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## **CONSISTENCY WITH LOCAL PLANS AND POLICIES**

### **Albuquerque Rapid Transit Project**

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**Prepared for:**



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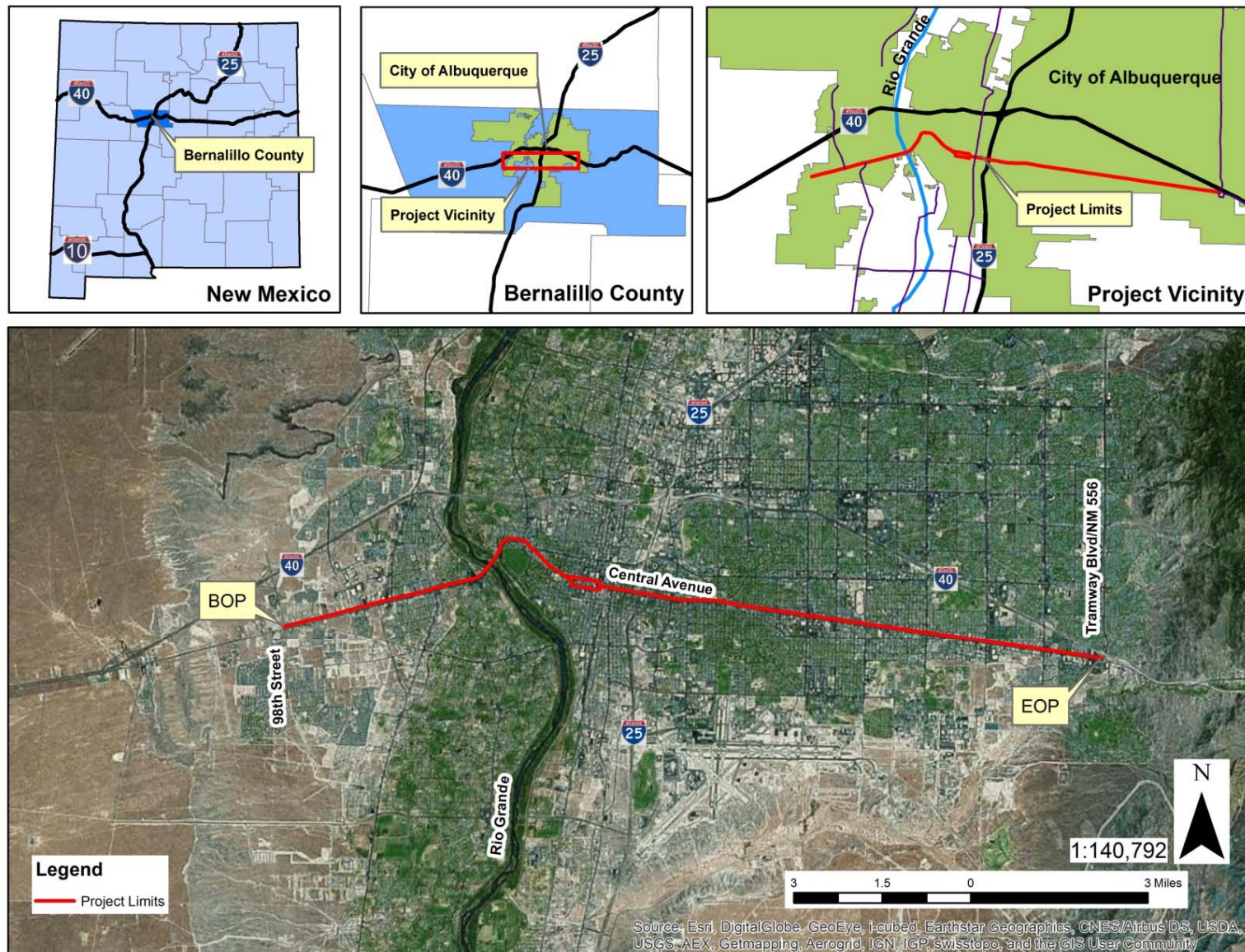
## 1.0 PROJECT DESCRIPTION

The City of Albuquerque Transit Department (ABQ RIDE), in cooperation with the Federal Transit Administration (FTA), is proposing a Bus Rapid Transit (BRT) project along Central Avenue in Albuquerque, New Mexico. This project is referred to as the Albuquerque Rapid Transit (ART) Project. While the elements of BRT systems are highly variable and depend on the needs of each specific area, the primary features proposed for the ART include: (1) modern articulated rapid vehicles; (2) rapid vehicle lanes (lanes reserved for buses only), as described below; (3) rapid vehicle stations, as described below, spaced at approximately ½ to 1 mile intervals and with off-board fare collection; and, (4) modifications to the traffic signal system to provide rapid vehicle priority.

The proposed project will extend from 98th Street on the west side of the Albuquerque metropolitan area to Tramway Boulevard on the east side (See Figure 1). The overall route length is approximately 15 miles and generally follows the alignment of Central Avenue, except through Downtown Albuquerque. In the Downtown area, the route will split with westbound service located on Copper Avenue between 10<sup>th</sup> Street and 1<sup>st</sup> Street, and eastbound service following Gold Avenue from 1<sup>st</sup> Street to 8<sup>th</sup> Street.

The major design and operational features of the proposed project include:

- Construction of two dedicated rapid vehicle lanes within the existing operational right-of-way of Central Avenue from Coors Boulevard east to Louisiana Boulevard (approximately 8.75 miles). In general, the rapid vehicle lanes will occupy the existing median of the street and will include one westbound lane and one eastbound lane. This concept will be used in all locations except as follows:
  - From San Pasquale Avenue to 10<sup>th</sup> Street (0.75 miles), the rapid vehicles will operate in a single reversible lane with the rapid vehicle operating in the off-peak direction traveling in mixed flow traffic lanes.
  - In the Albuquerque Downtown area, the rapid vehicles will operate in mixed flow traffic on Copper Avenue (westbound from 1<sup>st</sup> Street to 10<sup>th</sup> Street), Gold Avenue (eastbound from 8<sup>th</sup> Street to 1<sup>st</sup> Street), and Central Avenue from Broadway Boulevard to 1<sup>st</sup> Street. No major reconstruction to the streets will occur in this area.
- Rapid vehicles will operate in the inside traffic lane in mixed flow from 98<sup>th</sup> Street to Coors Boulevard, and from Louisiana Boulevard to Tramway Boulevard. Queue jumps will be provided at signalized intersections in these segments.
- Construction of stations within the roadway median and/or street curbside. Stations will consist of concrete platforms approximately 65 feet long and 10 to 14 feet wide. The platforms will be elevated 6 to 14 inches above the pavement to allow for level boarding from the ART station to the rapid vehicle. In addition to the platform, stations will include a ticket vending machine and an overhead canopy to shield passengers from sun and precipitation. Other passenger amenities such as benches, an information kiosk, trash receptacles, and security lighting may also be provided.
- Rapid vehicles will operate at approximate 5 to 10 minute headways depending on time of day. Hours of operation have not been determined but are likely to be from 5:00 am until midnight.

**Figure 1 Project Vicinity**



## 2.0 CONSISTENCY WITH LOCAL PLANS AND POLICIES

### Status of Proposed Project in the Adopted MTP

The Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Albuquerque Metropolitan Planning Area (AMPA) and includes projections and forecasts as well as transportation and transit projects by ABQ Ride and Rio Metro. All regionally significant improvements planned for the transportation system are included in the MTP. Since the Central Avenue corridor already has the highest transit ridership in the AMPA, it is considered a priority for improvements. Although the popular “Rapid Ride” on Central Avenue is similar to a Bus Rapid Transit (BRT) service, the 2035 MTP stated that certain features prevent the Rapid Ride from operating as quickly and efficiently as possible. Therefore, ABQ Ride and Rio Metro proposed implementation of a higher level of service in the form of BRT on the Central Avenue Corridor. In April of 2014, an Administrative Modification revised the 2035 MTP listing to include the Central Avenue BRT project. The 2040 MTP, now being developed and slated for adoption in Spring of 2015, will also include this project.

### Description of Project Included in the Current TIP and STIP

The MTP lists the project as “Central Ave High Capacity Transit System Improvements Stage I and II”. The Transportation Improvement Program (TIP) for the Albuquerque Metropolitan Planning Area (AMPA) shows the project as “New Project”. The Statewide Transportation Improvement Program (STIP) lists the project as “Central Avenue Corridor BRT – Phase I – from Central and Atrisco Vista Blvd to Central and Tramway Blvd”.

#### TIP

Albuquerque Metropolitan Planning Area		Mid-Region Metropolitan Planning Organization		Transportation Improvement Program (TIP)	
<b>CN:</b> TA00350	<b>Mid-Region MPO Rec Num:</b> 345.2	<b>NMDOT Dist.:</b> 3	<b>County:</b> Bernalillo	<b>Municipality:</b> City of Albuquerque	
<b>Fed ID:</b> TA00350	<b>Category:</b> Transit	<b>Lead Agency:</b> Rio Metro Transit Dist		<b>Length:</b> 17.522 Miles	
<b>RT1</b> FL4016	<b>Proj</b> New Project			<b>Est. Proj. Cost:</b> \$7,786,112	
<b>RT2</b>	<b>Fr:</b> New Project	<b>To:</b> New Project		<b>Est. Letting:</b> 2/1/2016	
	<b>Rt 1 BMP:</b> 0	<b>Rt 2 BMP:</b>	<b>Rt 1 EMP:</b> 17.522	<b>Rt 2 BMP:</b>	<b>TIP Amendment Pending?</b> <input checked="" type="checkbox"/>
<b>Project Desc.:</b> New Project					

#### STIP

<b>CN:</b> TA00350	<b>Plan:</b> 20142019-WRK-5	<b>MPO/RPO:</b> MID-REGION MPO - ID: 345.20	<b>NMDOT Dist.:</b> 3	<b>County:</b> Bernalillo	<b>Municipality:</b> City Of Albuquerque	
<b>Fed/State ID:</b> TA00350	<b>Demo IDs:</b>	<b>Lead Agency:</b>	<b>OverSight:</b> Delegated/State Administrated			
<b>RT:</b> FL 4016	<b>Project Location:</b> CENTRAL AVENUE COORIDOR BRT - PHASE 1 - FROM CENTRAL AND ATRISCO VISTA BLVD. TO CENTRAL AND TRAMWAY BLVD.		<b>Beg/End Mpst:</b> -	<b>Length:</b> 17.520		
	<b>Category:</b> Transit, Preliminary Engineering, Right Of Way, Utilities		<b>PDE:</b> LOCAL AGENCY	<b>Production Date:</b>		
<b>Project Scope:</b> PERFORM PLANNING, ENG, AND/OR CONST. PAHASE TASKS FOR BRT IN THE CENTRAL AVE. COORIDOR; MAY INCLUDE PLANNING, PE, FINAL DESIGN, ROW ACQUISITION, UTILITY RELOCATIONS, VEHICLE ACQUISITION, CONNECTING BUS & MULTI-MODAL IMPROVEMENTS AND CONSTRUCTION.				<b>Est. Letting:</b> 02/01/2016		
<b>Proj. Phases:</b> Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way Y Construction _ Other				<b>FHWA Work Zone Type:</b> Regionally Significant		
<b>Remarks:</b> R-14-06. EST. \$2.5MILLION/MILE 2035 MTP AD MOD APRIL 14						
PROGRAMMED FUNDS						
FUND SOURCE	IMP TYP	2014	2015	2016	2017	TOTALS
Local Match		\$1,231,324	\$0	\$0	\$0	\$1,231,324
FTA Section 5307 - Capital	23	\$1,436,277	\$0	\$0	\$0	\$1,436,277
Congestion Mitigation/Air Quality-Mand	15	\$4,200,000	\$0	\$0	\$0	\$4,200,000
Congestion Mitigation/Air Quality-Mand	16	\$100,000	\$0	\$0	\$0	\$100,000
Congestion Mitigation/Air Quality-Mand	23	\$518,511	\$0	\$0	\$0	\$518,511
Congestion Mitigation/Air Quality-Mand	43	\$300,000	\$0	\$0	\$0	\$300,000
<b>TOTALS:</b>		<b>\$7,786,112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,786,112</b>

## Project Consistency with Local Adopted Land Use Plans

The City of Albuquerque has a three-rank hierarchy of plans to guide the development of the City and County. The Albuquerque/Bernalillo County Comprehensive Plan (the Comprehensive Plan) is the *Rank I* plan for the region which focuses on the community as a whole with broad goals of policies. *Rank II* plans focus on broad policies or large sections of the community and are generally not regulatory in nature. *Rank III* plans include sector development, neighborhood, and corridor plans that carry out the policies of the Comprehensive Plan with regulatory elements on a smaller geographic scale. There are 46 sector plans within the City; and many of these plans establish zoning within their boundaries.

This document examines local plans and policies within the context of the Central Avenue BRT Project and includes a review of the Comprehensive Plan, Rank II Facility Plans, City of Albuquerque Metropolitan Redevelopment Plans, and Rank III Sector Development Plans. Some of these plans, such as the various Sector Development Plans, are regulatory in nature and prescribe specific zoning requirements which will be discussed in the Land Use and Zoning technical paper. Each plan was reviewed for elements specifically applicable to the project and citywide transit related objectives in order to determine consistency of the Central Avenue BRT Project with the adopted plans.

### *Rank I - Albuquerque/Bernalillo County Comprehensive Plan (amended through 2013)*

The Comprehensive Plan is the highest-ranking planning document in the city and county: a Rank I document to which all lower ranking plans must be consistent. It establishes land use and transportation policy guidance. The Comprehensive Plan's goal for Transportation and Transit "is to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services," and encourage..."use of transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."

The Comprehensive Plan identifies Central Avenue from Tramway Boulevard to 98<sup>th</sup> Street as an Existing *Major Transit Corridor* with the remainder of Central Avenue unclassified. Major Transit Corridors (see Figure 2) are "designed to optimize public transit and move large numbers of people in a very timely and efficient manner....These corridors would focus on the movement of many people in a pedestrian friendly environment, would emphasize short trips and convenience and would be prime candidates for significant mixed use infill and redevelopment."

Policy objectives for Major Transit Corridors are:

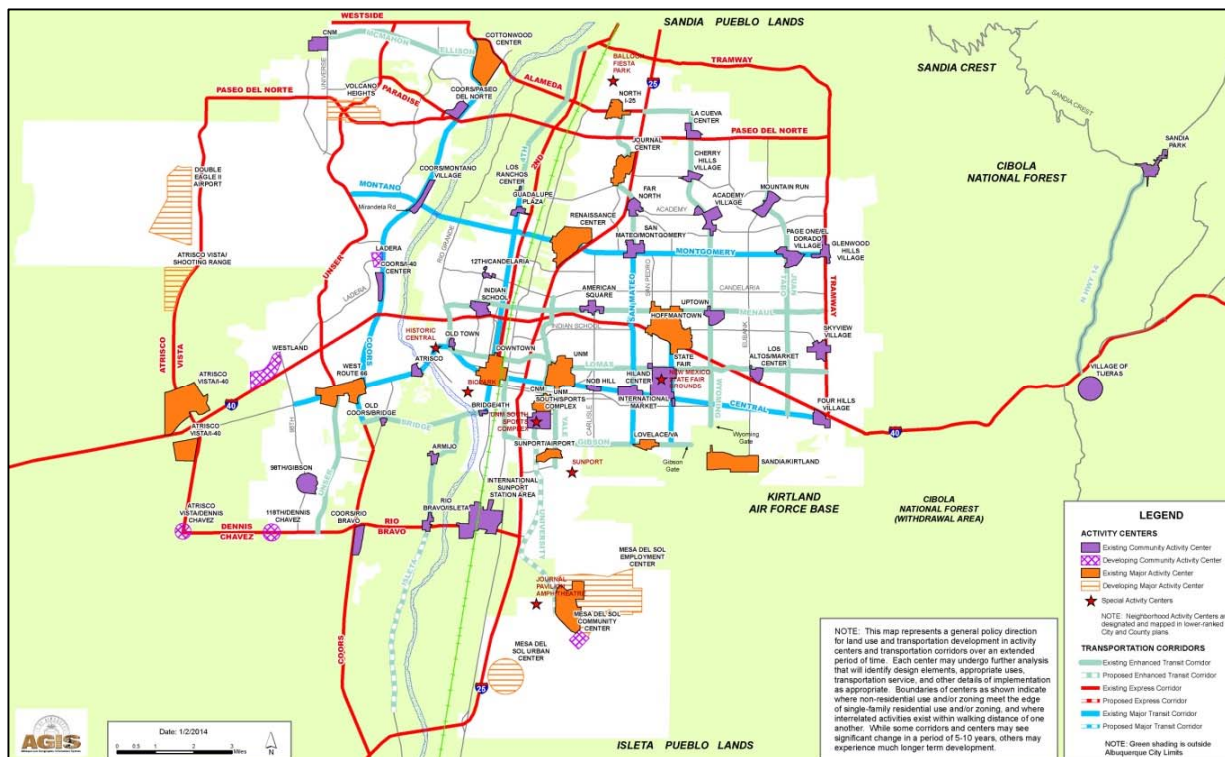
1. **street design** - full access, dedicated lane for transit, on-street parking allowed if possible, maximum pedestrian connections across the street, 12-foot sidewalk where possible, 4-foot setback, and bike lanes only if possible.
2. **transit service** - local and express bus service with 5-10 minute frequency from 5am to midnight, long term commitment of capital resources, stations based on amenities/adjacent uses, and possible high capacity service.
3. **development form** - the major building entrance on the street, minimum setback for landscaping and pedestrian activity, parking separated from the street by the building, parking reductions of 10% mandatory but 25% encouraged, and a modal hierarchy of *transit* as the most important, then pedestrians, then autos, and finally bicycles.

Most of the Central Avenue corridor has a development area classification of Established Urban with the core of the project classified as Central Urban. The most western portion of the project has portions which are Developing Urban, Semi-Urban, Rural, and Reserve. According to Established Urban development policies, infill development should be encouraged, particularly next to existing urban infrastructure and facilities as long as it is appropriate to the surrounding neighborhood context. The area of Central Avenue between Tingley Drive and Girard Boulevard has the development area classification of Central Urban and includes the City of Albuquerque Biopark, Downtown, Old Town, and the University of New Mexico. This area has the largest concentration of older housing, museums, historic districts, cultural amenities, parks, and larger public and private buildings.

The Comprehensive Plan also contains Centers and Corridors policies, in which the City's and County's significant Activity Centers are linked by tiered transportation corridors. Within the study area, there are three *Existing Major Activity Centers* and six *Existing Community Activity Centers*.

The three *Major Activity Centers* are West Route 66, the ABQ Biopark complex, and the University of New Mexico (UNM). These are major employment and activity centers that draw people from around the region. The plan states that they should be accessible to all transportation modes, including transit, pedestrians, and bicycles; should have strong transit connections; and should include on-street and structured parking.

**Figure 2: Transportation Corridors and Activity Centers for the Albuquerque Metropolitan Plan Area**



The six *Community Activity Centers* are Atrisco, Old Town, Nob Hill, Highland Center / International Market, New Mexico State Fairgrounds, and Four Hills Village. These areas provide unique attractions, serving local, regional, and state needs. In this instance, Old Town and Nob Hill are distinctive historic

areas that serve to draw outside tourists into the center of the City. In general, Community Activity Centers are intended to be more car-oriented, but safe pedestrian and transit access is encouraged.

## ***Rank II Plans***

### **Albuquerque Comprehensive On-street Bicycle Plan, 2000**

This plan describes the framework for developing a comprehensive on-street bikeway system by 2020. This on-street bicycling network will connect all quadrants of the city by eliminating barriers and providing access to residential neighborhoods, employment centers, shopping, schools and parks.

The vision statement for this plan is to “provide safe and convenient access for bicyclists to all areas of Albuquerque, so that bicycling is a viable transportation option that results in an improved quality of life in the Albuquerque Metropolitan area.” An efficient bikeway system is a transportation system that encourages commuting and includes connectivity to other transportation modes such as transit.

Objectives of this plan include:

*Objective 2: Develop and maintain continuous interconnected and balanced bikeway system.*  
Policies to achieve this objective include:

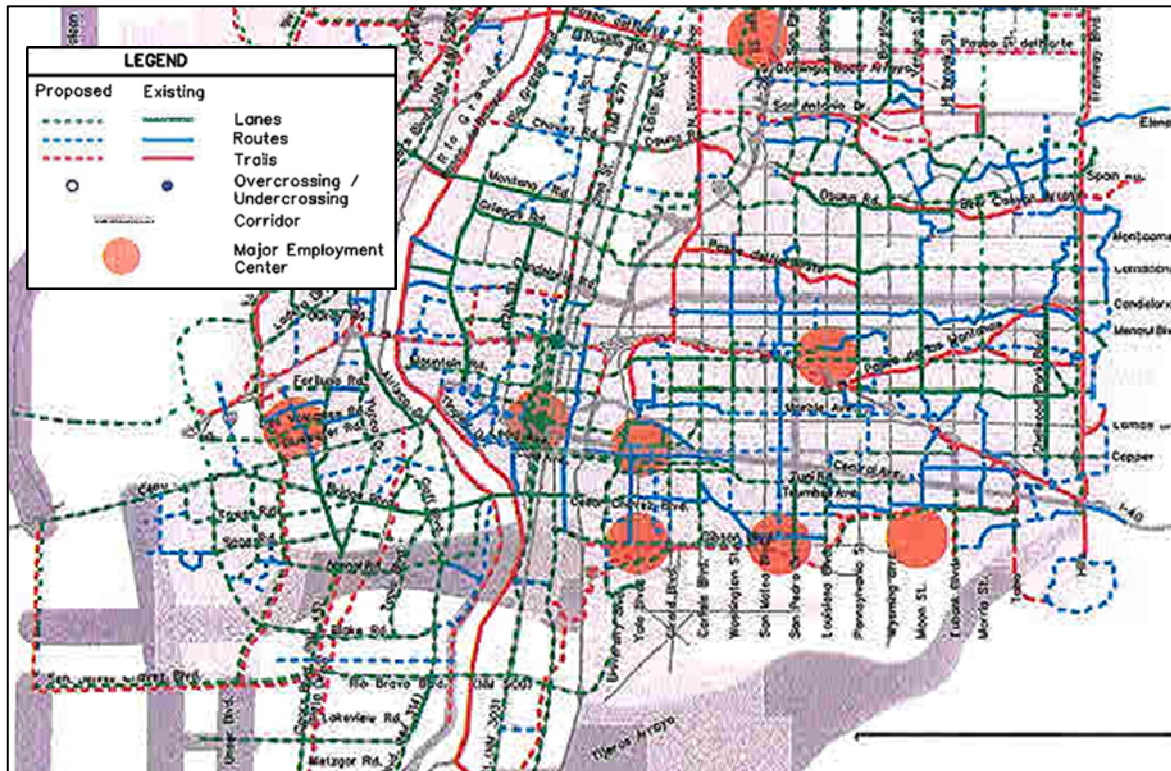
- A. Develop an interconnected network of bikeways on 1) local streets with bike routes 2) arterial streets with bike lanes and 3) along limited access arterials with separated multi-use trails, and 4) along arroyos or abandoned railway corridors.
- C. Provide bicycle facilities at ½-mile spacing intervals on average throughout the metropolitan area.
- E. Plan, program, and implement special provisions for crossings of high-volume, multi-lane streets. Review success treatments from other communities.
- F. Concentrate bicycle improvement for a five-mile radius around major employment centers, school, parks, and other activity centers.

Figure 3 shows the existing and proposed bike facilities to meet the goals for interconnectivity by 2020. Roadway bike facilities are proposed on Central Avenue only west of Tingley Drive which allows bike lanes to include a bridge crossing, but then the cyclist is expected to take other routes on the east side of the river. Parallel streets within ½ mile of Central Avenue are shown to provide an east-west route, meeting the objective above. Instead of providing bike lanes on Central Avenue, the BRT system intends to integrate bike storage into the bus interior in order to provide the multi-modal option for cyclists and satisfying the linkage component of the objective above. This will allow the Central Avenue BRT to provide multi-modal linkages with major north-south cross-streets as delineated by station locations.

### **Long Range Bikeway System Map – Albuquerque Metropolitan Planning Area Transportation Program**

In addition to the Albuquerque Comprehensive On-street Bicycle Plan discussed above, the Mid-Region Metropolitan Planning Organization (MRMPO) produces a Long Range Bicycle Map for the MTP (discussed above) which is updated bi-annually and shows both projects planned for implementation as well as projects identified as needed to complete gaps in the bicycle system (which are not currently funded). Figure 4 is the Long Range Bikeway System Map which also shows proposed routes on Central Avenue only to the west of the Albuquerque Biopark/Tingley Dr.



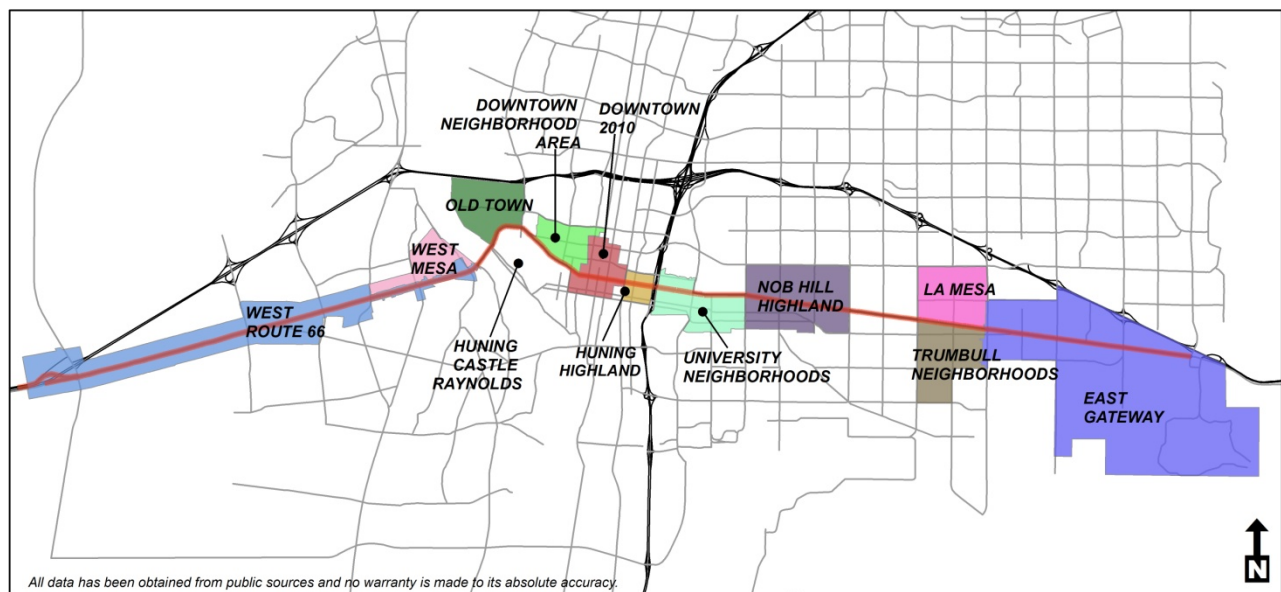
**Figure 3: Recommended On-Street Bikeway Plan****Figure 4: Long Range Bikeway System Map, showing Central Avenue corridor from the 2035 MTP**

### ***Rank III - Sector Development Plans (SDP)***

Following is a review of Sector Development Plans for elements that are pertinent to the Central Avenue Bus Rapid Transit (BRT) Project. For this phase of the process, assessment was limited to identification of transportation conditions within the corridor. Information was reviewed and distilled to those elements of the Sector Development Plans that are germane to the Central Avenue BRT project.

The project limits include eleven (11) Sector Development Plans along the Central Avenue Corridor (**Figure 5**). These plans are discussed below. It is worth noting that many of the Sector Development Plans were originally written over 25 years earlier than this analysis, before current transit philosophies had evolved, and before there was a vision of the potential modern transit service along the corridor. Since the local plans and policies are reviewed for aspects that are specifically germane to the Central Avenue BRT project, the following analysis is limited to those topics, and discussion of older plans is brief.

**Figure 5: Sector Development Plans along the Project Corridor**



### ***West Central Avenue Corridor Concept Plan***

The West Central Avenue Corridor Plan presents recommendations and preliminary design concepts for the 2.5-mile segment of Central Avenue from 8<sup>th</sup> Street to 47<sup>th</sup> Street in Albuquerque, New Mexico. The boundaries of this plan overlap with the boundaries of the Downtown Neighborhood SDP and the Huning Castle and Raynolds Addition SDP discussed below.

The objectives and ultimate vision for this section of Central Avenue according to this plan include the following:

- Improve connectivity and safety of the Central Avenue Corridor for all users;
- Improve traffic and pedestrian operations at problem intersections
- Accommodate bicyclists within the corridor to close a gap in bicycle connectivity between downtown and the rest of the City's bikeway and trail system;



- Support the ultimate vision for the revitalization of Central Avenue as a vibrant, higher density, mixed-use multi-modal corridor; and
- Improve quality of life and create a sense of neighborhood through the design of safe and attractive streets.

Specific improvements recommended in this plan included the narrowing of Central Avenue, the creation of



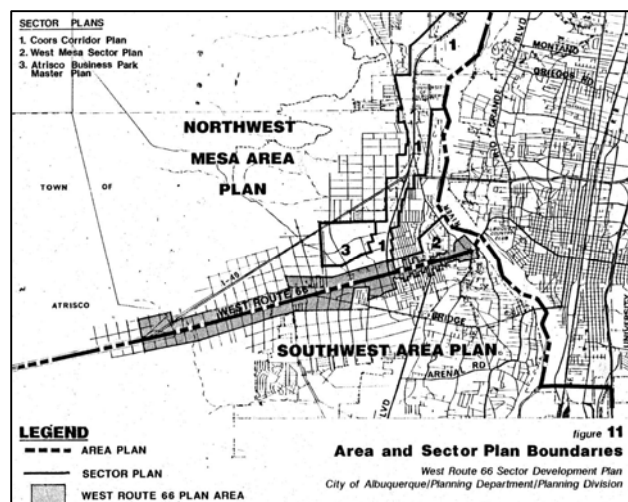
bike lanes, and expansion of sidewalks. Redevelopment in this area is envisioned as compact mixed-use pedestrian and transit-oriented buildings combining high density residential or offices above ground floor commercial. In May of 2011, the City restriped Central Avenue from Eighth Street to Lomas Boulevard into three lanes. Central Avenue is intended to be phased over time into two travel lanes, plus one center turn lane, bike lanes, street crossings, on-street parking, wider sidewalks, and landscape improvements.

### West Route 66 Sector Development Plan, adopted 1987

The West Route 66 Sector Development Plan encompasses 6.63 miles of West Central Avenue from the intersection with I-40 to the Rio Grande River. An update of this plan was completed in draft form in February 2012; however the update project was terminated. **Figure 6: 1987 West Route 66 Area Boundary**

adopted Sector Development Plan for the area.

The major objective of the 1987 Sector Development Plan was to create a strong, positive, visual impression along West Central Avenue. In support of adopted City policies, this plan sought to ensure that development and infrastructure improvements within the plan boundaries capitalize on West Route 66's potential as a high capacity transit corridor, stimulating the development of needed commercial services, employment opportunities, and high quality housing options while recognizing and celebrating the area's cultural legacy and natural setting. This plan states that West Central Avenue should be an example of high quality planning and design efforts both because of its position as an access route to the growing north and south mesa areas, and because of its historical significance as "Route 66".



This plan recommended Central to be a six-lane divided roadway from the river to Unser Boulevard, and a four-lane divided roadway west of Unser to the I-40 interchange with possible expansion to six-lanes. This is not consistent with the current Bus Rapid Transit project; however, it is acknowledged that this specific recommendation within the plan no longer coincides with other plans and objectives of the City. The plan update, which has not been officially adopted (as discussed above), supports concepts which would locate dedicated BRT lanes through the medians for the entire length of the corridor in order to implement much needed pedestrian and streetscape improvements along the sidewalk edge.

### **West Mesa Sector Development Plan, 1976**

The West Mesa SDP covers a neighborhood that lies to the north of the Central Avenue corridor between Coors Boulevard and the Atrisco Lateral which is just east of Atrisco Drive with Central Avenue as its southern boundary.

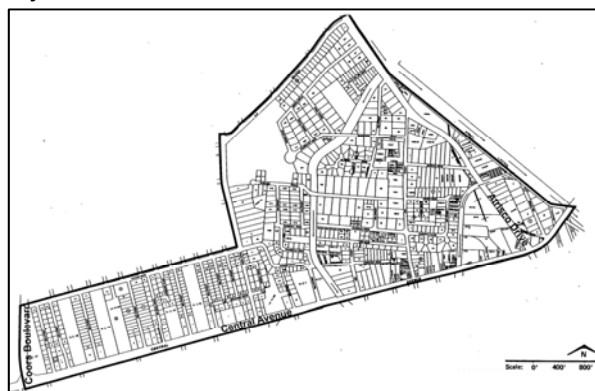
The West Mesa area is one of the older areas of Albuquerque, including an area of relatively old settlement in the valley and a smaller area of more recent development on the mesa along Central Avenue west of the valley. This plan does not discuss future transit developments or plans for Central Avenue.

### **Old Town SDP, adopted 1977 with amendments up to 1997**

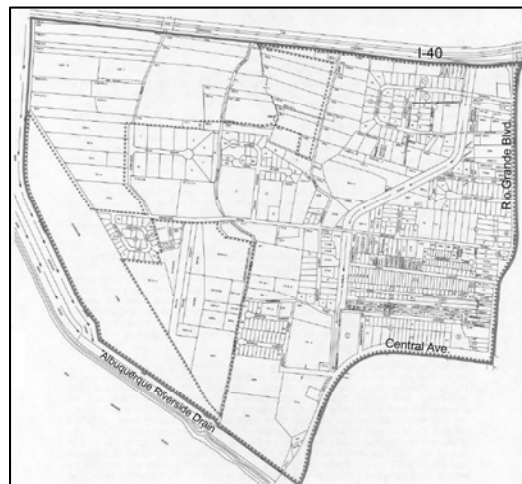
The Old Town SDP covers a neighborhood that lies to the north of the Central Avenue corridor between roughly the Rio Grande River and Rio Grande Boulevard with Central Avenue as its southeastern boundary.

The area included in this plan, which is directly west of the Old Town Plaza, is one of the oldest in Albuquerque. This plan states that twice as many persons in this area as throughout the city have no car available to them, so even though the area is considered to be well served with bus stops and bikeways, transit is an important public service. This plan does not discuss future transit developments or plans for Central Avenue.

**Figure 7: West Mesa Area Boundary**



**Figure 8: Old Town Area Boundary**





**Huning Castle and Raynolds Addition Sector Development Plan, adopted 1981 with amendment in 1993**

The Huning Castle and Raynolds Addition SDP covers a neighborhood that lies to the south of the Central Avenue corridor between roughly the Rio Grande River and 10<sup>th</sup> Street with Central Avenue as its northern boundary.

The area's special qualities include varied architectural styles, mature landscaping, and a neighborhood scale. One of the objectives for land use and zoning included evaluating development on Central Avenue to encourage mixed use and neighborhood-oriented development.

The community is concerned with traffic and parking on neighborhood streets, and would like to implement an economic development strategy for commercial areas along Central Avenue. BRT endeavors to decrease traffic by providing transit access instead of reliance on single occupancy vehicles, and transit oriented development along Central Avenue in this area would meet the goal of economic stimulus.

**Figure 9 Huning Castle and Raynolds Addition Area Boundary**



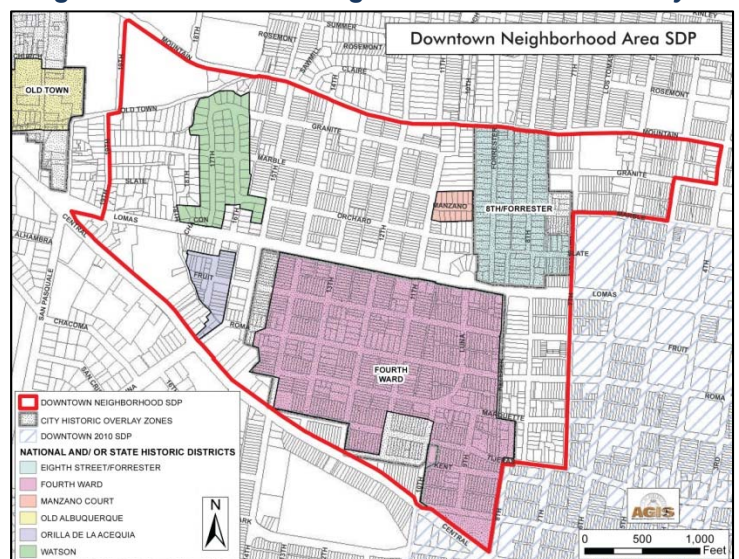
**Downtown Neighborhood Area Sector Development Plan, 2012**

The Downtown Neighborhood Area SDP covers a neighborhood that lies to the north of the Central Avenue corridor between 19<sup>th</sup> Street and 8<sup>th</sup> Street with Central Avenue as its southern boundary. The boundary of the Downtown Neighborhood SDP overlaps with the West Central Avenue Corridor Concept Plan (discussed above). The goal of both this SDP and the West Central Avenue Corridor Concept Plan is to improve the connection between Downtown and Old Town, making the area more inviting for residents and visitors while supporting economic development. This plan celebrates the Downtown Neighborhood's unique characteristics, rich history of development, architectural styles, diversity of residents, and location.

Some of the major planning themes and goals related to transportation in the plan are:

- Excellent access to transit services.
- Creating a walkable, bike-friendly community that connects the Downtown Neighborhood Area with Old Town and Downtown.

**Figure 10: Downtown Neighborhood Area Boundary**



- Allowing for appropriately designed and scaled infill development while respecting and preserving the historic character.

This plan defines a number of implementation policies and strategies to achieve its planning themes, and those which are germane to the Central Avenue BRT project are listed below:

- Coordination with other transportation plans.
- Provision of a comprehensive multi-modal transportation system.
- Provision of enhanced transit – access for area residents and visitors.
  - Expand transit service and connectivity.
  - Provide physical improvements to bus stops

This plan area includes Historic Overlay zones such as The Fourth Ward District which may affect BRT design standards and station architecture at the 15<sup>th</sup> Street station. The desire for redevelopment implies the potential for transit oriented development in this area which will be supported by the Central Avenue BRT project.

#### **Downtown 2025 Sector Development Plan (SDP), updated 2014**

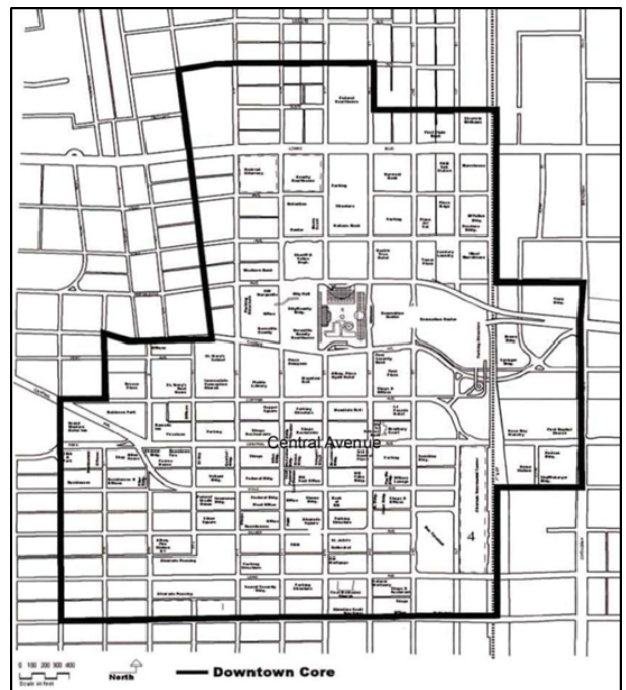
The Downtown 2025 Sector Plan focuses on the *Downtown Core* which encompasses Central Avenue between 10<sup>th</sup> Street and Broadway Boulevard with Central Avenue through the center.

The Downtown 2010 SDP was originally adopted in May of 2000 and updated in June 2014 to be renamed *Downtown 2025*. It is a 10 year policy and implementation plan for Downtown created jointly by the City of Albuquerque and the Downtown Action Team (DAT).

The *Downtown Core* is the heart and center of the *Historic District* which encompasses about 5 ½ square miles bounded by I-25, I-40, Avenida Cesar Chavez, and the Rio Grande. Although this plan focuses on the *Downtown Core*, recommendations of this plan are coordinated with the plans for adjacent neighborhoods within the *Historic District*.

This plan provides a vision and framework for Downtown's future; addressing how Downtown should look in 10 years, how investment should be ensured, and how people should get to and around Downtown. This plan is intended to guide public and private decision making regarding land use, transportation, development regulations, and public investment. The five districts designated by this plan include: the Housing District, the Arts and Entertainment District, the Government / Financial / Hospitality District, the Warehouse District, and the

**Figure 11: Downtown 2010 Area, Downtown Core Boundary**



Mixed-Use Corridors District. These districts regulate permitted uses, authorized building types, and apply building standards within their boundaries.

One of the priorities of the plan is to make Downtown Albuquerque a “Park-Once” and “Pedestrian-First” place. Visitors are encouraged to find the first available parking, drive as little as possible, and walk or use transit to reach multiple destinations within the District. Since more pedestrian activity results from increased transit use, the Central Avenue BRT project is consistent with this plan’s goals.

**Huning Highland SDP, adopted 1988, amended 2005**

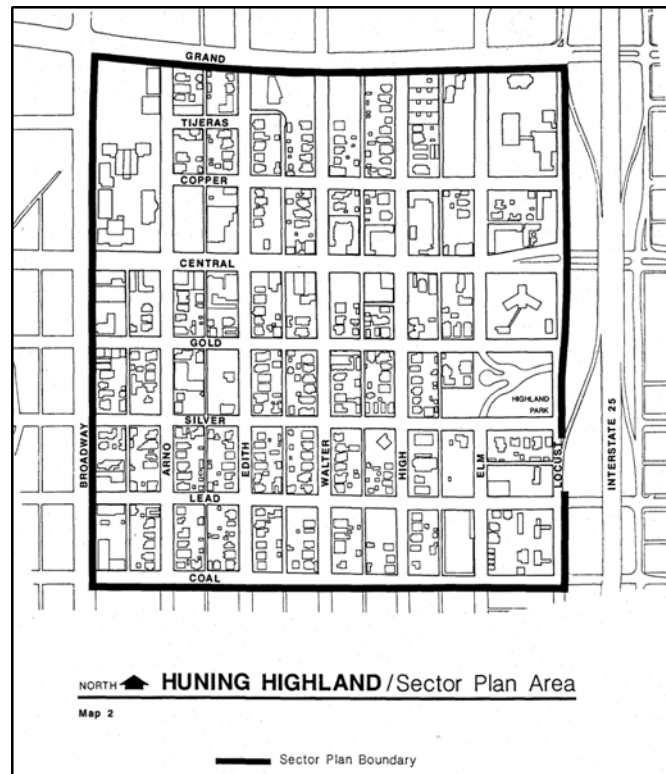
The Huning Highland Sector Development Plan area encompasses Central Avenue between Broadway Boulevard and I-25. Huning Highlands is the City’s most extensive and best-preserved railroad-era historic district.

Huning’s Highland Addition was platted in 1880 and was one of Albuquerque’s most popular residential areas throughout the 1930s. After World War I and the designation of Central Avenue as Route 66 in 1937, Central changed from residential to commercial and other construction changed the neighborhood from its originally residential character. The historically residential neighborhood experienced a resurgence in the 1970s which included its registration on the state and national historic registers as the Huning Highland Historic Districts.

Huning Highland became a Nationally Registered Historic District in 1978. The Mayor appointed a Landmarks and Urban Conservation Commission (LUCC) which evaluates applications for Certificates of Appropriateness using the Design Guidelines. The guidelines cover exterior changes to all buildings in the Overlay Zone as well as new signs, streetscape changes and new construction. In general, the guidelines protect historic buildings and elements along the street, by continuing the use of compatible materials and retaining the relationships of buildings to those on its block. In 1980 the nationally registered Huning Highlands Historic District was designated by the City Council as the first City Historic Overlay Zone, which protects the historic architecture and streetscape of the neighborhood. Listing on the National Register of Historic Places requires review and mitigation of adverse effects of federally funded activities such as the Central Avenue BRT project.

With the high number of major and minor arterials, including interstate 25, dividing or adjacent to the plan area, traffic was identified as a very important issue affecting the stability of the neighborhood. Huning Highland residents are especially concerned with traffic on Lead and Coal Avenues. A transit BRT line on Central should help to focus movement of people onto Central and move traffic from Lead.

**Figure 12: Huning Highland Area Boundary**





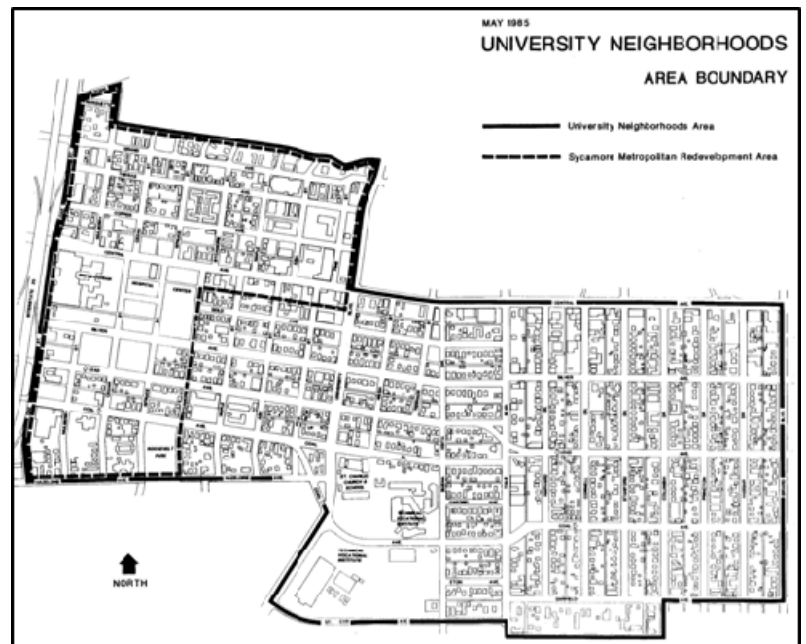
### University Neighborhoods Sector Development Plan, adopted 1986

The University Neighborhoods Sector Development Plan area encompasses Central Avenue between I-25 and Girard Boulevard.

The University Neighborhoods SDP also addresses the southern University area and the Sycamore Neighborhood which is in the northwestern portion of the plan area and is designated a *Metropolitan Redevelopment Area*.

The Plan's policy on transportation is to provide sufficient roadway capacity while encouraging transportation alternatives such as walking, biking, and mass transit. The University Neighborhoods desire to improve transit, pedestrian, and bicycle circulation by providing better internal connections within the neighborhood and improving connections to nearby urban centers. Parking and congestion is cited as a significant issue in the neighborhoods and the community is interested in UNM taking an active role in addressing area parking problems by extending and continuing transit services. The Central Avenue BRT project will support the desire to bring more transit to the area. One of the primary goals for The University Neighborhoods Plan is to improve the pedestrian realm. It will be important that the BRT station design and architecture carefully consider the pedestrian environment.

**Figure 13: University Neighborhoods Area Boundary**

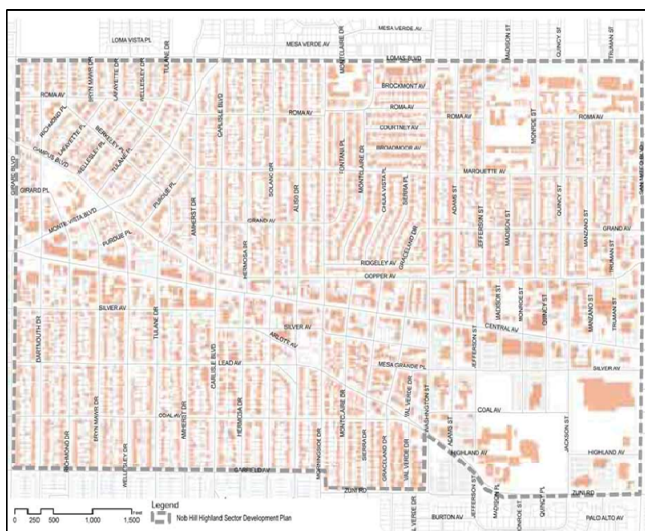


### Nob Hill Highland Sector Development Plan, adopted 2006

The Nob Hill Highland Sector Development Plan A **Figure 14: Nob Hill Area Boundary** Boulevard and San Mateo Boulevard.

The plan was updated in 2006 after the Highland Area was designated a *Metropolitan Redevelopment Area*. Accordingly, all new development shall promote a quality pedestrian-friendly environment.

This plan was written when the City was considering the RTD and Modern Street Car Project for Central Avenue. The neighborhood regarded the project as enriching to the area, and since the Modern Street Car Project and the Central Avenue BRT project are similar, the guiding principles, goals, and improvements





recommended in this plan are supportive of BRT.

Community designated guiding principles encourage:

- Multiple modes of transportation (pedestrian, bicycle, vehicular and transit) and improvements to the pedestrian environment.
- Economic development and mixed uses
- Public safety through calming traffic

The plan's goal is "to establish a truly multimodal transportation area that emphasizes and supports movement by foot, bicycle, automobile, and transit." To achieve this goal, the plan intends to promote:

- Viable transit alternatives.
- Flow of automobile traffic (especially on Central, Lead, Coal, Zuni, and Carlisle) while integrating it with a pedestrian oriented, multimodal, mixed-use, urban environment.
- "Park once and walk" approach.
- High quality, pedestrian oriented experience.
- A safer, more efficient, network of bike routes, lanes and corridors making bicycling a more viable form of transportation.

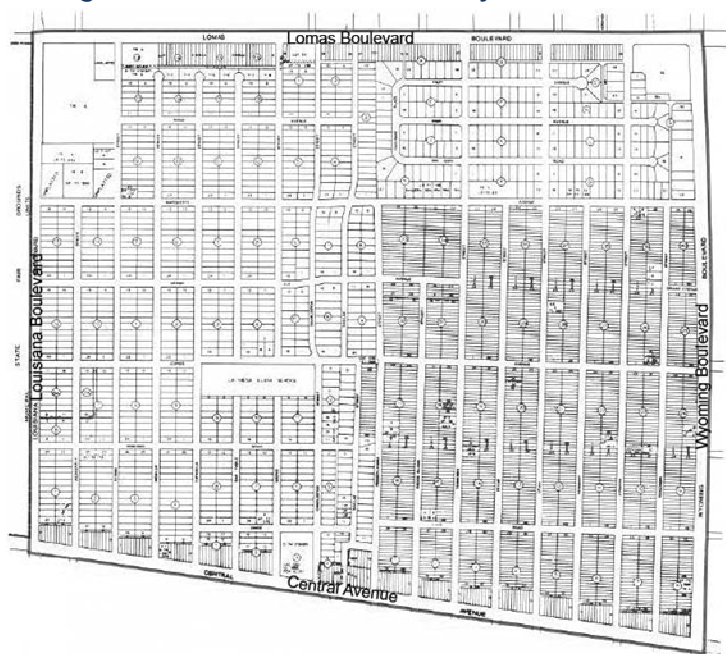
This plan encourages the development of a Transit Oriented Development (TOD) at the Hiland Theater. In the interim, there is a need to improve existing bus stops, develop transit stops, and integrate all forms of public transit. This plan states that the proposed modern streetcar stations should support retail areas and pedestrian orientation through design.

### **La Mesa Sector Development Plan, adopted 1976**

The La Mesa SDP establishes regulations for the neighborhood to the north of Central Avenue between Louisiana Boulevard and Wyoming Boulevard with Central Avenue forming its southern boundary.

This area was annexed into the city in the late 1940s and had very few zoning controls before that. Although the quality of development slightly increased after 1940, there was an incompatibility between residential use and the Tesuque Drive-In Theatre. At the time this plan was written, the area was more economically disadvantaged and had a higher incidence of crime than others in the area. In addition, structure deterioration was prevalent, which

**Figure 15: La Mesa Area Boundary**



caused the neighborhood to be designated for *Community Development*. More La Mesa residents than city residents had no car available to them, walked to work, and used public transit. BRT is consistent with this plan by offering an additional service to the area residents and potentially adding physical improvements to the area.

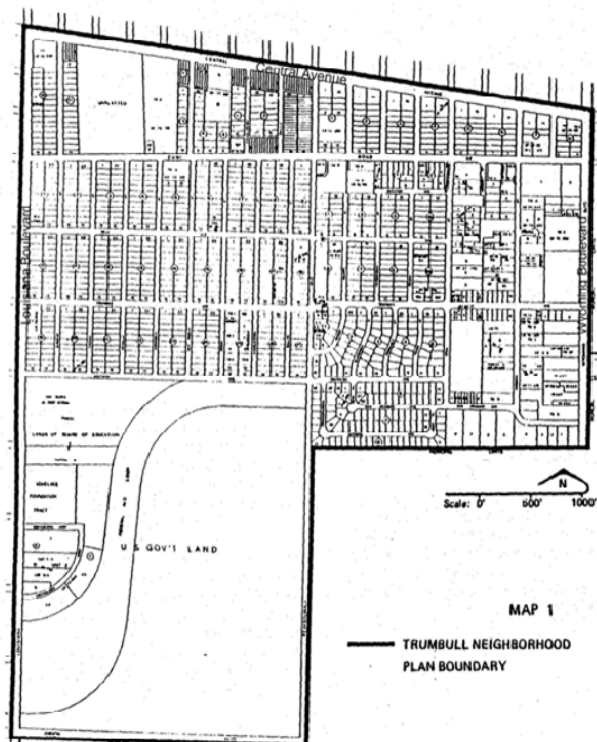
### **Trumbull Neighborhoods Sector Development Plan, adopted 1981**

The Trumbull Neighborhoods SDP establishes regulations for the neighborhood to the south of Central Avenue between Louisiana Boulevard and Wyoming Boulevard with Central Avenue forming its northern boundary.

This plan included recommendations for zone changes, acquisition of park land, provisions of social services, and improved communications between local residents and various city service departments.

The Trumbull Neighborhoods Plan states that the “combination of platting for single family use and higher density zoning created a high density land use pattern without providing the urban amenities and services which make higher density development more compatible.” The high percentage of low to moderate income families and the lack of availability of social services in the area pointed to transportation as a major issue for residents. At the time of this plan, there was no bus line directly serving the neighborhood to obtain certification for public assistance programs, causing multiple transfers which are expensive and time consuming. Public services were frequently required by residents but transportation to them was difficult. BRT has a potentially beneficial impact on this neighborhood as it will provide more direct transit access to the City.

**Figure 16: Trumbull Neighborhoods Area Boundary**



### **East Gateway Sector Development Plan, adopted 2010, amended 2013**

The East Gateway SDP establishes regulations for the neighborhood between Wyoming Blvd and the end of the project limits at Tramway Boulevard with Central Avenue at the center.

The East Gateway SDP recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue as well as the major north-south routes in the plan area. This plan emphasizes land use and transportation coordination to support development of new services, shopping, and transit-oriented housing. One of the goals of this plan is to “transform Central Avenue into a vibrant place that functions as a community destination – a seam rather than a barrier.” Besides allowing a wide variety of uses, this plan establishes building form, lot layout, and site design to help make East Gateway work better for people walking, cycling, driving, or taking transit.

This plan recommends projects to improve the park and ride/transfer center site selection and development and street project proposals to improve traffic movement and beautify the area for pedestrians and cyclists. This plan recommends a park-and-ride / transit transfer center along Central Avenue between Western Skies Drive and Tramway Boulevard and makes specific recommendations regarding site selection and operation, all which could also apply to the BRT project.

In addition, the plan states that a MRCOG traffic analysis acknowledged that Central Avenue currently accommodates existing and projected carrying capacity and has sufficient right-of-way to provide better facilities for pedestrians and transit. This acknowledges that the Central Avenue BRT project will not only add to transit amenities offered to the community, but will not have traffic or right-of-way obstacles preventing construction and efficient operation.

## **3.0 CONCLUSION**

Given Central Avenue’s long established position as the original key commercial route for the City of Albuquerque, the ART project creates opportunities by offering transit services and transit oriented development to well-established and relatively dense populations. The City’s Rank I and Rank II plans consistently name Central Avenue as an Existing Transit Corridor. The majority of the project area is governed by Sector Development Plans, which in many cases, provide further flexibility in uses (i.e., mixed-uses) as well as design regulations that guide new development. Several of the Sector Development Plans encourage transit oriented development and projects like the ART on Central Avenue with the intent of keeping major commercial development away from the interior of the neighborhoods. In general, the ART project is consistent with local plans and policies.

**Figure 17: East Gateway Area Boundary**

