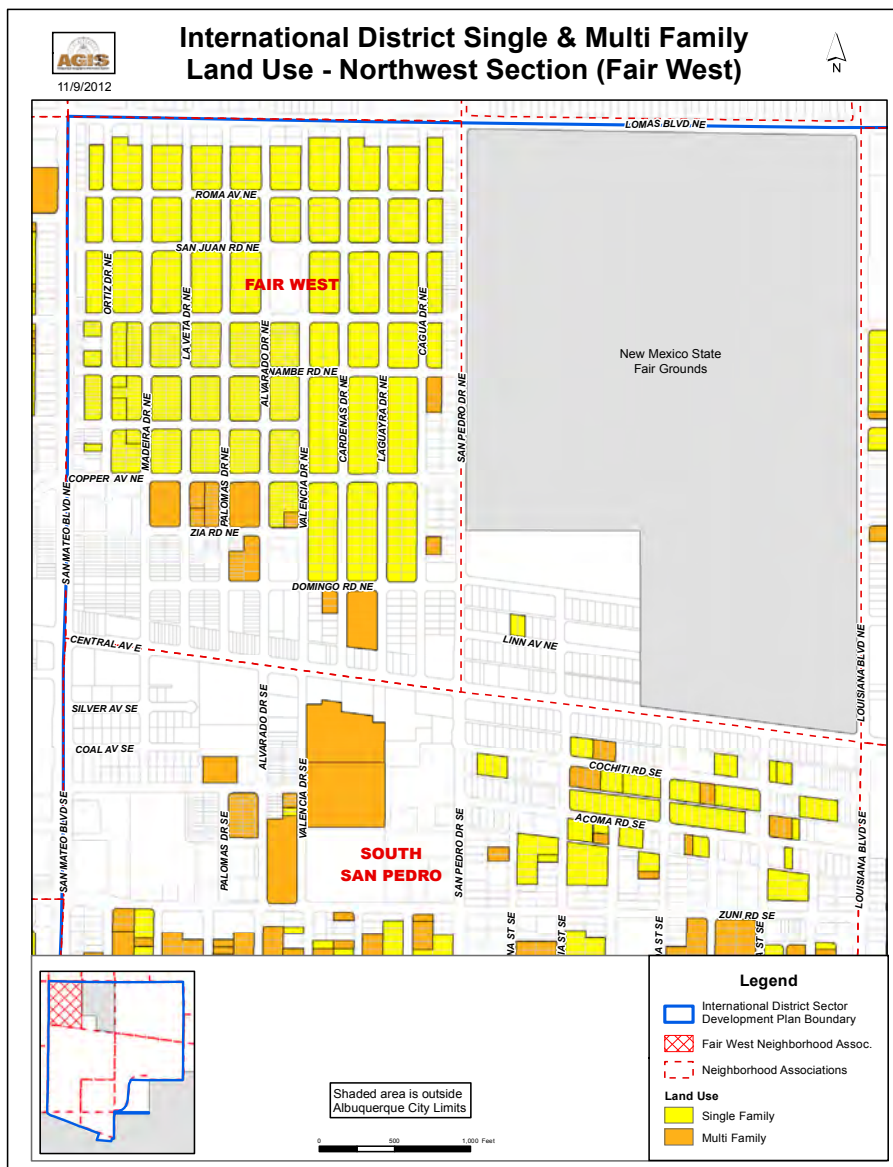


Figure 6.2: Fair West Land Use map.

2. **La Mesa Neighborhood.** This neighborhood is located south of Lomas Boulevard, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of Central Avenue. Platted between the early 1920's and mid-1940's La Mesa neighborhood consists of 563 acres of land. Land use within the core of La Mesa is primarily residential, with a larger percentage of single family north of Copper Avenue and west of Pennsylvania Street. Another pocket of single family is located just south of Lomas Boulevard to Roma Avenue. Multi-family residential on narrow lots is typical east of Pennsylvania Street. South of Copper Avenue residential land uses are mixed and include single family, duplexes, fourplexes and larger two story multifamily buildings.

Generally, the commercial corridors surrounding the La Mesa neighborhood have neighborhood commercial land uses. Car dealerships dominate the Lomas Boulevard edge, with typically auto oriented uses lining Wyoming Boulevard and Central Avenue. Land uses on Louisiana Boulevard are more mixed, ranging from a few single family homes, to a former large retailer, to multi-family and office uses.

The Mesa Verde Community Center and Park was built in the mid-1970's after the City purchased the site, which had been a drive-in movie theater. The Community Center has an indoor basketball, classrooms and a commercial kitchen. The park offers a play structure, tennis courts, basket ball and soccer fields. The community center is currently undergoing a kitchen renovation. La Mesa Elementary School, built in X, has 685 students. A new Fire Station, # 5, was constructed in X.

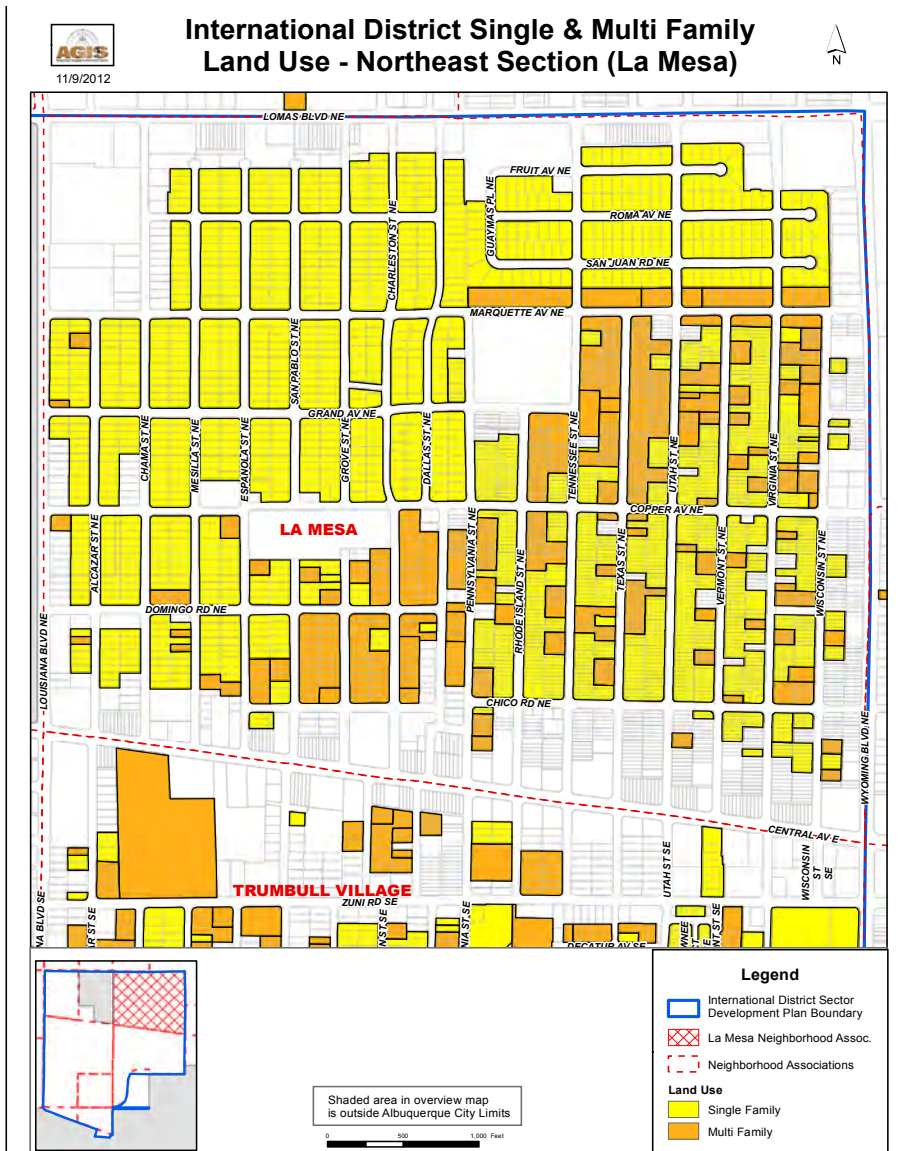


Figure 5.3: La Mesa Land Use map

3. Siesta Hills Neighborhood. This neighborhood is located south of Gibson Boulevard, east of San Pedro Boulevard, west of Louisiana Boulevard, and north of Ridgecrest Drive.

Located along a curvilinear street network, homes in this neighborhood are single-family, detached and suburban in style. The neighborhood is located adjacent to the former Lovelace hospital and VA hospital and Kirtland AFB. A mixture of multi-family and retail commercial land uses about the neighborhood along Gibson Boulevard.

Lessetter Park, an 1.6 acre park with a playground and green space is located within the neighborhood and Bullhead Park, an X acre park with ball fields, a dog park, two large play areas and a large native open space area is located adjacent to the neighborhood. In addition, Kirtland Air Force Base recently dedicated a 7 acre park, New Day Park, in the area.

4. South San Pedro and Elder Homestead Neighborhoods. South San Pedro and Elder Homestead neighborhoods are co-located in the southwestern portion of the Plan area. South San Pedro neighborhood is the largest in the plan area, consisting of 658.6 acres and is located south of Central Avenue, east of San Mateo Boulevard, west of Louisiana Boulevard and the Elder Homestead Neighborhood, and north of Gibson Boulevard. South San Pedro has concentrations of higher density multifamily residential, single family and areas that are a mixture

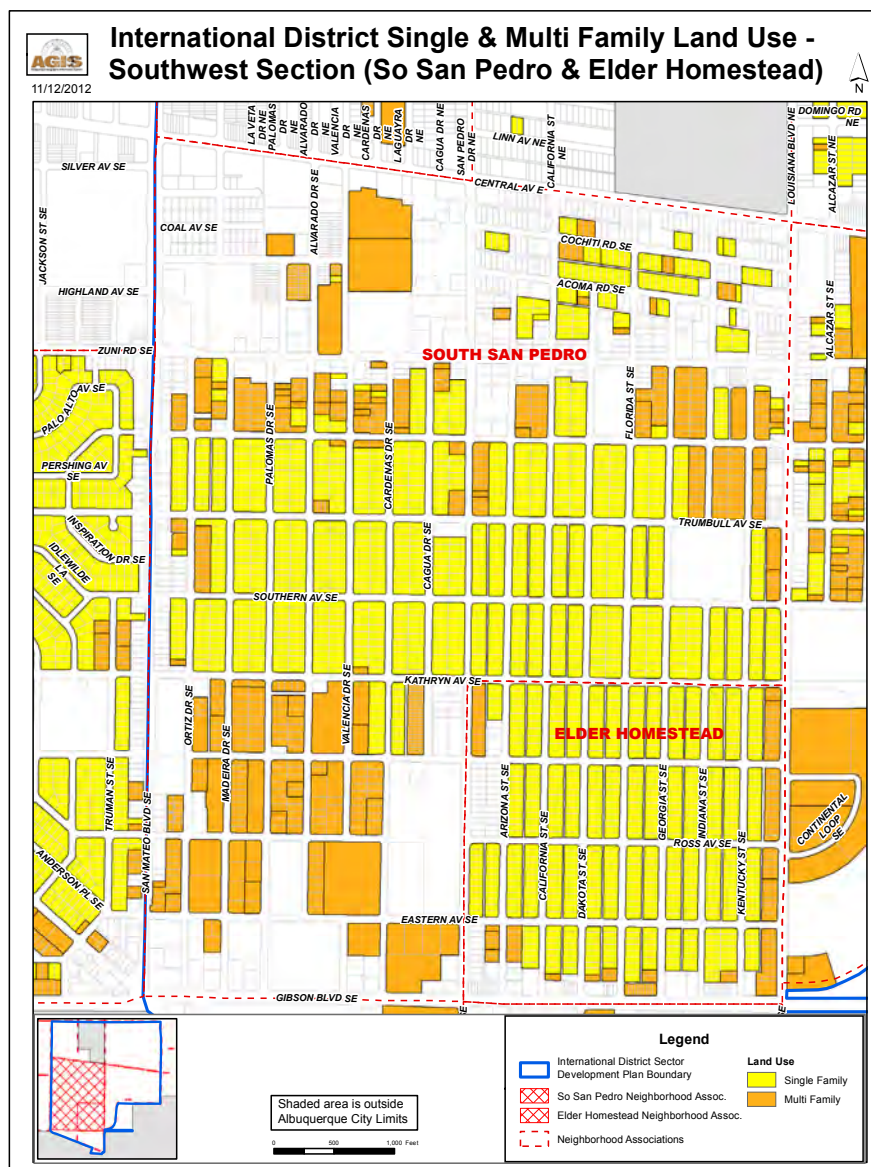


Figure 5.4: South San Pedro and Elder Homestead Land Use map

of single family, low density multifamily and medium density multi-family.

Elder Homestead neighborhood consists of 160 acres and is located east of San Pedro Boulevard, south of Kathryn Avenue, west of Louisiana Boulevard, and north of Gibson Boulevard. Elder Homestead is the smallest neighborhood in the district and is made up of mostly single-family, detached, suburban homes.

A mix of commercial, industrial and residential activity exists along and between the Central Avenue and Zuni Road commercial corridors of the South San Pedro neighborhood. A shopping center and grocery store are located on the corner of San Mateo Boulevard and Zuni Boulevard. East of this shopping center there is a mixture of uses including commercial, service-oriented, religious institutions and high density residential. Central Mercado, an ethnic shopping center, is located on the southwest corner of San Pedro Boulevard and Central Avenue. Further east and also between the Central/Zuni corridors, mobile homes are mixed with industrial uses.

South of Zuni Road, smaller apartments and single-family detached homes are interspersed throughout the interior of the neighborhood, with smaller apartments clustered near and adjacent to the businesses along Zuni Road. There are a significant number of large apartment complexes in the south of Kathryn Avenue nearer to Gibson Boulevard. The Gibson Medical facility is located to the south of the South San Pedro neighborhood.

APS schools located within the neighborhood include Emerson Elementary and Wilson Middle School. Charter Schools located within the neighborhood are the Native American Charter Academy (NACA), Caesar Chavez Community School, and a private school, Holy Ghost Catholic School which serves K-8.

Jack and Jill Park, John Carillo Park and Wilson Park are located in the neighborhood. The San Pedro library is located at the southwest corner of San Pedro Boulevard and Trumbull Avenue. Wilson Pool is located at Wilson Park.

5. Trumbull Village Neighborhood

This neighborhood is located south of Central Avenue, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of the southern City limit. Platted in X, Trumbull Village consists of 477 acres.

Van Buren Middle School is an APS school located within the neighborhood. Parks in the neighborhood are Phil Chacon Park, Trumbull Park, and Trumbull Children's park. Trumbull Center is located next to Trumbull Park at the northeast corner of Trumbull Avenue and Dallas Street. The New Mexico Veteran's Memorial Park is located on Louisiana Boulevard, near Gibson Boulevard. Kirtland Air Force Base is located south of the neighborhood.



Figure 6.5: Trumbull Village Land Use map.

There are a mix of uses nestled between Central Avenue and Zuni Road, two important commercial corridors. The Talin Market, an important and ethnically defining shopping center, is located at the southeast corner of Central Avenue and Louisiana Boulevard, diagonally across from the State Fair Grounds. Other ethnic businesses including, Lee's Bakery, Café Trang, and Asian Massage are located near this market. The Buddhist Temple of New Mexico is also located within this hub of activity. Further to the east, and still within these corridors, there is a mix of large and small apartments, health clinics and churches. Closer to Wyoming Boulevard and east of Texas Street, uses are predominately for commercial purposes.

Other commercial activity occurs along Louisiana and Wyoming Boulevards with a cluster of nonresidential activity, uncharacteristically situated deeper into the neighborhood's southeastern edge, near Kirtland Air Force Base.

Away from the major streets that border the neighborhood, there is a dominating presence of apartment buildings, both small and large, interspersed with detached single-family homes. The vast majority of the Trumbull Village

residential uses are zoned RT, R-2, and R-3. There is only one small area of the neighborhood zoned R-1, an area of the neighborhood approximately 33 acres in size, with about 200 homes, east of Southern Avenue and Pennsylvania Boulevard. Given the high density of housing in the neighborhood, there is a surprisingly lack of services and employment opportunities within walking distance and amidst the dense residential areas.

C. Demographics

(pending)

D. Residential Issues and Analysis

1. Overview

The International District has a relatively high density when compared to the greater Albuquerque Area. According to the 2010 census, the residential population of the area is X. X percent of the land area has single family land uses and X percent are multifamily.

Much of the multifamily land use within the Plan area is substandard and does not meet current zoning requirements. Lot sizes are small and open space and landscaping are limited. The majority of the multi-family housing stock was developed post World War II in order to satisfy Albuquerque's housing shortage. Limited multi-family construction has been added to the neighborhood since this period, with the exception of the Fair West neighborhood which has had townhouse and apartment development within the past 10 years.

2. Multifamily

Of the six neighborhoods within the Plan area, La Mesa, Trumbull Village and South San Pedro have the highest concentration of multi-family land use. Due to the abundance of available rental units and other factors, the residential population of the areas is transient.

Residential Zoning		
Neighborhood Association	Multi Family Sq Acres	Single Family Sq Acres
Fair West	8.24	86.38
La Mesa	69.35	213.96
S. San Pedro/Elder Homestead	133.46	259.61
Trumbull Village	122.08	100.79
Total Acreage for ID	353.77	719.03

Table 1: Residential Zoning by acreage per neighborhood.

Trumbull Village recently replaced substandard units with new single family homes and multi-family housing. Due to recent economic conditions, the single family project has slowed with the difficulty to qualify for a mortgage. Plaza Feliz, the multi-family development which was completed in 2011 is 100 percent occupied. Other portions of multi-family within Trumbull Village suffer from neglect and absentee landlords are credited with the general code violations which are prevalent in the area. X acres land zoned for multifamily are currently vacant. Community members have expressed an interest in seeing only new single family development.

The eastern portion of La Mesa neighborhood is primarily multi-family residential development located on narrow lots along 1200 foot long blocks. Due to the narrow lot configurations, parking and trash pick up are typically located at the street and open space and landscaping are limited. Apartment buildings typically have windows and doors which face the side of the lot, thus having limited interaction and visual connection with the street. The majority of the multi-family zoned land was developed over 30 years ago, but a handful of single or double lots dot the neighborhood. New multifamily

development in La Mesa on most R-2 and R-3 zoned lots would be limited to townhouse development due to substandard lot sizes. La Mesa community members have expressed concern with the condition of the multi-family properties within the neighborhood and are interested in seeing future multifamily development limited within the area.

The southern portion of the South San Pedro neighborhood consists primarily of higher density multi-family development. The majority of these developments are two to six story buildings which comprise a half or full block. Some smaller apartment buildings are located in this area as well. Many of these apartment complexes are well maintained and landscaped with centralized parking courtyards. Others are surrounded by large parking areas and unattractive fencing. Very little vacant land remains in this area. Additional multi-family development exists in South San Pedro south of Zuni Road and along San Pedro Boulevard. The scale of the multifamily development in this area tends to be one to two story and limited to one to two standard residential lots. Landscaping and parking screening varies by property.

South San Pedro community members have expressed concern regarding the stability of portions of the neighborhood which have single family land uses on property zoned for multi-family. A recent development which removed a single family home to construct a permissive multi-family development is seen by the neighborhood as a potential threat to single family areas with similar zoning.

Fair West also has a small area with multifamily residential which has recently seen new development. However, the majority of the apartment development is over 30 years old.

3. Single-Family

The majority R-1 zoned land within the Plan area has been developed. Housing stock is typically over 40 years old. The majority of the single family housing is well constructed, meets current zoning standards and market demands. Many neighborhoods, such as Fair West, Elder Homestead and South San Pedro are seeing population turn overs with younger families buying in the area. X percent of single family properties are home owner occupied, compared to x percent City wide.

4. Residential Issues and Opportunities

Although some neighborhoods have expressed concern regarding the higher population densities within the Plan area, there are many benefits to continuing to foster multi-family development within the International District. Due to the abundance of under utilized and vacant commercial properties within the Plan area and the proximity of competitive markets such as Nob Hill and Uptown, the International District needs to grow the population base to increase the area demand for goods and services. In addition, the International District has the excellent transit service to support a higher density, pedestrian oriented development currently in demand. In order to address neighborhood concerns regarding the impact of new multifamily development within established residential areas, new multifamily development should be encouraged along transit corridors and within mixed use development nodes.

E. Commercial Land Use Analysis

1. Overview

The International District includes both major commercial corridors and pockets or clusters of commercial activities. Central Avenue, Lomas Boulevard, Gibson Boulevard and Zuni Road are the main east/west commercial corridors. San Mateo Boulevard, San Pedro Boulevard, and Louisiana Boulevard are primarily commercial corridors with some portions dedicated to residential. In addition, commercial activity is concentrated in the Plan area between Central Avenue and Zuni Road within a wedge shaped area.

2. Commercial Conditions

The existing land use and development pattern within commercial portions of the Plan area is primarily suburban, with a heavy tendency toward auto related uses. Streets patterns are typically in a grid pattern with development setback from the street with front areas dedicated to parking, although older development tends to be located at the street with parking located to the side or rear. A significant number of curb cuts required to access narrow parcels interrupt sidewalks, impeding pedestrian mobility.

Rezoning efforts in the Plan area have included the Talin Market site, now zoned SU-2 for Mixed Use. The Talin Market, was identified in the 2000 MRA Plan as a catalytic project and required an amendment to the 1976 Trumbull Neighborhood Sector Development Plan in 2002 to change the zoning in order to support a more urban development pattern, featuring

a carefully integrated mix of uses, a higher density of land use and pedestrian-oriented outdoor spaces. Uses currently allowed are R-3, C-1, C-2 with exceptions and additions. The rezoning allows for a mixture of residential and commercial use not previously permitted with traditional commercial zoning as well as for buildings to be located adjacent to the street. Other recent rezoning efforts have included the permissive use of Food cart vendors on “pod sites.”

3. Vacant and Under utilized Land

(table pending)

4. Issues and Opportunities

a. Community Activity Center

The Comprehensive Plan designates (need boundaries) as a Community Activity Center. A designated Community Activity Center provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area and serves up to 3 miles radius with a population of 30,000+. Currently, the Activity Center attracts a regional draw with the Talin Marketplace. If zoned appropriately, opportunities exist for mixed-use development within the Plan area that would increase area rooftops, increasing retail demand in the area, and further support the growth of a wider range of entertainment and employment uses in the Plan area.

Community members have expressed interest in expanding the positive effects of the newly expanded and revitalized Talin Marketplace and in celebrating the unique qualities afforded by the diverse populations of the area. A vision developed by the community described the International District as “Part of the City known for accentuating diversity, becoming a magnet for the City. Connected to community at large with a vibrant, healthy population that utilizes the community through bike trails, buses and has a beautified Central Avenue. A healthy, vibrant, walkable, multi generational community.” The planning process included two focus groups, consisting of businesses and property owners in the area bounded by Valencia Street, Zuni Road, Central Avenue and Alcazar Street who indicated strong support of the development of a mixed-use redevelopment strategy for the area.

Although the Plan area is currently heavily supported by

transit, development in the area does not support transit and is not accommodating to the pedestrian. Sidewalks are narrow, curb cuts are prevalent along major arterials, intersection spacing is infrequent and traffic speeds are high.

Very limited existing residential opportunities are located near transit stops in the area and are limited primarily to older single-wide mobile homes and a handful of older, 1 and 2 bedroom apartments. The development of a mixed-use development with transit and pedestrian supported infrastructure is key to the success of a Community Activity center in the Plan area.

Opportunities for Community Activity Center Designated Area:

- Create higher density residential areas between Central and Zuni increasing population and thereby retail demand. (Retail Modeling: One household supports 10sf of retail)
- Encourage retail development near transit stops. Transit stops can support a minimum of 2,000-5,000sf of retail (Portland, OR supports 100,000sf/stop)
- Correct trade imbalance in Plan area. Employ strategies to encourage residents to shop and use restaurants and services within Plan area.
- Stabilize and retain existing residential neighborhoods in order to significantly to support commercial corridors.
- Take advantage of existing urban street pattern to create transit supportive and pedestrian oriented development.
- Capitalize on large under utilized parcels to create new mixed use and pedestrian oriented residential development.

b. Commercial Corridors

Like much of Albuquerque's commercial corridors, current zoning along arterials in the Plan area is commercial ranging from C-1 to C-3 in intensity. A high proportion of this commercially zoned land within the Plan area reflects older platting with small parcels and narrow street frontages. A high percentage (X%) of underdeveloped and vacant lots indicate a limited retail demand in the area resulting from an over saturation

6 existing conditions and opportunities

International Marketplace - Louisiana/Central/San Pedro

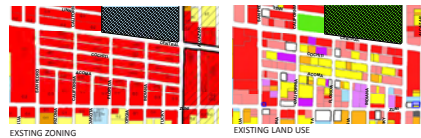


STRATEGY A

Redevelopment Strategy A. Two nodes.
Two distinct mixed use International Shopping Centers, one at Central and Louisiana, the second at Central and San Pedro.

Pros: Concentrated redevelopment efforts, creates two distinct shopping nodes – one focusing on neighborhood goods and services, the other providing a regional destination.

Cons: Missed opportunity to redevelop Central across from Fairgrounds, does not create a cohesive "International District."



EXISTING ZONING

EXISTING LAND USE



STRATEGY B

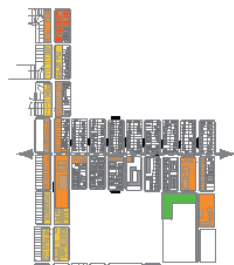
Redevelopment Strategy B. District. A mixed use International District bounded by Valencia, Zuni, Central and Alcazar.

Pros: Creates a true district where people can live/work/play. Takes advantage of existing urban street pattern and provides a buffer and activity center for adjacent neighborhoods. Provides larger redevelopment parcels. Larger opportunity to increase "roof tops" in the area, increasing demand. Clean up existing mix of residential and commercial uses.

Cons: Some existing land use might not be compatible with mixed use environments. Large redevelopment infrastructure.



Neighborhood retail redevelopment - San Mateo, Kathryn, San Pedro



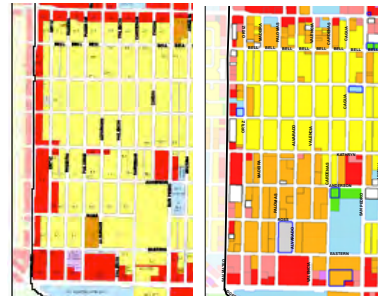
STRATEGY A

Redevelopment Strategy A

A mixed use pedestrian corridor on San Mateo from Zuni to Gibson. Kathryn as a pedestrian and bicycle connection through area neighborhoods.

Pros: Increase in population density which increases area retail demand. Draws pedestrians and activity on San Mateo. Creates development alternatives (residential uses which are currently in demand) for vacant commercial properties. Improves pedestrian and bicycle connectivity to surrounding neighborhoods.

Cons: Requires infrastructure and modifications to San Mateo to reduce impact of traffic and improve pedestrian amenities.



EXISTING ZONING

EXISTING LAND USE



STRATEGY B

Redevelopment Strategy B.

Mixed use development on San Mateo from Zuni to Gibson, along Kathryn between San Mateo and San Pedro and at the Willow shopping center. Kathryn improved to create a pedestrian oriented shopping district.

Pros: Increases population density in area, increasing retail demand. Takes advantage of underutilized properties on San Mateo and Gibson. Increased retail demand and connectivity improvements to neighborhoods across San Mateo may attract larger national business to the shopping center at Gibson. Mixed use on Kathryn would allow for a pedestrian retail environment which would serve neighborhood needs.

Cons: Large area for redevelopment. Impact of redevelopment may take longer as more areas available for mixed use. Larger infrastructure improvements needed.

of similar zoning throughout the Plan area and the greater Albuquerque area as well as outdated platting that no longer meets standard commercial development requirements.

San Mateo Boulevard. Land uses along San Mateo Boulevard between Lomas Boulevard and Central Avenue include offices, neighborhood commercial and service as well as some vacant parcels. Between Central Avenue and Zuni Road is a highly built up shopping area including major grocery and other national retailers, banks, and some health care services. South of Zuni Road, San Mateo Boulevard has a similar land use pattern to the area north of Central Avenue with a mixture of neighborhood goods and services and undeveloped land. A mostly vacant shopping center (Parkland Hills) is located along this portion.

Opportunities for San Mateo Boulevard. The commercial portion of San Mateo Boulevard between Central Avenue and Zuni Road serves a larger regional area. This area consists of a shopping center anchored by a grocery and national discount store. However, the shopping center site is under utilized with vast areas of unused parking and a older strip center which is primarily vacant. Internal site circulation is difficult, and access to and from the center is inefficient. Pedestrian access to stores is difficult from public streets and landscaping is minimally present.

The introduction of residential uses on the site would not only take advantage of the site's proximity to major employers such as the Sandia Laboratories, Kirtland AFB and the University, but also realize the highest and best use of the land. In order to be transit supportive, site redevelopment should include a mixture of uses and be pedestrian oriented.

The portions of San Mateo Boulevard north and south of the commercial node between Central Avenue and Zuni Road have large portions of vacant and underutilized land. With appropriate supporting infrastructure including the reduction of street areas and the expansion of pedestrian amenities, these areas have strong potential to develop as complete streets, offering a mixture of neighborhood scale uses accessible by foot and bicycle.

Central Avenue. Central Avenue within the Plan area is a continuation of a City wide commercial corridor. Uses along Central Avenue are similar throughout the City east of Nob Hill and west of Downtown and include vestiges of the former Route 66 juxtaposed with a changing assortment of commercial uses. Many properties along Central Avenue are vacant, under utilized or have never been developed.

A major factor in the existing land use pattern is the over saturation of commercial zoning on Central Avenue throughout the City which has difficulty sustaining demand. Businesses come and go along Central Avenue frequently having a destabilizing effect on the business and residential community.

Opportunities for Central Avenue. Select areas on Central Avenue are appropriate for residential or mixed use redevelopment. Zone changes to portions of Central Avenue to allow mixed use, pedestrian oriented development would allow for new development options as well as reduce the available C-2 land, thereby increasing its marketability.

Lomas Boulevard. Lomas Boulevard within the Plan area is a continuous commercial corridor. Businesses in the Plan area are primarily auto sales with some auto service. A few neighborhood commercial services, including one or two restaurants, a church and school, and the rear portion of the Fair Grounds are the only other uses along Lomas Boulevard.

The saturation of car dealerships is both a blessing and a curse. The high turn over rate, the large expanses of parking lots and the lack of other possible land uses are negative aspects of the current development trend toward car sales. In addition, neighboring residents have expressed a concern with test drives in the neighborhood, employee parking on residential streets and the noise of the intercom system. On the positive side, unlike Central Avenue, vacancy on Lomas Boulevard is limited, car dealerships are clean, secure and bring business to the community.

Opportunities for Lomas Boulevard. The southeast corner of Louisiana Boulevard and Lomas Boulevard includes an area of the La Mesa neighborhood which has retail, office and other institutional uses, including a rehabilitation center. APS has recently located a food storage and kitchen operation in a former commercial building on Louisiana Boulevard and Roma Avenue.

Opportunities exist to expand this area into a neighborhood node through the development of vacant and under utilized land. Mixed use or live/work uses, with goods and services that support the adjacent neighborhood could provide additional amenities within walking distance of the neighborhood. With good access to greater Albuquerque via transit along Lomas Boulevard and Louisiana Boulevard, a mixed-use pedestrian oriented development could thrive and help to stabilize the established neighborhood.

c. Commercial Nodes and Shopping Centers

Several shopping centers have been built within the Plan area ranging from larger regional shopping areas such as the Central Mercado at San Pedro and Central to small neighborhood shopping centers such as Willow Village. All of the shopping centers within the Plan area are automobile oriented, with large portions of the site dedicated to off-street parking and retail and services setback from the street. Many of the shopping centers, such as Willow Creek, Parkland Hills, Siesta Hills and Zuni Plaza have a high vacancy rate. Larger sites, such as the Mercado, have vacant pad sites or portions of the site which could be redeveloped.

Due to the high level of transit ridership in the Plan area and the proximity of the shopping centers to transit corridors, there is an opportunity for these sites to redevelop as mixed use, pedestrian oriented shopping facilities. Larger sites could place new development closer to the street with buildings fronting on the public sidewalk. Residential uses could also be introduced on these sites in order to increase area rooftops and create more retail demand. Neighborhood residents have expressed interest in having better access to stores and daily goods and services within walking distance. Existing shopping centers could be easily accessed by foot from residential areas with pedestrian improvements to the roadways system. Older shopping center sites could be retrofitted with pedestrian amenities such as plazas, arcades and dedicated landscaped walkways to adjacent neighborhoods.

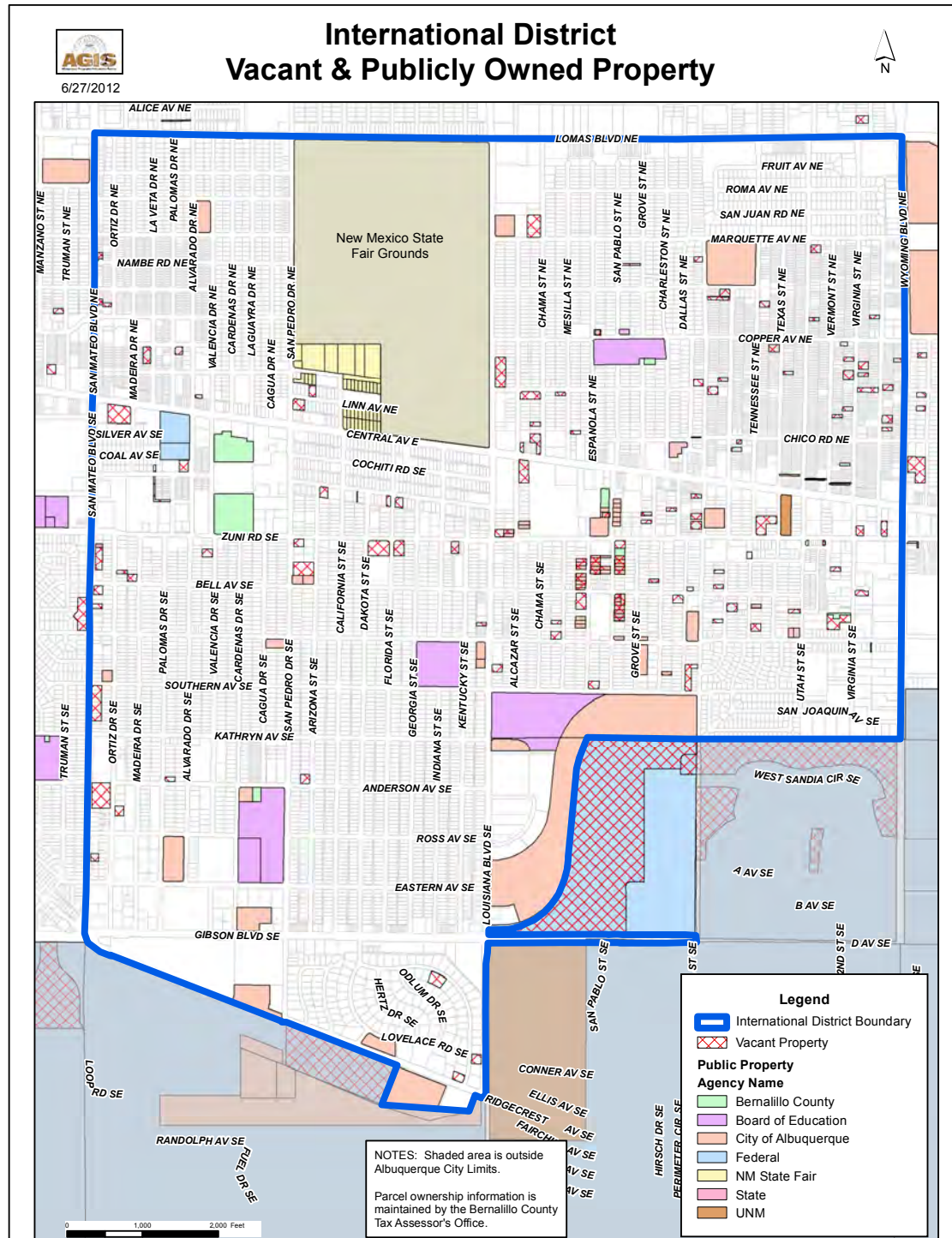


Figure 6.7: Vacant and Publicly Owned Property map

III. Market Study

A. Overview

In March 2011, a Retail Market Study was completed by Gibbs Planning Group, Inc. (GPG) for the International District Sector Development Plan area. The objective of the analysis was to evaluate the potential for retail development in the Plan area in order to guide land use and zoning regulations in the Plan.

The Study found that the International District can support an additional 11,600 square feet of new retail and restaurant development. Projected on current development trends, 12,200 square feet of new retail development could be supported by 2015.

B. Trade Area

The primary trade area supporting the International District does not extend much beyond the borders of the Plan area. The International District is on the eastern edge of the urban core of Albuquerque with the population densities dropping off at the eastern edge of the primary trade area to almost a rural level. Expansion opportunities for the trade area are limited by the strong community identity and brand of Nob Hill and Uptown to the west and north, the Kirtland AFB to the south, and sparser population densities to the east.

Figure 6.8: Trade Area map

C. Demographic Characteristics

The study area has a 2010 primary trade area population of 63,700 persons, increasing to 66,800 persons by 2015. Average household (\$45,900) and per capita (\$20,300) incomes are less than City, State and National levels. There is a correspondingly lower amount of disposable income generated in the community, which supports a limited amount of local discretionary retail businesses.

D. Access

Regional access to the International District is good overall. External regional linkages are made via Interstate 40 just to the north of the trade area. Access to Interstate 25, is hampered because of traffic generated by Nob Hill and the University. Local access is very good with the major east west links of Lomas Boulevard, Central Avenue, Zuni Road and Gibson Boulevard. The northern local neighboring communities are well accessed via San Mateo, Louisiana and Wyoming Boulevards. The Kirtland AFB to the south has its primary entrances located on Gibson and Wyoming Boulevards.

E. Retail Competition

The stiff competition at the community and regional level by neighborhoods surrounding the International District extract consumer expenditure from the International District. These existing developments (e.g. Menaul and Carlisle, Louisiana and I-40, and Wyoming and I-40) draw from larger, wealthier trade areas and offer a range of goods and services which are unsupportable by the International District consumer base alone. At the neighborhood scale, the Nob Hill District out competes the Plan area with its strong demographic base, include long term neighborhood residents and college students.

F. Potential Types of Supportable Retail

According to GPS, new retail supportable as of 2010 includes:

- 3500 sqft home furnishings
- 3400 sqft general merchandise
- 2200 sqft hardware, lawn and garden
- 1100 sqft of sporting goods retail
- 800 sqft food and restaurant
- 600 sqft of health and personal service

According to the Study, it is not likely that large national retail or restaurant chains will seek to deploy new commercial units in the district due to stronger alternative locations within the greater region. Instead, retail growth can be accommodated by local independent business start-ups and small grocery store chains. With third-party financial and advisory assistance, local residents and small business owners can potentially establish new retail and restaurants that meet the existing demand for goods and services not only within the existing International District, but also for the surrounding areas and the Kirtland Airbase. These individual users could locate in some of

Area strengths:

- Good regional access. External regional linkages from I-40.
- Very Good local access Central, Zuni and Louisiana and San Pedro
- Population is continuing to grow in the area (statistics)
- Depressed commercial real estate rents and sales prices are opportunities to capture businesses from the Nob Hill area
- Adjacent established neighborhoods, residents desire goods and services within walking distance
- Available vacant and under utilized land (see map)

Area challenges:

- Proximity to other major retail centers – Winrock, Coronado, Abq. Uptown, Nob Hill
- Residents shop outside of district for majority of goods and services
- Lower than state average per capita income
- Existing population demands limited retail
- Large percentage of vacant retail space
- High concentration of commercial zoning within an area of regional area with similar conditions
- Limited opportunity with existing zoning for mixed use and residential uses
- Existing zoning and land use in not transit supportive
- Some existing land use might not be compatible with mixed-use environments.

the corridor's existing vacant buildings or in new incubator flex type commercial spaces. These new businesses could also reinforce the existing business to create a combined specialty niche commercial district that could have broad appeal to the greater Albuquerque market.

G. Rationale for Study Findings

The International District is struggling with a number of adverse factors: The impact of the national recession, job loss and unemployment, climbing vacancy rates, falling home ownership, crime, and blight. The International District suffered a significant loss of employment with the loss of the Lovelace Hospital, and suffers from a perception of crime and gang activity. In addition, the International District is surrounded by strong retail competition at the community and regional levels, and demographics which have below average household and income numbers.

H. Opportunities

The study area has a great deal of vacant retail space, including an entire retail center, Parkland Hills Shopping Center, and infill locations, which are opportunities for new growth. Depressed real estate rents and sales prices are opportunities to capture business from the overly successful and gentrifying Nob Hill neighborhood to the west. Stabilization and retention of the existing residential neighborhoods of transient renter residents on their way to someplace better would significantly help the retail corridors. Mixed use zoning along commercial corridors with access to public transit would allow more opportunities for increasing the area population to support additional retail.

IV. Zoning Strategies

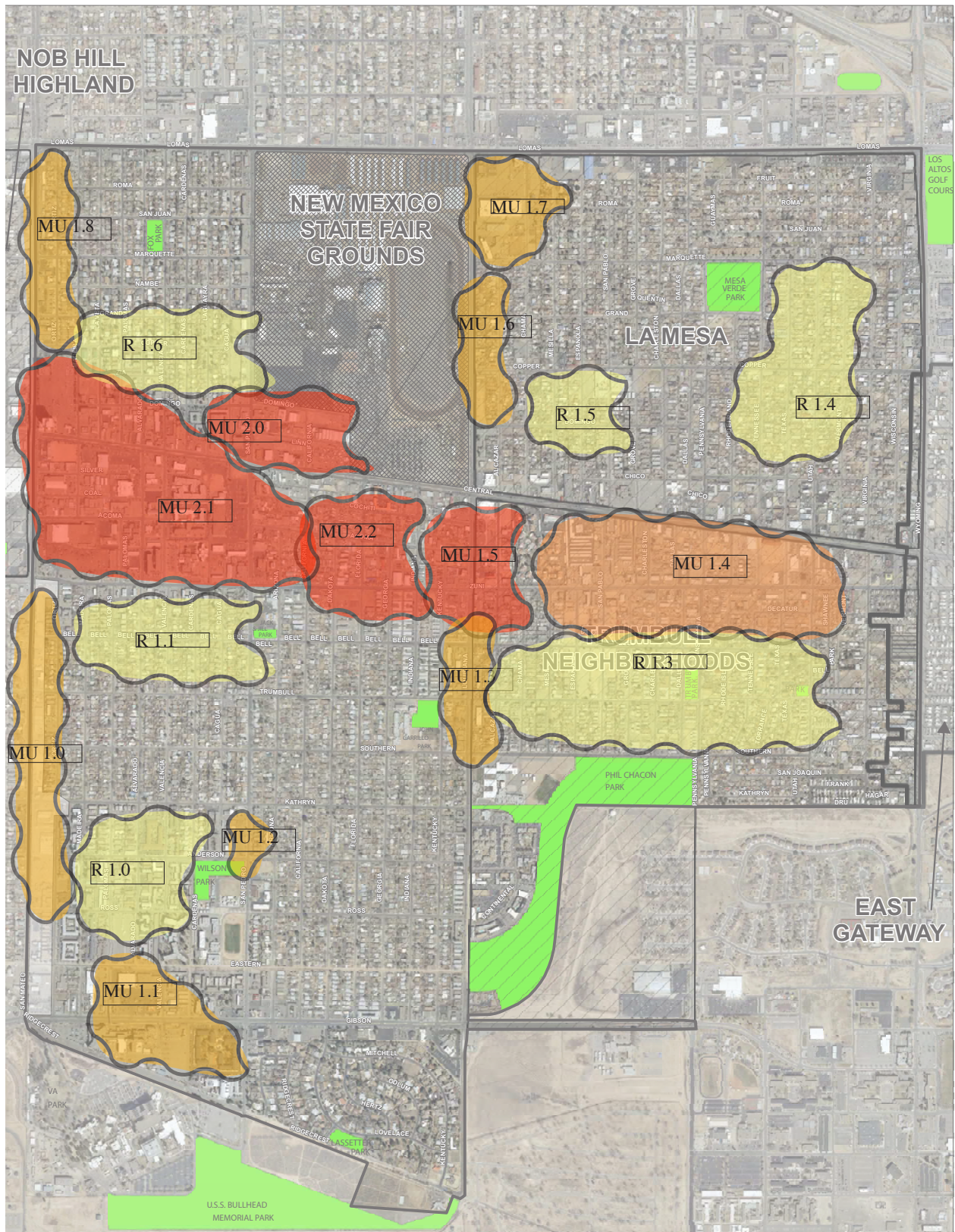


Figure 6.9: Rezoning Strategies map

Zoning Strategies Key

FAIRWEST

R 1.6 Create new tailored zoning for multi-family housing which provides design and landscape guidelines to create neighborhood friendly multifamily housing, recognizes narrow lot conditions and provides development consistency.

MU 1.8 Create opportunities through zoning and design guidelines for both commercial and multi-family development.

MU 2.0 Create opportunities through zoning and design guidelines for a moderate density mixed use development which complements International Marketplace to the east.

MU 2.1 Create opportunities through zoning and design guidelines for both commercial and multi-family development.

MU 2.2 Create opportunities through zoning and design guidelines for Mixed Use development which is sensitive to the existing mixed land use pattern of multi-family and heavy commercial uses.

LA MESA

R 1.4 Create new tailored zoning for multi-family housing which provides design and landscape guidelines to create neighborhood friendly multifamily housing, recognizes narrow lot conditions and provides development consistency.

R 1.5 Create new tailored zoning for Townhouses which provides design and landscape guidelines that are compatible with adjacent single family neighborhoods.

MU 1.5 Create opportunities through zoning and design guidelines for a moderate density mixed use development which complements International Marketplace to the south.

MU 1.6 Create opportunities through zoning and design guidelines for both commercial and multi-family development.

MU 1.7 Incentivize mixed use and/or residential to enhance development opportunities.

TRUMBULL VILLAGE

R 1.3 Create new tailored zoning for multi-family housing which provides design and landscape guidelines to create neighborhood friendly multifamily housing.

MU 1.3 Create opportunities through zoning and design guidelines for both commercial and multi-family development.

MU 1.4 Create opportunities through zoning and design guidelines for Mixed Use development which is sensitive to the existing mixed land use pattern of multi-family and heavy commercial uses.

SOUTH SAN PEDRO/ELDER HOMESTEAD

R 1.0 Create new tailored zoning for multi-family housing which provides design and landscape guidelines to create neighborhood friendly multifamily housing.

R 1.1 Further analysis needed to determine if single family residential areas would like to down zone to R-1. Create new tailored zoning for R-3 which provides design guidelines and land use regulations in order to integrate duplex, townhouse, apartment and single family land uses.

MU 1.0 Create opportunities through zoning and design guidelines for both commercial and multi-family development.

MU 1.1 Create opportunities through zoning and design guidelines for Mixed Use moderate density development.

MU 1.2 Create opportunities for a Neighborhood Activity Center.

V. Metropolitan Redevelopment Areas

A. Overview

In 2000, the City adopted the Near Heights Metropolitan Redevelopment Area Plan for a portion of the International District. The vision of the MRA plan is “to reduce crime through CPTED redesign concepts, to increase community involvement and to introduce initiatives in order to create an environment for new businesses, an international market, new employers, the revitalization of Route 66, and housing and landscape that change the image and perception of the Metropolitan Redevelopment Area.”

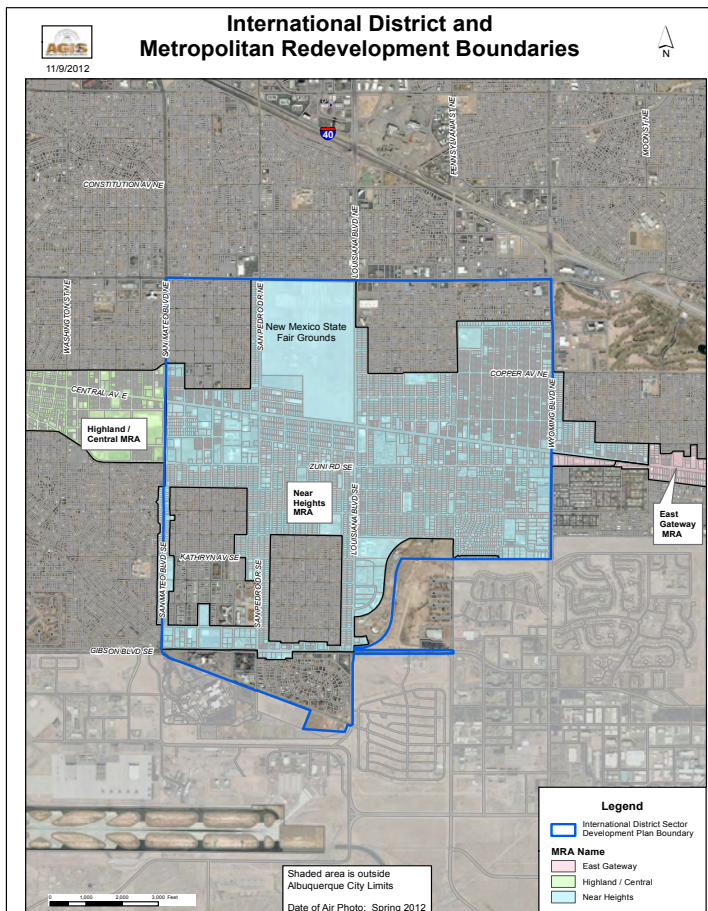


Figure 6.10: Metropolitan Redevelopment Areas map

In 2009, the adopted the Near Heights MRA Expansion Plan which expanded the plan area west along Gibson Boulevard, up San Mateo and along Zuni Boulevard. The objectives of the Expansion Plan include:

- Continue the area’s transformation into an international, multicultural “destination” to attract residents, employees and tourists from all over the city, and even beyond by creating future public improvements with an International “ethnic” theme.
- Draw more neighborhood residents to the area by facilitating the retailing of desired products and services in the expanded MRA area.
- Attract more employees from surrounding employment centers such as Kirtland Air Force Base, the Veterans’ Administration Hospital, the new tenants at the Gibson Medical Center, and the Kirtland Technology Park mixed-use development to rise west of San Mateo Boulevard, by catering to their needs.
- Help existing businesses to expand in the area and draw on existing residents’ special talents to help them create new businesses in the MRA.
- Tax-Increment Financing to fund further redevelopment in the MR expansion area.



VI. Transportation Analysis

A. Overview

This section describes the issues and opportunities of the transportation network within the Plan area. While the area boasts a well connected network of streets, though its gridded development pattern, a majority of area streets, particularly the arterials and collectors primary function is to move vehicular traffic efficiently often at the expense of bicycle and pedestrian travel.

The Plan area boasts the highest transit ridership rates in the City and according to recent Census data, the rate of vehicular ownership is the lowest the in City. According to MRCOG analysis, these high ridership and low ownership rates tend translate into higher levels of pedestrian and bicycle travel.

While rates of pedestrian/bicycle use may be higher in the area, the rates of pedestrian and bicycle crashes are also very high, with particularly high numbers of crashes occurring at some of the areas major intersections. While many reasons may be attributed to these crashes, it is clear that the pedestrian /vehicular interface at the areas signalized intersections is not only extremely unpleasant for pedestrians but unsafe as well.

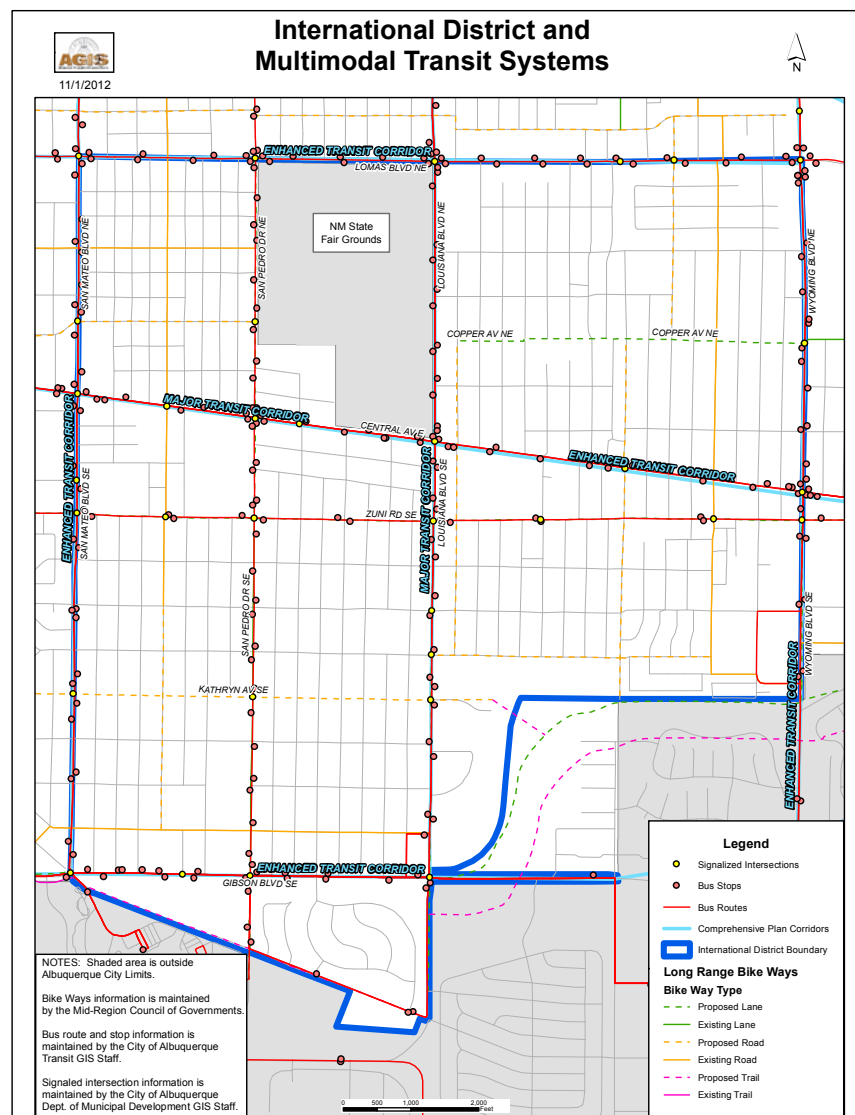


Figure 6.11: Multi-modal Transit System map

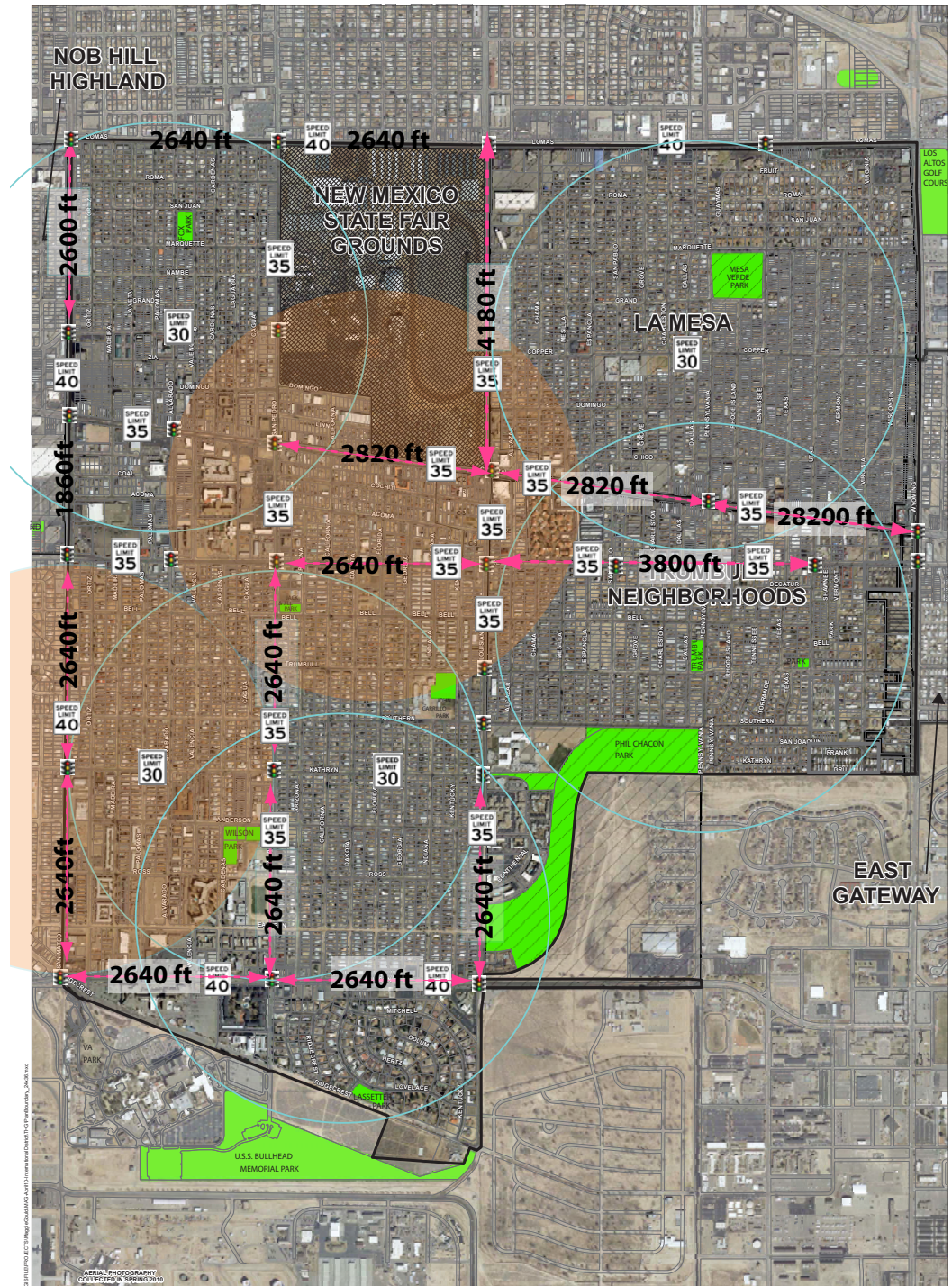


Figure 6.12: Pedestrian Circulation Analysis map

WALKABILITY STANDARDS

Walk Score: Average Albuquerque: 57 (Nob Hill Walk Score: 82, Nob Hill Street Smart Walk Score: 94)

Fairwest: 72 - Very Walkable (Street Smart Walk Score: 71 - very walkable)

La Mesa: 48 - Car Dependent (Street Smart Walk Score: 32 Car Dependent)

S. San Pedro: 71 - Very Walkable (Street Smart Walk Score: 69 Somewhat Walkable)

Elderhomestead: 63 - Somewhat Walkable (Street smart Walk Score: 67 - Somewhat walkable)

Trumbull: 46 - Car Dependent (Street Smart Walk Score: 56: Somewhat walkable)

Block Length:

Recommended that blocks be a maximum of 600 feet.

–TND Design Rating Standards, Version 1.5 (2005)

Fairwest: some 300', some 600', some 1200'

La Mesa: some, 600', some 1200'

S. San Pedro/Elderhomestead: consistently 600'

Trumbull Village: majority 600'

Speed Limits:

Recommended 20-30 mph for pedestrian compatibility.

San Mateo – 40 mph – high

San Pedro – 35 mph – high

Gibson – 40 mph – high

Zuni – 40 mph – high

Kathryn – 35 mph – high

Louisiana – 35 mph – high

Central – 35 mph – high

Signalized Intersections

Recommended Spacing: 400 feet maximum (ITE)

Recommended Crossing time: 3 feet/second max (*ADA Accessibility Guidelines for Public Right-of-way*)

San Mateo – average spacing 2640 feet

San Pedro – average spacing 2640 feet

Gibson – average spacing 2640 feet

Zuni – average spacing 2640 feet

Louisiana – average spacing 2640 feet, 4180 feet north of Central.

Central – average spacing 2640 feet

Transit Routes and Frequency:

San Mateo: 140, 141/approx every 15 min on weekdays, every 30 min on Sat and Sun

San Pedro: 34 commuter – 1 pick up am and 1 pick up pm

Zuni: 97/weekdays only, hourly

Central - Rapid Ride – 766/777 (5:30am – 9:30 pm every 8-15 minutes) , 66 (5:30-Midnight, every 8-15 minutes)

Louisiana – 3/157 – approx. every 20 min weekdays – (5:30 am -9:30pm)

International District Roadway Inventory								
Street name	Comprehensive Plan Classification	Roadway Functional Classification System	Speed limits	corridor policies	ROW	Pavement width	Travel Lanes	City designated Bike lane/route
East/ West								
Central - San Mateo to Louisiana	Major Transit Corridor	Existing Urban Principal Arterial	35 mph	30-35	100'	60'-72'	6 + turning lanes	no plans
Central - Louisiana - east	Enhanced Transit Corridor	Existing Urban Principal Arterial	40 mph	35-40			6 + turning lanes	no plans
Lomas	Enhanced Transit Corridor	Existing Urban Principal Arterial	40 mph	35-40			4 lanes	no plans
Zuni	no classification	Existing Urban Principal Arterial	35 mph		50'-100'	44'-64'	4 lanes	proposed lane
Gibson	Enhanced Transit	Existing Urban Principal Arterial	40 mph	35-40	105'-136'	60'-64'	6 + turning lanes	existing paved trail
Kathryn	no classification	Existing Urban Collector	30 mph		60'	28'	2 lanes	proposed route
Copper - Louisiana - east	no classification	Existing Urban Collector	25 - 30 mph	25-30			2 lanes	proposed route
North/ South								
Louisiana	Major Transit Corridor	Existing Urban Principal Arterial	35 southbound 30 northbound	30-35	68'-120'	61'-64'	6 + turning lanes	proposed lane
San Pedro	no classification	Existing Urban Collector - south of Central	35 mph	25-30	65'-82'	44'-54'	2 + turning lane	existing lane
San Mateo	Enhanced Transit Corridor	Existing Urban Minor Arterial - north of Central	35 mph				4 + turning lane	
		Existing Urban Principal Arterial	40 mph	35-40	86'-120'	44'-96'	6 + turning lanes north of Zuni 4 + turning lanes south of Zuni	no plans
Alvarado	no classification	Local	25 mph	N/A	60'	40'	2 lanes	existing route north of zuni/proposed south of Zuni
Pennsylvania	no classification	Local	25 mph	N/A	50'	28'	2 lanes	proposed route

B. Interior neighborhood circulation

Interior neighborhood streets are wide, many with 60 foot right of ways which encourage fast vehicular traffic, and sidewalks are narrow, typically around four feet with many curb cuts and no ramps at intersections. Wide right of ways should be taken advantage of to increase sidewalk widths, introduce street trees and provide designated bicycle paths, while narrowing the allocated space for the vehicle in order to discourage high speeds. Optimum streets for improvements would connect existing public facilities such as parks, schools, libraries, community centers and pools. Possible streets for consideration: Kathryn, Trumbull, Eastern Avenues, and Alvarado Street, San Pedro Boulevard and Pennsylvania Boulevard.

C. Pedestrian crossings at major intersections

Neighborhoods south of Zuni Road have very limited access across San Mateo, San Pedro and Louisiana Boulevards. The signalized intersection spacing averages over 2600 feet, recommended spacing for pedestrian connectivity is less than 400 feet. No signalized intersections are located near Emerson Elementary School (John Carillo Park), Trumbull Library, Jack and Jill Park. The intersection which serves Wilson Park and Wilson Middle School is a couple of blocks off. Exiting signalized intersections are wide with dedicated turning lanes, no pedestrian refuges and difficult sight lines for bicycles. In order to improve pedestrian and bicycle access to existing public amenities and to reduce distances between pedestrian crossing points on major roadways, new intersections should be considered at Louisiana Boulevard and Eastern Avenue, San Pedro Boulevard and Trumbull Avenue San Pedro Boulevard and Eastern Avenue, San Mateo Boulevard and Trumbull Avenue and San Mateo Boulevard and Eastern Avenue.

Improve pedestrian and bicycle amenities on major streets. Pedestrian amenities should be introduced and expanded in areas with excess right-of-ways. Sidewalks should be a minimum of 8 feet on all major roadways and be buffered from roadways by a minimum of a 4 foot planting street with street trees. Curb cuts should be limited to where necessary and should not interfere with the elevation of the sidewalk. Bus stops should be provided at all access points for public amenities (libraries, parks, pools and community centers). Shaded bus stops with seating should be provided at all bus stops.

The South San Pedro neighborhood is bordered and transected by major roadways that restrict pedestrian movement within and outside of the neighborhoods. Traffic on Louisiana, San Pedro, San Mateo, Zuni and Gibson is set for 35 and 40 mph with vehicle speeds typically ranging between 40-50mph. Comfortable speeds for pedestrian and bicycle shared roadway usage range from 25 to 35 mph. Posted speeds should be reduced by a minimum of 5 mph to improve pedestrian and bicycle safety. San Pedro and Louisiana, where street designation is less intense, speed limits should be reduced by 10 mph. In addition, a

reduction of roadway widths should be considered for all area roadways to the maximum width required for safe vehicular travel. Excess paved areas should be marked as designated bike routes. Turning lanes should be shortened at intersections to reduce vehicular turning speeds. Dedicated turning lanes should be restricted to intersections and landscaped medians should be introduced.

A key component to improving the network in the Plan area will be the creation of complete streets; streets that balance the needs of all users: vehicles, transit, bicyclists and pedestrians. This may be particularly true for the major streets that connect through the Plan area.

All of the arterials in the Plan area, Lomas Boulevard, Central Avenue, San Mateo Boulevard, Louisiana Boulevard, Gibson Boulevard and Sane Pedro north of Central, have significant issues related to pedestrian safety and comfort. While the work to create complete streets along these arterials may be a momentous challenge, especially in times of very limited financial resources, the Plan proposes a long term action plan for supporting and promoting a truly multi-modal district.

D. Roadway Analysis

1. **Central Avenue.** Central Avenue in the Plan area is generally characterized by high traffic volumes and lack of pedestrian amenities such as shade, buffering and other streetscape improvements which would make it a safer and more comfortable walking environment. Central Avenue's functional classification is a principal arterial, with posted speed limits in the International District of 35 mph. The Comprehensive Plan designates Central Ave as a Major Transit Corridor from San Mateo to Louisiana, and an Enhanced Transit Corridor from Louisiana to the City limits.

Central Avenue Issues. While Central Avenue functions efficiently for vehicular and transit travel with its six lane and median turn bay, there are significant pedestrian safety and comfort issues with the Plan area which negatively impact pedestrian travel.

Sidewalks are generally 6 feet wide, however, the location of utility poles in the sidewalk along the south side of Central often obstructs pedestrian movement or reduces widths to 3 and 4 feet. While 6 feet wide sidewalks are considered appropriate in the City, in areas designated for community activity centers or where pedestrian activity is encouraged due to transit access, existing or future land uses, wider sidewalks are preferred.

Sidewalk location, at the curb, exposes pedestrians to unbuffered, high volume, fast moving traffic which creates uncomfortable walking conditions.

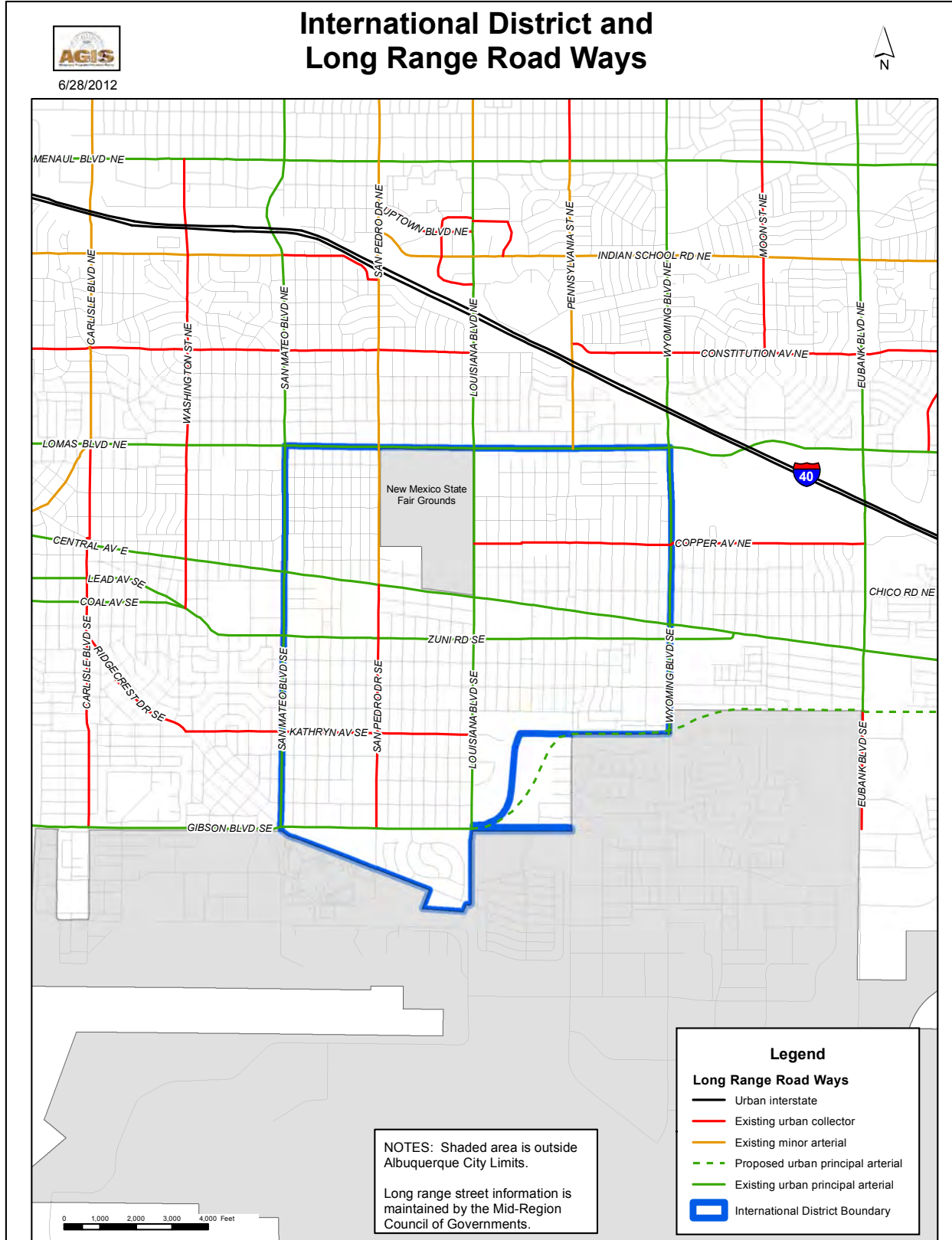


Figure 6.13: Long Range Roadway map

Frequent curb cuts, some of which have been abandoned by property owners who have fenced off their access, create a difficult walking environment due to the lack of level surfaces and frequent turning movements across the sidewalk.

There is no streetscape landscaping in the right of way. While some businesses have landscaped their setback, as required by the zoning code, a majority have not. The lack of landscape shade and buffering contributes to the run down aesthetics of the roadway while also creating a very uncomfortable walking environment.

Pedestrian scale lighting along the sidewalks is lacking, creating an uncomfortable night time walking environment. Where street lighting is provided it is located on 40 foot poles in the median and at intersections.

Pedestrian crossings are limited to the signalized Intersection of San Mateo Boulevard, Alvarado Street, San Pedro Boulevard, Louisiana Boulevard and Wyoming Boulevard. The one exception is the signalized intersection at Alvarado Street which is located a quarter mile between San Mateo Boulevard and San Pedro Boulevard. The long distances between crossings, generally a half mile, result in random mid-block crossings especially in the area of Expo New Mexico, where pedestrian crossings are difficult.

Central Avenue Opportunities and Strategies

(pending)

2. **Gibson Boulevard.** Gibson Boulevard is an existing urban principal arterial with signalized intersections at San Mateo, San Pedro, Valencia and Louisiana with an average spacing of over 2600 feet. With high traffic volumes at peak hours, Gibson's primary function is to carry vehicles quickly and efficiently. Gibson provides the primary access to Kirtland Air Force Base, the VA Hospital, the Siesta Hills neighborhood and Bullhead Park. It has posted speeds of 35 mph in the International District. The Comprehensive Plan designates Gibson Boulevard as an Enhanced Transit Corridor along its entire length.

Gibson exists as an unique edge condition that creates a border between the airport, Sandia Laboratories and Kirtland Air Force Base and the neighborhoods to the north. Within the Plan area, however, between San Mateo and Louisiana Boulevards, commercial development flanks both sides,. However, it is also in this stretch where pedestrian have the

most limited amenities. With added landscaping, sidewalk enhancements, crossing improvements, and connectivity to trails, urban greenways and shared streets, Gibson Boulevard could become an exemplary Transit Corridor that champions alternative transportation – walking, biking and buses.

Gibson Boulevard Issues. Although west of San Mateo Boulevard, Gibson Boulevard functions as an efficient parkway with relatively high speed limits, a right-of-way with landscaped medians, bike lanes, and separated walking trails on the south, within the Plan, Gibson Boulevard faces many challenges, punctuated by a wide right of way with few pedestrian amenities to either help connect the north and south side of the boulevard or soften the experience. Elements that are challenging for pedestrians are:

- Sidewalks are generally 6 feet wide, however, the location of utility poles, street lighting and fire hydrants in the center of the sidewalk along the south side of Gibson Boulevard often obstructs pedestrian movement or reduces widths to 3 and 4 feet. Wider sidewalks would encourage pedestrian activity, support pedestrian safety and help balance this corridor.
- Specifically in the International District, the right of way is too big and too much of it is dedicated to vehicles - six lanes of traffic plus a median with dedicated left turns. All along Gibson Boulevard, the wide right of way coupled with the relatively low traffic counts encourages speeding and defeats any potential for pedestrian life.
- The sidewalks are largely unbuffered from the street. Between San Mateo and San Pedro Boulevards, the pedestrians are isolated on a sidewalk that is flanked by expansive parking lots on the north and the multi-level medical complex to the south and minimal landscaping. Between San Pedro and Wyoming Boulevards, the scale of development is more appropriate, but the sidewalks remain stark.
- Frequent curb cuts, especially between San Pedro and Louisiana Boulevards on the north side, create a difficult walking environment due to the lack of level surfaces and frequent turning movements across the sidewalk.
- There is no streetscape landscaping in the right of way. While some businesses have landscaped their setback, as required by the zoning code, a majority have not. The lack of landscape shade and buffering contributes to the run down aesthetics of the roadway while also creating a very uncomfortable walking environment.

- Pedestrian scale lighting along the sidewalks is lacking, creating an uncomfortable night time walking environment. Where street lighting is provided it is located on 40 foot poles in the median and at intersections.
- Pedestrian crossings are largely limited to the signalized intersections of San Mateo, San Pedro, Louisiana and Wyoming Boulevards. Even at these crossings, there are no pedestrian refuges at the corners or at mid-block crossing. Additionally, there is a fly over pedestrian bridge east of San Mateo Boulevard that services the medical complex, but is under-used and many people choose to improvise on their own mid-block crossing as a means to cross the vast right-of-way.

Gibson Boulevard Opportunities and Strategies. There is a unique opportunity to expand Gibsons parkway identity which occurs west of San Mateo, east of San Mateo to the City Limits/Bull Head Park, by introducing the multi use trail, median landscaping and improvements to intersections and sidewalks.

- Install pedestrian scale lighting.
- Widen sidewalks so that there can be an edge zone, a landscape zone and a walking zone.
- Add landscaped and sheltered bus stops that do not interfere with the sidewalk.
- Add signage that supports bikes and pedestrians.
- Put Gibson on a road diet between San Mateo and Wyoming that will allow additional bike lanes and widened sidewalks or convert vehicular lane in each direction to dedicated bike/bus lane.
- Close unused or excess curbs and reinstall curb/gutter, level sidewalk.
- Add landscape improvements that shade and buffer pedestrians
- Enforce setback landscaping requirements including required street trees.
- Landscape the medians.
- Add designated mid-block crossings that support north/south connectivity to neighborhoods, schools and open spaces.
- Improve signalized intersections with pedestrian safety features: landscaping, improved crosswalks, and pedestrian refuges.
- Special attention should be paid to the San Mateo intersection which ultimately has six feeder streets

intersecting. Five are vehicular and one terminates as a cul-de-sac with the “Chevy on a Stick” sculpture and is a pedestrian connection into Ridgecrest and onto Nob Hill.

- Existing intersections on Gibson should be improved to facilitate pedestrian and bicycle crossing. Improvements should include wider pedestrian waiting areas, pedestrian refuges, adequate crossing times to meet ADA requirements, and narrowing intersection crossing distances where possible.

3. **Lomas Boulevard.** Lomas Boulevard is a principal arterial whose primary function is to move vehicles quickly and efficiently along the corridor. The Comprehensive Plan designates Lomas Boulevard as an Enhanced Transit Corridor. Between San Mateo and Louisiana Boulevards there are well-established businesses in the health, music, financing, food, auto-related and service industries. The Fair Heights Shopping Center with Smiths grocery store, located outside the plan boundary, is located at the northwest corner of Lomas and San Pedro Boulevards. Between Louisiana and Wyoming Boulevards there is a stronger presence of auto-related businesses, few restaurant and fast food establishments and a school use. A large expanse of asphalt fronting this corridor is credited to an indoor, big box, ethnic flea market located at Lomas and Louisiana Boulevards. Pedestrian amenities are significantly limited along Lomas Boulevard with its narrow sidewalk, frequent curb cuts, lack of pedestrian buffering from fast moving vehicular traffic, limited pedestrian crossing and abundance of auto-oriented businesses with large parking areas fronting the street. However, as this planning effort proposes no land use changes for this corridor which would support a more pedestrian oriented environment, the plan acknowledges the corridors continuing to function as a primary vehicular roadway.

Lomas Boulevard Issues. Generally, alternative pedestrian and bicycle routes are available in the adjacent neighborhoods. However, in the area of the state fairground, no alternative pedestrian access is available, essentially forcing pedestrians to a sidewalk with no landscaping, buffering or shade or softening of both the roadway and the chain link fencing that flanks either side.

Traffic volumes along Lomas range from xxx to xxx. These volumes represent capacity level of xxx to xxx in the last ten years, the overall vehicular traffic volumes have been decreasing. If this trend continues, there may be exceptional opportunities to dramatically enhance Lomas status as an enhanced transit corridor by introducing dedicated bus lanes. These bus lanes

may have an opportunity to also become shared bike lanes dramatically improving bicycle access and connectivity along the corridor as well. An important benefit of lane dedication for bus or bike use is the buffering of pedestrians from high volume traffic at the curb.

Lomas Boulevard Opportunities and Strategies:

- Improve pedestrian travel along Lomas, on the south side, between San Pedro and Louisiana, in the 3'-5' excess right of way adjacent to the State Fairground by providing landscaping with shade trees.
- Improve pedestrian crossings at the intersections of San Mateo and San Pedro with amenities that enhance safety and comfort.
- Investigate future opportunities to create dedicate bus/ bike lanes along Lomas to calm traffic, improve multi-modal travel, create pedestrian buffering from fast moving, high volume traffic at the curb and to provide excellent transit and bike service along the corridor connecting area neighborhoods to the major employment centers and university.

4. **San Pedro Boulevard.** San Pedro Boulevard's functional classification is as a collector street south of Central and north of Central, as a minor arterial. Despite its status as a collector south of Central, its direct access from the Base and the VA hospital encourages significant through traffic between Central and Gibson.

San Pedro Boulevard Issues. While the design of San Pedro can generally accommodate higher volumes of traffic associated with collectors and minor arterials, there are issues related to speeding, high volume peak traffic times and road design which create pedestrian and bicycle safety issues.

- Community members have expressed concerns about fast moving traffic at school start and closing times. The excessive road widths south of Kathryn encourages fast moving traffic.
- Intersection improvements to safely move pedestrians across Central, Zuni, Gibson and Lomas

5. Zuni Road

Pending summary of Zuni road study.

6. Louisiana Boulevard

Louisiana Boulevard is designated as a major transit corridor by the Comprehensive Plan. Louisiana Boulevard provides semi-direct north/south access to the Kirtland AFB Gibson gate.

Louisiana Boulevard Issues. The majority of the issues relating to Louisiana Boulevard pertain to high speeds and limited safe pedestrian crossing points.

Louisiana Boulevard Opportunities and Strategies:

- Improve pedestrian crossing at signalized intersections.
- Add mid-block crossing at either Marquette Avenue or Copper Avenue.

E. Bikeways

The Plan area has both proposed and existing bikeways. If implemented, proposed bikeways would greatly improve area connectivity. However, higher speed limits and travel speeds on roadways indicated as current and future bikeways limit potential users to experienced riders. Additional multi-use trails on local and connector streets would facilitate access to the area's public facilities and commercial goods and services for less experience riders and children.

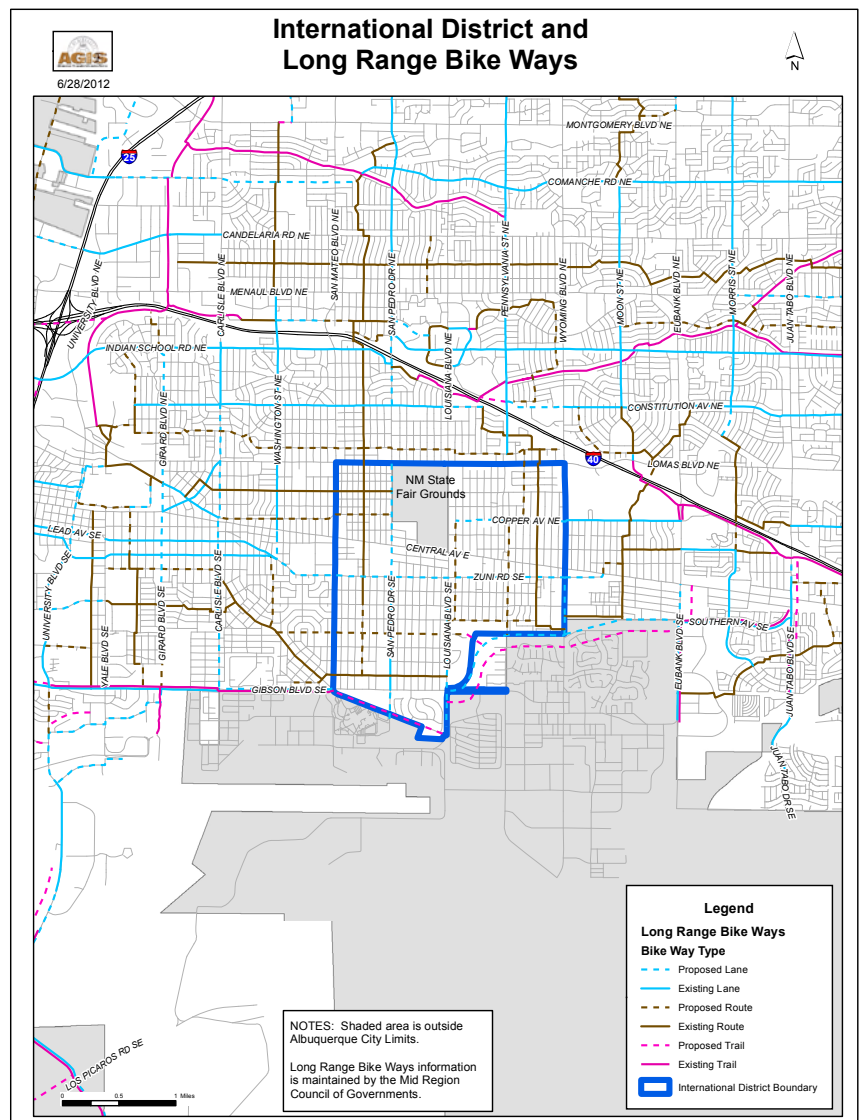


Figure 6.14: Long Range Facility Bike Plan map

F. Transit

Transit service within the Plan area is comprehensive and frequent in most areas. The area is transected and bounded by Major and Enhanced Transit Corridors, which link the International District to the City at large. However bus service in the southern portion of the plan area is not as accessible or frequent.

The Plan area sees heavy transit ridership and often older infrastructure, shelters and benches, is limited or too small to accommodate the number of riders.

Opportunities exist to create a comprehensive multi-modal system within the district through the use of unified transit elements such as benches, structures, maps and wayfinding to facilitate pedestrian movement and re-enforce the branding of the International District.

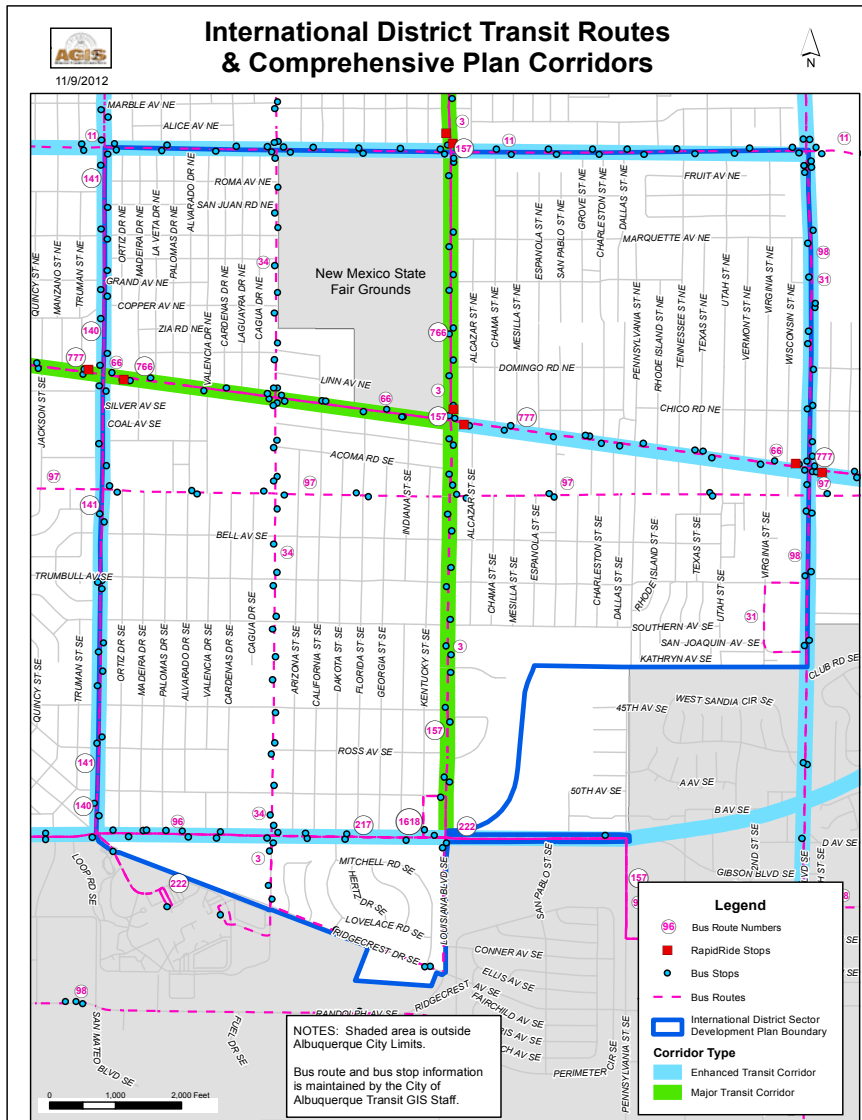


Figure 6.15: Transit Route Map.

VII. City Facilities and Services

A. Overview

City Facilities within and near the Plan area include Fire and Police Stations, Libraries, Community Centers, and Swimming pools. The map in figure 6.16 indicates the location of City Facilities serving the Plan area.

B. Fire Stations and Police Sub Stations

Fire Station 5 is currently located just north of Central on Dallas. Fire Station 5 serves a x square mile area. Fire station 11, lies south of Central within the plan area, serves a X square mile area. Fire Station 3 is located on Girard, less than 2 miles west of the Plan area.

The Plan area is served by the Phil Chacon Memorial Police Substation on Louisiana. The Triangle Community Substation located on Central, less than two miles west of the Plan area.

Issues and Observations. The response time for the Plan area meets the City standard of 4-6 minutes. This response time is well below the national average according to Melissa Romero, the PIO. At this time, there are no plans to expand any of the facilities in the Plan area.

C. Libraries

San Pedro Library is located within the plan area. Ernie Pyle library, located in his former residence, is located less than 2 miles to the west of the Plan area. The Juan Tabo Library is located X miles, Erna Ferguson is located X miles away.

1. **Ernie Pyle Library.** This library is located on Girard, west of the Plan area. The Ernie Pyle Library is small (? Sqft.) and is housed in the former residence of Ernie Pyle. The library is a beloved resource of neighboring communities, but is too small to serve as a community facility.
2. **San Pedro Library.** This library is located on San Pedro within the Plan area. Constructed in X, this small facility includes a children's library and reading room, general library and adult reading area.

D. Community Centers and Pools

1. **Mesa Verde Community Center.** This center, built in X and located within the Plan area, serves the northeastern portion of the plan area. The Center has a gymnasium, game room, outdoor basketball courts, arts and crafts room, meeting rooms, fitness center, commercial kitchen and an outdoor amphitheater/performance space.

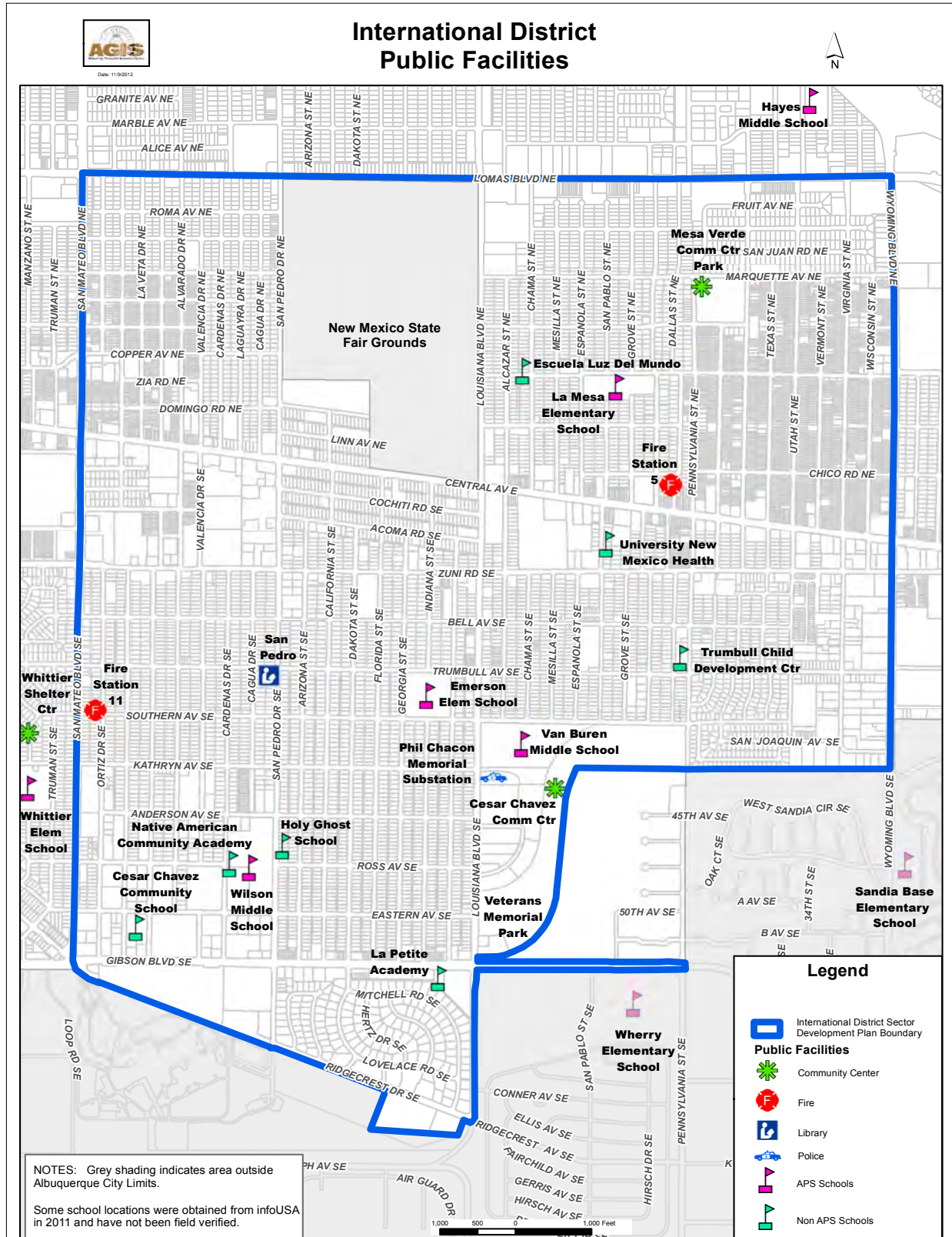


Figure 6.16: Public Facilities Map.

Adjacent to the Center is Mesa Verde Park, managed by Parks, which has tennis courts, soccer fields and a children's play area. See Parks Overview for additional information.

2. **Chavez Community Center.** This center, built in X is located off Louisiana, within the Plan boundary and serves the southeastern portion of the plan area. The facility has a large meeting room, a small kitchen, a crafts room, , lockers and showers, a game room, computer lab and gymnasium. Outside there is Mesa Verde Park managed by Parks, (see Parks Overview).
3. **Trumbull Early Head Start Center.** This center is a small community center located at 419 Pennsylvania SW, adjacent to Trumbull Park, and just north of the Caesar Chavez Community Center. This is a City Early Head Start facility. The Early Head Start program serves 0-3 year olds and includes parenting education.
4. **Highland Senior Center.** This center is located just west of the Plan area and provides services, classes and activities for seniors as well as community meeting spaces. The facility has a large multi-purpose room, game room, sun room, exercise room, lounge and a kitchen. No outdoor recreation is available at this facility.
5. **Wilson Pool and Tennis Courts.** This facility is located adjacent to Wilson Middle School on San Pedro. The Pool is scheduled for a new pool filtration unit in the fall of 2012 and there are plans to repaint the facility in 2013.
6. **Highland Pool and Tennis Courts.** This facility is located adjacent to the Plan area at Zuni and San Mateo. Remodeled in 2005, the facility includes an indoor year round lap pool with diving, locker rooms, a snack bar, an outdoor wading pool, volley ball and tennis courts and picnic tables. There are plans to add an ultra-violet light sanitation unit in the fall of 2012.

E. Issues and Opportunities: City Facilities

The community is generally well served by community services and recreational facilities; however pedestrian and bicycle connectivity should be improved between the services and adjacent neighborhoods.

There are areas in and around the northwestern portion of the plan area that are not as well served by community centers and libraries.

San Pedro Library (with minor assistance from Ernie Pyle) serves all of the area south of I-40 and east of I-25. Improved connections between Caesar Chavez Community Center across Central, Louisiana and San Pedro could help to expand the service area to the north and west. Planning efforts are underway to relocate the services at San Pedro library to a new, expanded facility when a suitable site and funding become available.

VIII. Parks

A. Overview

80.48 acres of parks are found within the Plan area and 328 additional acres are found within 1 mile of the boundary of the Plan area. Community members have expressed an interest in seeing additional “green” space provided within the Plan area.

B. City Owned Parks within the Plan area

1. **Phil Chacon Park.** Phil Chacon park consist of X acres of land and includes a children’s play area, hardscaped plaza, ball fields and basketball courts and is connected to Caesar Chavez Community Center and the Veterans War Memorial via a multi-use trail. X acres of the park are currently undeveloped open space. No plans exist at this time for park improvements.

Phil Chacon park has had issues with cruising, and gates have been installed to block through traffic. However, community members say this causes cruising to be diverted through the neighborhood.

2. **Fox Park.** Fox Park has recently been renovated and is an asset to the Fair West neighborhood. The park has tennis courts, basketball courts, a play structure and grass area and is shaded by mature trees. Located interior to the neighborhood, the park is easily accessible to the residents and sheltered from busy streets.

Fox Park attracts a multi-generational population. As a result of the diversity of park amenities and the variety of age groups represented by the neighborhood, the park is well utilized throughout the day.

Residents have expressed a desire to see a paved walkway on all sides of the park. Currently, two sides of the park have crusher fine walkways and no sidewalk making access difficult for wheel chairs and strollers. In addition, residents have expressed concerns regarding transients using the park inappropriately. Some residents feel more lighting in the park would address the issue, while others prefer to not see the park lit at night.

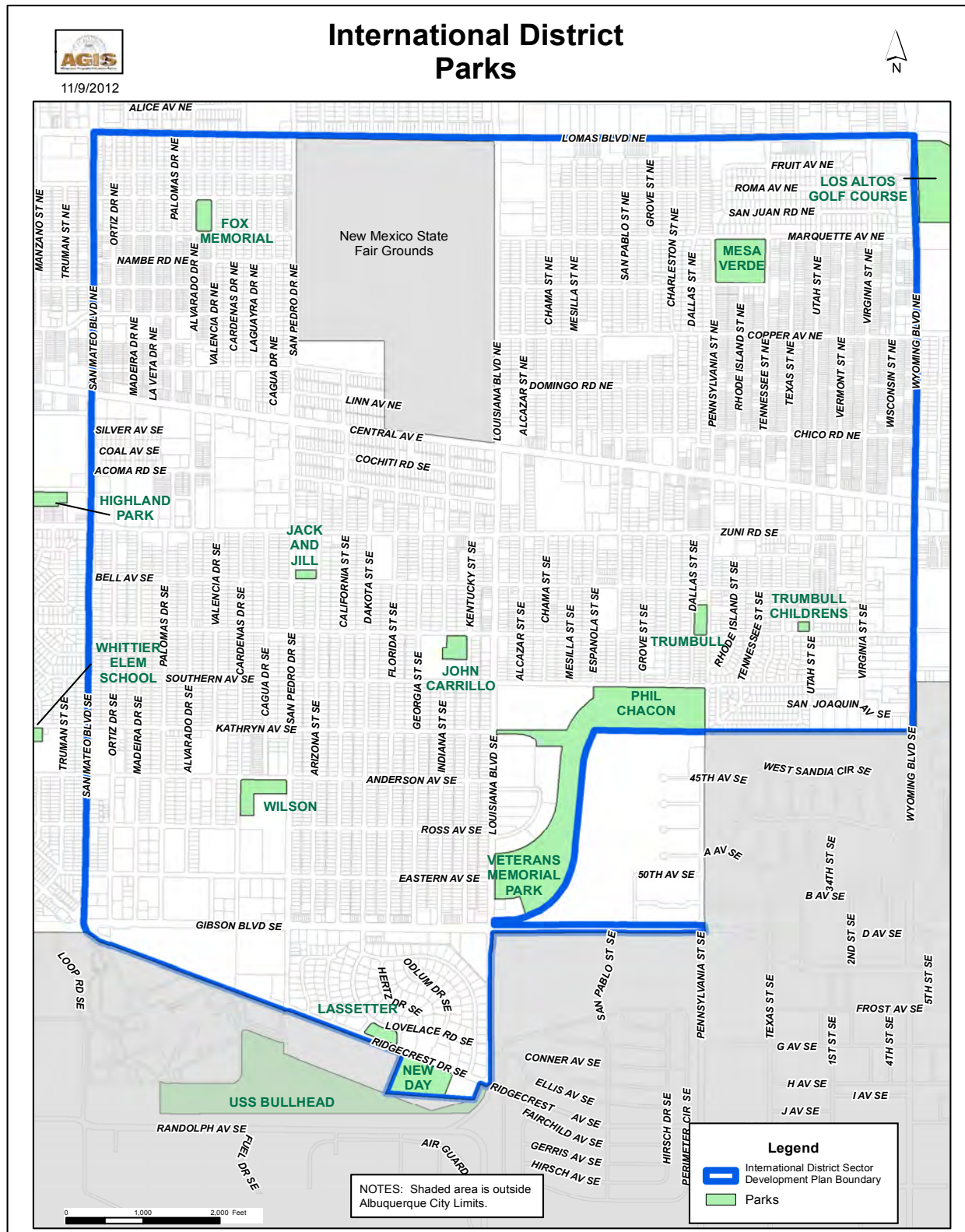


Figure 6.17: Parks map

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3. **Mesa Verde Park.** Constructed in X, Mesa Verde Park is a 8.6 acre park located within the heart of the La Mesa Neighborhood and is easily accessibly by residents. The park adjoins the Mesa Verde Community Center and has soccer fields, tennis courts, play structures and basketball courts, covered picnic areas and benches.

Mesa Verde Park offers many amenities and is well used during the day, especially in the evenings. Additions to the park could be considered to better serve the area users, such as a paved walking trail through the park for exercise and to provide access to the community center and additional seating and lighting near the soccer fields to accommodate evening games. In addition, a sidewalk on the southern edge of the park and accessible ramps at intersections should be constructed to facilitate access.

4. **Trumbull Park.** Trumbull Children's Park is a small park with a play structure and green space designed for children under age 5. The park has shade trees and seating, but could benefit from a shaded picnic area.

5. **Jack and Jill Park.** Jack and Jill, consisting of .8 acres was recently developed in X. Designed to serve multi-generational needs, the small park consists of a play structure, walking trail, basketball court, exercise equipment, skate park, picnic benches and shaded seating areas. The park is excellent condition and is used throughout the day by all user groups.

6. **USS Bullhead Memorial Park.** Bullhead Park is a regional sports complex and dog park consisting of X acres. There are X baseball fields, X softball fields, two playgrounds and X acres of open space with walking trails.

7. **Veterans Memorial Park.** pending



- 8. Lessettier Park.** Lessettier Park consists of 1.6 acres, with green space and a play structure.

- 9. New Day Park.** Currently undeveloped, this park has been designated as a naturalistic park with waling trails.

C. City/APS Joint-use Parks within the Plan area

1. **John Carillo Park.** John Carillo Park, consisting of 8 acres, is part of Emerson Elementary School. This park is not available to the community during regular school hours. The park has a shaded grass field, with adjacent access to the school's basketball courts and play equipment. Benches and picnic benches, and a walking trail could be added to the park to provide additional neighborhood amenities.
2. **Wilson Park.** Wilson Park is an X acre park which is located adjacent to Wilson Middle School on APS land. The park is designed for passive recreation, with trees, green spaces, benches and picnic tables.

Wilson park is currently an under utilized facility. The park is open during school hours, but see limited use during the day, despite the desire from the neighborhood for more green space. Transients are often the only people seen using the picnic tables and benches. Wilson park would benefit by increasing park programming to attract more neighborhood use during the day. Due to its proximity to a middle school and neighborhood shopping center, new program uses should cater to families with pre-school age children or retirees. Appropriate amenities could include a walking trail, play structure for under 5's, paved picnic areas which meet accessibility requirements, a plaza, a community or rose garden.

D. Parks outside plan area

The following parks are outside of the Plan area, but within walking or biking distance of the Plan area:

1. City Parks:
 - Los Altos
 - Zia
 - Alvarado Park
 - Jerry Cline Park and Tennis Courts
 - Morris Field
 - Ross Park
 - Eunice Kaloch Park
 - Monroe Green Park
 - Vail Park
2. City/APS Joint-use Parks:
 - Whittier park
 - Zuni Park

E. Issues and Opportunities: Parks

The current level of service standard used by the City of Albuquerque Parks Department is 2.6 acres per 1,000 population. Based on this level of service, the Plan area is adequately served by parks under existing development conditions. However, many of these facilities are under utilized, outdated and/or have limited service hours. Opportunities exist throughout the Plan area to increase existing park amenities. Existing park masterplans should be reviewed and updated to services existing community needs. Some potential park improvements could include:

- Wilson park – introduce more active programming – walking paths and basketball courts. Improve park maintenance, prune trees and replace furniture.
- Wilson, John Carillo and Whittier Parks. Establish agreements with APS to limit further restriction of park area.
- John Carillo and Whittier parks. Consider how to increase park hours during school year.
- Utilize excess ROW on streets. Streets with excess ROW, such as Kathryn and Trumbull, could be utilized as allees and ramblas. Plazellas could be introduced at intersecting pedestrian and bicycle oriented streets.
- Introduce public space on commercial sites where appropriate. Encourage outdoor usable space on larger commercial sites, possibilities include plazas, mobile vending pod sites
- Utilize vacant commercial parcels as public community space. Some possibilities include: community gardens, playground and sports courts and urban pocket parks.
- Expand existing park sites. Jack and Jill Park- vacant land to the north of the Jack and Jill park should be purchased to expand the park.
- Identify under utilized multifamily sites for possible redevelopment as parks. Identify potential existing multifamily sites which are substandard and have large enough site areas to be purchased to serve as a community park site.

In the past, funding for parks has been obtained through impact fees; however there is currently a moratorium on impact fees while they are being studied to determine their efficacy. The only funding that is currently available for parks is General Obligation (GO) bond money. The priority for this money is to construct parks on land that has already been obtained by the Parks Department. In addition to increasing community amenities at existing parks, opportunities exist to improve the access to the existing parks within the Plan areas (See projects, Chapter 4).

IX. Utilities

A. Drainage

1. Overview

The City of Albuquerque is currently working on their application to the Environmental Protection Agency (EPA) for a new stormwater permit. The EPA has tightened their regulations regarding stormwater pollution and on site management of stormwater since the last permit was issued in XX. In response to these new EPA regulations, the City is also strengthening its requirements. The City is drafting a new Stormwater Ordinance that may be approved in 2012. In anticipation of the ordinance approval, the City's Hydrology and Stormwater Management Divisions are very supportive of innovative on-site stormwater management techniques that help reduce pollution, volume and velocity of stormwater. Once the Ordinance is approved these types of techniques will become a mandatory element of development.

2. Relevant Projects

The following is a list of drainage studies and projects that affect the plan area:

- Project 205-03A from Albuquerque Master Drainage Study Vol. 2; Storm drain system on Central from California to San Pedro, then north on San Pedro to Domingo
- Project 203-02A from Albuquerque Master Drainage Study Vol 2; storm drain on Dallas from Central to I-40
- Storm Drain on Wyoming from Central to Marquette
- Catch basin on Southern east of Louisiana, storm sewer on Southern from Louisiana to Arizona
- Storm sewer on Louisiana from Lomas to 500 feet south of Lomas

3. Issues and Opportunities

In addition, there are several FEMA flood zones within the Plan area. which may affect future development. Additional studies and projects are available from the Hydrology section of the Planning Department.



Figure 6.19: FEMA flood zones map

B. Water and Sewer

1. Overview

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) is the government entity in charge of water and sewer service for the City Albuquerque. The area is fully served by water and sewer.

2. Issues and Opportunities

In 1999 a decades old jet fuel leak from underground pipes was discovered on Kirtland AFB. The fuel has reached the water table and has moved off the base and has moved toward the Plan area. KAFB has said in press release that they will take responsibility for the spill and have placed monitoring wells in the Plan area.

6 existing conditions and opportunities

C. Natural Gas

1. Overview

The Plan area has full gas service at this time. In addition there are high pressure and very high pressure lines in the Plan area and that area has full gas service. For specific concerns, please contact the The Gas Company hotline at 1-888-NM-GAS-CO.

2. Issues and Opportunities

There are no issues at this time regarding gas service in the area.

D. Electricity

1. Overview

pending PNM

2. Issues and Opportunities

pending PNM

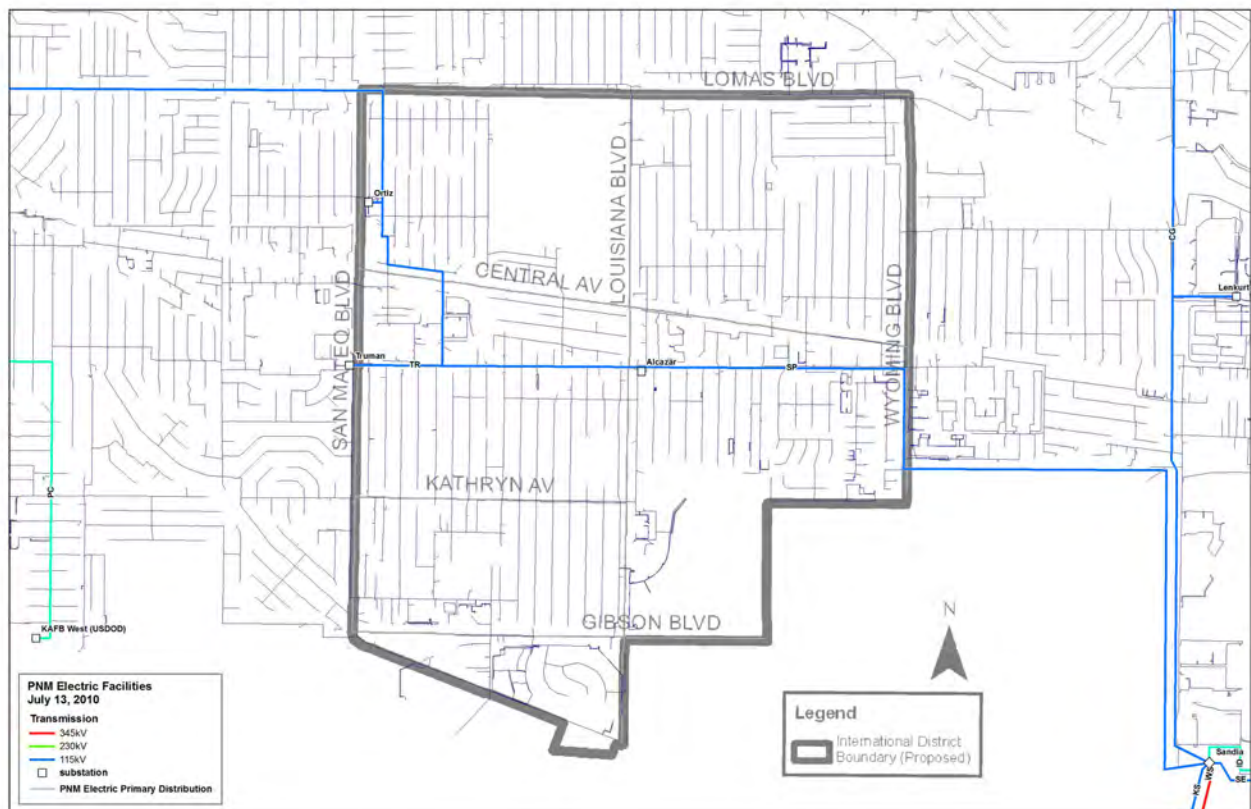


Figure 6.20: PNM Electric Facilities map

E. Wireless Transmission Facilities

1. Overview

The area is currently served by wireless transmission facilities. City regulations, including the Comprehensive Zoning Code, govern new and existing towers.

2. Issues and Opportunities

There are no issues at this time regarding wireless transmission facilities in the area.

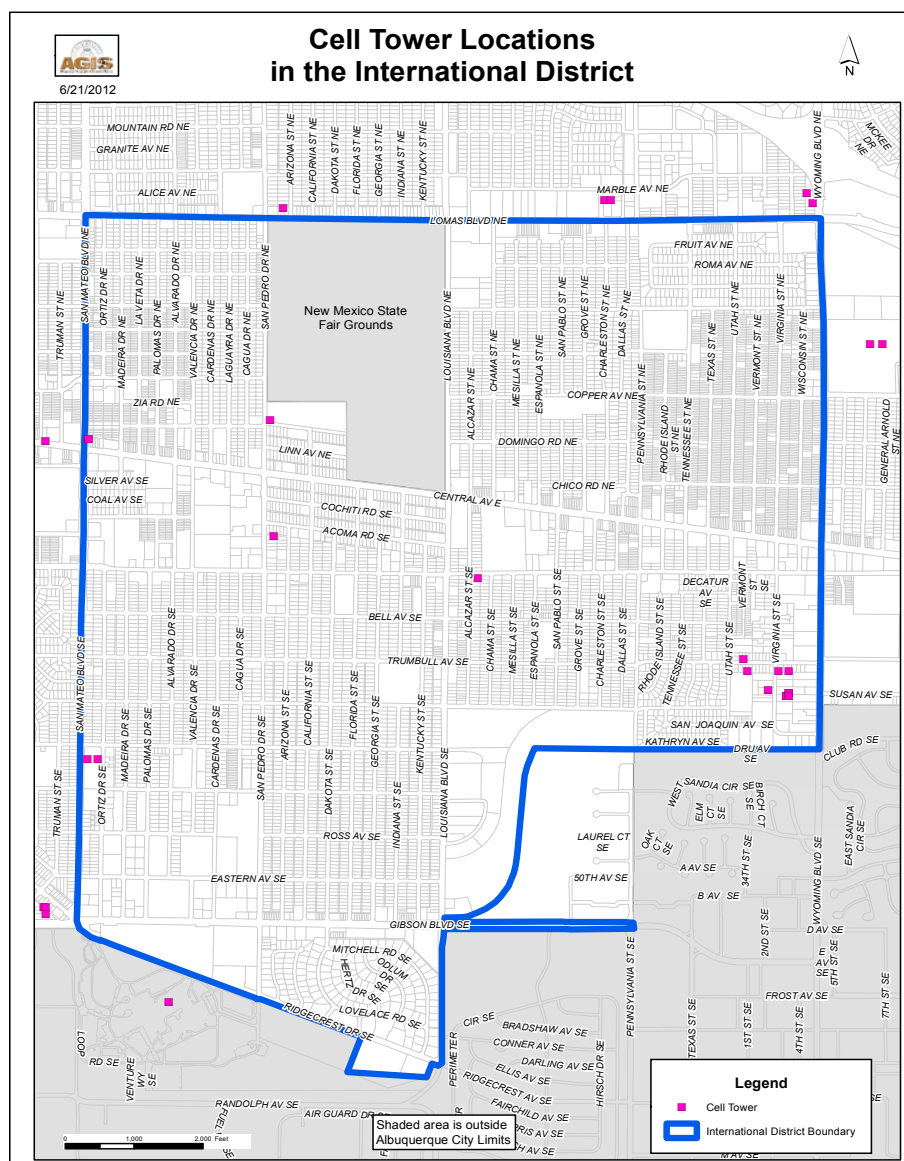


Figure 6.21 Wireless Transmission Facilities map.

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