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City of Albuquerque

July 10, 2008

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Table of Contents

Introduction	1-1	The Action Plan: Text Amendment and Capital Project Programming	3-1
Action Plan Contents.....	1-1	Proposed Amendments to Plans and Ordinances	3-1
Existing Conditions.....	1-2	West Side Strategic Plan	3-3
Factors Shaping Existing Development	1-4	Southwest Area Plan.....	3-9
A Bright Future.....	1-6	Tower/Unser Sector Development Plan	3-11
Plan Goals and Proposed Strategy	2-1	Rio Bravo Sector Development Plan	3-21
Goal 1. Build Complete Neighborhoods and a Network of Activity Centers to Serve Them	2-3	West Route 66 Sector Development Plan	3-31
Future Vision	2-3	Recommendations for Future Action.....	3-40
Issues, Obstacles and Opportunities	2-7	A. Capital Projects-Already Funded or Planned	3-40
Proposed Strategies	2-12	B. Capital Projects-Funding Needed	3-42
Goal 2. Provide Convenient Public Services	2-17	C. Future Studies and Pilot Projects (Not funded).....	3-43
Future Vision	2-17	D. Plan, Policy and Ordinance Changes for Future Action	3-44
Issues, Obstacles and Opportunities.....	2-17	E. Implementing & Monitoring the Strategic Action Plan... ..	3-44
Proposed Strategies	2-18	F. Actions for Consideration by Bernalillo County.....	3-44
Goal 3. Plan and Build a Complete Interconnected System of Public Parks, Trails and Open Space.....	2-21	Appendices	4-1
Future Vision	2-21	Appendix A. Strengths, Weaknesses and Opportunities Report	4-3
Issues, Obstacles and Opportunities.....	2-21	Appendix B. Southwest Albuquerque Commercial District Retail Plan.....	4-17
Proposed Strategies	2-23	Appendix C. Southwest Albuquerque Charrette Report	4-27
Goal 4. Increase and Improve Retail and Commercial Services.....	2-27	Appendix D. Redevelopment Tools.....	4-47
Future Vision	2-27	Appendix E. Additional Transportation Information.....	4-53
Issues, Obstacles and Opportunities	2-27	Appendix F. Southwest Albuquerque Strategic Action Plan Technical Advisors	4-57
Proposed Strategies	2-30	Appendix G. Planning Process Participants.....	4-61
Goal 5. Develop a Complete Multi-Modal Transportation Network.....	2-31		
Future Vision	2-31		
Issues, Conditions and Opportunities	2-31		
Proposed Strategies	2-35		

Introduction

Introduction

The primary goal for Southwest Albuquerque is to become a complete community. At the time of this planning effort, Southwest Albuquerque lacked the basic design and mixture of uses to be complete. The building blocks for community transformation are a convenient transportation network for walking, bicycling, driving and public transportation; a network of community and neighborhood service areas; a recognizable identity based on local natural and man-made elements; and neighborhoods that each include housing for a variety of households, public services, recreational areas, and shopping all conveniently located and designed for walking, bicycling, and vehicle access.

Public and private development in Southwest Albuquerque is built to comply with current City of Albuquerque or Bernalillo County development regulations. However, many development practices that would foster completeness are not required. Many of the regulations applied to Southwest Albuquerque are found in ordinances and development manuals that apply citywide or county-wide as well as in area and sector plans for Southwest Albuquerque. This plan concentrates on solutions that the City of Albuquerque can apply to Southwest Albuquerque only. Suggestions are also made for Bernalillo County to consider and use. Citywide ordinance amendments that would also benefit Southwest Albuquerque will be initiated separately.

The Action Plan reflects observations and suggestions gathered in late 2005 and 2006 from interviews, meetings, design workshops, and focus groups. Participants included residents, business owners, land owners, representatives of agencies, City and County departments, and other individuals interested

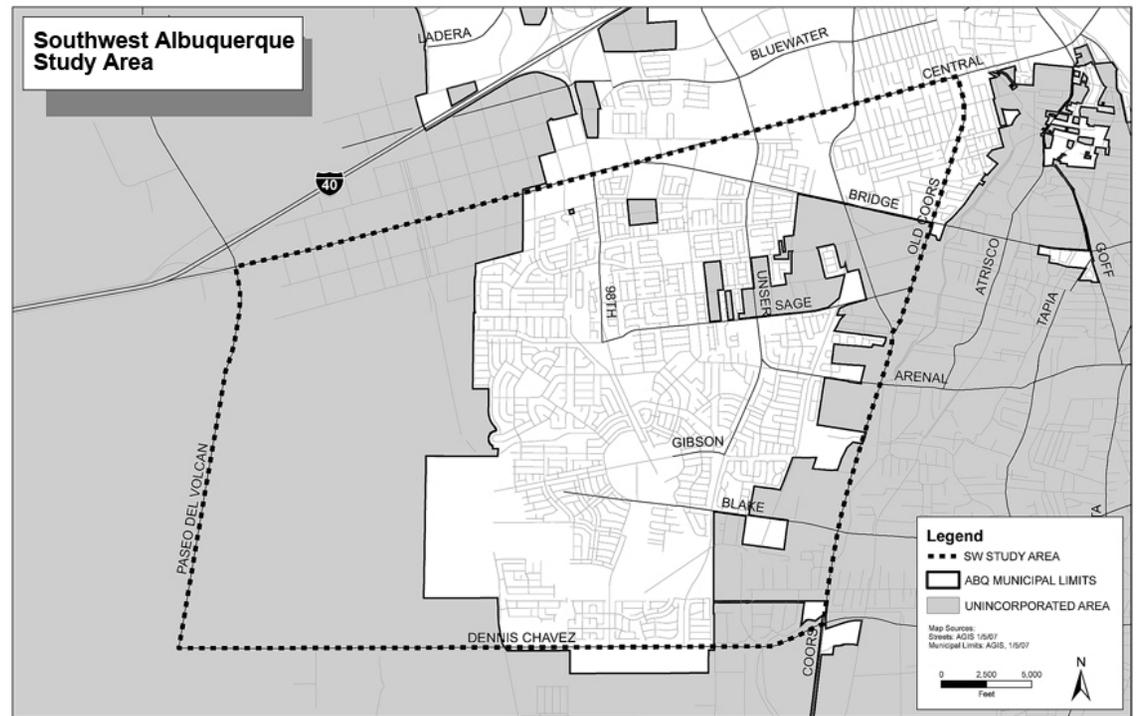
in Southwest Albuquerque. Consultants included Architectural Research Consultants, Inc., Gibbs Planning Group, and Glattig Jackson/Walkable Communities.

Action Plan Contents

The Southwest Albuquerque Strategic Action Plan recommends area plan and sector plan amendments, projects, and programs to help Southwest Albuquerque become a complete community.

The plan is a package of interrelated actions to achieve five interconnected goals:

1. Build complete neighborhoods and a network of activity centers to serve them.
2. Provide convenient public services.
3. Plan and build an interconnected system of public parks, trails and open space.
4. Increase and improve commercial and retail services.
5. Develop a complete multi-modal transportation network.



Current development guidance and regulations for Southwest Albuquerque are found in the Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, Southwest Area Plan, Tower/Unser Sector Development Plan, Rio Bravo Sector Development Plan, West Route 66 Sector Development Plan, Amole Arroyo Corridor Plan, several City ordinances, and the Development Process Manual. The Action Plan includes selective changes only to the West Side Strategic Plan and the three Southwest Albuquerque sector development plans.

Actions for immediate and future implementation: The Action Plan recommends immediate amendments to City plans. The plan also proposes programs and capital projects for implementation over the next 10 to 15 years and zoning actions that could follow adoption of the Action Plan. All actions were chosen for their power to change conditions in Southwest Albuquerque. The whole package is needed to create a complete community.

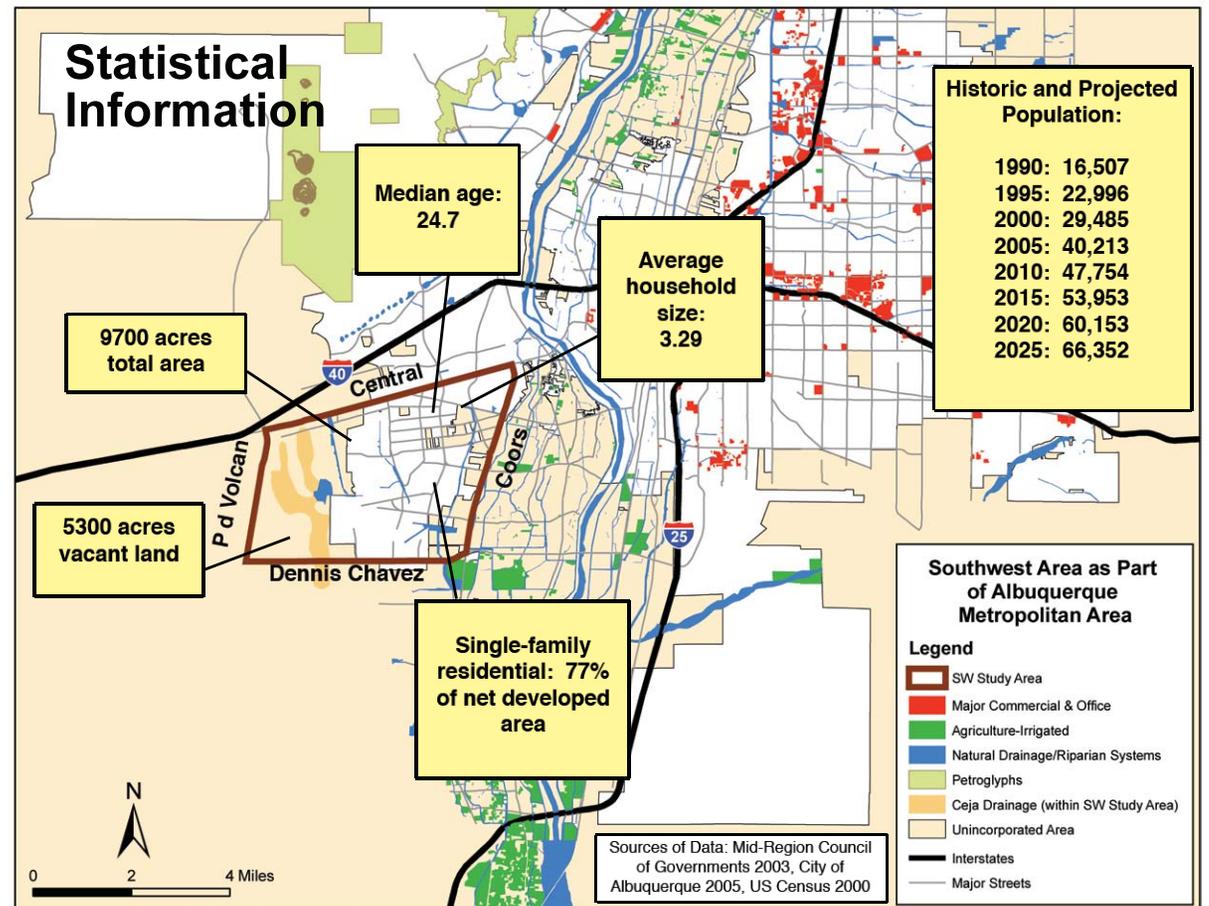
Existing Conditions

In the late 20th century much of the area west of Coors Boulevard was undeveloped grassland. It was used by many South Valley residents as grazing land, a nature preserve, and an outdoor recreation area. The exceptions were the Westgate neighborhood and some development along Central Avenue.

In the first five years of the 21st Century, Southwest Albuquerque was the fastest developing area in Bernalillo County. This portion of the metro area is expected to continue to expand west and south. This continued growth outward will challenge City and County ability to provide public services,

parks, trails, open space, complete neighborhoods, and transportation networks. It also challenges the private sector's ability to build sufficient sites for shopping, services, and jobs.

The eastern portion of Southwest Albuquerque is not far from Downtown and Northwest Albuquerque employment, shopping and entertainment, but the plan area has relatively few destinations of its own. Street, park, trail, and other public infrastructure also lags behind residential development.



From observations gathered about Southwest Albuquerque through community involvement and data collection, the following items appear to be the most critical issues by topic area:

1. Complete communities, neighborhoods and activity centers

- **Neighborhood/Community Components**
 - Most current southwest subdivisions do not have the community buildings, parks, schools, shopping, and jobs to be complete neighborhoods or parts of a complete community.
- **Housing Diversity** - Existing residential zoning districts used in Southwest Albuquerque allow several types of housing, but do not prohibit repeating one type of housing (single-family detached, single-family attached, or multi-family) without interruption throughout a subdivision. Residents like their affordable housing and friendly neighbors, but want a greater diversity of housing price range, building style, unit type, and target markets.
- **Walking to Local Community Services** – Subdivision street patterns and perimeter walls make walking to existing and future community buildings, parks, schools, and shopping difficult or impossible.
- **Sustainability** – Several Southwest Albuquerque starter homes have low or no down payments and large mortgages, creating the potential for high rates of default and foreclosure.

2. Public facilities

- **It is time to catch up.** - Rapid residential subdivision development has outpaced the provision of public facilities (libraries, community centers, schools), and public services (police, fire).



From the top: 1) The view of Southwest Albuquerque and the rest of the city from the Ceja; 2) a development pattern that lacks variation in housing styles, sizes, and types; 3) a long wall creating dead space along a Southwest Albuquerque street.



3. Public parks, trails and Major Public Open Space

- **The number of existing easily accessible public parks, trails and Major Public Open Space areas is insufficient** for the current and anticipated population.
- **Phenomenal views** and proximity to wildlife are valued by residents and should be preserved.

4. Shopping, services, and employment

- **Housing development has outpaced commercial development.**
- **A lack of area employment** forces residents to travel to jobs in other areas of the city, contributing to road congestion and long travel times.

5. Complete transportation network

- **The street network is deficient and streets are congested**, especially at peak times. More connecting streets need to be planned and built. Existing streets need to be completed. Traffic control devices are needed at street intersections. Better street design is needed for safe driving, bicycling, and walking.
- **Public transportation service is insufficient** to serve the area.
- **Walking and Bicycling** - To better serve residents who want to walk and bicycle, the form of recent development must be changed. Walking is hampered by long walls that create dead space along streets, extremely wide streets that are difficult to cross, roll (estate) curbs that encourage parking on the sidewalk, and walking routes that are long and circuitous.

6. Regional and General Issues

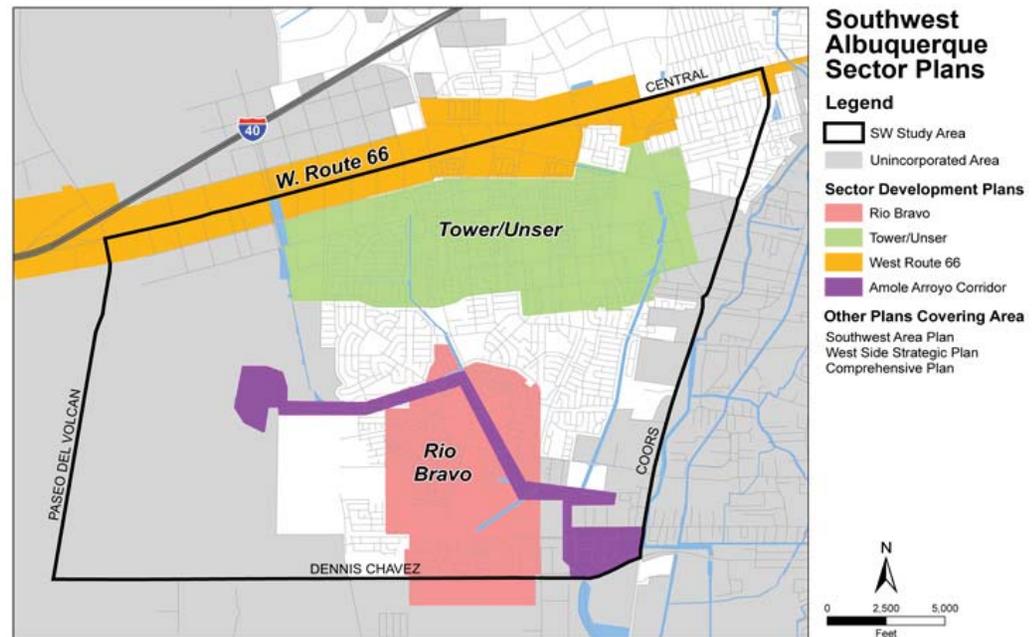
- Southwest Albuquerque residents no longer want to feel like “the stepchildren of the city.” It is important that they obtain a fair share of resources and an ongoing say in City decisions concerning their area.
- South Valley residents want to ensure that the South Valley is protected from the effects of topographical and drainage changes from development west of Coors Boulevard.
- Continued development to the west and south needs to be managed to prevent additional strain on limited resources.

Factors Shaping Existing Development

Many factors shape development in Southwest Albuquerque: adopted City plans, ordinances, and regulations; natural landforms; drainage facilities; and market forces.

Planning Documents

The following plans guide development in Southwest Albuquerque. All lower-ranked plans must comply with policies in higher-ranked plans. Proposed modifications to some of these plans are included in this Action Plan.



- **The Albuquerque/Bernalillo County Comprehensive Plan** provides the broadest geographical and policy framework for the City and County. This “Rank 1” plan was adopted in 1988 and has since been amended multiple times.
- **The West Side Strategic Plan**, adopted by the City of Albuquerque in 1997 and the County in 1999, is a “Rank 2” plan with policies affecting the entire West Side, from the Bernalillo/Sandoval county line on the north to the Atrisco Land Grant line on the south. It was last amended in 2005.
- **The Southwest Area Plan**, amended and adopted by Bernalillo County and the Extraterritorial Land Use Authority as a “Rank 2” plan in 2001, covers the South Valley and unincorporated areas of Southwest Albuquerque. While both the West Side Strategic Plan and the Southwest Area Plan address issues in the entire plan area, their authority is limited; the West Side Strategic Plan has authority only over property within the City limits, and the Southwest Area Plan has authority only over unincorporated lands.
- **Three City sector development plans** (“Rank 3”) guide development in portions of Southwest Albuquerque with planning policies, guidelines and zoning, including use requirements and design standards.
 - **Route 66 Sector Development Plan**, adopted by the City of Albuquerque (1988)
 - **Tower/Unser Sector Development Plan**, adopted by the City of Albuquerque (1989), amended (1997)
 - **Rio Bravo Sector Development Plan**, adopted by the City of Albuquerque, original (1983) and Amendment #1 (1999)
- **The Amole Arroyo Corridor Plan**, a “Rank 3” plan, was adopted by the City and County in 1991.

Agencies

The **Albuquerque Metropolitan Arroyo Flood Control Authority** (AMAFCA) major drainage channels crisscross Southwest Albuquerque, affecting its form.

Albuquerque Public Schools has six schools in the area and is planning three new schools, two elementary and one high school.

The **Mid-Region Council of Governments** coordinates with the City, County and other local governments to develop the 20-year Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), a six-year program for funding metro area transportation projects consistent with the MTP.

Ordinances and Other Regulatory Documents

Two articles of the City of Albuquerque Code of Ordinances, the **City of Albuquerque Comprehensive Zoning Code** and **Subdivision Ordinance**, regulate development within Albuquerque municipal boundaries. The Zoning Code regulates use, density, and design of each lot, while the Subdivision Ordinance regulates subdivision layout, drainage, and street connectivity.

The **Development Process Manual** provides development design standards. Bernalillo County has its own regulations for development, and in 2006/07 was crafting Master Plan Criteria.

Geography/Topography/Soils/Drainage

Southwest Albuquerque natural landforms are assets recognized by the community. The Ceja or “eyebrow,” is a sandy escarpment that slopes eastward from just east of Paseo del Volcan to just west of 118th Street. From the Ceja, the land continues to slope gently to Coors Boulevard SW, the dividing line between Southwest Albuquerque and the steeper slope into the South Valley.

Soils are generally sandy and alluvial, poorly suited for growing vegetation, highly erodible from wind, water and foot traffic and very poor for holding water. (Southwest Area Plan, p. 15-17)

Development Trends, Land Jurisdiction and Ownership

Southwest Albuquerque development since 2000 has produced a patchwork of walled-in subdivisions, incomplete streets that are overloaded at commuting times, and limited parks, trails, public buildings, and shopping areas. This newer development is quite different in form than the older Alamosa and Westgate subdivisions and commercial and residential development along Central Avenue and Old Coors Boulevard.

Southwest Albuquerque is only partially within City limits. Most of Southwest Albuquerque west of 118th Street and east of the Amole del Norte Diversion Channel is outside City boundaries and is governed by and receives services from Bernalillo County. Other portions of Southwest Albuquerque within the Tower/Unser area are a mixture of incorporated and unincorporated land. This patchwork has resulted in inconsistent public service delivery and street development and maintenance. Historically, the Atrisco Land Grant and its representative, Westland Development Corporation held much of the area west of Coors Boulevard. Various parcels were sold over time. Much of the land east of 118th

Street has been built out. Most of the land west of 118th Street was part of a late 2006 sale to a development company, SunCal.

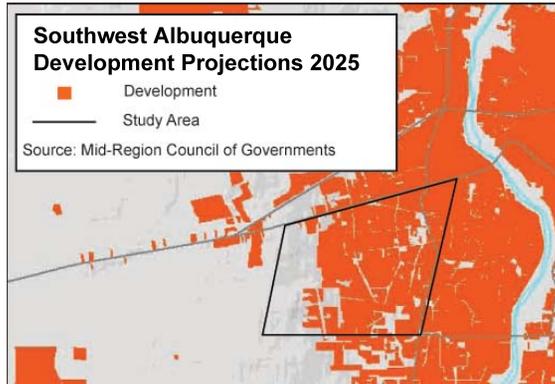
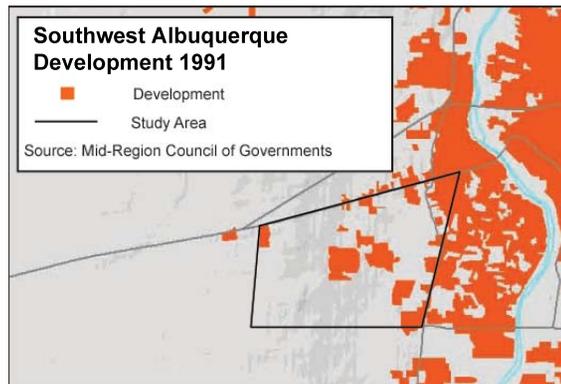
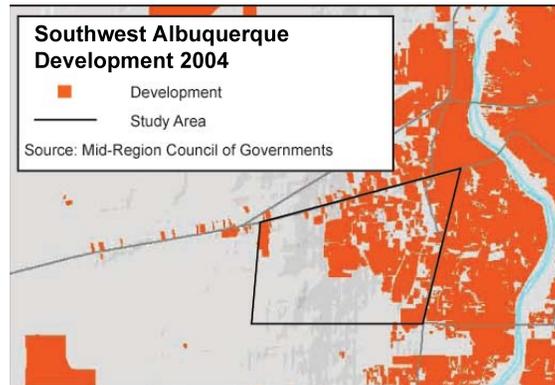
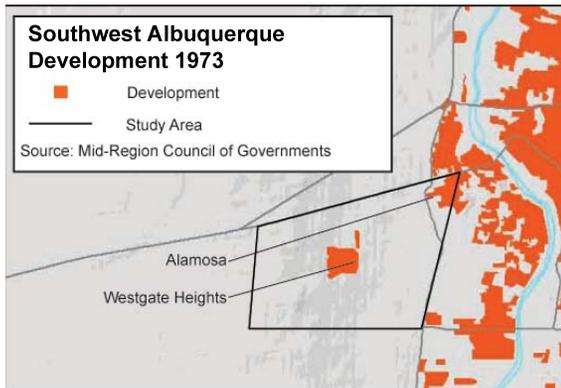
Another major landowner is Curb, Inc. Their holdings lie within the boundaries of the Rio Bravo Sector Development Plan and have been subdivided and continue to be sold for housing development and more recently, commercial and school development.

Future Development

Southwest Albuquerque population is expected to continue to grow over the next few decades. The area might house approximately 66,000 residents by 2025 and 100,000 when fully built out.

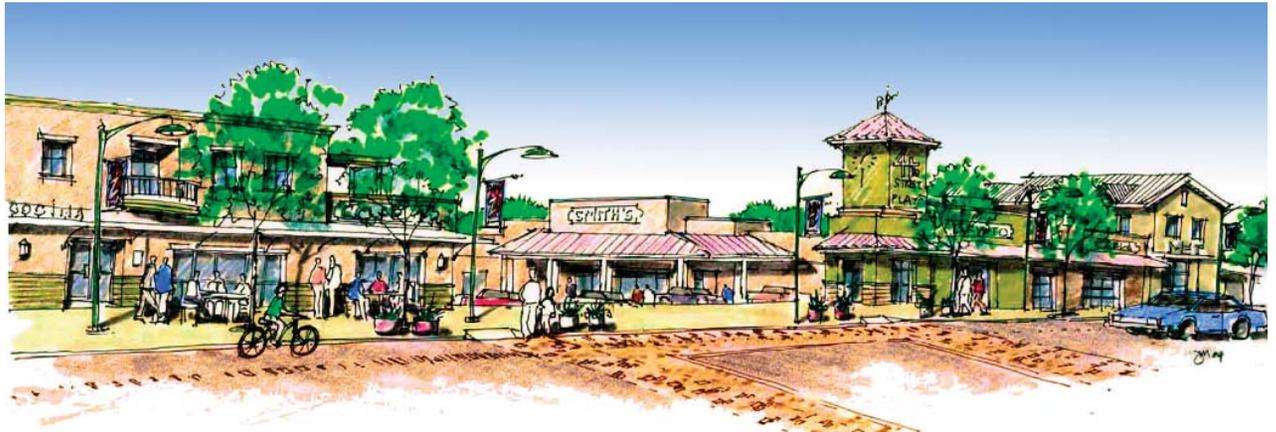
A Bright Future

Meetings, workshops, interviews, and focus groups were used to bring community members into the planning process to convey their issues, concerns, hopes, and dreams for the future of their community. (See appendices B, C, and G for information about public participation.)



Planning participants envision a future Southwest Albuquerque that is an inclusive community integrated into the rest of Albuquerque and Bernalillo County, but with its own special identity. With the implementation of this Action Plan, Southwest Albuquerque could start to become a more attractive, vibrant, inclusive, convenient, comfortable, safe, and friendly community. It would welcome, engage and nurture residents, employees, and visitors of all incomes, ages, and abilities. It would have beautiful interconnected neighborhoods that promote community interaction through convenient, pleasant and safe walking and bicycling destinations. Neighborhoods would become integral parts of a complete community that provides all elements necessary for quality daily living.

The future Southwest Albuquerque community should contain the following elements to make it complete:



A Community Activity Center concept: courtesy of 4th Street and Montañó Boulevard Coalition Visioning



One possible arterial configuration, with frontage streets next to thoroughfares



An example of a subdivision with good sidewalk design

Complete Neighborhoods

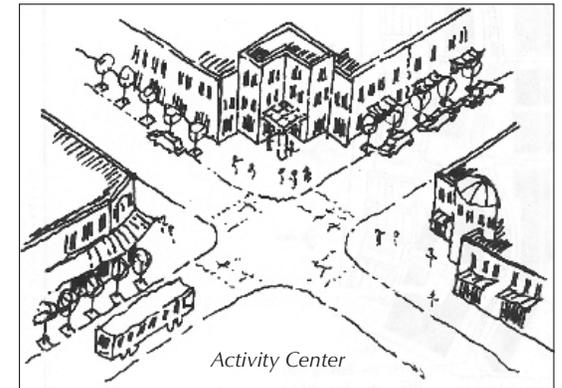
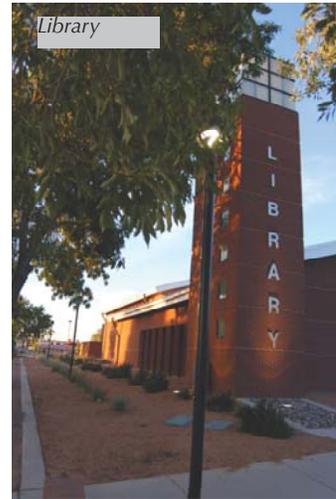
- In each neighborhood - A variety of New Mexico style quality-built housing types (single-family detached, single-family attached, and multi-family) in a variety of price ranges
- Libraries and multigenerational centers to serve seniors, other adults, and children
- Schools that serve as community centers in the evenings, weekends, and summers
- Public art
- Parks and other recreation facilities for families, group activities and sports
- Concentrations of shops that meet local needs
- Streets and the properties adjacent to them designed first for pedestrian safety, efficiency, comfort, and interest

Community Networks and Destinations

- Public open space and wildlife preserves
- A network of safe, efficient, attractive trails and wildlife corridors
- Concentrations of shops that meet needs of the community
- A variety of religious institutions
- Medical services and public services
- Convenient, reliable mass transit service that effectively connects Southwest Albuquerque with the rest of the City
- Redesigned streets that are now walled and tunnel-like
- No new wall-lined streets
- Regional attractions and tourist-quality destinations
- Quality jobs

The following images illustrate some of the key elements needed to create a complete community.

Physical Elements of the Vision



Plan Goals and Proposed Strategy

Plan Goals and Proposed Strategy

A multiple-pronged approach is needed to create a complete community. This chapter is divided into five subsections. Each subsection presents a future vision, issues, obstacles, opportunities, and a set of strategic actions to attain one of the following five goals. Each set of strategies includes recommended plan amendments, projects, and programs.

- . **Build complete neighborhoods and a network of activity centers to serve them.**
- . **Provide convenient public services.**
- . **Plan and build an interconnected system of public parks, trails and open space.**
- . **Increase and improve retail and commercial services.**
- . **Develop a complete multi-modal transportation network.**

The sets of strategies include policies that are adopted with the adoption of the Southwest Albuquerque Strategic Action Plan, policies and regulations that are adopted by separate ordinance, and program and project recommendations that are intended to be initiated after Action Plan adoption.

Upon adoption, the entire Southwest Albuquerque Strategic Action Plan becomes part of the West Side Strategic Plan. A resolution requesting specific text amendments to the West Side Strategic Plan, Rio Bravo Sector Development Plan, Tower/Unser Sector Development Plan, and West Route 66 Sector Development Plan accompany this Southwest Albuquerque Strategic Action Plan.

Albuquerque/Bernalillo County Comprehensive Plan policy amendments and City Ordinance amendments that support new development goals will be addressed through a separate planning initiative.

Chapter 3 contains the complete text of all the Action Plan's recommended text amendments to individual plans. It also contains a table that lists and prioritizes proposed capital projects and additional plans and studies.



This Strategic Action Plan emphasizes improving all community members' quality of life.

Goal 1. Build Complete Neighborhoods and a Network of Activity Centers to Serve Them

Future Vision

Key Concepts

A Complete Community: Clusters of complete neighborhoods served by a network of highly accessible community and neighborhood size activity centers that conveniently concentrate opportunities for living, learning, working, shopping, and playing.

Complete Neighborhoods: Neighborhoods, each comprised of a variety of quality built, southwestern style single-family and multiple-family housing in a range of prices; businesses; parks; schools; and landmarks all easily accessed by walking or bicycling

A Network of Community and Neighborhood Activity Centers: Well-distributed community and neighborhood-serving concentrations of public services, commercial services, and shopping

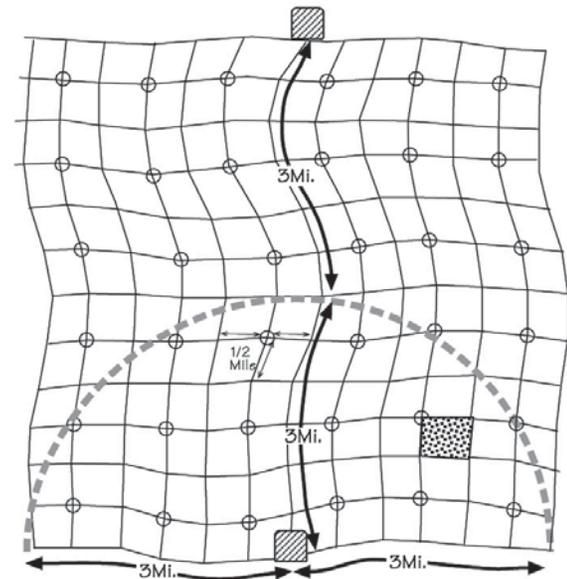
A Complete Community

The community template on this page shows a community consisting of many complete compact neighborhoods that are anchored by conveniently placed neighborhood and community activity centers. Activity centers contribute to community identity and allow the area to be self-sufficient in many ways.

Elements of a Complete Community:

- **Distinct identity recognized by residents, employees, and visitors**
- **Public art and landmarks**
- **Efficient and convenient local and regional transportation (mass transit, bicycling, driving, and walking)**
- **Opportunities to live, work, shop, play, and take care of most daily needs**
- **Community Activity Centers with clusters of stores, offices, medical services, day care, entertainment, multiple family residences, and/or schools, libraries, and multigenerational centers for seniors, other adults, and children**
- **Multiple complete neighborhoods that include neighborhood service areas**

Community Template



- Complete Neighborhood**
 - 1/4 Sq. Mile
 - Includes interconnected streets and pathways, neighborhood services, park and/or school in one or more activity centers, a mixture of housing types.
- Community Activity Centers**
 - Approximate (3 mile service radius) Centers approximately 6 miles apart
 - Approximately 30 - 60 acres with multi-family housing, transit service stop, commercial services and shopping, public buildings, community wide destinations
- Neighborhood Activity Centers**
 - 1/2 Mile service radius
 - Part of a complete neighborhood
 - Approximately 5 - 15 acres with any combination of park, school, commercial services, shopping, and multi-family housing

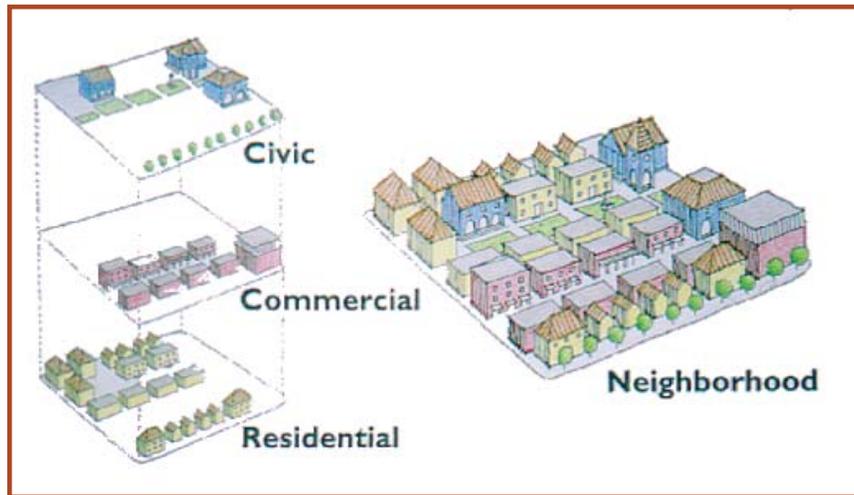
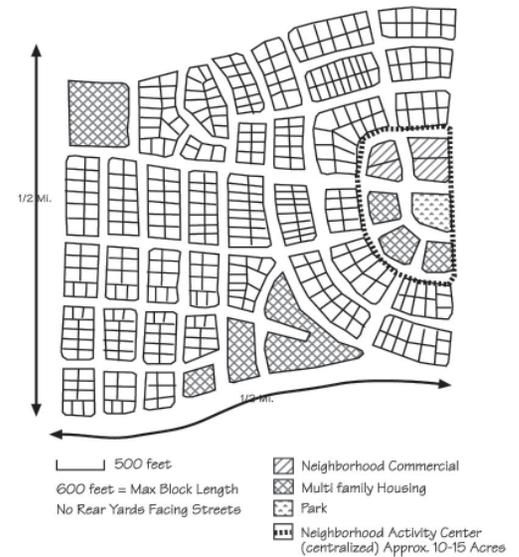
Complete Neighborhoods

Elements of a Complete Neighborhood:

- . About 160 acres in area, including neighborhood activity centers
- . Integral part of the larger community
- . Feels like home to those who live there
- . Distinctive identity
- . Variety of residential building types (single-family detached, town homes, apartments) to serve a variety of households on various size lots
- . Convenient and reliable mass transit service within one-quarter to one-half mile distance
- . Safe, efficient, interconnected, and comfortable network of streets, sidewalks, and trails that allow residents to easily move through the neighborhood and to local destinations by walking
- . Conveniently placed Neighborhood Activity Center that meets many daily needs

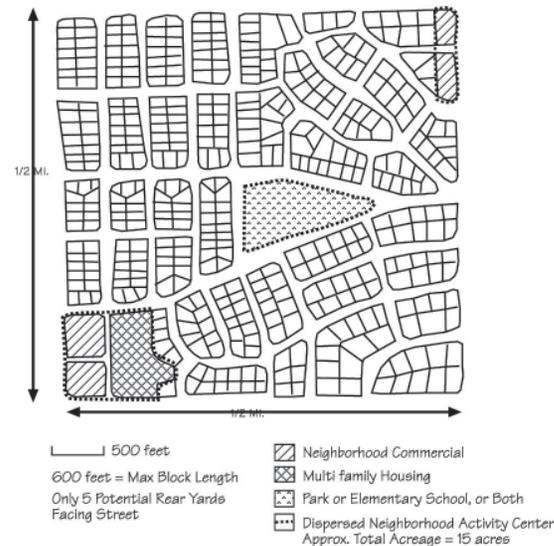
Desirable neighborhood templates: complete neighborhoods can be designed in a variety of ways, but they must include most or all of the elements listed on the left.

1/4 Mile Square Neighborhood



The elements of a complete neighborhood. Courtesy: Dan Burden

1/4 Mile Square Neighborhood



A Network of Community and Neighborhood Activity Centers

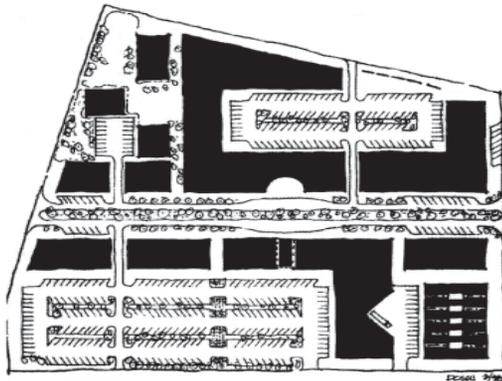
Both Community and Neighborhood Activity Center services should be pedestrian-oriented, visually pleasant, easily accessed but not dominated by vehicles, and should provide opportunities for people to socialize and participate in their community. They should contain a mixture of uses, allowing people to accomplish several tasks in one trip. They should provide housing opportunities different from those found in the interior of the neighborhood. They can provide employment.

Providing more employment opportunities close to where residents live can reduce travel distances. If the types of jobs approximately match residents' job skills, and if good accessibility is provided, some employees might live close to their jobs. Additionally, retail, community and other services provided in activity centers close to residences also reduce long distance travel.

West Side employment centers are being developed near Southwest Albuquerque: the Atrisco Business Park area, West Central Avenue and the industrial area near Paseo del Volcan and I-40.

Example: DESIRABLE
Neighborhood Activity Center
Design

- . Approximately 11 Acres
- . Floor Area Ratio: .58 if all 2-story buildings
- . Floor Area Ratio: 1.0 if 2, 3, and 4-story buildings
- . 36% open space
- . 64% impervious coverage
- . Includes residential component



Source: "How to Create Village and Community Centers on Albuquerque's West

Why is it DESIRABLE?

- . Provides easy pedestrian access through the site
- . Places a significant amount of buildings fronting the street, providing better pedestrian accessibility
- . Incorporates significant open space if 2-story buildings are used
- . Allows for more rainwater absorption if 2-story buildings are used

While Community Activity Centers are more likely to have larger stores and community facilities, both types of centers can accommodate facilities such as:

- . A school that is a community center in the evenings, weekends, and summers
- . Religious institutions
- . Shopping that meets local needs
- . Medical and/or other offices
- . Parks and other recreational facilities
- . Public spaces where the community can gather
- . Public library or a center for seniors, other adults and children

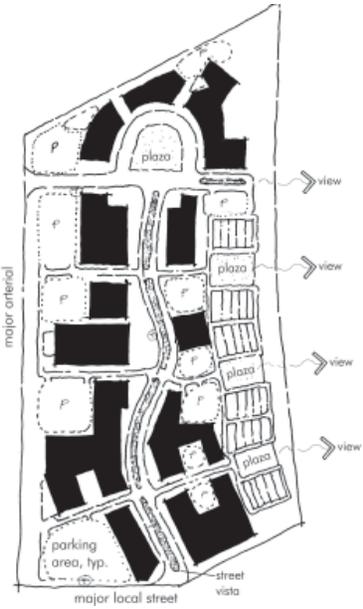
Smaller sites outside activity centers can provide stores with drive-up windows, car washes, and gas stations. These types of uses should not be located in mixed-use centers that are designed for walking from one shop or service to another.

Community Activity Centers are usually between 30 and 60 acres. They are intended to provide a cluster of stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, community centers, and multigenerational centers for people living within a radius of up to three miles. Community Activity centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

Neighborhood Activity Centers may range from approximately 5 to 15 acres. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents to access local services within a one-quarter to half-mile walk. Southwest Albuquerque has the potential to support a number of Neighborhood Activity Centers.



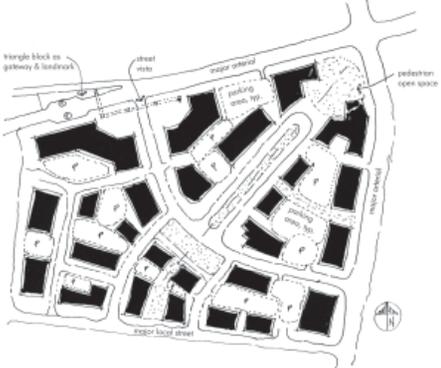
Example of a neighborhood activity center (Courtesy: Dan Burden.)



Other desirable layouts for possible activity centers in the Southwest Albuquerque (Source: "How to Create Village & Community Centers on Albuquerque's West Side," Draft, February 1999)



Examples of Community Activity Centers (Images courtesy of Dan Burden and Studio Southwest Architects.)



Issues, Obstacles and Opportunities

Existing Residential Subdivision Development

Continuing the existing dominant Southwest Albuquerque development pattern will not result in a sustainable community that ages well to support residents of all ages and abilities. Most residential subdivisions are comprised of one repeated housing type (usually detached single-family homes offered in a very narrow range of prices, sizes, and architectural styles). Perimeter walls enclose most subdivisions, separating each homogeneous residential area from the one adjacent and from existing and potential local destinations.

This monotonous Southwest Albuquerque development pattern is not prohibited by current development regulations. Developers are guided primarily by regulations in the Subdivision Ordinance, City of Albuquerque Comprehensive City Zoning Code, and Development Process Manual (DPM). Zoning regulations in the Rio Bravo, Tower/Unser, and West Route 66 sector development plans also guide development in parts of Southwest Albuquerque. Most of these zoning categories allow several different sizes and types of residential buildings, but developers generally choose one type and repeat it throughout a subdivision. West Side Strategic Plan policies suggesting a more diverse pattern are ignored.

In Southwest Albuquerque, the prevalent use has been the small, detached single-family house on a small lot. Although Comprehensive City Zoning Code R-LT, R-T, and R-2 zones allow the development of a variety of housing types, they do not require variety or limits to the repetition of one use. The Zoning Code and most of the Southwest Albuquerque sector development plans place no limit on the size of an area that can be designated as one zoning district. The Subdivision Ordinance, Zoning Code and Southwest Albuquerque sector development plans are also silent on lot size variation per subdivision.

Existing Neighborhood Services

Although the Southwest Albuquerque population has grown, major retailers and employers have failed to locate in the area until very recently. While commercially zoned property exists adjacent to developed residential subdivisions, these lands have remained vacant while housing development has grown around them. The few developed Southwest Albuquerque service areas are designed only for easy automobile access.

There is currently no mixed-use zoning category available in the Comprehensive City Zoning Code or the three Southwest Albuquerque sector development plans to support neighborhood or community activity centers that are multiple-use service areas.



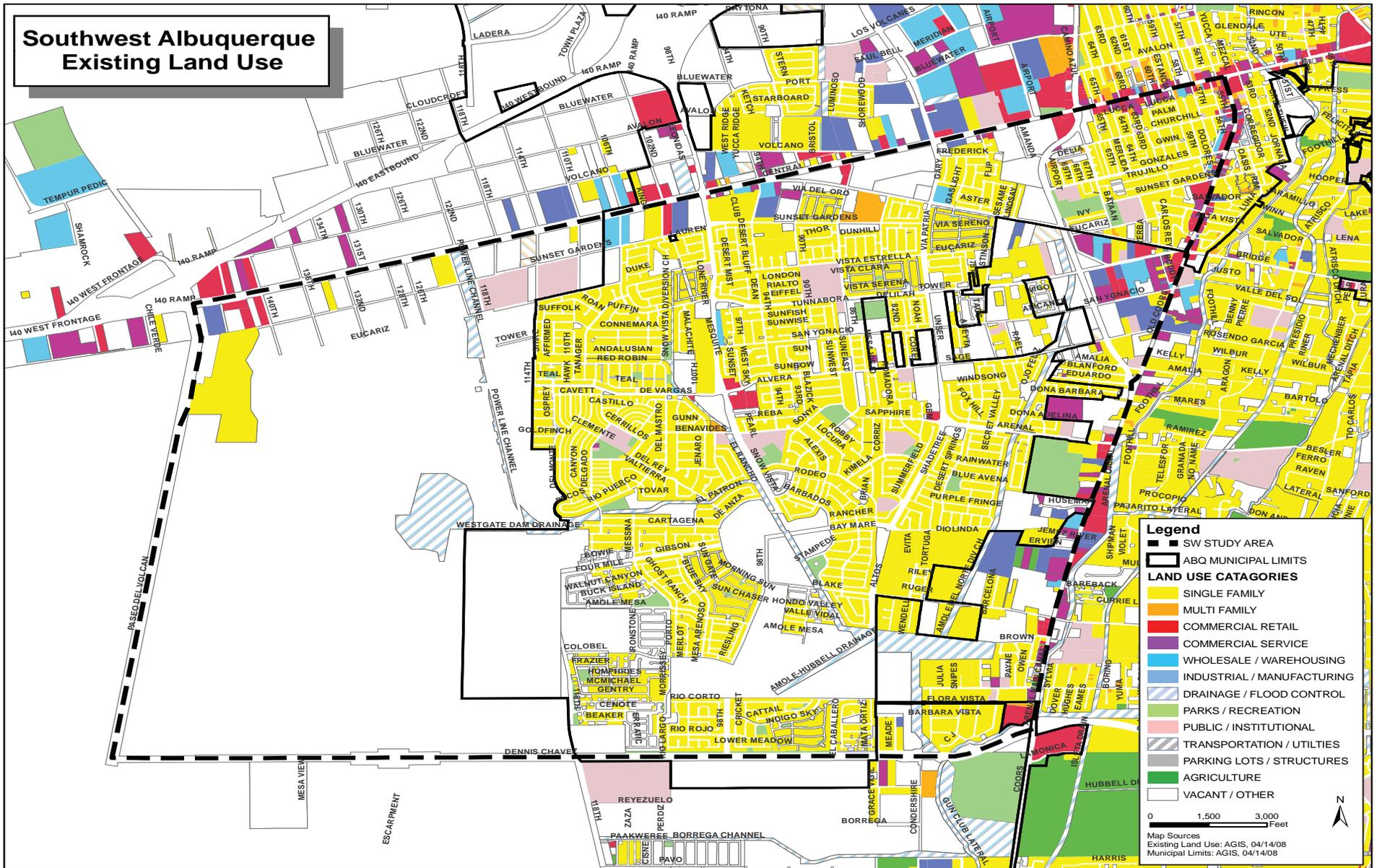
New development in Southwest Albuquerque lacks variety. Most subdivisions tend to have a single type of house and design.

Development Opportunities

After years of a nearly complete lack of local services in Southwest Albuquerque, some new commercial development began and stores opened between 2005-2007. The “Southwest Albuquerque Commercial District Retail Plan,” completed by the Gibbs Planning Group in February 2006, found that the area will support approximately 1,500,000 square feet of total retail development when it is built out. Most of this shopping should be concentrated in Community and Neighborhood Activity Centers. Retail is an important part of activity centers, but it is only one element. A mixture of uses is required to transform this area from a collection of isolated residential subdivisions into a well-rounded community. See Appendix B to review the entire Gibbs Report.

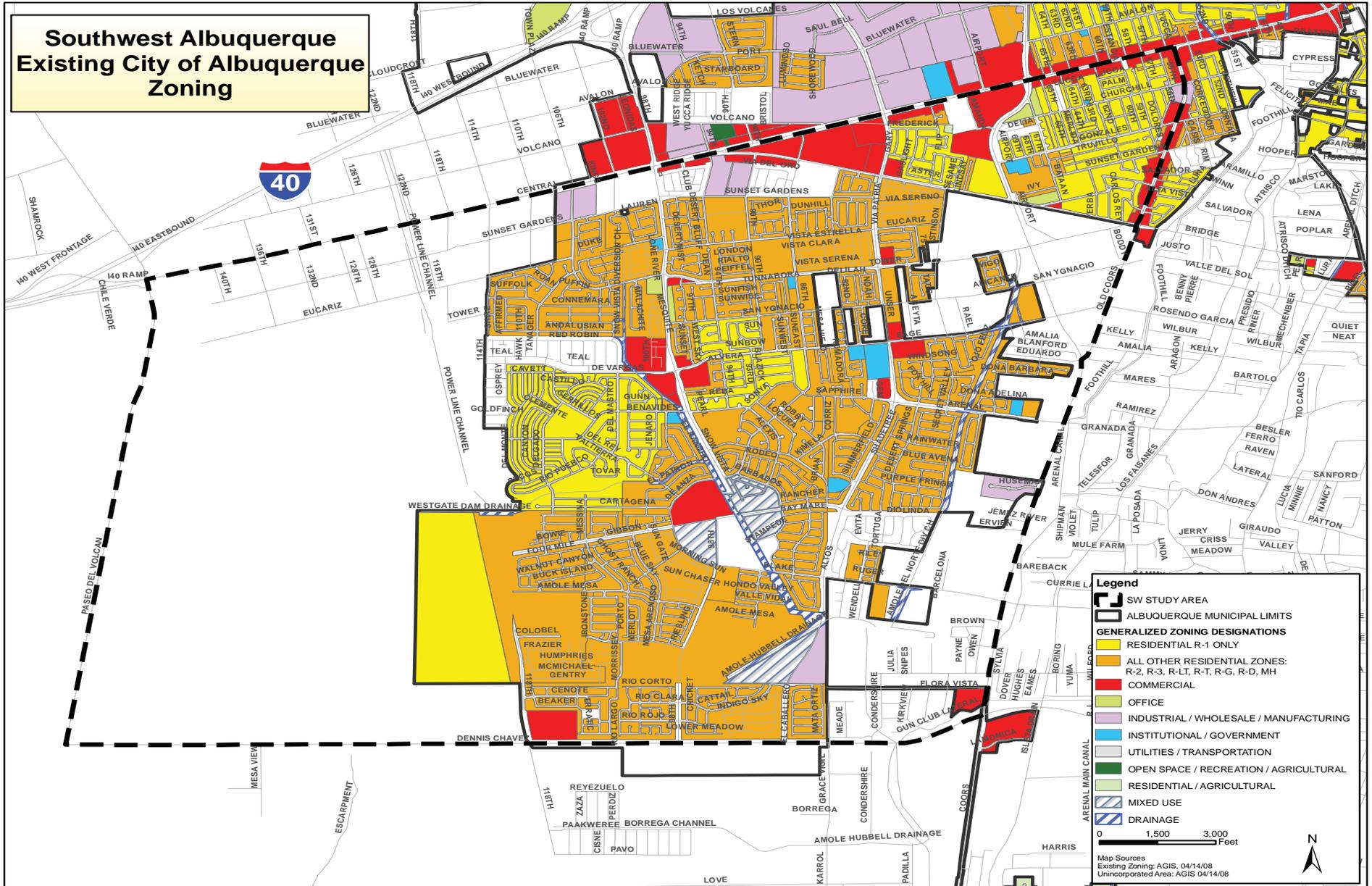
Existing Land Use

The current zoning and land use maps on the following pages show opportunity areas for completing partially developed portions of Southwest Albuquerque through infill development, and additional opportunities for guiding positive development in undeveloped portions if sufficient policies and regulations are provided.



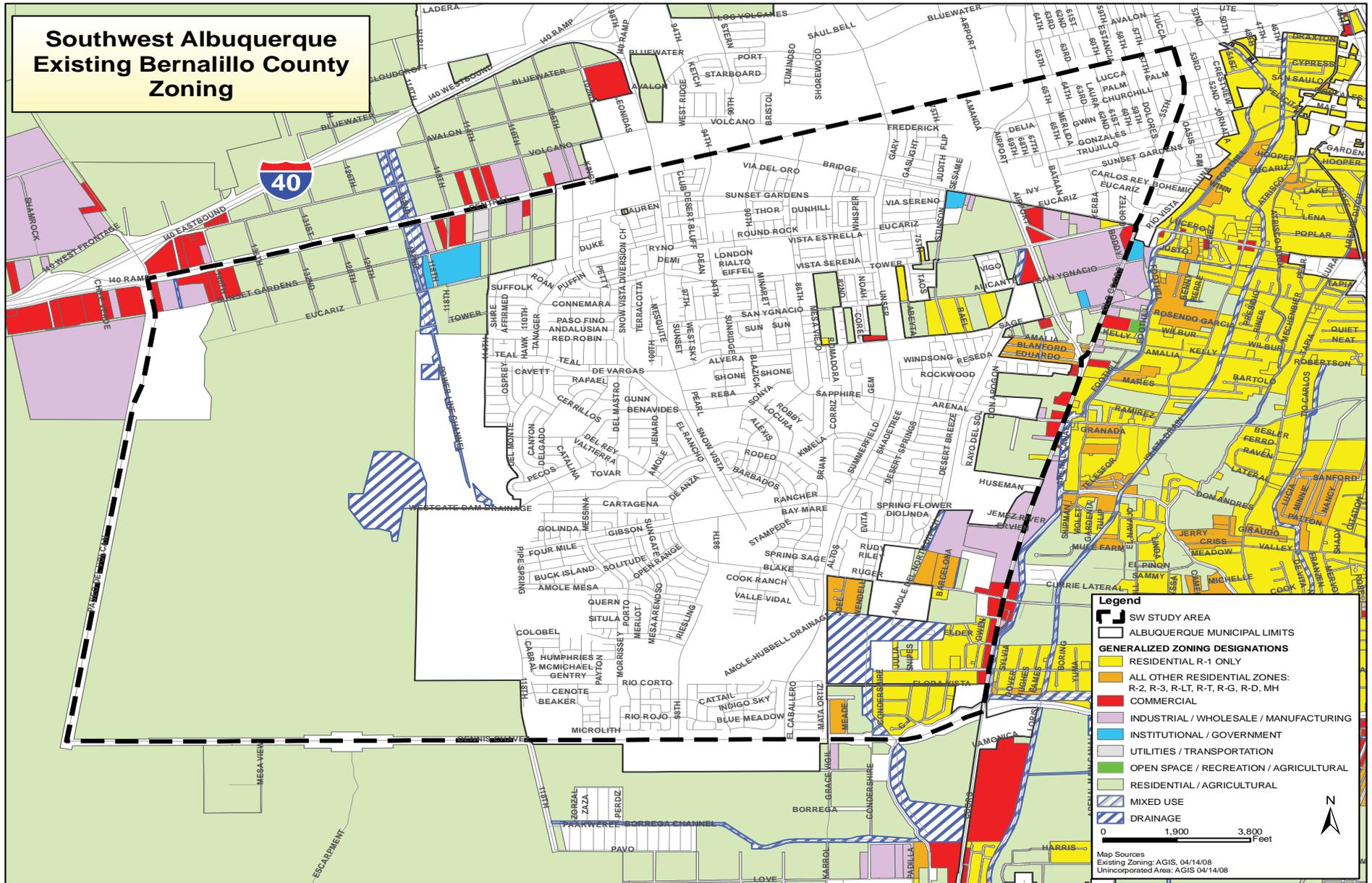
Existing City of Albuquerque Zoning

The map below shows generalized zoning for portions of Southwest Albuquerque within City limits. Zoning for unincorporated portions of the County is shown on the next page. There are differences between City and County zone designations with the same titles. The map shows that existing zoning allows development other than single-family detached housing.



Existing Bernalillo County Zoning

The map below shows generalized zoning for the unincorporated parts of Southwest Albuquerque. Most of the area is zoned A-1, allowing one-acre lot development. This zone is generally considered a holding zone for future development.



Proposed Strategies

- **Amend area plans and sector development plans to guide the creation of complete Southwest Albuquerque communities and neighborhoods.**
- **Designate a network of Southwest Albuquerque activity centers.**
- **Initiate Southwest Albuquerque activity center development.**

Strategy: Amend Ordinances and Plans

(See Chapter 3 for the recommended text of some of the following suggested amendments.)

1. Amend the West Side Strategic Plan, and relevant sector development plans to designate new and revised Southwest Albuquerque Activity Center locations and boundaries.
2. Amend the West Side Strategic Plan to include policies that encourage the design of pedestrian-oriented Activity Centers.
3. Amend the West Side Strategic Plan to include policies that promote higher-density residential development in Activity Center areas.
4. Amend the West Side Strategic Plan to use revised community and neighborhood templates as recommendations for good design.
5. Amend the West Side Strategic Plan to support co-location of different land uses, including residential uses, commercial uses, and public facilities in Activity Centers and promote accessibility.
6. Amend the Rio Bravo, Tower/Unser, and West Route 66 Sector Development Plans to add two new zoning districts: the Community Activity Center Zone (CAC) and Neighborhood Activity Center Zone (NAC) Center to be optional zoning designations for designated Activity Centers. The zoning districts will require:
 - A mixture of uses including commercial and multi-family residential to help economically support the center
 - Higher-density residential development to supplement the currently available housing and promote a variety of housing types

- Design that promotes mass transit, bicycle, and pedestrian use in addition to motor vehicles

7. Amend the Rio Bravo, Tower/Unser, and West Route 66 Sector Development Plans to place spatial limits on repeating either small lots with single-family detached housing or any other housing type.

Initiate the following actions after Action Plan Adoption.

8. Amend the Albuquerque/Bernalillo County Comprehensive Plan to designate new and revised Activity Center locations that encourage pedestrian-oriented design.
9. Amend the Comprehensive Plan to encourage the development of complete neighborhoods.
10. Draft legislation to require master plans for complete neighborhoods for developments above a minimum size.
11. Develop complete design standards for Southwest Albuquerque development as recommended in Policy 4.6 of the West Side Strategic Plan.
12. Initiate amendments to the Comprehensive City Zoning Code to add two new zoning districts: Community Activity Center Zone and Neighborhood Activity Center Zone.
13. Initiate amendments to the Comprehensive City Zoning Code to place spatial limits on repeating housing types.

Amendments for consideration by Bernalillo County

Bernalillo County may consider amendment of the Southwest Area Plan to support the same standards for complete development in unincorporated areas of the Southwest and adoption of West Side Strategic Plan amendments.

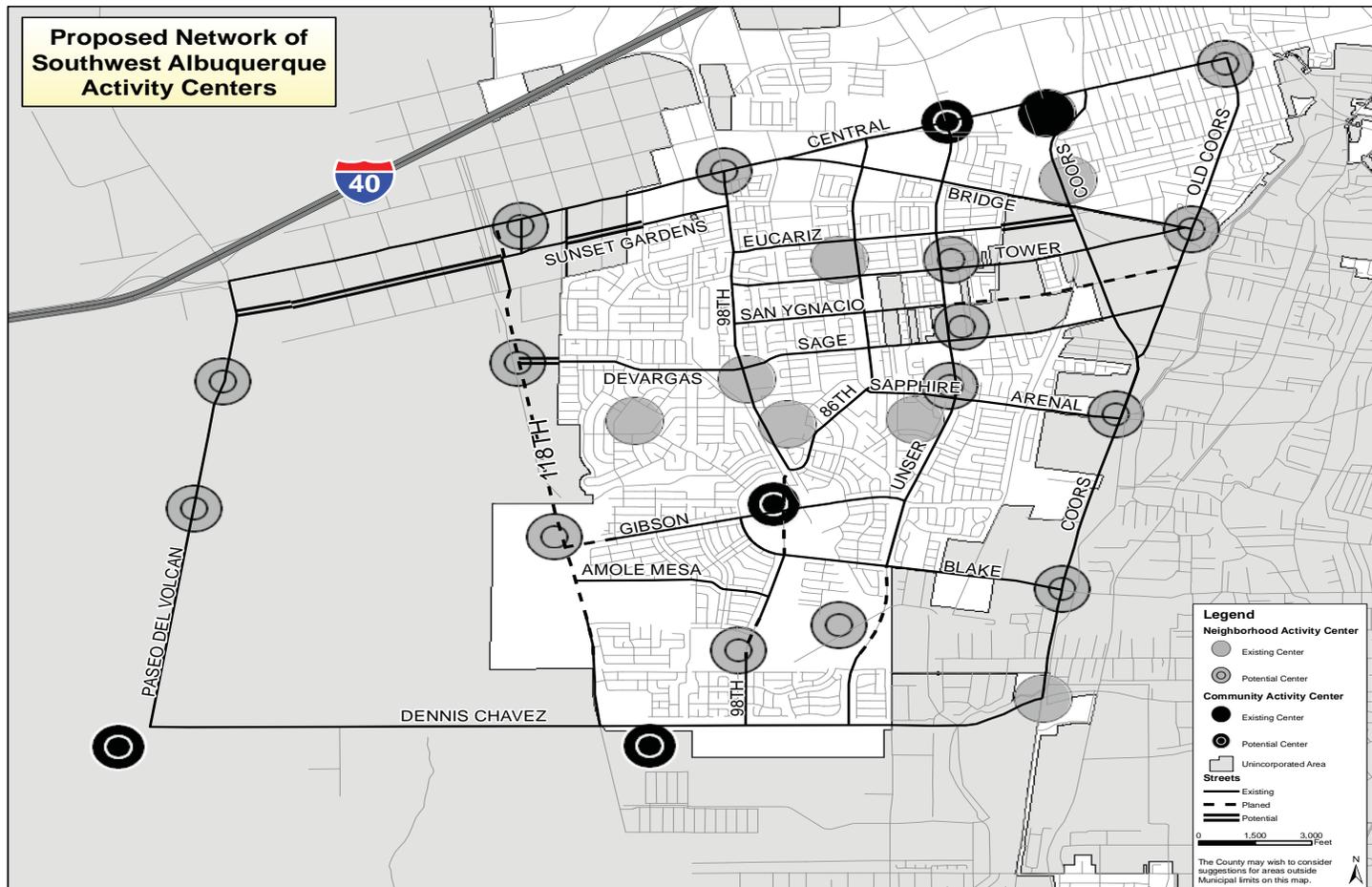
Strategy: Designate a Network of Activity Centers

Information from interviews, meetings, design workshops, and focus groups, coupled with further demographic, transportation and development analysis, contributed to the proposed network of community and neighborhood activity centers. The map shows where community or neighborhood activities exist or are appropriate for development. Some are already designated as centers in the West Side Strategic Plan and others are not.

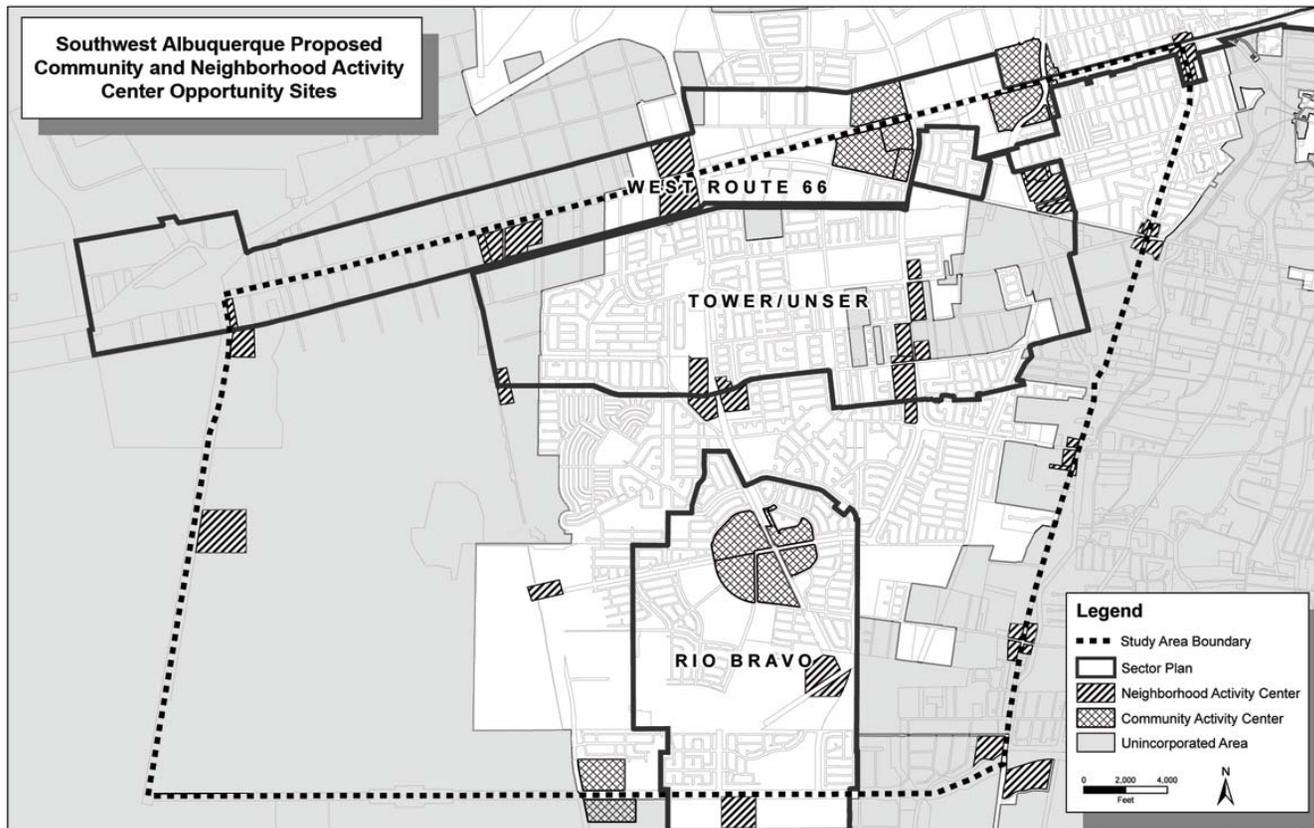
The West Side Strategic Plan designates the following activity centers.

Some of these areas have some retail or other community or neighborhood services. Others are vacant or under-developed.

- . Central/Coors Community Activity Center
- . Central/Unser Community Activity Center
- . 98th/Gibson Community Activity Center
- . 98th/Sage/DeVargas (Westgate Heights) Neighborhood Activity Center
- . 98th/Central Neighborhood Activity Center
- . Unser/Sage Neighborhood Activity Center
- . Bridge/Old Coors Neighborhood Activity Center
- . Dennis Chavez/ Coors (Rio Bravo 1) Neighborhood Activity Center
- . Dennis Chavez/98th (Rio Bravo 2) Neighborhood Activity Center



1. Amend some of the existing boundaries for West Side Strategic Plan designated activity centers.
2. Designate the following areas as activity centers in the West Side Strategic Plan. They are located well to help form a network of activity centers. Some have commercial zoning. Some have existing community or neighborhood services. Some are located close to existing residential development, are likely to be developed soon and should contain mixed-use development to serve the area well.
 - . 118th/Dennis Chavez Community Activity Center
 - . Old Coors/Central Neighborhood Activity Center
 - . Coors/Bridge Neighborhood Activity Center
 - . Coors/Arenal Neighborhood Activity Center
 - . Coors/Blake Neighborhood Activity Center
 - . Unser/Tower Neighborhood Activity Center
 - . Unser/Sapphire Neighborhood Activity Center
 - . Unser/Amole-Hubbell Drainage Neighborhood Activity Center
 - . Corriz/Kimela Neighborhood Activity Center to the west of Unser and south of Sapphire
 - . 86th/Tower Neighborhood Activity Center
 - . 98th/Benavides Neighborhood Activity Center
 - . 98th/north of Rio Corto Neighborhood Activity Center
3. Consider designating the following activity centers. These locations are in areas that have little or no development and are primarily outside City limits in the western portion of Southwest Albuquerque. Long-term planning is recommended for centers in locations approximating those described below if and when residential development is planned. Planning for these Activity Centers will contribute to complete neighborhood development.



Some of the proposed Southwest Activity Centers are located in Bernalillo County outside of the Albuquerque City limits. County government action is necessary to designate and zone these Activity Centers.

- . Paseo del Volcan/Dennis Chavez Community Activity Center
 - . 118th/Central Neighborhood Activity Center
 - . 118th/DeVargas Neighborhood Activity Center
 - . 118th/near or at Gibson Neighborhood Activity Center
 - . Paseo del Volcan/Mid Area Neighborhood Activity Center
 - . Paseo del Volcan/North Area Neighborhood Activity Center
4. Developers may choose to initiate zone map amendments after the adoption of the Strategic Action Plan and sector development plan amendment to include the new activity center zoning districts. It is recommended that after Strategic Action Plan adoption, the City initiate zone map amendments for priority activity center sites. These separate actions will require public hearings.
 5. Initiate Activity Center zoning for selective designated Activity Center locations in Southwest Albuquerque. Zoning actions will require public hearings.
 6. Encourage adoption of the same or similar activity center zones in the Bernalillo County Zoning Code.

Strategy: Initiate Activity Center Development

1. Plan and develop a portion of the proposed Community Activity Center at Central and Unser through Metropolitan Redevelopment action. The site is on a designated transit corridor, close to a large population and potential market, and is already being used as the turn-around for the Route 66 Rapid Ride. Planning for this center should incorporate the Southwest Albuquerque Strategic Action Plan vision, goals, Community Activity Center designation, and zoning, if appropriate.

Goal 2. Provide Convenient Public Services

Future Vision

Key Concepts

Plan ahead to provide the full spectrum of public services necessary for a complete community: Libraries - Intergenerational centers - Schools that are community centers in the evenings, weekends and summers - Medical services - Tourist-quality destinations - Public art

Concentrate highly visible public services in Neighborhood and Community Activity Centers

Every community deserves high-quality public services and facilities located conveniently to serve multiple needs. Activity centers are good places to locate them. To meet facility and service needs:

- . Acquire land at convenient neighborhood-serving sites
- . Anticipate the need for facilities as areas develop and apply for capital funds
- . Recognize and plan for current and long-range community needs

Issues, Obstacles and Opportunities

Public Service Provision Lags

Southwest Albuquerque lacks a sufficient number of libraries, schools, convenient health care facilities, and centers for youth, seniors and other adults. Housing in Southwest Albuquerque is being built very quickly with little public planning for public facility location.

Some Well-Located Vacant Sites

The Existing Land Use Map shows some existing vacant land and the map on page 2-14 shows opportunity sites for activity center development. The northeast corner of Unser and Central is a metropolitan redevelopment site that could accommodate a library, community college or other public service. The new high school site plan for the area just south of Dennis Chavez Boulevard on 118th Street has a reserved space for future public service development.

As residential development continues, land for public facilities needs to be acquired. The considerable funds to acquire land, construct facilities and run programs need to be secured and provided in a consistent, phased manner that keeps up with residential development.

Age Appropriate Services

Most residents in the newer portions of Southwest Albuquerque are members of young families. The more established southwest neighborhoods, Alamosa and parts of Westgate, house people of all ages. As new housing types are developed, a larger number of mature residents will start to move in. Services and facilities should be geared to the needs of current residents but be designed to accommodate the entire community as the community becomes more diverse.

Existing Services are in Obscure Locations

Alamosa Multi-Purpose Center contains medical services, a community center, library, and meeting rooms, but is not visible from a major public street. It has public bus service, but is located so that walking to it is extremely difficult. Westgate Community Center and Westgate Library are both located deep in the Westgate neighborhood on residential streets and are not easily reached by bus.

Placing public services in highly visible locations that can be easily reached by all modes of transportation will improve usage. The public library system reports that libraries located along busy streets tend to be more heavily used than libraries tucked back in less visible places. Concentrating facilities in proximity to schools, shops, and offices allows people to save time and energy. Combined sites make reliable transit service feasible.



Alamosa Multi-service Center is a multi-purpose facility that houses medical facilities, a library, meeting rooms, computer room, exercise room, with a child development center and skate park also on the site. It attempts to meet many community needs, but cannot accommodate all of the facility requirements for the entire Southwest Albuquerque area.

Proposed Strategies

- **Plan service locations before and while development is occurring. Plan for long-range population changes.**
- **Program capital funding to acquire land, plan, and build facilities.**
- **Develop facility service and distribution standards.**

Strategy: Plan Service Locations

1. Develop a Southwest Albuquerque public service facilities plan that uses neighborhood and community activity centers.
2. Acquire land to meet current and anticipated construction needs for new libraries, community centers, and other service facilities.
 - Where possible, locate new sites in or near activity centers for convenience, efficiency, and to enhance the overall success of the activity centers. For libraries or multigenerational centers, select locations at major street intersections to promote convenience, visibility and transit opportunities.
 - Facilitate City inter-departmental and inter-agency cooperation to co-locate several types of community facilities. Future schools may be on sites that serve the entire community. These sites can include schools, libraries, parks, health facilities, and public meeting areas that can serve multiple needs while operating independently to ensure the safety of citizens and staff.
 - Explore the feasibility of starting programs for developers that allow them to dedicate land for community facilities in exchange for development incentives.

Strategy: Program Capital Funding to Acquire Land, Plan, and Build Facilities

(Specific recommendations are presented in Chapter 3.)

1. For Libraries:
 - Build at least one new 30,000 square foot library within a Southwest Albuquerque activity center.
 - Expand and/or replace the existing Westgate and Alamosa libraries to provide better service in more visible locations.
2. For Community Centers and Programs:
 - Fund exercise equipment at the Westgate Community Center to serve residents of all ages. Develop a site and facility master plan to determine whether the facility can be expanded or whether a new site is required for long-term development.
 - Expand the Westgate Community Center to include a mini-gym that serves residents of all ages.
 - Construct a multigenerational center in the southern portion of the study area.

3. For Senior Services and Programs:
 - . Provide van service for meals and activities at Los Volcanes Senior Center. Provide van service to other South Valley meal sites.
 - . Start a senior meal-site program at Westgate Community Center.
 - . Purchase furniture and kitchen equipment for meal preparation and client comfort.
 - . Buy a van to transport seniors to the meal site.

Strategy: Develop Facility Service and Distribution Standards

1. Develop facility service and location standards for all libraries, youth facilities, senior facilities and other adult facilities to guide performance, design and capital expenditures for facilities throughout the City. Standards should be flexible, recognizing variations in residents' ages and interests. Strive for high-quality facilities that are flexibly designed to accommodate changing community profiles.
2. For Senior Services, monitor increases in the senior population over the next ten years. If the senior population grows, either construct a senior center to serve the area or integrate a full senior program into a multi-generational center.
3. Plan, program, and fund public uses for land that APS is setting aside at the new southwest high school site at Senator Dennis Chavez Boulevard and 118th Street.

Existing and Proposed Community Facilities

The map below illustrates locations of existing, planned and potential community facilities, superimposed on the proposed activity center network. The activity centers are logical places to locate future facilities.



Goal 3. Plan and Build a Complete Interconnected System of Public Parks, Trails and Major Public Open Space

Future Vision

Key Concept

A network of conveniently located public parks, trails, and Major Public Open Space for all Southwest Albuquerque residents

A Network of Public Parks, Trails and Major Public Open Space

Accessible public parks, trails and Major Public Open Space are intrinsic parts of a complete community. In communities where residential lots are too small to provide play areas, nearby parks with playgrounds, family picnic areas and play fields are particularly important. Trails provide pathways for exercise and routes to school or work. When tied to Community and Neighborhood Activity Centers, they are a means to reach stores and services. Major Public Open Space serves as the community's "lungs," the places people can go for hikes or relief from everyday life.

Large, small, passive, and active parks serve the City of Albuquerque. After 2000, the City began building bigger, multi-purpose parks that are not within walking distance of most residents. That period coincides with the Southwest Albuquerque housing construction boom.

Residents are most likely to use parks, a playground or other outdoor gathering space within a five to ten-minute walk from their homes. Parks and trails located near schools, community centers and activity centers are easy to use. Major Public Open Space located within the community along Open Space Arroyos and near the community will provide visual relief and an easy connection to nature.

Issues, Obstacles and Opportunities

Parks

Most of the older established southwest neighborhoods contain parks. Additional parks are gradually being built in newer neighborhoods, but many new parts of Southwest Albuquerque lack both conveniently located undeveloped parkland and developed parks. When parkland remains

undeveloped for a long time it sometimes attracts anti-social behavior that can contribute to neighborhood disinvestment.

Current City park inventories indicate that the total acreage acquired for parks in Southwest Albuquerque is approximately 120 acres. Using the City's standard of 2.6 acres of parkland for 1,000 people, the area would need a total of 172 acres of parks by 2025, over 50 additional acres above the current inventory. Because a significant portion of park acreage is for larger parks, the distribution of existing and planned parks will not allow many young families to safely walk or bicycle to them from their homes.

The source for standard park acreage per person is from a 1989 study done for the Albuquerque Parks Facility Plan. The study also indicated that the walking distance from residences to parks determines their usefulness to families.

Park development lags behind residential construction. In family-oriented subdivisions of single-family houses on small lots children have little outdoor recreation space. A few Southwest Albuquerque developers have built small parks and trails within subdivisions. To ensure appropriate public or private park maintenance, it is important to ensure that park design and construction are consistent with City standards.



Trails

The built portions of the Southwest Albuquerque recreational trail system are parts of various road and storm drainage projects. Few connections have been programmed, funded, and built to create a network that will promote recreation and commuter trail use. Very little public funding has been used in the Southwest to build a complete trail network.

Major Public Open Space

No Major Public Open Space has been acquired in Southwest Albuquerque, although a portion of the Ceja, a landform consisting of a double ridge of highly sloped sand hills overlooking Southwest Albuquerque, west of 118th Street has been identified as a parcel for Major Public Open Space acquisition. Preservation of the Ceja as Major Public Open Space has been emphasized by community members and is mentioned in adopted plans.

The Albuquerque/Bernalillo County Comprehensive Plan shows an indistinct outline of the Ceja as proposed Major Public Open Space. The Southwest Area Plan calls for only a 500-foot wide strip of the Ceja to be maintained as open space through development density transfers. The Area Plan also indicates that the Ceja is to be kept free of septic tanks and storm water detention or retention ponds. City capital project recommendation lists indicate that funding should be proposed in future years. Recent City



A Southwest Albuquerque Trail

funding for public Major Public Open Space acquisition has targeted other areas experiencing high growth pressure, such as Northwest Albuquerque.

A development company, SunCal purchased the Ceja in 2006 as part of its acquisition of Westland property. Securing the Ceja is the key to creation of a Major Public Open Space network for Southwest Albuquerque. As development rapidly expands to the west, the Ceja could provide visual relief, an area for hiking, and a wildlife habitat.

Proposed Ceja Major Public Open Space is indicated on the following maps. The Major Public Open Space study area boundaries were estimated with the help of the City and County Open Space Divisions. Road access through the Ceja should be limited in order to preserve the habitat and visual quality of this special area.

The Ceja's location at the western edge of the study area and southernmost end of the West Mesa Escarpment gives it additional significance as a beginning point for trail connections that can be built through the study area along arroyos and eventually, through the South Valley to the Rio Grande.



The Ceja

Proposed Strategies

- **Construct new parks.**
- **Complete the Trails Network.**
- **Acquire the Ceja for Major Public Open Space.**

Strategy: Construct New Parks

Over the next ten years, purchase parkland close to existing and proposed neighborhoods. Where possible, acquire land prior to or as part of a subdivision development to ensure locations that conveniently serve the largest numbers of residents. Consistently program capital funding to meet the community need for parks. Build parks of various sizes and types.

1. Fund and schedule park construction where land is already acquired.
2. In areas without parks, fund land acquisition, particularly in the western and southern portions of the study area.
3. Identify specific sites appropriate for parkland acquisition that will co-locate parks with the trail system and on-street bicycle facilities.
4. As part of the development approval process ensure that privately built parks meet City location, design, and construction standards.

Strategy: Complete the Trails Network

Fund, design, and build future trails projects to extend segments of incomplete trails and construct new trails to form a complete Southwest Albuquerque trails network. Program capital funding to build trails.

1. Identify and prioritize specific trail corridor segments for acquisition, based on existing studies, locations of activity centers and other community facilities.
2. Design and build additional trails and trail segments to create a network that links neighborhoods with activity centers and Major Public Open Space.

3. Connect trails from the Ceja through Southwest Albuquerque and eventually, to the Rio Grande.
4. Program funding for trail construction through the Metropolitan Transportation Plan and City Capital Implementation Program.

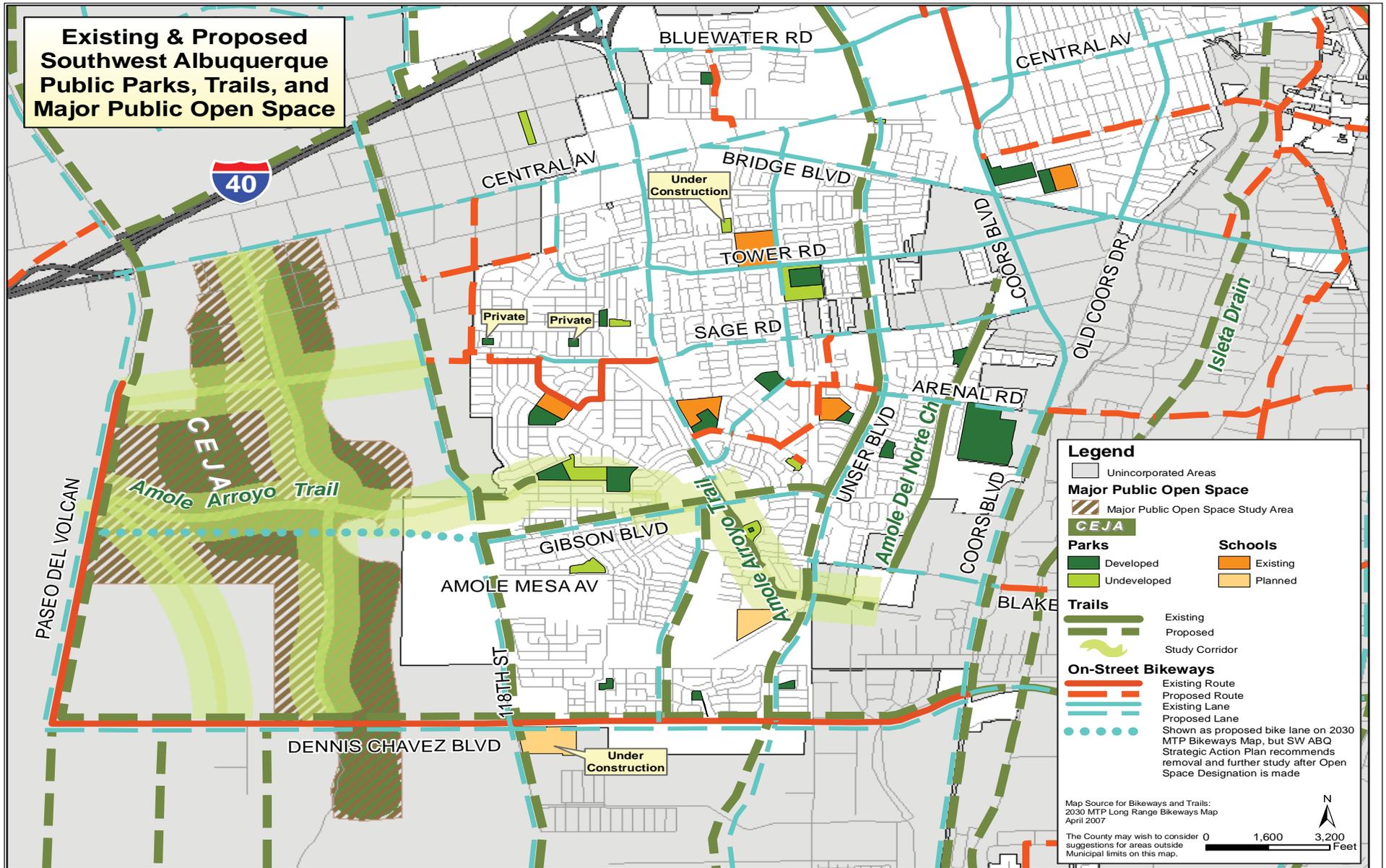
Strategy: Acquire the Ceja for Major Public Open Space

Create distinct edges to urban development with Major Public Open Space. Create linkages to Major Public Open Space through neighborhoods and activity centers. Acquire precious open space before development continues moving westward without existing commitments for its acquisition.

1. Program funding to acquire the Ceja as a Major Public Open Space resource for Southwest Albuquerque.
2. Identify the exact Ceja land parcel for acquisition, develop a preliminary development master plan, negotiate with SunCal regarding acquisition of the land, and commit to a City and/or County time frame for funding.
3. Acquire the Ceja.
4. Construct some trails for the Ceja that enable low-impact use, but preserve the landforms, habitat and visual quality. Limit road access.
5. Identify additional Major Public Open Space parcels for acquisition and program the funding in the Capital Improvement Decade Plan.

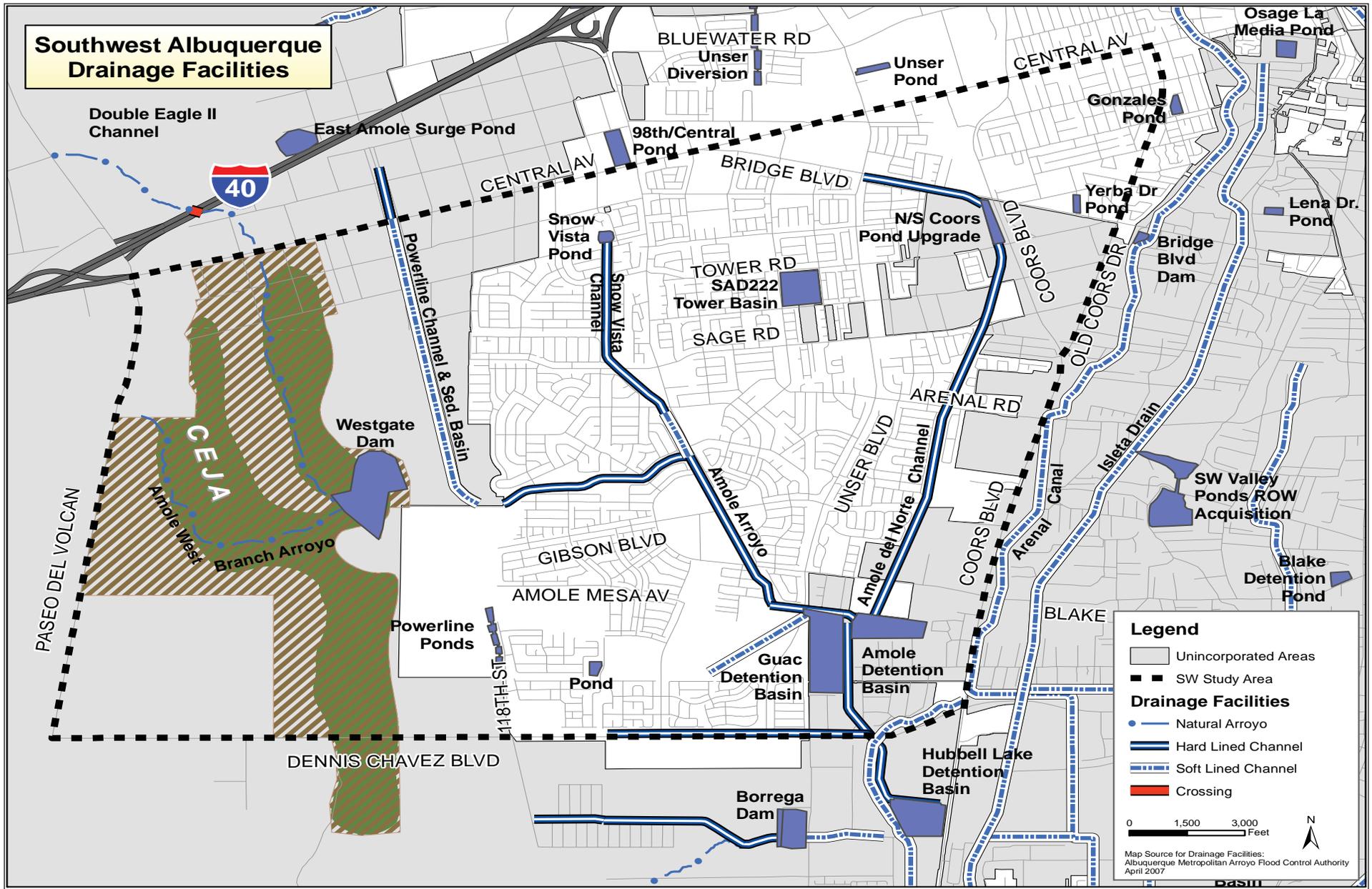
Existing and Proposed Public Parks, Major Public Open Space and Trails

This map shows the existing and proposed parks, Major Public Open Space and trails for Southwest Albuquerque. Existing and proposed activity centers underlay the recreation sites as a guide to long-range planning for acquisition that considers interconnectivity.



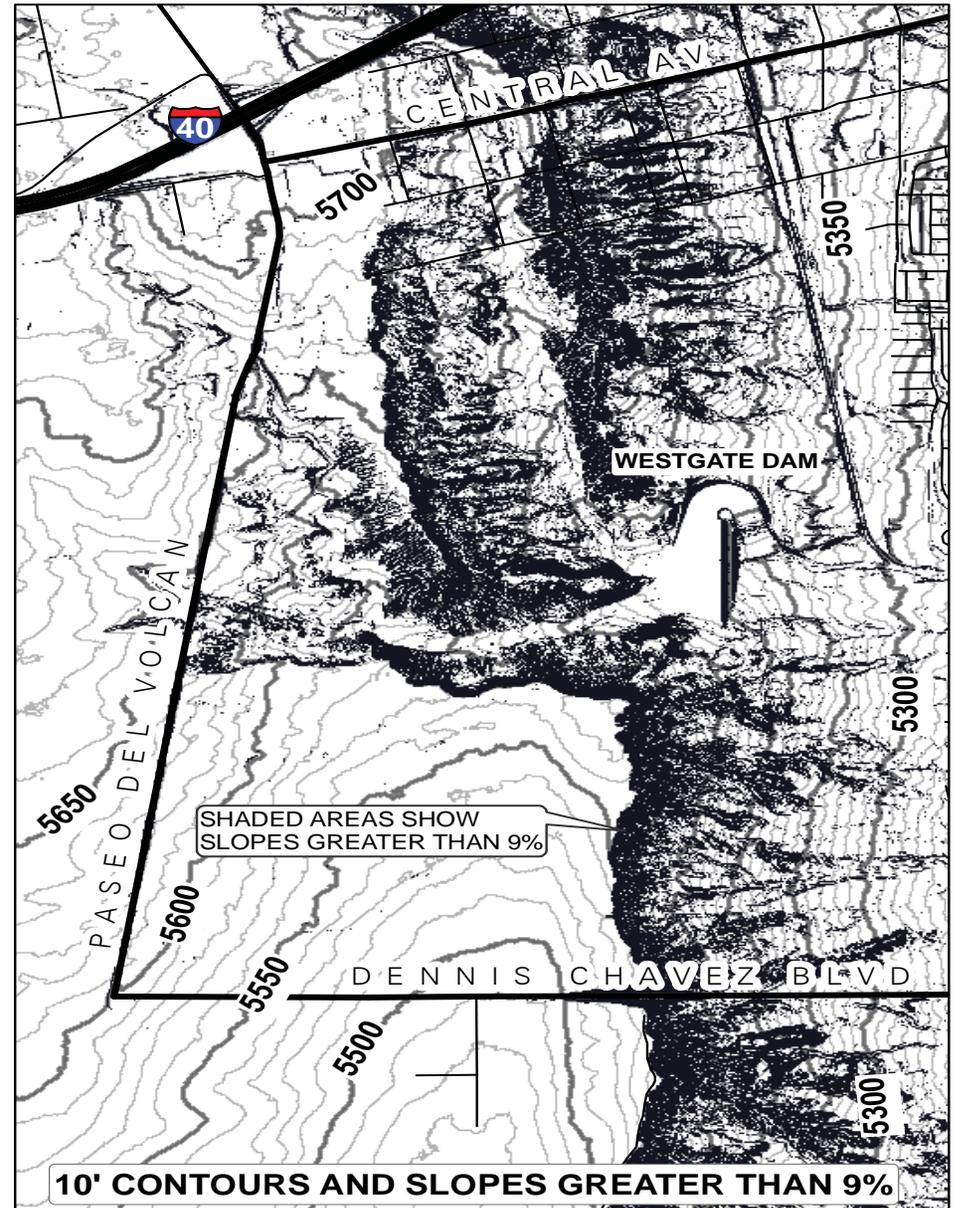
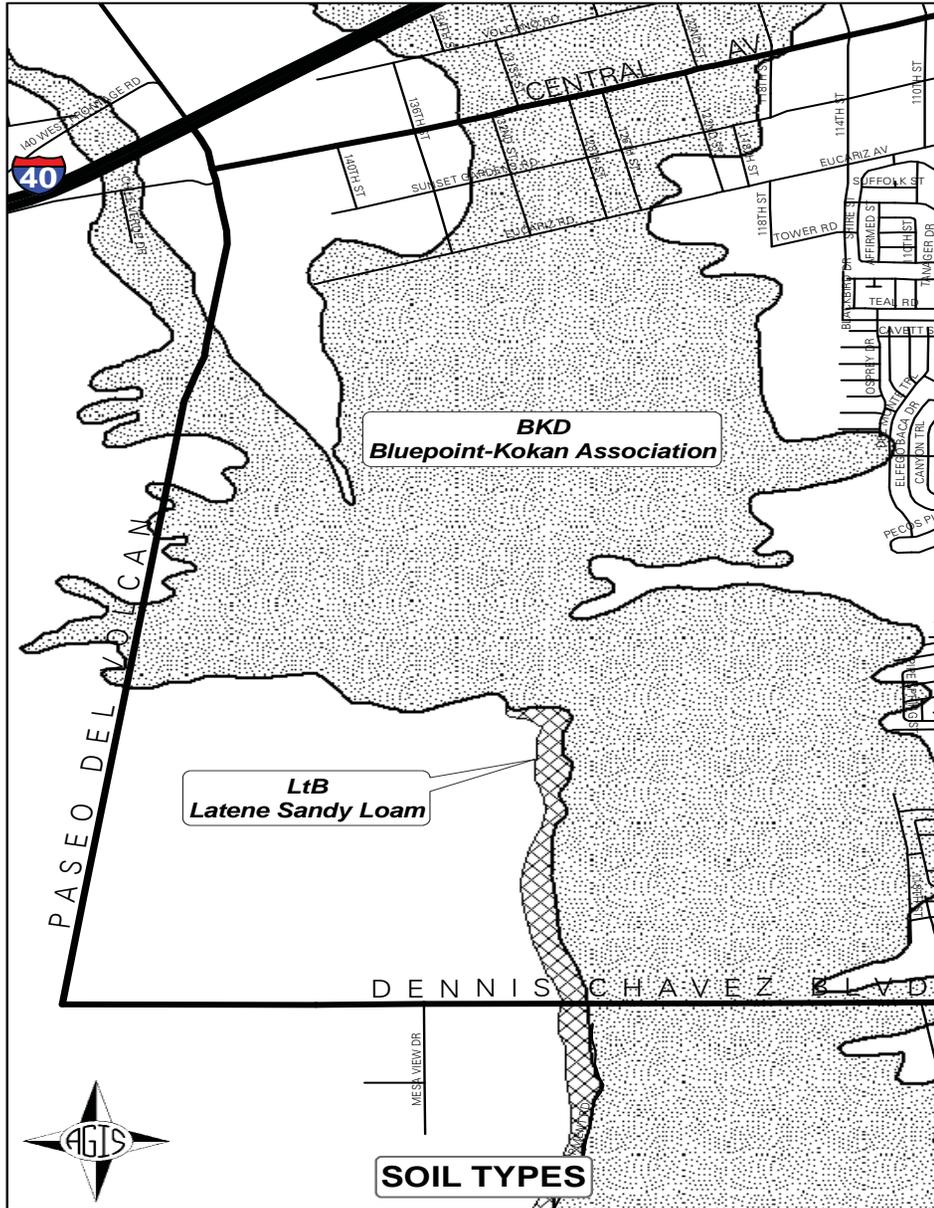
Southwest Albuquerque Drainage Facilities

Publicly owned drainageway easements are often used for trails. Compare this map with Existing and Proposed Trails on page 2-24.



Major Public Open Space - The Ceja

The Ceja has highly erodible soils and slopes 9% and over that should be acquired and maintained as Major Public Open Space. The Ceja has several significant archeological sites that have been surveyed. The City Open Space Division will take all of these factors into consideration when they survey potential boundaries for Major Public Open Space acquisition.



Goal 4. Increase and Improve Retail and Commercial Services

Future Vision

Key Concepts

Shopping to meet most community needs in conveniently located and easily accessed activity centers

Revitalized commercial services in older areas



Issues, Obstacles and Opportunities

During the development of the Action Plan, residents of Southwest Albuquerque had few nearby shopping and commercial service options. Some small stores were located in older commercial strips or individual sites along Old Coors, Central, 98th Street, and a few other isolated locations.

Residential construction often precedes retail and commercial services by many years, requiring local residents to travel long distances for basic shopping. New businesses are developed when commercial developers consider the local population large enough to financially support local and national retail stores. The research conducted by Bob Gibbs, national retail planner, indicates that Southwest Albuquerque can support more retail and commercial services. For more information, see Appendix B.

Some older existing shops need repair and updating, but some of the services and retail goods provided in them are special and should be encouraged to remain in the area. The businesses are locally owned and/or offer ethnic specialties important to Southwest Albuquerque residents. Some of these types of stores are not found elsewhere in Albuquerque. Continued building deterioration must be corrected before it negatively affects surrounding neighborhoods, but care must be taken not to displace small businesses. The commercial areas along Central Avenue and Old Coors have been designated as Metropolitan Redevelopment Areas. The shops within these areas could benefit from public programs.

Change is underway. In 2006-7, local developers and national retailers began to recognize Southwest Albuquerque's potential as a retail market. A development containing a specialty grocery store and other shops and another containing a larger all-purpose grocery store, bank and other shops were built on the northeast and southeast corners of the Sage/98th Street intersection. This location and mixture of uses is intended to serve nearby neighborhoods and others, but access to it was still restricted from the south because streets were incomplete. The sites could have been designed better for walking and bicycle access.



Other shopping centers are being developed at 98th/ Central and Unser/ Central. The locations of these new developments will serve many people once streets are finished. However, building orientation to the street and inclusion of drive-through businesses in these centers does not encourage walking or bicycling from adjacent neighborhoods.

Planning Guidelines for Commercial Development

Retail consultant Bob Gibbs provided the following basic planning guidelines for commercial development in Southwest Albuquerque:

- . Locate major retail at major intersections.
- . Build streets with traffic calming built in to support walking.
- . Provide on-street parking in commercial areas.
- . Place a majority of buildings along sidewalks and street frontage.
- . Encourage mixed land uses and multi-floor buildings.
- . Require maximum storefront windows along first floors.
- . Improve sign design to exceed existing City standards.
- . Require enhanced landscaping.
- . Improve site development approval process for quality centers.
- . Plan retail centers for the future.

Some, but not all new activity centers should contain a retail element. This recommendation is discussed in the Southwest Albuquerque Commercial District Retail Plan (February 2006) and the Southwest Albuquerque Charrette Report (April 2006) located in Appendices B and C. Southwest Albuquerque can support the following types of retailers:

- . **Community Retail** could include large retailers serving Southwest Albuquerque and other areas of the City. An example might include a discount department store or home improvement store combined with smaller adjacent shops.
- . **Neighborhood Retail** could include a selection of retail shops attracting shoppers from both adjacent neighborhoods and from a larger driving area. An example might be a shopping center including a supermarket, bank, pharmacy and small shops offering commercial services like shoe repair and dry cleaning.
- . **Convenience Retail** might be a small center with a variety of basic retail. An example might be a center with a laundromat, small grocer, and coffee shop. These should be located where an under served area has insufficient land to build a larger neighborhood activity center.

- . **Corner Stores** are small shops serving basic needs for an immediate neighborhood. They are indicated on the adjacent map with red dots to show a distribution throughout the area. They must be located on collector streets to be economically sustainable and should be located where there is not land sufficient to serve the area with convenience retail or a neighborhood activity center.

- . **Auto-oriented businesses** should be located outside activity centers because they create unsafe conditions for people on foot or bicycles. They include commercial drive-through services, fueling stations, car washes and other similar uses. They can be accommodated in some locations that would be appropriate for corner stores or convenience retail.

The development of retail services in Southwest Albuquerque depends heavily on market factors. The City can play a part in encouraging more retail development by designating areas as activity centers and appropriately zoning them to allow commercial uses. Areas are designated as potential retail sites based on analysis of local needs and market considerations, but retailers may locate on only some of the potential sites.

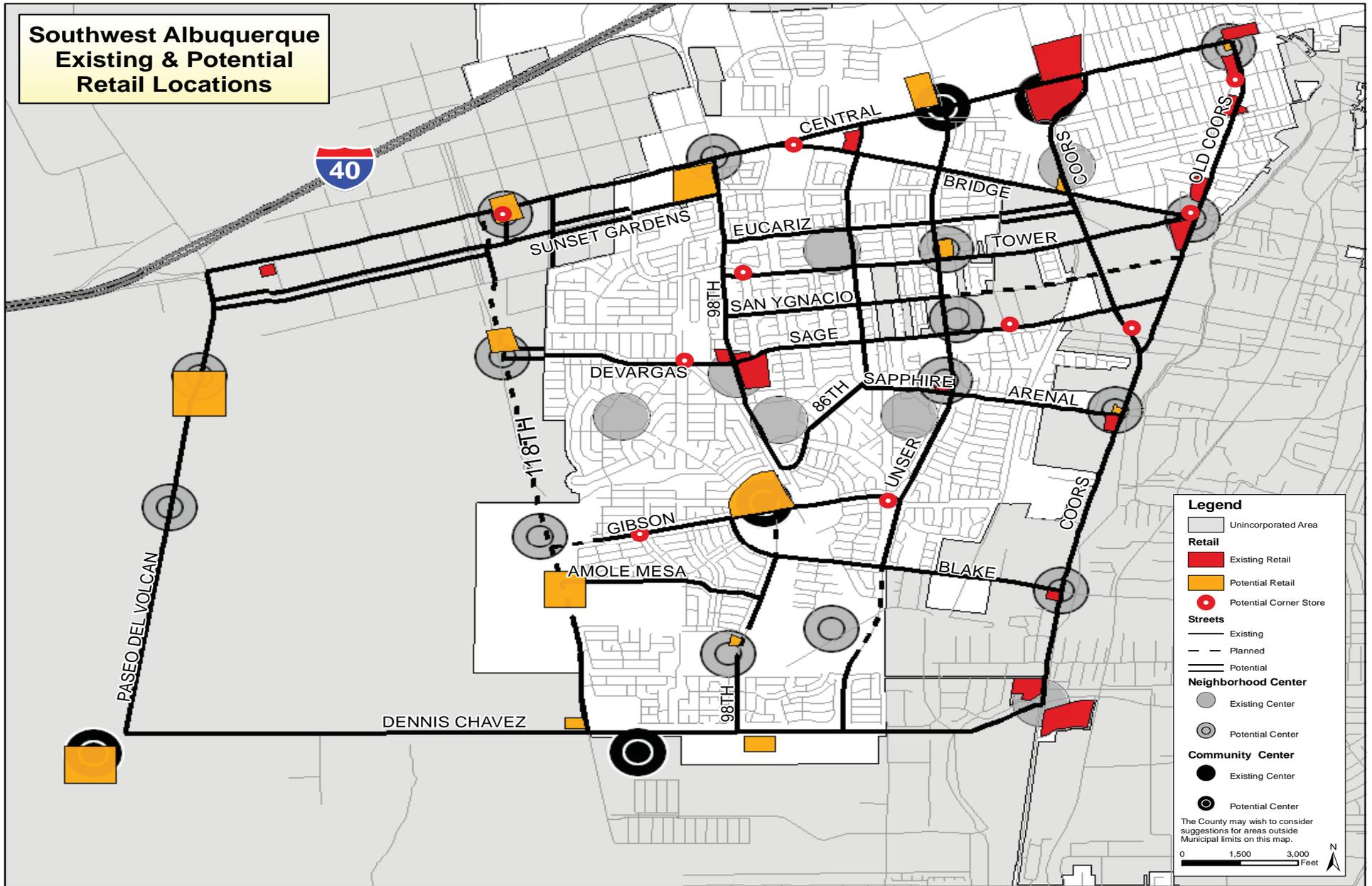
Revitalizing Central Avenue and Old Coors will help strengthen Southwest Albuquerque's sense of place and provide goods and services on easily accessible and often-traveled streets. Activity centers are designated along these corridors to encourage revitalization. Future City programs may focus on these areas.



Albuquerque example of a new convenience retail center in an older neighborhood

Existing and Potential Retail Locations

The map below illustrates both existing and potential retail locations superimposed on the network of existing and proposed activity centers. This map correlates with the maps on pages 2-10 and 2-11 that show parcels with commercial zoning.



Proposed Strategies

- Encourage new pedestrian-oriented retail services in activity centers.
- Revitalize older commercial areas.

Strategy: Encourage New Pedestrian-Oriented Retail Services in Activity Centers

- Initiate a pilot project to create a Central/Unser Activity Center.
- Rezone part or all of this area with Community Activity Center zoning to support the Metropolitan Redevelopment Division's initiative for a Community Activity Center associated with a transit transfer area.

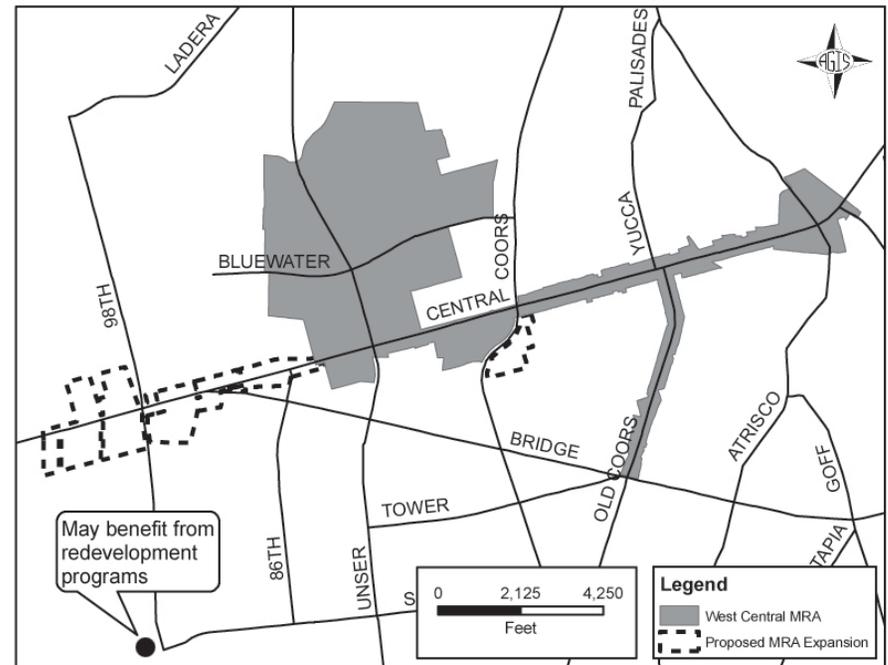
Strategy: Revitalize Older Commercial Areas

- Use some of the redevelopment and reinvestment mechanisms already in use in Albuquerque in the revitalization of West Central and Old Coors. Examples are:
 - Metropolitan Redevelopment Act
 - Tax Increment Financing (TIF)
 - Business Improvement District (BID)
 - Community Development Corporation (CDC)
 - City of Albuquerque Capital Implementation Program (CIP)
 - Legislative Funding
 - Federal Funding
 - Facade Programs

See Appendix D for more information on redevelopment tools.

- If desired by property owners, expand the boundaries of the West Central MRA Plan to the eastern side of Coors Boulevard south of Central and also along Central from the current western boundary of the Plan area west to the City limits. The map below illustrates the proposed expansion.
- If desired by property owners, designate a new Metropolitan Redevelopment Area at the northwest corner of 98th and Sage.

- Amend the West Central MRA Plan to require that its tax increment finance (TIF) monies be spent within the West Central MRA Plan boundaries. (TIF is a financial tool designed to invest locally the tax increases in property value resulting from property improvements. Possible improvements include: landscape, streetscape, and parking areas.)
- Request project funding for the area from the State Legislature.
- Amend the Albuquerque/Bernalillo County Comprehensive Plan to support City assistance in the revitalization of existing businesses.
- If desired by local business and property owners, set up façade improvement programs to target businesses in the Old Coors/Central area and the 98th/Sage area.



Goal 5. Develop a Complete Multi-Modal Transportation Network

Future Vision

Key Concepts

A complete transportation network for walking, bicycling, driving, and taking public transit:

- . A network of neighborhood and community routes for walking and bicycling
- . A network of community and regional routes for bicycling and driving
- . A system of convenient and reliable public transit service to connect Southwest Albuquerque to the rest of the City and County

Improved street design that provides safety, comfort, and efficiency for walking and bicycling

A Complete Transportation Network

A complete network of streets and trails will effectively connect Southwest Albuquerque to other parts of Albuquerque and the County, will enable efficient trips within the community, and will provide direct connections from home to school, park or store. It will support community and neighborhood activity centers by safely providing access to and within them. A completely connected transportation network allows people to easily walk, bicycle, drive or take a bus.

Improved Street Design

Improved street design for traffic lanes, bicycle lanes, medians, sidewalk setback areas, sidewalks, and street intersections will improve efficiency, comfort, and safety for drivers, bicyclists, and people walking or using public transportation.

Issues, Conditions and Opportunities

The Existing Southwest Albuquerque Transportation Network

Between 1995 and 2006, the Southwest Albuquerque population grew about 80% to approximately 45,000 residents. In 2007 most of this population lived in new walled subdivisions consisting primarily of detached single-family houses. This subdivision pattern continues to be built further south and west, increasing the population's daily commuting distance. Most traffic is funneled onto only a few major streets. Many of these streets were not yet completed in 2008.

Southwest Albuquerque's existing arterial and collector street network is inadequate for this growing population. In Southwest Albuquerque, street projects are generally initiated only when adjacent development occurs, leaving gaps adjacent to vacant properties. When streets are extended or widened, traffic signals are not always installed. Sidewalks, bicycle lanes, and trails are not always built and landscaping is not planted. Area population continues to grow, but needed street projects lag behind residential construction. Traffic congestion during rush hour is complicated by these street and trail deficiencies. Existing limited transit service does not offer a viable alternative to driving.

Most U.S. cities are experiencing an approximate 25% increase in traffic every ten years. More cars mean that more intersections are failing, causing traffic jams and unsafe streets. Each bicycle, pedestrian, or transit trip takes a vehicle off the street. Many communities are making streets more conducive to walking, bicycling and taking transit. They design streets to slow down traffic to reduce noise and crashes and design the street network to provide improved routes for drivers, pedestrians, and bicyclists, and improved service for transit users. **By planning, programming projects, and acquiring funds Albuquerque can initiate these same actions.**

Although a complete street network is essential to Southwest Albuquerque, many opportunities for creating more streets are gone. Residential lots were developed where additional streets or trails would have been beneficial. The result is that traffic is funneled onto very few streets, creating traffic congestion. Because the few streets being built to accommodate heavy traffic are wide, noisy undesirable places to live, the building pattern that contributed to this street design continues to be built. House rear-yard walls face most main streets creating an unpleasant, unsafe, and inefficient walking environment.

Gibson Boulevard is a major east/west street that could have been connected to better serve the area. A needed Community Activity Center is designated at Gibson and 98th Street. Its success may depend on better street connection. Gibson currently extends from Unser Boulevard to approximately 106th Street. There is no connection from Unser to Coors. The street becomes a local street, Spring Flower Road, between Unser and the Amole del Norte Diversion Channel. The two streets crossing the Amole del Norte Diversion Channel in this area are one-mile apart - Arenal to the north and Blake to the south. If Gibson can be extended to Coors, it should terminate there to protect the rural character and historic development pattern of the South Valley. The valley should not be threatened by a continuation of Gibson. A Gibson Boulevard extension is planned from 106th to 118th, but awaits private development for completion. Any street extension west should avoid the Ceja, an important landform and designated public open space.



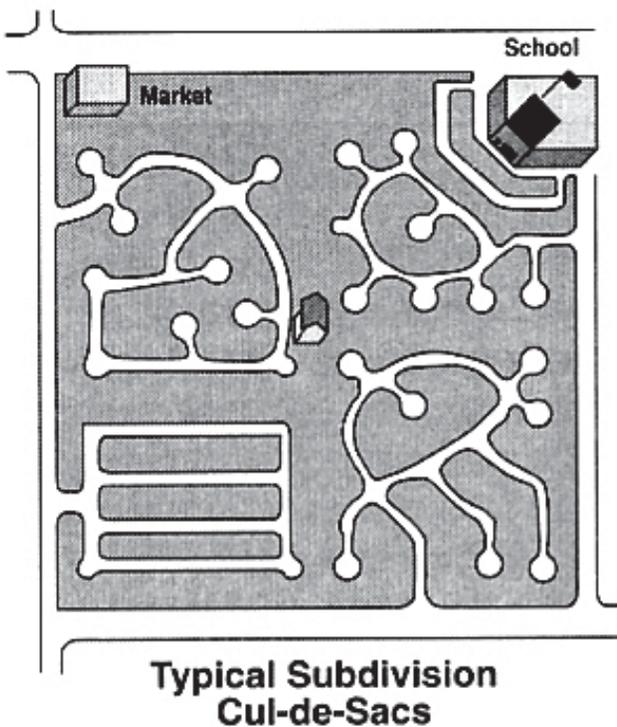
Population growth coupled with an incomplete transportation network creates congestion and continual roadwork.

The Subdivision Ordinance and Development Process Manual (DPM) allow Southwest Albuquerque subdivision development patterns. Current regulations do not require optimum connectivity for pedestrians, bicyclists,

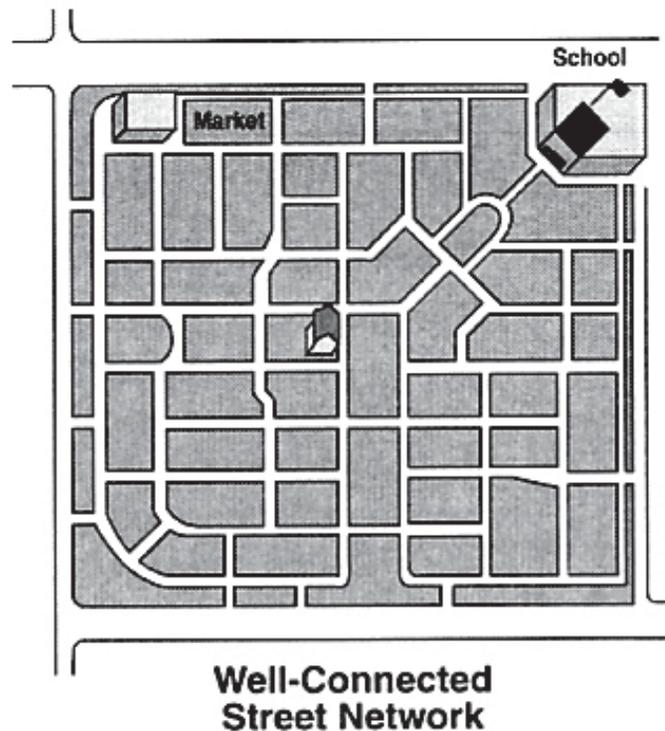
or drivers. Because development is approved incrementally, subdivisions are not reviewed for their effect on the overall transportation system. Subdivision walls and gates, long block lengths, dead-end streets, and rear yards facing streets have been combined extensively throughout Southwest Albuquerque. This development pattern has made pedestrian and bicycle travel inefficient, uncomfortable, and unsafe, discouraging any mode of transportation other than driving.

Early 21st century subdivision development patterns similar to those in Southwest Albuquerque occur in many new developments in Albuquerque.

To reverse this trend, citywide policy amendments to the Albuquerque/ Bernalillo County Comprehensive Plan and regulation amendments to the Subdivision Ordinance and Development Process Manual (DPM) are needed.



A conventional subdivision where a 1/4-mile walk allows access to about 60 properties and one route.



A 1/4-mile grid-based street layout connects to 400-600 properties and dozens of routes.



A subdivision with a padlocked gate prohibits pedestrian and bicycle access

Some change can be proposed for Southwest Albuquerque through new policies in the West Side Strategic Plan and new regulations for the three Southwest Albuquerque Sector Development Plans.

The Mid-Region Council of Governments develops transportation networks for the region based on input from the City of Albuquerque, Bernalillo County, and other governments in the region. The adopted 2030 Metropolitan Transportation Plan (MTP) contains the following maps as well as others: the Long Range Roadway System, Potential High Capacity Transit Corridors, and Long Range Bikeway System Map. The 2030 MTP incorporates several trails and on-street bikeway network suggestions made during the Southwest Albuquerque Strategic Action Plan process. Other transportation network recommendations can be presented to the Metropolitan Transportation Board for approval after the Action Plan is adopted.

Hard-surfaced trails appear on the MTP Long Range Bikeway System Map. All metro-area proposed and existing trails including soft-surfaced trails are on the Proposed Multi-Use Trails Map found in the 1996 Trails and Bikeways Facility Plan. The City uses that plan to program trail

development using a ¼ cent transportation tax that expires in 2010. Proposed trail study areas for the Ceja are found on that map. During the Southwest Albuquerque Strategic Action Plan process, City and County staff prioritized bicycle lane and trail project funding for the 2030 Metropolitan Transportation Plan. Funding proposals are reflected in the Transportation Improvement Plan (TIP).

Regional streets are classified as Major Arterial, Minor Arterial, Collector, and Local based on the amount and distances of traffic they carry. The Albuquerque/Bernalillo County Comprehensive Plan further classifies arterial streets as Express, Enhanced Transit and Transit to suggest street design and transit service for existing stretches of land uses. The Albuquerque/Bernalillo County Comprehensive Plan also proposes a metropolitan network of activity centers.

Three of Southwest Albuquerque's primary streets are classified as limited access roadways. The lack of street connectivity associated with limited access roadway classification does not support multi-modal travel options and easy access to activity centers. Limited access routes, which tend to be busy, fast-moving streets, divide neighborhoods and are difficult to cross. While some are needed for regional travel, Southwest Albuquerque has several. No additional limited access roads should be designated. The "access restrictions" should be re-examined where limited access roads pass through activity centers. To allow for intersecting side streets, the Mid Region Council of Governments (MRCOG) will work with the City to process requests for additional street intersections on limited access roads. Street design that serves pedestrians should be built into these streets to assure they are safe and functional for all modes of travel.

Express: A limited access roadway with travel speeds of 45 to 55 miles per hour. Coors Boulevard, Senator Dennis Chavez Boulevard, and Paseo del Volcan Boulevard are designated Express Corridors.

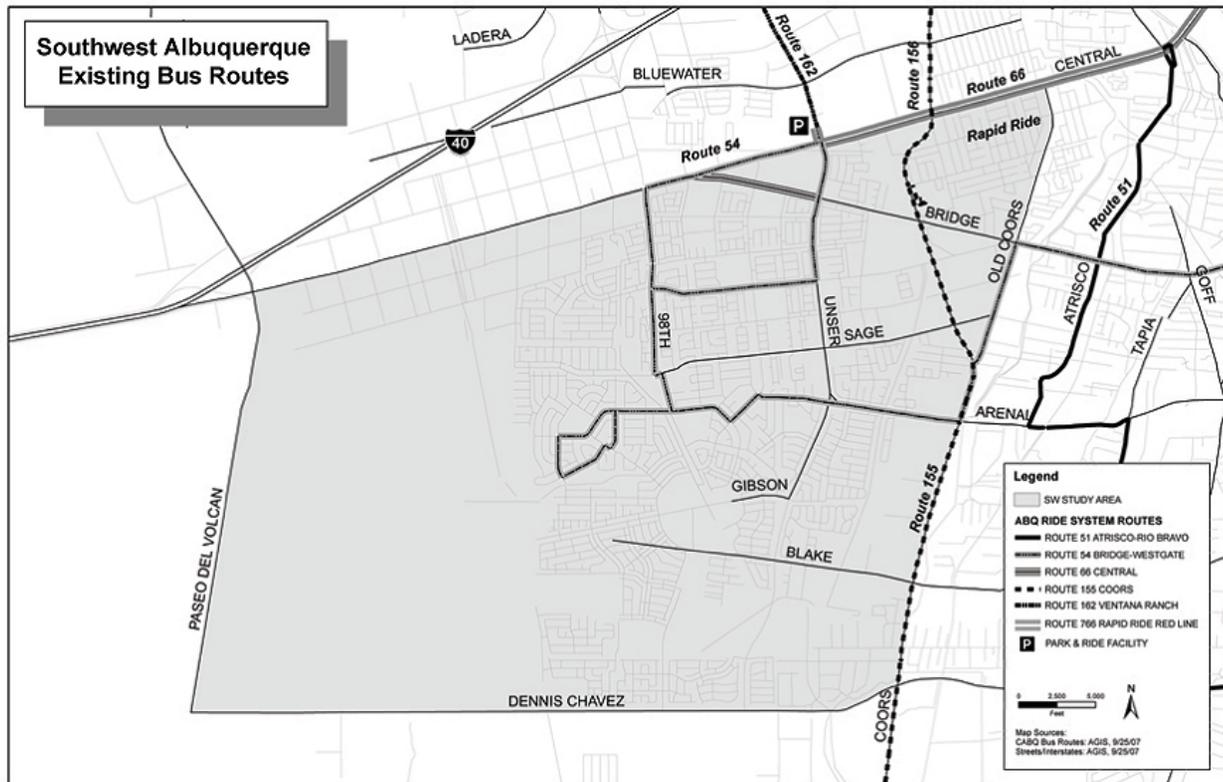
Enhanced Transit: A roadway intended for pedestrian activity with some access control and travel speeds of 35 to 45 miles per hour. Central Avenue (as far west as 98th Street) and Unser Boulevard are designated Enhanced Transit Corridors.

Transit: A full access roadway intended for pedestrian activity with travel speeds of 30 to 35 miles per hour. 98th Street, Tower Road, Sage Road, Eucariz Road, 114th Street, 118th Street, and Gibson West are designated transit corridors.

Existing bus routes that served Southwest Albuquerque in 2007 were limited. A full transit system will only be feasible in Southwest Albuquerque when the street network is complete and mixed-use activity centers that are both trip origins and destinations are developed. ABQ Ride and the new Mid Region Transit Authority may cooperatively provide the desired bus service.

- Route 54 – Bridge/Westgate is the main existing transit service into the Planning Area. In 2008 Route 54 had 45-minute headways during 6 a.m. to 8 p.m. on weekdays. It takes approximately 50 minutes to go from downtown to 98th Street on the Route 54 bus. No weekend service is available.

- Route 66 and the RapidRide along West Central Avenue both provide service to the northern edge of the Planning Area, and serve residents of the area. The RapidRide takes 15-25 minutes from Central/Unser to downtown.
- Route 155 – Coors Boulevard serves the eastern edge of the planning area. Route 155 has half-hour headways during 6 a.m. to 9:30 p.m. on weekdays. The route extends north to Cottonwood Mall and south to Valley Gardens south of Gun Club Road.



Existing Southwest Albuquerque Street Design

Existing arterial streets are wide and street intersections are difficult to cross on-foot. To contribute to the success of existing and proposed community and neighborhood activity centers, major street design needs to incorporate measures to decrease travel speed, protect pedestrians crossing streets, allow for some on-street parking, and more safely accommodate turns onto collector and other arterial streets. Major streets in Southwest Albuquerque are the most visible public spaces. They could support a sense of place with landscaping and public art.



Roll curbs enable sidewalk and front yard parking

Long circuitous streets, dead ends, and local streets with mountable (estate) curbs affect walking safety. Mountable “estate” curbs are intended for large-lot, low-density residential areas. With the current use of mountable curbs in small-lot residential areas, residents drive cars over the curb and park in the limited landscaping strip or on the sidewalk, resulting in unattractive neighborhoods that are unsafe for pedestrians. In 2006, standard curbs added approximately \$700 to the price of a single-family home or less than a 1% increase for a \$120,000 home.

Proposed Strategies

- **Complete the Southwest Albuquerque transportation network.**
- **Provide full multi-modal street access to and within activity centers.**
- **Improve street design to support walking, bicycling and transit use**
- **Initiate pilot projects using Action Plan street connectivity and design recommendations.**

NOTE: Chapter 3 of this Action Plan includes a chart illustrating recommended project funding and timing and recommended text amendment language for sector development plans.

Strategy: Complete the Southwest Albuquerque Transportation Network

1. Amend the West Side Strategic Plan to a) update the map of existing and planned major streets; b) support developing a sub-regional transportation plan for areas west of 118th Street; c) guide transit service on arterial streets; d) promote community design that supports walking; e) avoid rear yards walls facing streets; f) promote multiple vehicular, pedestrian and bicycle access points
2. Suggest that the County amend the Southwest Area Plan to discourage walled and gated communities and double-fronted lots.
3. Amend the Rio Bravo Sector Development Plan Amendment No. 1 to update its transportation network recommendations.

4. Request that the Metropolitan Transportation Board add the following street study corridors and street segments to the Long Range Roadway System to complete the Southwest Albuquerque street network.

Barcelona Street (Coors Boulevard to 118th Street)
 Gibson West Study Corridor (Coors Boulevard to Unser Boulevard)
 Mesa Arenosa Drive (Gibson West Boulevard to Senator Dennis Chavez Boulevard)
 Eucariz (Stinson Street to Coors Boulevard)
 Sunset Gardens (114th Street to Paseo del Volcan Boulevard)
 DeVargas Street (106th Street to 126th Street)
 Hackamore Street (to 110th Street - may be a local street)
 110th Street (Eucariz Street to DeVargas Street)
 126th Street (DeVargas Street to Central Avenue)

5. Once the Metropolitan Transportation Board adopts street network additions, request funding for street design and construction.
6. Program City, Transportation Improvement Program, and other capital funding to study and establish alignments for trails in trail study corridors and to initiate acquisition, design, and construction of trails and trail segments that are added to the 2030 Metropolitan Transportation Plan's Long Range Bikeway System Map.
7. Where appropriate, require trail alignments on site plan applications.
8. Require trail development to occur concurrently with private development and/or street development.
9. Program City, Transportation Improvement Program, and other funding to initiate design and construction of on-street bicycle lanes. Include lanes or adjacent trails in all new major street projects and improvements to existing major streets. Give high priority to completing missing links and increasing bicycling and pedestrian levels of service in Southwest Albuquerque.
10. Plan, program, fund, and initiate bus routes to form a connecting network of bus service using some or all of the following streets:

- . Coors Boulevard
- . Old Coors Boulevard
- . Unser Boulevard
- . 98th Street
- . 118th Street
- . Central Avenue
- . Tower Road
- . Sage Road
- . Arenal Street
- . Gibson Boulevard
- . Blake Street
- . Paseo del Volcan Boulevard
- . Senator Dennis Chavez Boulevard

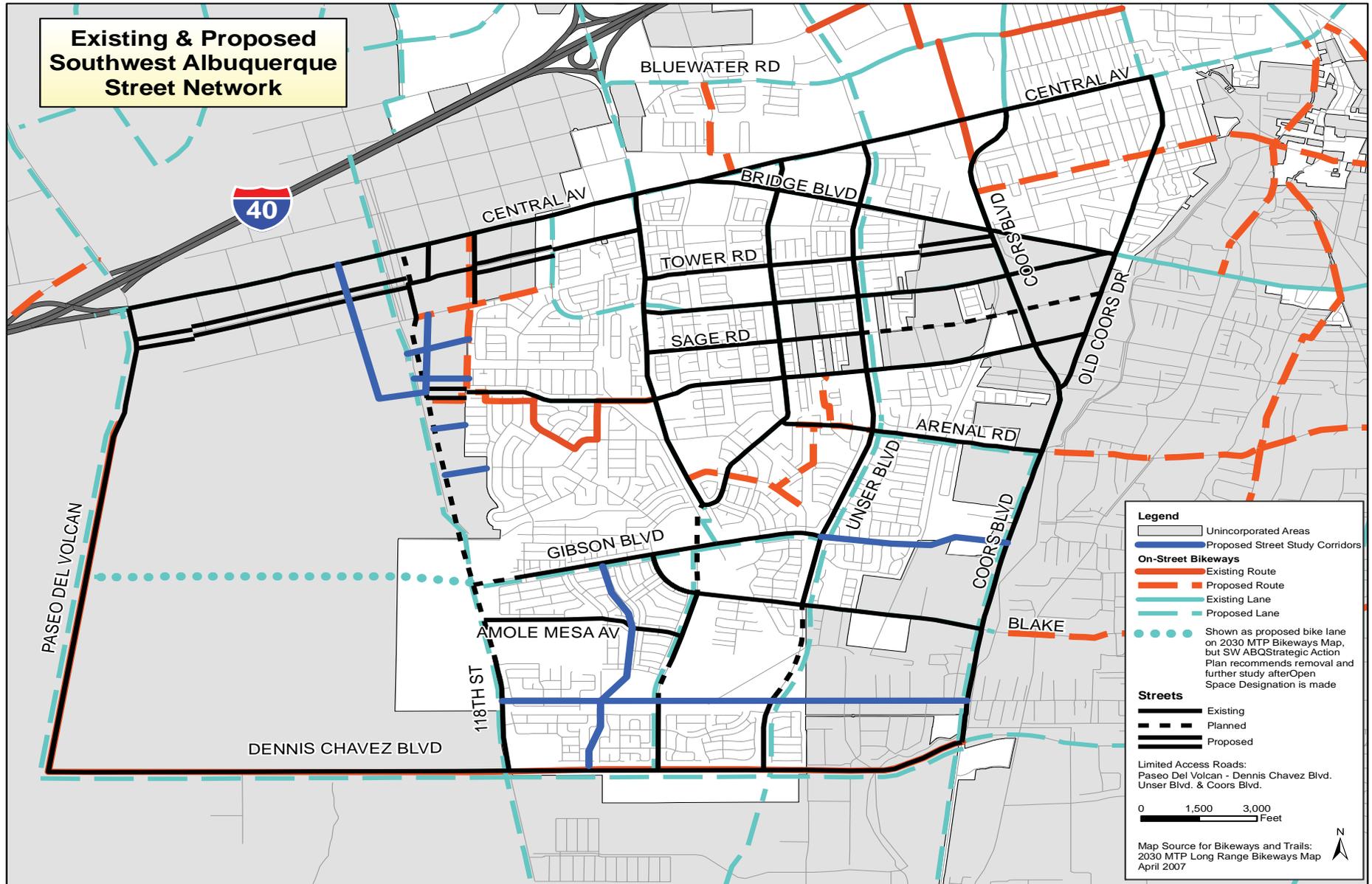
Provide efficient transit service from Southwest Albuquerque to major employment areas including downtown, the Atrisco Business Park, Journal Center and the emerging industrial area on Paseo del Volcan north of I-40.

11. Initiate a Southwest Albuquerque Sub-Regional Transportation Plan for currently undeveloped areas to the south and west.
12. Program funding to install traffic signals, street lighting, and to complete partially completed principal and minor arterials and collectors.
13. Amend the Albuquerque/Bernalillo County Comprehensive Plan to support the development of pedestrian-friendly streets, to discourage walled and gated communities, and to avoid walled rear yards facing public streets.

The street study corridors and connecting street segments identified in the Southwest Albuquerque Transportation Network map are the most recent and comprehensive approach to creating a complete transportation network in the planning area. Most alignments appear to produce sufficiently close spacing to be able to accommodate expected growth in the area. However, traffic demand forecast modeling and analysis might show that additional links are needed to the south and west.

Proposed Street Transportation Network Map

The proposed transportation network map below shows existing and recommended streets and on-street bikeways. Alignments, particularly those west of 118th Street are to be determined during further planning stages. Links designated as “proposed” are currently on the Long Range Roadway System Map and Long Range Bikeway System Map. Trails are shown on the Public Parks, Trails, and Major Public Open Space map on page 2-24.



Strategy: Provide Full Multi-Modal Access to Activity Centers

1. Request that the Metropolitan Transportation Policy Board ask the Department of Transportation (DOT) to modify limited access roadway policies to permit additional access to and from activity centers in the form of activity center streets intersecting adjacent arterial streets.
2. Amend the three Southwest Albuquerque Sector Development Plans to require that activity center access points intersecting adjacent arterial and collector streets be designed as full streets, and not mere curb-cut entrances to parking areas. After Action Plan adoption, initiate a similar amendment to the Subdivision Ordinance and Development Process Manual.

Strategy: Improve major and local street design to support walking, bicycling, and transit use

1. Amend the three Southwest Albuquerque Sector Development Plans to increase street connectivity; shorten block lengths including cul-de-sacs; limit the use of cul-de-sacs, mountable curbs, double frontage lots, limited access and gated subdivisions; and improve intersection design for pedestrians.
2. Amend the three Southwest Albuquerque Sector Development Plans to establish maximum block lengths to increase route choices and efficiency for bicycling and walking. Limit block lengths and require mid-block walkways.
3. Amend the three Southwest Albuquerque Sector Development Plans to require street cross-sections and intersections that promote walking and transit service. Concentrate efforts in activity centers first.
4. Program, fund, and install public art and landscaping for all Southwest Albuquerque arterial streets.
5. Require safe, efficient and comfortable pedestrian and bicycle facility design and construction on all arterial and collector streets.
6. Amend the three Southwest Albuquerque Sector Development Plans to require that all new subdivisions be designed with several route choices for pedestrians and bicyclists that allow them to access local destinations and transit stops efficiently. Walking distances from homes to local destinations should be kept to 1/4 mile or less.
7. Amend the three Southwest Albuquerque Sector Development Plans to require that activity centers and other commercial developments provide efficient, safe and comfortable walking routes from the street to services and shops provided on sites.
8. Amend the three Southwest Albuquerque Sector Development Plans to encourage residential development on collector and major local streets. Generally, small lot single-family residential development should not face collector streets unless there is vehicular access via an alley or a frontage street that accommodates on-street parking. Large lots allowing for deeper setbacks or multi-family/attached residential development that can vary the placement of buildings can be designed along these streets.
9. Amend the three Southwest Albuquerque Sector Development Plans to require that each development plan illustrate a pedestrian and bicycle circulation plan that demonstrates efficient circulation patterns throughout the site, to the neighboring properties, adjacent arterials, transit service, and local destinations. The pedestrian plan should also provide a contour map showing existing grade changes within the development that may deter pedestrian movement.
10. Institute a policy and budget sufficient funds to develop landscape improvements, sidewalks, and trails simultaneously with street improvement projects.
11. Amend the West Side Strategic Plan with policies to support Sector Development Plan regulations.

Strategy: Initiate pilot projects using Action Plan street connectivity and design recommendation

1. Design and build new activity center street cross-sections and intersections. Give priority to the following intersections:
 - . Central/Unser Community Activity Center
 - . Tower/Unser Neighborhood Activity Center
 - . 98th/Gibson Community Activity Center
2. To improve neighborhood connections, demolish the wall dividing Tiffany Road from Delilah Road in the subdivision at the Southwest corner of Tower and Unser to allow pedestrian and bicycle access. Assess the impact of allowing vehicular access.
3. To improve pedestrian safety and aesthetics within a neighborhood, improve the pedestrian access point to Unser between Crepe Myrtle and Javelina Roads. Add landscaping, lighting, and better visibility.
4. Initiate a street tree-planting program for arterial and collector streets. Resolve maintenance responsibility questions.

The Action Plan

The Action Plan: Text Amendments and Capital Project Programming

This chapter contains proposed text amendments to pertinent plans and ordinances, recommended project implementation timetables, and a list of other actions to consider or pursue in the future.

Proposed Amendments to Plans and Ordinances

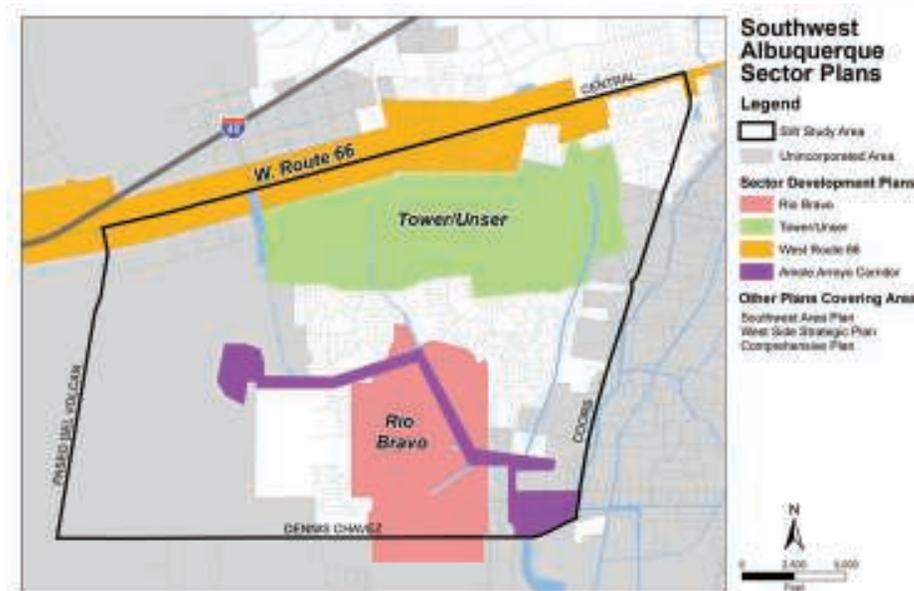
The proposed text amendments in this chapter are for the West Side Strategic Plan, Tower/Unser Sector Development Plan, Rio Bravo Sector Development Plan and West Route 66 Sector Development Plan. Suggested changes to the Southwest Area Plan are included for Bernalillo County to consider.

The plan amendments require City Council consideration and adoption by resolution.

Strikethroughs indicate recommended text removal, and underlines indicate recommended text additions.

Some Albuquerque/ Bernalillo County Comprehensive Plan policies could be strengthened to support the creation of neighborhood activity centers, to discourage walled and gated communities, and to ensure the development of pedestrian-friendly streets. Text amendments to the Comprehensive Plan are not included in this Action Plan.

The following table identifies the amendments by themes for each plan and code.



West Side Strategic Plan

Amend the map on page 30 “Community Service Areas and Neighborhood & Community Activity Centers” to add the following activity centers from the proposed network of Southwest Albuquerque activity centers. Also add maps to show these additional activity centers in the Westland South, Bridge/Westgate, Gun Club, and Rio Bravo subarea maps.

- 118th/Dennis Chavez Community Activity Center
- Old Coors/Central Neighborhood Activity Center
- Coors/Bridge Neighborhood Activity Center
- Coors/Arenal Neighborhood Activity Center
- Coors/Blake Neighborhood Activity Center
- Unser/Tower Neighborhood Activity Center
- Unser/Sapphire Neighborhood Activity Center
- Unser/Amole-Hubbell Drainage Neighborhood Activity Center
- Corriz/Kimela Neighborhood Activity Center to the west of Unser and south of Sapphire
- 86th/Tower Neighborhood Activity Center
- 98th/Benavides Neighborhood Activity Center
- 98th/north of Rio Corto Neighborhood Activity Center
- Benavides/Del Rey Neighborhood Activity Center

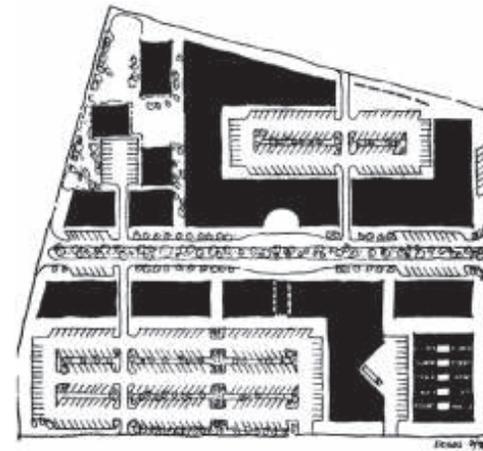
Amend the map on page 30 to add the following proposals for possible future community and neighborhood activity center locations.

- Paseo del Volcan/Dennis Chavez Community Activity Center
- 118th/Central Neighborhood Activity Center
- 118th/DeVargas Neighborhood Activity Center
- 118th/near or at Gibson Neighborhood Activity Center
- Paseo del Volcan/Mid Area Neighborhood Activity Center
- Paseo del Volcan/North Area Neighborhood Activity Center

To clarify the differences between community and neighborhood activity centers, amend Section B: Strategic Plan Elements and Development Strategies, 1. The Community Concept, Community Activity Centers on page 33 as follows.

Each Community on the West Side will ~~[-have -]~~ [+ be served by.+] a Community Activity Center [+ and several smaller Neighborhood Activity Centers that are easily reached by walking from surrounding neighborhoods.+] The Community Center provides the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, [+ multiple-family dwellings +] and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of ~~[- approximately -]~~ [+ at least +] 30,000. [+ This population can be concentrated within a smaller area by locating multiple-family housing within the community activity center to support nearby services and public transit service. +]

Remove the existing illustration of a Typical Community Center on page 34 and replace it with more recent illustrations from the southwest



Community Activity Center Design

Albuquerque Strategic Action Plan.

Add the following policies to more fully describe community and neighborhood centers.

[+ Policy 1.17: The City shall encourage co-location of public services such as schools, libraries, community/senior/multi-service centers, parks, retail and commercial services in Community and Neighborhood Activity Centers. +]

[+ Policy 1.18: Community Activity Centers shall contain mixed-use buildings and/or mixed use developments that combine commercial, residential, and/or civic land uses in one accessible location. +]

Amend the following policies to more fully describe individual community and neighborhood centers in specific west side communities within the Southwest Albuquerque Strategic Action Plan boundaries.

Section B: Strategic Plan Elements and Development Strategies, 3.
Specific West Side Communities, Bridge/Westgate Community
Policy 3.46: Promote densities consistent with those found in the ~~[- Rio Bravo-]~~ Sector Development ~~[- Plan -]~~ [+ Plans for the Bridge/Westgate Community, with densities as high as 30 dwelling units per acre within +] ~~[- and with -]~~ the ~~[-proposed Village -]~~ [+ designated Community Activity +] Centers and adjacent areas. ~~[- Other areas shall be low-density development consistent with the rural character of the area within most of the Community. -]~~

Section B: Strategic Plan Elements and Development Strategies, 3.
Specific West Side Communities, Gun Club Community
Policy 3.48: Promote low-density development consistent with the rural character of the area within most of ~~[- this -]~~ [+ the Gun Club +] Community. Exceptions to this are [+ in residential areas of the community north of Senator Dennis Chavez Boulevard and +] in Activity Centers in key locations of the Rio Bravo Corridor where mixed use commercial services, public facilities, high-density residential, and employment uses are appropriate. [+ These areas should have a greater variety of densities and land uses.+]

Section B: Strategic Plan Elements and Development Strategies, 3.
Specific West Side Communities, Westland South Community
[+ Policy 3.63a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Westland South Community. +]

[+ Policy 3.63b: Locate new public facilities for the West Side in the Westland South Community as it is developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community. +]

Section B: Strategic Plan Elements and Development Strategies, 3.

Specific West Side Communities, Rio Bravo Community
[+ Policy 3.69a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Rio Bravo Community. +]

[+ Policy 3.69b: Locate new public facilities for the West Side in the Rio Bravo Community as areas are developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community. +]

Add the following new community activity center descriptions to the West Side Strategic Plan.

Section B: Strategic Plan Elements and Development Strategies, 3.
Specific West Side Communities, Neighborhood Centers, Community Centers and Regional Centers in Established Areas of the West Side, Bridge/Westgate Community, and Gun Club Community

[+98th/Gibson Community Center

The 98th Street/Gibson Boulevard Community Activity Center should be developed to serve Southwest Albuquerque with retail, private and public services, employment, entertainment, and multiple-family housing. When developed, this activity center will serve neighborhoods between Central and Dennis Chavez west of Coors. Because access to the 98th Street/Gibson Boulevard Community Activity Center will be concentrated on the north/south streets of 98th and Unser, public transit will play an important role. The following strategies are recommended to support the development of the 98th/Gibson center:

1. Complete streets and trails to form a circulation network that provides good access to and within the activity centers.
2. Encourage the development of non-retail uses, including office and multi-family housing development adjacent to or within the center.
3. Include mixed-use buildings and/or closely located buildings with multiple uses.
4. When developing properties, consider possibilities for co-location of City services with commercial and residential land uses.
5. Design public transit routes to effectively connect this center to other areas in Southwest Albuquerque and the rest of the City.+]

[+118th/Dennis Chavez Community Activity Center

A high school campus with room for other community uses is planned for this location. The campus is just outside municipal limits. As the area develops it should serve Southwest Albuquerque with both public and private services. The following strategies are recommended to support the development of this center:

1. Complete public streets and trails to accommodate commercial and community service uses.
2. Allow mixed uses in this community activity center to encourage a park-once-and-walk environment.
3. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.+]

[+Paseo del Volcan/Dennis Chavez Community Center

As development extends westward, this location may serve as a Community Activity Center for areas to the west and south as well as adjacent neighborhoods, including the Gun Club and Westland South neighborhoods. Activity Center development is recommended to be on one corner of the intersection and to be designed for multi-modal accessibility. Immediately adjacent areas may be appropriate for housing and other related uses. All uses should be clustered to avoid encroachment on the Ceja, a sandy escarpment that should be designated as Major Public Open Space. The following strategies are recommended to support the development of this center:

1. Complete the street and trail network to accommodate multi-modal access to clustered commercial and residential development.
2. Allow and encourage the development of non-retail uses, including office and clustered housing development within the center. Concentrate all commercial activity for this area within the center.
3. Include either mixed-use buildings that serve multiple purposes in one structure or closely located buildings that are easily accessible on foot.
4. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.+]

Add the following text to further encourage the development of activity centers.

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Encouraging Employment Growth on the West Side

Policy 3.92: The City of Albuquerque should encourage and support telecommuting and home based enterprises on the West Side. [+ The City should assign appropriate zoning district designations to community and neighborhood activity centers to encourage employers to locate in accessible mixed-use areas.+]

Section B: Strategic Plan Elements and Development Strategies, 7. Natural & Cultural Resources, Recreation and Special Areas, Park Development

Policy 7.16: This plan promotes joint use of park facilities whenever possible. Potential multiple uses include parks and schools, parks and drainage facilities, and parks with certain open space lands [+ Co-location shall occur as part of Activity Center development. +] The Mariposa Basin is a good example of a facility with multiple uses and close proximity to other compatible land uses. Opportunities for joint development would be evaluated on a case-by-case basis to determine feasibility and avoid excessive park development costs due to highly engineered solutions addressing site constraints.

[+ Policy 7.18a: Recreational facilities, including City facilities, non-profit and for-profit providers, and schools should be located within Activity Centers that are accessible by all modes of transportation, particularly foot and bicycle.+]

Rewrite the following general discussion to be policies, consistent with the remainder of the West Side Strategic Plan starting on page 174:

Section B. Strategic Plan Elements & Development Policies, 4. Development Process Issues, Fences and Walls/Transit Access

Residential Development

~~[-• Subdivisions shall be designed to provide an efficient circulation pattern for transit service. Direct routes through developments, separated from congested parking lots, are necessary to provide convenient service to residents.]~~

~~• Walking distances within subdivisions to arterials, collectors, or streets with proposed transit service should be kept to 750 feet whenever possible. Developments enclosed by walls and fences, or land locked areas (i.e., cul-de-sacs) need to provide openings so that pedestrians and bicyclists are provided direct access to transit service.~~

~~• Locate high density residential developments at Community or Neighborhood Centers. Residential densities should be zoned so that they increase toward transit routes or facilities.]~~

Add policies 4.7 through 4.11 under Residential Development and renumber existing policies 4.7 through 4.11 accordingly:

[+ Policy 4.7: Design subdivisions to provide an efficient circulation pattern for transit service.

Policy 4.8: Design subdivisions to provide efficient circulation patterns for pedestrians. Walking distances from residences within subdivisions to arterials, collectors, or streets with existing or proposed transit service should be kept to 1/4 mile or less whenever possible.

Policy 4.9: Gated and/or walled communities and cul-de-sacs are strongly discouraged on the West Side. In rare instances when these design features are permitted, openings through perimeter walls and cul-de-sacs shall be provided every 600 feet so that pedestrians and bicyclists are provided direct access to transit service and other destinations.

Policy 4.10: Subdivisions shall be designed to avoid rear yard walls facing public streets.

Policy 4.11: Subdivisions shall be designed to provide multiple vehicular and pedestrian access points.

Policy 4.12: Locate multiple-family residential housing within or adjacent to Community and Neighborhood Centers. Allow higher density housing in activity centers so they serve as transit hubs.]

Rewrite the bulleted discussion under Commercial Development to be policies, consistent with the remainder of the West Side Strategic Plan starting on page 175.

Add the following policies under Commercial Development and renumber following policies accordingly.

[+ Policy 4.13: Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.

Policy 4.14: Limit the maximum number of parking spaces for office and commercial uses. Each development shall have an approved pedestrian and bicycle circulation plan that provides efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided. Stairways do not promote pedestrian convenience and shall be restricted or eliminated.]

Amend the Transportation/Infrastructure Plan on page 185 in Section B. Strategic Plan Elements & Development Policies, 6. Transportation System to be consistent with the Southwest Albuquerque Strategic Action Plan's Existing & Proposed Southwest Albuquerque Transportation Network Map.

Replace the existing policy 6.6 on page 190 with the following text.

[+ Policy 6.6: The City of Albuquerque, Bernalillo County and the Mid-Region Council of Governments shall conduct a sub-regional plan of the transportation system to assess needs for and alignments of additional major streets for undeveloped portions of Southwest Albuquerque

Consideration shall be given in the sub-regional transportation plan to street study corridors and the network of neighborhood and community centers identified in the Southwest Albuquerque Strategic Action Plan.+]

Remove the existing illustration “Transit Friendly Subdivision Design” on page 195 and replace it with illustrations from the Southwest Albuquerque Strategic Action Plan.

Add the following policy on page 197 concerning Congestion Management/Demand Management.

[+Policy 6.18: The City Transit Department and other transit service providers shall provide a network of bus transit routes that provides service to existing and future neighborhood and community centers.+]

Amend the “Proposed Trails Map” on page 199 to include Southwest Albuquerque trails and trail study corridors identified in the Action Plan.

Transit-Friendly Subdivision Design



Southwest Area Plan

The following suggestions are for Bernalillo County to consider. Amendments similar to the ones proposed for the West Side Strategic Plan and other documents adopted by the City of Albuquerque can be used to support the development of a welcoming environment and a network of major, community and neighborhood activity centers that are close to existing neighborhoods, close to other services, and easily accessible to everyone.

Amend Southwest Area Plan maps to show new Activity Center designations in the Southwest Albuquerque area.

On page 79 amend Policy 32 of the Built Environment Policies.

Policy 32 - Enhance the visual character and quality of the streetscape and overall development by [+ discouraging walled and/or gated communities and by designing subdivisions to avoid rear yard walls facing public streets. +] [~~integrating the design and materials of required perimeter walls-~~]

On pages 79-80 amend actions a), b), and c).

- [+ a) Streets shall be designed to facilitate subdivision design that does not contribute to the continued practice of facing rear yards toward public streets. +]
- b) [+ Where used +] walls shall be designed to complement the architectural character of the subdivision or neighboring development by incorporating the features and motifs used on adjacent homes or buildings.
- c) Discourage long expanses of uninterrupted wall surface and encourage walls to be indented, offset, [+ and at least partially transparent], [~~or in a serpentine form-~~] to avoid a tunnel effect.

Policy 41 – Balance economic development and the quality of life for existing communities as well as for newly developed areas. On page 91 add action c).

[+ c) Encourage co-location of public and private services and retail in closely associated buildings and developments as appropriate. +]

Policy 44 - Promote small scale community commercial centers which foster a market place atmosphere; improve profit for small businesses; provide jobs; and circulate dollars within the Area economy to enhance a community environment and meet retail, recreational and service needs of Area plan residents. On page 94 add actions g), h), and i).

[+ g) Designate neighborhood and community activity centers that include private and public services, housing, and retail.

h) Require closely located buildings, easy pedestrian and bicycle access, and universal accessible design for walking paths, open areas, and buildings.

i) Promote co-location of facilities to promote parking once and accessing multiple services in one trip. +]

Policy 59 - Require that large-scale development adheres to the following criteria to attain a balance between community needs and environmental conditions. On page 104 add Action f).

[+ f) Require closely located buildings, easy pedestrian and bicycle access, and universal accessible design for walking paths, open areas, and buildings. Promote co-location of facilities so users can park once and access multiple services in one trip. +]

Add language about the Ceja.

The Ceja is a treasure unique to the Southwest mesa. Its boundaries need definition and surveying. The Ceja needs formal designation as Major Public Open Space to be acquired for passive community use and environmental protection. Any development contiguous to the Ceja should provide an appropriate buffer zone that preserves view corridors, allow pedestrian and bicycle connections from it to the community trails network and ensure wildlife protection. If land is annexed into municipal limits, require an annexation agreement that stipulates adherence to design guidelines in the Southwest Area Plan.

Tower/Unser Sector Development Plan

Add a map to the plan to show designated activity centers.

After the Southwest Albuquerque Strategic Action Plan is adopted, add a new Figure 7 after page 28 that shows all the Southwest Albuquerque designated activity centers and the Tower/Unser Sector Development Plan boundaries. Renumber the original Figure 7 and subsequent figure numbers accordingly.

To introduce housing type diversity, amend the following sections of Chapter VI. Special Zoning Designations as follows:

A. SU-1 PDA (Planned Development Area)

1. Permissive Uses:

Uses permissive in the C-1 and O-1 zones and dwellings, all as allowed below:

- c. Residential uses [~~up to 15 dwellings per net acre are allowed up to 15 acres. If more than 15 acres of residential uses occur, the allowed density will be 9-du/net acre.~~]

[+:(1) A maximum of 15 dwelling units per net acre are allowed on a maximum of 15 acres.

2) For residential uses in addition to the 15 acres noted in A.1.c.1) of this zoning district, a maximum of 9 dwelling units per net acre is allowed.

3) For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot, townhouse, or apartment building). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

Add a new B.3.b. RD/9 Dwellings per Net Acre, Supplemental Regulations and renumber existing B.3.b. and subsequent numbers.

- a. The [+overall+] density of any residential development shall not exceed 9 du/net acre.

[+ b. For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot or townhouse). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.+]

Remove the existing language in C. RD/14 Dwellings per Net Acre and RD/20 Dwellings per Net Acre, 1 Permissive Uses a and b and insert the following replacement:

- C. RD/14 Dwellings per Net Acre and RD/20 Dwellings per Net Acre
1. Permissive Uses:

~~[- a. Single-family dwellings and apartments.~~

~~— b. Other uses permissive in the R-1 zone: -]~~

[+ a. A mixture of uses permissive in the R-1, R-LT, R-T, and R-2 zones except that a maximum density of 14 dwelling units per net acre for RD-14 and a maximum density of 20 dwelling units per net acre for RD-20 is allowed.

b. For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot, townhouse, or apartment building). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.+]

To create a mixed-use zoning district for designated Community Activity Centers, add the following new Community Activity Center (CAC) zoning district to a new section “G. Activity Center Zones” following “F. Design Overlay Zone” in Chapter VI. SPECIAL ZONING DESIGNATION.

[+CAC Community Activity Center

This zone is intended for application in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in and drive-through facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.

(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(f) Uses or activities in a tent are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premises) used for both residence and business with residents

responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

(5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

(a) Cold storage plants are not allowed.

(b) Drive-in theaters are not allowed.

(c) Kennels are not allowed.

(d) Mobile home development is not allowed.

(e) Tire capping or retreading is not allowed.

(f) Transfer or storage of household goods is not allowed.

(2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded in the CAC Zone.

(C) Required mixture of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential

and commercial uses, but not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

- (2) The following parking reductions shall be deducted from the calculated required parking:
- (a) Park Once and Walk: Parking for C-2 uses permissible in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area
 - (b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.
 - (c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.
- (3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.
- (4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.
- (5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.
- (I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that
- (1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets, and private internal drives.
 - (2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.
 - (3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).
- (J) Usable open space:
- (1) Usable open space for residential units shall be as provided in the R-2 zone.
 - (2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.
- (K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center
- (L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]
- To create a mixed-use zoning district for designated Neighborhood Activity Centers, add the following new Neighborhood Activity Center (NAC) zoning district to a new section "G. Activity Center Zones" following "F. Design Overlay Zone" in Chapter VI. SPECIAL ZONING DESIGNATION.**
- [+NAC Neighborhood Activity Center Zone
- This zone is intended for application in designated Neighborhood

Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in, and drive-through facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(e) Uses or activities a tent are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in

the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded in the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the

horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(l) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of building facades facing public and private streets, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(j) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, insert a new Chapter VII. SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS after Chapter VI. SPECIAL ZONING DESIGNATION.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin (a lot or building on a lot) to potential trip destination (another lot or local street within an area bounded by the same collector and arterial streets), a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school,

community center, park, or transit stop) by the minimum distance (as the crow flies) between those two points.

2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). "Pedestrian Access Route" is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.

a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.

b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:

(1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.

(2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

(3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

(4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

(5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.

(6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +]

C. Provide regularly spaced street intersections to create efficient driving routes.

1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.

4. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.

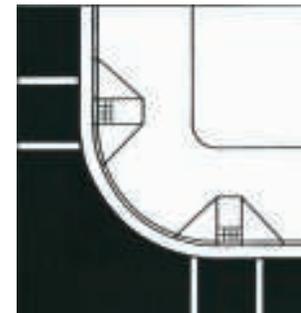
5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single

vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

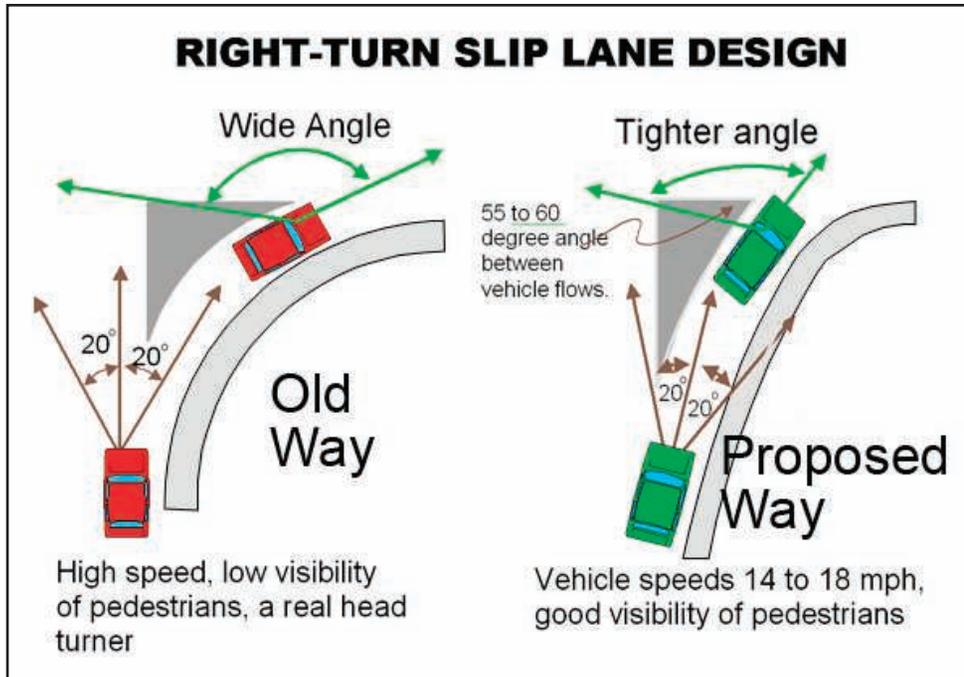
D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the "Great Streets Facility Plan" that make arterial and collector streets conducive to facing buildings toward them.

E. Provide safe and efficient street crossings for pedestrians and bicyclists.

1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



Rio Bravo Sector Development Plan

Add a map to the plan to show designated activity centers.

After the Southwest Albuquerque Strategic Action Plan is adopted, insert a map in an appropriate part of the sector development plan to show all the Southwest Albuquerque designated activity centers and the Rio Bravo Sector Development Plan boundaries. Renumber subsequent figure numbers accordingly.

Insert the following amendments starting on page 25, sixth paragraph:

[+ Some of the+] non-residential and mixed-use zone designations (SU-2 and SU-3) are now replaced with mixed use, SU-1 zones. Within the SU-1 zone, properties will have allowances for C-1, C-2, O-1, O-2, and IP zoning subject to individual review procedure. The mixed-use can be applied [~~so-as~~ -] to include RLT zoning and other high-density residential uses. [Community Activity Center (CAC) and Neighborhood Activity Center (NAC) mixed-use zoning should be applied to designated activity centers within Rio Bravo Sector Development Plan boundaries. These zoning districts will create development mixtures that include retail shops, public, services and institutions, residential units, and other community uses in a pedestrian-oriented format. +]

Amend Section II. Rio Bravo Sector Plan Amendment, D. Plan Revisions, 2. Transportation, Transit and Mobility to insert the following information starting on page 27:

1. [~~Rio Bravo Boulevard~~] [Senator Dennis Chavez Boulevard] [~~The alignment and right-of-way for Rio Bravo extending from Coors Boulevard westerly to Paseo de Volcan has been acquired by Bernalillo County.~~] [Senator Dennis Chavez Boulevard is the west extension of Rio Bravo Boulevard from Coors to Paseo del Volcan. It is a limited access principal arterial. Rio Bravo Boulevard is the southern-most river crossing in the South Valley.]

Access is limited on Senator Dennis Chavez Boulevard between Paseo del Volcan and I-25 through the Roadway Access Modification Policies

adopted by the Metropolitan Transportation Board of MRCOG (R-05-09 MTB). Full interchange at-grade street intersections are specified for Paseo del Volcano, 118th, 98th, Unser, and Coors. The City of Albuquerque should request that the Metropolitan Policy Board permit additional access for cross-streets in Community and Neighborhood Activity Centers. Location of additional access shall be determined at the time of development or redevelopment of these centers.” The Southwest Albuquerque Commercial District Retail Plan” recommends that retail developments be located along major streets and indicates that they do best when those streets are designed for walking.+]

2. Unser Boulevard

[Unser Boulevard is a principal arterial street serving as a second main north-south throughway on the West Side. Access is limited from Gun Club Road north to U.S. 550 through the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MRCOG (R-05-09 MTB). The City of Albuquerque should request that the Metropolitan Policy Board permit additional access for cross-streets in community and neighborhood centers. Location of additional access shall be determined at the time of development or redevelopment of these centers. +]

4. Gibson Boulevard

[In 2006 Gibson West extended from Unser Boulevard to approximately 106th Street. It is the primary east/west access to the Community Center designated at the junction of 98th Street, 86th Street, and Gibson. Existing access from the east is confined to Arenal, then south on Unser to Blake. Both of these streets are somewhat indirect and limited traffic carriers. In 2004, Arenal (Coors to Unser) carried 11,500 vehicle trips per day and Blake, a collector, carried 5,000 trips per day.]

Gibson Boulevard cannot simply be extended east from Unser Boulevard because the continuing street, Spring Flower Road, is a narrow local residential street. If possible, Gibson West would need to be aligned to the south of Spring Flower Road, meander to avoid other residential neighborhoods and tie into Coors Boulevard. This new east/west link will provide better access for the growing central and southern portions

of planning area. If this new street is built, it should serve pedestrian, bicycle, and vehicle travel and should terminate at Coors to protect the rural character and historic development pattern of the South Valley. Further study is needed to ascertain area travel demand and to identify any possible street alignment. +]

After adoption of the Southwest Albuquerque Strategic Action Plan, insert a map in an appropriate part of the Sector Development Plan to show Activity Centers. Renumber subsequent figures accordingly.

To create a Community Activity Center (CAC) mixed-use zoning district add the following new section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development.

[+CAC Community Activity Center

This zone may be applied in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in and drive-through facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.

(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(f) Uses or activities in a tent are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.

2. Books, magazines, newspapers, stationery, except adult bookstore.

3. Cosmetics, notions, hobby supplies.

4. Flowers and plants.

5. Jewelry.

6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.

2. Day care center.

3. Instruction in music, dance, fine arts, or crafts.

4. Interior decorating.

5. Photography, except adult photo studio.

6. Tailoring, dressmaking.

(d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

(5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

(a) Cold storage plants are not allowed.

(b) Drive-in theaters are not allowed.

(c) Kennels are not allowed.

(d) Mobile home development is not allowed.

(e) Tire capping or retreading is not allowed.

(f) Transfer or storage of household goods is not allowed.

(2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded in the CAC Zone.

(C) Required mixture of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where

the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be

designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To create a Neighborhood Activity Center (NAC) mixed-use zoning district add the following section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development.

[+NAC Neighborhood Activity Center Zone

This zone may be applied in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in, and drive-through facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(e) Uses or activities a tent are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work

Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal

casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded in the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of

allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to

residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of building facades facing public and private streets, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To limit repetition of one housing type (single-family detached house, single-family attached, or multiple-family) add the following section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development .

[+For lots zoned R-LT that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres shall be developed with repetitions of any one use permissive or conditional

in the R-LT zone: detached house one per lot or townhouses one per lot. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. After City adoption of this regulation, no more than 25 contiguous gross acres shall be designated R-LT. Each 25 acres with an R-LT designation shall be surrounded in all directions by land uses that are not detached houses.

[+For lots zoned R-T that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-T zone; houses or townhouses. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-T. Each 25 acres with an R-T designation shall be surrounded by land uses that are not detached houses.

[+For lots zoned R-2 that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-2 zone; houses, townhouses and apartments. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-2. Each 25 acres with an R-2 designation shall be surrounded by land uses that are not detached houses. +]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, place the following regulations in a new Section 2. “Subdivision and Public Right-of-Way Regulations” in Chapter II.D. “Plan Revisions and Comparison with SD-87-4” and renumber subsequent sections of that chapter.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin (a lot or building on a lot) to potential trip destination (another lot or local street within an area bounded by the same collector and arterial streets), a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop) by the minimum distance (as the crow flies) between those two points.
2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). “Pedestrian Access Route” is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.
 - a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.
 - b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:
 - (1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being

considered for development.

(2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

(3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

(4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

(5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.

(6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets

with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +1

C. Provide regularly spaced street intersections to create efficient driving routes.

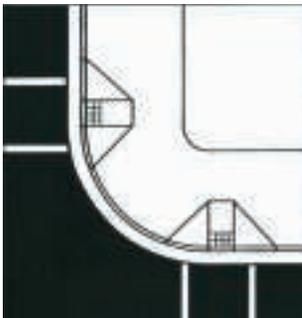
1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

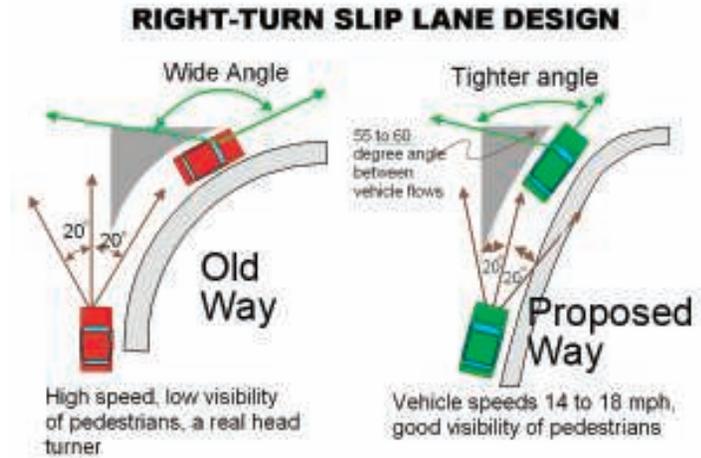
3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.
4. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.
5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

- D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the "Great Streets Facility Plan" that make arterial and collector streets conducive to facing buildings toward them.
- E. Provide safe and efficient street crossings for pedestrians and bicyclists.

- 1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



West Route 66 Sector Development Plan

After the Southwest Albuquerque Strategic Action Plan is adopted, insert a map in an appropriate part of the Sector Development Plan to show designated Activity Centers. Renumber subsequent figure numbers accordingly.

To explain the new Community Activity Center and Neighborhood Activity Center zoning districts, insert the following paragraphs after SU-2 Zones on page 58.

The Southwest Albuquerque Strategic Action Plan in the West Side Strategic Plan includes two Community Activity Centers and three Neighborhood Activity Centers within West Route 66 Sector Development Plan boundaries.

Neighborhood Activity Centers may range from approximately 5 to 15 acres. They should be easily accessible destinations for nearby residents and others. Nearby residents should be able to reach them with a one-quarter mile walk.

Community Activity Centers are usually between 30 and 60 acres. They are intended to provide clusters of stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, community centers, and multigenerational centers for residents within a radius of up to three miles. Community Activity Centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

To create the Community Activity Center (CAC) mixed-use zoning district add the following new Community Activity Center zoning district to ZONE CATEGORIES – SEGMENTS ONE, TWO AND THREE.

[+CAC Community Activity Center

This zone may be applied in designated Community Activity Centers. It provides for development of a mixture of two or more of the following

uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in and drive-through facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.

(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(f) Uses or activities in a tent are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A live/work space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

- (b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
 1. Arts and crafts objects, supplies, plus their incidental creation.
 2. Books, magazines, newspapers, stationery, except adult bookstore.
 3. Cosmetics, notions, hobby supplies.
 4. Flowers and plants.
 5. Jewelry.
 6. Clothing.
- (c) Services, provided there is no outdoor storage or activity except parking:
 1. Barber, beauty.
 2. Day care center.
 3. Instruction in music, dance, fine arts, or crafts.
 4. Interior decorating.
 5. Photography, except adult photo studio.
 6. Tailoring, dressmaking.
- (d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.
- (e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.
- (f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
- (g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.
- (4) Transit stops and transit facilities.
- (5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.
- (B) Conditional uses:
 - (1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:
 - (a) Cold storage plants are not allowed.
 - (b) Drive-in theaters are not allowed.
 - (c) Kennels are not allowed.
 - (d) Mobile home development is not allowed.
 - (e) Tire capping or retreading is not allowed.
 - (f) Transfer or storage of household goods is not allowed.
 - (2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded in the CAC Zone.
- (C) Required mixture of uses:
 - (1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.
 - (2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.
 - (3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.
- (D) Height:
Non-residential, residential, and mixed-use structure height shall

be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the

total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To create the Neighborhood Activity Center (NAC) mixed-use zoning district, add the following new Neighborhood Activity Center zoning district to ZONE CATEGORIES – SEGMENTS ONE, TWO AND THREE.

[+NAC Neighborhood Activity Center Zone

This zone may be applied in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up, drive-in, and drive-through facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(e) Uses or activities a tent are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A live/work space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.

2. Books, magazines, newspapers, stationery, except adult bookstore.

3. Cosmetics, notions, hobby supplies.

4. Flowers and plants.

5. Jewelry.

6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded in the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85

feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area.

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of building facades facing public and private streets, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 200 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, insert a new Chapter VI. SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS and renumber the APPENDIX as VII.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin (a lot or building on a lot) to potential trip destination (another lot or local street within an area bounded by the same collector and arterial streets, a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop) by the minimum distance (as the crow flies) between those two points.
2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance

14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). "Pedestrian Access Route" is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.

- a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.
- b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:

(1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.

(2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

(3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

(4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

(5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major

Local Street shall be located a maximum distance of 500 feet on center.

(6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +1

C. Provide regularly spaced street intersections to create efficient driving routes.

1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.

4. The City Engineer may approve cul-de-sac and similar street types when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.

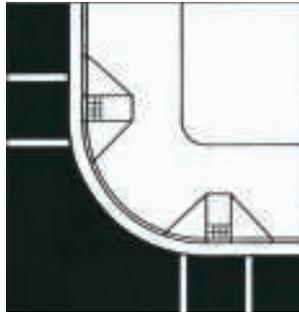
5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the "Great Streets Facility Plan" that make arterial and

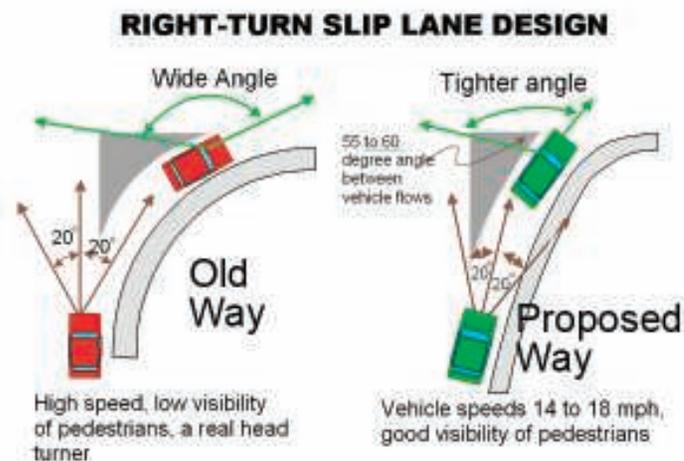
collector streets conducive to facing buildings toward them.

E. Provide safe and efficient street crossings for pedestrians and bicyclists.

1. Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



Recommendations for Future Action

This section of the Action Plan contains spreadsheets that present information on projects and studies needed to make Southwest Albuquerque a complete community. (CABQ-City of Albuquerque, DMD-Department of Municipal Development, NMDOT-New Mexico Department of Transportation)

A. Capital Projects - Already Funded and/or Planned

GOAL Plan and Build an Interconnected System of Public Parks, Trails, and Open Space					
Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
Neighborhood Parks	Anderson Hills Park (Phased)	2007-11	CCIP	\$1,500,000	CABQ-Parks
	Avalon Park	2009	CCIP	\$900,000	CABQ-Parks
	Silver Tree Park (Phased)	2009-11	CCIP	\$1,000,000	CABQ-Parks
	El Rancho Grande 1 Park	2011	CCIP	\$600,000	CABQ-Parks
	Eldorado Park	2011	CCIP	\$600,000	CABQ-Parks
	Other New Park Development	2013	CCIP	\$500,000	CABQ-Parks
Community Parks	Tower Pond Comm. Park Completion (Phased)	2009-11	CCIP	\$3,500,000	CABQ-Parks
	Westgate Comm. Park Expansion (Phased)	2007-13	CCIP	\$4,000,000	CABQ-Parks
Trails	98th Street Trail	2011	CCIP	\$400,000	CABQ - DMD
	Unser Blvd. Trail	2013	CCIP	\$200,000	CABQ-DMD
Open Space	Acquisition of Ceja	2013	CCIP	\$600,000	CABQ-Open Space
GOAL Develop a Complete Multi-Modal Transportation Network					
Streets	Southwest Mesa Park and Ride (Central & Unser)	2006	GO Bonds - TIP	\$936,000	CABQ-DMD
	I-40/West Central Interchange Reconstruction	2007	GO Bonds - TIP	\$6,000,000	NMDOT
	Rapid Transit Project on Central Avenue Corridor	2006-08	GO Bonds - TIP	\$4,664,000	CABQ-DMD
	I-40 Tricentennial West Gateway from Route 66 exit to 118th Street	2010	GO Bonds - TIP	\$93,000	CABQ-DMD
	Coors Boulevard interchange improvements for Gun Club, Arenal, and Pajarito	2006 & 2008	GO Bonds - TIP	\$19,200,000	NMDOT
	Eucariz from 106th to 114th widen from 2 to 4 lanes	2003-05	Private-MTP	\$1,234,264	CABQ-DMD
	114th from Eucariz to Central, widen from 2 to 4 lanes	2003-05	Private-MTP	\$1,234,264	CABQ-DMD
	Sage from DeVargas to 118th widen from 2 to 4 lanes	Summer '07	Private-MTP	\$1,113,848	CABQ-DMD
	106th from Eucariz to Central, new 2 lanes	2003-05	Private-MTP	\$1,836,344	CABQ-DMD
	Unser from Central to Sage new 2 lanes(widening)	2003-05	Private-MTP	\$3,973,728	CABQ-DMD
	98th extension, new 4 lanes	2009-11	Private-MTP	\$5,057,472	CABQ-DMD
	Old 98th from end of road to 98th, new 4 lanes	2003-05	Private-MTP	\$2,950,192	CABQ-DMD
	Gibson West, Unser to 118th, new 2 lanes	2006-10	Private-MTP	\$6,561,252	CABQ-DMD
	98th from EOP to Blake, new 2 lanes	2006-10	Private-MTP	\$3,044,76	CABQ-DMD
Unser from Central to Sage, widen from 2 to 4 lanes	2006-10	Private-MTP	\$7,640,054	NMDOT	

A. Capital Projects - Already Funded and/or Planned (continued)

Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
Streets (continued)	Unser end south to Blake, new 2 lanes	2006-10	Private-MTP	\$3,044,764	CABQ-DMD
	118th from Central to Gibson west, new 2 lanes	2011-15	Private-MTP	\$5,749,864	CABQ-DMD
	Blake from Unser to 98th, new 2 lanes	2011-15	Private-MTP	\$1,384,784	CABQ-DMD
	Unser from Central to I-40	2013	Impact Fees	\$610,000	CABQ-DMD
	98th St. from Blake to Rio Bravo, new 2 lanes	2011-15	Private-MTP	\$3,010,400	CABQ-DMD
	Unser From Blake to Rio Bravo, new 2 lanes	2011-15	Private-MTP	\$2,889,984	CABQ-DMD
	Old 98th from 98th to 118th, new 2 lanes	2011-15	Private-MTP	\$2,438,424	CABQ-DMD
	Old 98th from BOP to Unser, widen from 2 to 4 lanes	2016-25	Private-MTP	\$7,523,160	CABQ-DMD
	Rio Bravo from 98th to Coors, widen from 2 to 4 lanes	2016-25	Private-MTP	\$8,008,800	CABQ-DMD
	118th Street from Gibson West to Rio Bravo, new 2 lanes	2016-25	Private-MTP	\$4,759,840	CABQ-DMD
	New roadways/additional lanes on 98th Street	2005-13	CCIP-Impact Fees	Total for these projects = \$23.5 million	CABQ-DMD
	New roadways/additional lanes on Tower Road				
	New roadways/additional lanes on Unser Boulevard				
	Intersection improvements and advance right-of-way acquisition are anticipated over this eight year period for new roadways and lanes (98th, Tower Road and Unser Blvd.)				
	86th and Sage Street Improvements	2007-15	GO Bonds-Decade Plan	\$11,700,000	CABQ-DMD
	Sage Road Improvements	2009	GO Bonds-Decade Plan	\$200,000	CABQ-DMD
	Unser Boulevard Reconstruction, <i>Phase 1 or Design?</i>	2009	GO Bonds-Decade Plan	\$2,500,000	CABQ-DMD
<i>90th & 106th St. Grade Separation</i>	2015	GO Bonds-Decade Plan	\$400,00	CABQ-DMD	

B. Capital Projects (funding needed)

GOAL Build Complete Neighborhoods and a Network of Neighborhood and Community Serving Activity Centers					
Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
Pilot Project	Develop the Central and Unser Community Activity Center (project also serves Retail and Transportation goals)	Initiate 2008	Metropolitan Redevelopment Sources	Unknown	CABQ-MRA
GOAL Provide Convenient Public Services					
Libraries	30,000 sf library	2013	GO Bonds	\$16,000,000	CABQ-Cultural Svc.
	Expansions/Replacements of existing 2 libraries	2015	GO Bonds	Unknown	CABQ-Cultural Svc.
Intergenerational Center	SW Section of SW Albuquerque	2011	GO Bonds	\$16,000,000	CABQ-Cultural Svc.
Community Center	Westgate Community Center Minigym	2011	GO Bonds	\$950,000	CABQ-Family & Comm. Svc
Senior Services	Westgate CC Senior Mealsite	2009	Legislature	\$5,000	CABQ-Family & Comm.Svc./Senior Affairs
	Westgate CC Senior Van	2009	Legislature	\$50,000	CABQ-Family & Comm. Svc./Senior Affairs
GOAL Plan and Build an Interconnected System of Public Parks, Trails, and Open Space					
Parks	Community Park: Senator Dennis Chavez/118th St.	2013	GO Bonds & Legislature	\$6,000,000	CABQ-Parks
Major Public Open Space	Accelerate Ceja survey and acquisition if possible	2009-13	GO Bonds & other	Unknown	CABQ-Open Space
Trails	Complete Trail Network (Phased)	2009-16	GO Bonds - TIP	\$500,000 per mile	CABQ-DMD
GOAL Develop a Complete Multi-Modal Transportation Network					
Pilot Project	Central and Unser Intersection Redesign (see Pilot Project above)	2009-10	TIP (in application)	\$1,700,000	CABQ-DMD/ Planning
	Retrofit current dead end streets to connect neighborhoods	2009	To be chosen	\$75,000	CABQ-DMD/ Planning

C. Future Studies and Pilot Projects (Not funded)

GOAL Build complete neighborhoods and network of activity centers to serve them.		
Study or Project	Timeframe	Responsibility
Develop an Activity Center pilot project on City-owned land at Central Avenue and Unser Boulevard.	2008	CABQ-MRA
Develop facility standards for all libraries, youth facilities, senior facilities, and other adult facilities to guide performance, design and capital expenditures for facilities throughout the City.	Initiate 2009	CABQ-Departments
Explore the feasibility of initializing programs that allow developers to dedicate land for community facilities in exchange for development incentives.	Initiate 2009	CABQ-Planning
Monitor increases in the senior population over the next ten years. If senior populations are adequate, either construct a senior center to serve the area or integrate a full senior program into a multi-generational center.	2009-17	CABQ-Senior Services
Plan. program and fund public uses for land that APS is setting aside at the new high school site a Senator Dennis Chavez Boulevard and 118th Street.	Initiate 2009	CABQ-Bernalillo County & other public agencies
GOAL Plan and build an interconnected system of public parks, trails, and open space.		
After determining Ceja boundaries for conservation and preservation, acquire the property through a combination of public finding and private dedication.	As soon as possible	CABQ-Bernalillo County
GOAL Increase and improve retail commercial services..		
Expand boundaries of the West Cental MRA district	Initiate 2009	CABQ-MRA
Implement a facade program benefiting businesses in the Old Coors/Central area	Initiate 2009	CABQ-MRA
Implement a facade program for other properties in existing redevelopmnt areas	Initiate 2009	CABQ-MRA
GOAL Develop a complete multi-modal transportation network.		
Conduct a sub-regional transportation analysis and plan for undeveloped portions of Southwest Albuquerque.	Initiate 2009	MRCOG
As a sub-task, conduct an alignment study for Gibson West to connect to Coors Boulevard	2009	MRCOG
Initiate a street tree planning pilot project	Initiate 2009	CABQ-Envir. Health

D. Plan, Policy and Ordinance Changes for Future Action

Study or Project	Timeframe	Responsibility
Use the zoning map amendment process to change the zoning to activity center zoning for selected designated activity centers.	2009-10	CABQ-Planning
Draft legislation to require master plans for complete neighborhoods for developments above a minimum size (to be determined)	2010-11	CABQ-Planning
Develop Complete design standards for Southwest Albuquerque development as recommended in Policy 4.6 of the West Side Strategic Plan	2009-10	CABQ-Planning
Draft Comprehensive Plan amendments to support complete neighborhoods, community activity centers and neighborhood activity centers.	2009-10	CABQ-Planning
Draft Zoning Code amendments to add Community Activity Center and Neighborhood Activity Center zones	2009-10	CABQ-Planning
Draft Subdivision and Development Process Manual regulations to support pedestrian, bicycle, and vehicle efficiency	2009-10	CABQ-Planning

E. Implementing and Monitoring the Strategic Action Plan

Create a Southwest Albuquerque implementation group to ensure continuing attention and advocacy for area projects.	2009	CABQ & Neighborhoods
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F. Actions for Consideration by Bernalillo County

Consider amendment of the Southwest Area Plan to support protection of the Ceja and standards for positive development in unincorporated areas of Southwest Albuquerque	2009-10	Bernalillo County
Consider adoption of West Side Strategic Plan changes and similar zoning and subdivision ordinance amendments.	2009-10	Bernalillo County

Appendices

The following appendices provide supplementary information about key project deliverables, topics, technical team members and project participants. The appendices are:

- A. Strengths, Weaknesses and Opportunities Report
- B. Southwest Albuquerque Commercial District Retail Plan
- C. Southwest Albuquerque Charrette Report
- D. Redevelopment Tools
- E. Additional Transportation Information
- F. Technical Team
- G. Participants in the Planning Process

Appendix A. Strengths, Weaknesses and Opportunities Report

This document is a compilation of area issues derived from meetings, interviews and field work. Those involved were area residents, business people and others with an interest in Southwest Albuquerque.

SW Albuquerque

Strengths, Weaknesses, and Opportunities Analysis

May 2006

An analysis of Southwest Albuquerque strengths, weaknesses and opportunities compiled from numerous community meetings and interviews indicates that many people enjoy living and conducting business in Southwest Albuquerque, but feel that the area could better nurture them with some specific improvements.

Residents exclaim about phenomenal views, close proximity to wildlife, and friendly neighbors, but also say that the poorly designed community and inadequate services prevent them from living safe, convenient, cost-effective, and pleasant lives. This feeling was expressed concerning insufficiencies and design problems with the neighborhoods, public infrastructure (sidewalks, streets, sewer, water, trails, public open space, parks), and public facilities (libraries, community centers, schools). It was also expressed concerning insufficient private services (medical services, banking, general and specialty shopping) and public services (fire, police, social services). Residents and business owners perceive themselves and their area as being treated like “stepchildren of the city” and believe that others think of them as poor and/or criminals living on “the bad side of town.”

Southwest Albuquerque has many current issues that may be resolved as it matures. As public funds and development impact funds become available most infrastructure should be completed, but continued development to the west and south may strain limited public service delivery resources. Streets, sidewalks, trails, parks, schools and places to support public and private services need to be planned to ensure that

they are located and designed well to best support community life.

Long-term planning is required to maintain desirable area attributes before they disappear with subsequent waves of development. Many of the often-mentioned strengths of the area: nearby wildlife, smog-free environment, and views to the east and of the sunset and night skies will require long-term planning and special protections to maintain.

Other identified weaknesses concern the form of recent development: monocultures of residential development, walled-in subdivisions, extremely wide arterial and collector streets, and lack of area character will take planning and thoughtful actions to correct, and may require amending regulations and processes to encourage or require other forms of development.

Area Perceptions

Southwest Albuquerque community residents feel fortunate to be near beautiful undeveloped lands, the Rio Grande, the Bosque, and the desert. The air quality is good, with little visual smog. There is a clear view of the stars due to low levels of light pollution at night.

However, there are many negative perceptions of the area, both on the part of local community members and by the rest of the city. Many people see that services are not meeting local needs and that the area is not cared for as well as it should be. Some have identified Southwest Albuquerque area as the “stepchild of the city,” with great needs and less than sufficient city funding, but without the power to make changes and obtain resources. Garbage is not efficiently removed from neighborhoods, graffiti is prevalent and weeds and tumbleweeds are not cleared from the streets. Landscaping along roadways is not being maintained.

Residents and business owners identified negative area stereotypes they believe others identify with the area: a predominantly poor population with lots of crime and drug use. Community members seek an opportunity to lose the stigma of being on “the bad side of town.”

Infrastructure: Streets, Sewer, Water

Much of the area is so new that utilities are underground, eliminating the usual visual clutter of poles and lines prevalent in older parts of Albuquerque. However, community members identified a need to fully install sewer, water, and gas lines.

Local streets have a number of challenges that need to be addressed in future planning. On-street parking in neighborhoods is currently limited and chaotic. Numerous, closely spaced driveways limit on-street parking and “roll curbs,” provide inadequate delineation between the street and private property, encouraging people to park in planting strips and on sidewalks.

Traffic flow on collector and arterial streets needs to be addressed. Auto traffic from limited access subdivisions loads larger streets at peak times. Traffic control devices and street network design are needed to manage congestion. As the area gains more residential and commercial development, traffic congestion is only expected to increase.

Existing street design does not encourage public transit, bicycling, and walking. One person referred to existing Southwest Albuquerque street design as a “walled tunnel effect.” Street design needs to serve all transportation modes to provide solutions to congestion.

Access to public transit is an issue for many residents of the community. Bus routes are limited and service on existing routes needs to be improved. Riders would like to see shorter routes between west side locations, routes that don’t require transfers at the main bus station. Residents want bus stops that are shaded and nice-looking.

Public Buildings, Services, Parks, Open Spaces, and Trails

While residents appreciate their existing library system, they would like to see full-size libraries in their neighborhood.

Residents say the number of parks is inadequate and existing parks are too far apart and don’t provide enough services such as playground

equipment, restrooms, and athletic facilities. Trails are scarce and those short trail segments that exist are difficult to access from residential neighborhoods.

Residents say that the Ceja and its surrounds should be preserved as public open space. Wildlife will be displaced unless a supportive environment is provided for it.

Neighborhood Development

Residents want a greater diversity of housing in price range, building style, unit type, and target market. People appreciate the existing affordable housing and friendly neighbors, but believe that the area could appeal to a larger variety of individuals and households and become a more interesting place to live. Housing styles that reflect the historic Southwest vernacular styles would create visual interest. A mix of prices could attract a population with different incomes. Different types of housing, including townhouses, apartments and single-family homes, would provide options for different types of households. More housing and services targeted towards seniors was also identified as a need. Some community members attribute this poor diversity to a lack of collaboration between developers and the community.

Future residential developments should be designed with connections to park space, walking and biking trails, public transit, and local shopping.

Commercial Services / Doing Business (Sustainability and Growth)

The Southwest Albuquerque community believes it is commercially underserved for a community of its size. Major identified needs include large retailers, restaurants, smaller niche retail, health providers, professional offices, and entertainment. Such businesses would benefit from the large local market, loyal local shoppers, and local employees available for hire. Residents would like to see fewer bars and adult entertainment businesses.

As mentioned above, negative stereotypes of the area held by business owners may play a role in the lack of retail investment. Community members would like their fellow Albuquerqueans to learn that this negative image is undeserved.

There are many suggestions for improving the business climate in the Southwest area.

An economic development initiative to market the region may help attract new retailers.

Zoning changes and code enforcement to prevent illegal vending are additional options.

Infrastructure improvements, like the redesign of roads that would benefit the rest of the community, would also benefit businesses.

Schools

While people are happy with the commitment they get from teachers and principals at existing schools, the overcrowded and undersupplied schools are seen as a major problem. Funding is needed for additional schools at all levels, and parents are concerned that Albuquerque Public Schools will not be able to address the problem quickly enough to meet current and future demands. Parents would also like to see additional programs in the schools, better school design, more after-school services, and higher educational standards.

Public Safety

Community members identified a need for additional police stations and/or substations in the area, with more officers available to patrol this large community and address problems before there is an emergency. Occasional crime, including graffiti, and the sound of gunfire near homes makes some community members desire additional safety precautions, including more street lighting, traffic slowing mechanisms, and additional patrols. Several business owners and residents indicated that response time from police and fire services is slow. There is a desire to create a community that is safe for all.

Listed Community Comments about Southwest Albuquerque Strengths, Weaknesses, and Opportunities

Data Sources: Community Bus Tour, Public Meetings, Charrettes, Interviews with Business Owners, Interviews with Individuals from Community (Collected October 2005 – March 2006)

Notes:

- * **Bold** print indicates comments mentioned by three or more people.
- * Comments are divided into strengths, weaknesses and opportunities under 8 subject areas (1) Area Perceptions; (2) Infrastructure: Streets, Sewer, Water; (3) Public Buildings, Services, Parks, Open Space and Trails; (4) Neighborhood Development; (5) Public Safety; (6) Schools; (7) Commercial Services; and (8) Doing Business: Sustainability and Growth
- * Some comments are verbatim, while similar comments mentioned by several people are combined

1. Area Perceptions

Strengths:

- **Beautiful area**
- **Desert/open spaces**
- **Good air quality**
- **Great Views**
- Close to mountains, wild open spaces
- Close to work (for some people)
- Relatively calm area
- Low light pollution
- Low crime rate
- We have a good perception of ourselves (some people)
- Uncrowded
- Interesting wildlife
- Variety of natural environments within reach

- Can see stars
- Wildlife
- Quiet
- Far enough away from city lights
- Away from smog
- Clean

Location-Specific:

- West Central built and financed Albuquerque

Weaknesses:

- Local government is not meeting the residents' needs, stepchild of the City
- Poor trash facilities and services
- Stereotyping of Southwest Side
- Rest of the city has negative perception of the area
- Drugs/Crime
- Poor access
- People are poor
- Many residents do not feel empowered to make changes
- Present lack of jobs in the area
- The Southwest Mesa does not receive its fair share of funding
- Graffiti
- Tumbleweeds
- Trash
- Area is dark

Location-Specific:

- No one knows the history of West Central

Opportunities:

- Cleaning up weeds and garbage could improve area greatly
- Create positive perception of area with good PR campaign
- Opportunities for more community involvement
- Cheap property
- Opportunities to improve business through advertising

- Job opportunities can be created for local residents
- Community can educate homeowners on laws about weeds, trash, building, etc.
- Existing cultural traditions from Albuquerque's history can be used to promote appreciation and respect
- Lose the stigma of being the "bad side of town"

Location-Specific:

- Can create a gateway at Central Ave. and Paseo del Volcan with a Route 66 theme

2. Infrastructure: Streets, Sewer, Water

Strengths:

- **Can walk to store, park, etc. (Alamosa only)**
- New developments can help pay for needed infrastructure
- All utilities are underground
- Majority of subdivisions are less than 6 years old
- Less traffic and congestion than other areas of ABQ
- Better freeway access than other areas
- The city has improved area with sidewalks, landscaping, and some infrastructure upgrades

Location-Specific:

- Old Coors: new sidewalks, sewers, landscaping

Weaknesses:

- Nothing about infrastructure is good
- Total lack of infrastructure in the Southwest area
- Insufficient services and amenities for growing population
- Area has no character
- **Need access to good public transportation**
- Inadequate public transportation system

- **Traffic congestion/streets don't work during rush hour/poor traffic control/traffic gridlock**
- Develop nice looking boulevards for pedestrians; not this walled tunnel effect as is being done now
- Poorly planned road network (e.g., 98th and 86th intersect, but are supposed to be parallel)
- Unfinished streets with poor traffic flow and safety problems
- Need to complete arterials
- Need crosswalks, including to public areas
- Lack of traffic lights
- Need four-way stops
- Lack of sidewalks, gutters, inadequate curbs
- Poor street lighting in the area/area is dark
- Roll curbs encourage parking on landscaping and sidewalk
- Lack of shade at bus stops, crosswalks, and ramps to stops
- Median landscaping needed
- Lack of public landscaping
- Lack of maintenance-in general
- Need better attention to problems such as sewer and other infrastructure /Extend sewer and water lines in the area
- We're running out of water! Why more development?
- Sewer systems are inadequate in older sections
- County areas are in desperate need of sewer, water and gas services
- No wireless Internet access on Central (e.g., Rio Rancho city-wide wireless network)
- Issues with City/County boundaries and service disconnects
- Poor maintenance of drainage ways
- Xeriscaping not being maintained
- House numbers in older neighborhoods is not in order

Location-Specific:

- **Complete 86th Street between San Ignacio & Sapphire to connect to the two little league fields**
- **Sage Road Corridor needs to be four lanes from 98th Street to Coors**
- **Insufficient traffic signals (Unser at Bridge, Tower, Sage, and others)**
- Unattractive western entrance into City along Central

- Unser Boulevard needs to be the 4-lane divided roadway it is planned to be
- Proposed 400 Apartment unit at Bridge and Unser - Can't handle the additional development
- Bridge Blvd. should be 4 lanes
- Repair sewer on Yucca and Central SW
- Streets have multiple names (98th/Snow Vista, De Vargas/Sage)
- Need sidewalk around park at 86th between Sage and Tower
- Need 2 turning lanes from S.B. Coors to E.B. Rio Bravo.
- Poor roads and signage at Sage and Unser intersections
- Need stop light at 86th and Central
- Missing sign at Central and Unser
- 98th and Unser should go through south to Rio Bravo

Opportunities:

- Bring Railrunner (commuter service) to area
- Large pockets of currently undeveloped areas provide easier construction conditions
- Some funding exists to construct and beautify streets
- Rapid Ride and City (MRA) owns property on NW corner of Central and Unser

3. Public Buildings, Public Services, Parks, Open Space, Trails

Strengths:

- **Library system is great**
- City planners who want to work with people to improve the environment
- Nearby outdoor recreation
- Rio Grande Bosque nearby

Location-Specific:

- Alamosa Community Center, library, computer classes, etc.
- Undeveloped land with interesting landforms (Ceja, arroyos) with a small number of land

- owners
- A portion of the Ceja is identified for protection in the 10 year City open space plan

Weaknesses:

- Lack of full size libraries
- Libraries are not open during family hours
- **Not enough parks, parks too far apart**
- Need parks, not just athletic fields
- Parks, open space, and trails are far too dangerous for this area
- Poor maintenance of parks
- Gang members, stray dogs, and prisoners (unsure if they are there doing community service) in the area parks
- Lack of funding for parks
- **Build more parks with swings, other playground equipment, walking trails, shade trees**
- Parks should include bathroom facilities
- Incomplete neighborhood parks
- Park development timeframe too slow
- Undeveloped parkland
- Improve existing parks
- Need signage for trails and parks
- Need more athletic fields, swimming pools, etc.
- Loss of wildlife due to new housing development
- Open spaces barricaded, costly
- No money for open space land acquisition
- **Develop a plan for open space and trails**
- Develop a large buffer around arroyos for trails and wildlife
- Walled subdivisions prohibit connections to trails
- Not enough community centers providing youth and senior activities, after school programs, childcare, and libraries
- Need community centers close to neighborhoods
- Insufficient public transportation
- Need a senior center
- Trash service should be free
- **Improve public transportation**
- Poorly planned bus system -- everything goes back to main bus station before you can get a transfer
- Bus drivers think it's funny to leave passengers stranded

Location-Specific:

- **Bus service for Central and Bridge doesn't connect to/from work**
- Park at Tower and 86th Streets is the "ugliest in the City"
- Bus Route 54 change was a disservice to Westgate Community
- Community Center not open enough hours; lighting in parking lot is poor
- Baseball park at 86th and Tower should be open to the public
- Park north of Central needs to be built
- Need more bus routes up Edith from area
- Alamosa Center lighting is poor

Opportunities:

- Utilization of drainages as an asset
- **Preservation of remaining agricultural sites**
- Mayor's Task Force on Library Service
- Have existing parks that can be improved
- Parkland has been purchased
- Preservation of unique areas (natural and cultural)
- Land exists to create wildlife corridors
- Construct a new scenic overlook on I-40, closer in than the former one on 9 Mile Hill

Location-Specific:

- Vacant properties along Central could house government offices
- Open space for Crestview Bluff (Ceja)
- Land available for parks and natural areas on the Southwest Mesa in general, and especially along Paseo del Volcan

4. Neighborhood Development

Strengths:

- **Affordable housing**
- **Good, friendly neighbors**
- Having some large homes adds to stability
- Impact fees
- Area housing is a good investment
- Energetic people to improve the area
- Culture
- Younger families with young children
- Rural areas with large open spaces and a great view of the city
- Near South Valley family and friends
- Nice side of town
- Some strong neighborhood associations
- Great opportunities for families
- Numerous religious facilities
- Area has potential
- Growth can be exciting
- Residents are able to have input into what they want

Weaknesses:

- **Lack of varied price range of housing to appeal to larger demographic**
- **Need more diversity in housing styles to eliminate monotony: Santa Fe style, adobes, northern •New Mexico, etc.**
- **Too many rentals in new and old areas**
- **Lack of adequate housing and services for seniors**
- Difficult to walk to arterials and collectors where transit buses can operate (walls, lack of connecting streets)
- Over-abundance of “starter” houses?
- Poorly planned developments
- Housing developments too dense.
- A practice of rezoning land from commercial to residential
- Development pattern unorganized
- Poorly constructed housing
- Growth happening too quickly
- Lack of communication between neighborhood residents and developers

- Two sides: negative perceptions of developers and community that hinder collaboration
- Public apathy and lack of faith due to past planning efforts (3+ past plans in existence)
- Some residents don't care about the neighborhood
- No neighborhood organizing in new neighborhoods
- Difficult for new neighbors to meet
- No space for children to play
- Poor neighborhood integration/introverted neighborhoods
- Too many people for sustainable water supply
- Density may contribute to angry behavior
- Too many walls

Opportunities:

- **Space available now to set aside for future facilities**
- **Can still develop diverse communities with a mix of incomes, multi-ethnic, and a mix of housing styles and prices**
- **Opportunities to facilitate biking and walking**
- More restrictive covenants or other rules can create better neighborhoods
- Zoning amendments can help the area
- Vacant land exists to offer wide housing choice: types, sizes, prices - to expand income levels of area
- An improved planning/permit process could ensure quality development
- Not too late to plan and bring in resources
- Could protect undeveloped area out to Paseo del Volcan
- Could create an overlay zone with design standards
- Zone to attract commercial development
- Could work with community to develop community-minded residents
- Could require developers to provide recreational spaces in large developments
- By introducing people of various educational, ethnic and racial backgrounds who want different amenities when they shop, look for schools, etc., area will change
- Opportunity to require that builders build parks with houses facing them

Location-Specific:

- Identify places that can be saved (Central Ave. motels for example)
- Use south 4th St. (Barelas) as a possible model for improving area

5. Public Safety

Strengths:

- Neighborhood watch: neighbors watch out for each other
- New police pagers
- Community policing
- Great police force
- Police try to respond quickly
- Many businesses say they have never had to call the police
- Presence of city police, sheriff's deputies at a local restaurant is deterrent to crime at nearby businesses (visibility)

Weaknesses:

- Police station(s)+ substations needed
- Need police enforcement - Not enough police to patrol large area (only two officers for entire area at night)
- Response time is reactive, not proactive
- Gunfire near homes
- Graffiti
- Gangs
- Lack of funding
- Need more police
- Poor police follow-up on robberies, burglaries
- Area does not feel safe at night
- County sheriff's department response time poor or do not respond to complaint
- Poor enforcement of laws (judicial)
- One or two more fire stations to serve the area; Station 14 is the only one serving the area
- City and County jurisdiction confusion

- Lots of break-ins and graffiti/vandalism
- Stray dogs allowed to roam
- Street lights needed for safety
- Drug trafficking
- ATVs driving in arroyos
- 10 year olds driving cars in street
- Need traffic calming of neighborhood streets
- Need more patrols after midnight to prevent gangs and graffiti
- Too many pit bulls
- Built walls in neighborhoods because of perception of lack of police protection

Location-Specific:

- **More lighting needed on Central, at least to 98th**
- Serious Central Avenue cruising problem, but police now have a special patrol to deal with
- Crime, including illegal drugs), graffiti/taggers, prostitution (on Central Ave.), people loitering (on Central Ave.)
- Safety concern: Old Coors and Blake
- Need streetlights all down Unser
- Need better street lighting east of 98th (specifically in Tower and Stinson area)
- Poor street lighting on major intersections (i.e. Central and Unser)

Opportunities:

- Create a community that is safe for all
- Paging system; text message
- Community-based policing
- City and County coordination

6. Schools

Strengths:

- **Good teachers and principals**
- APS teachers are great and care; student/teacher ratios are good
- Area principals work closely together as an integrated planning unit
- Some parental involvement in schools
- Lots of room available for TESL and literacy classes
- Lots of young families

Weaknesses:

- Funding needed for two new high schools, elementary school, and middle school
- **Overcrowded, undersupplied schools, small campuses, portables take up playgrounds**
- More schools are needed, but not more massive campuses
- Improve educational system
- Administrations, politicians, that allow schools to become weak
- Low standards in the area schools
- Lack of parental involvement in children's education
- Limited music and arts programs in schools
- Little after-hours recreation in schools and places for children's activities
- Need a community college
- Need schools in this area; some of schools talked about are not going to serve this area
- Poorly planned schools
- The schools have no strengths
- **Need to build a school system that is adequate for this area. It shouldn't take APS 3 to**
- **4 years to plan and then another 5 years to build; why can't they use the same model with some modifications to exterior materials or entranceways?**

Location-Specific:

- Projected plans for needed expansion of Edward Gonzales will take several years
- Library at Gonzales needs books
- Edward Gonzales school is overcrowded (41 portables)
- Navajo Elementary School has poor access
- Need elementary school south of I-40, north of Central, west of Coors

Opportunities:

- New schools will be built
- **Split West Side off from APS**
- Bond election campaign to sell the need for schools in the area
- School Choice
- Private schools
- Co-locate city/community services with schools
- Plan ahead of time for growth
- Encourage magnet schools for better academic results
- Developers could be responsible for setting aside land for schools and recreation

Location-Specific:

- Albuquerque T-VI property could be developed to serve needs of the community

7. Commercial Services

Strengths:

- Residential building boom supports opportunities for new business; more people locating on
- **West Side increase number of consumers**
- Businesses are loyal to neighborhood
- Some existing businesses within the community
- Convenience of retail services and shopping (along Old Coors)

- Loyal, local customers
- City has made businesses stripe their parking lots (good improvement)
- Young population/lots of potential workers
- Additional population and housing brings in more spending money

Weaknesses:

- Some major retail and restaurant establishments are needed
- **Do not allow any more bars, adult entertainment, or other obnoxious businesses**
- **Lack of retail and variety**
- **Lack of retail services and shopping including clothing stores, small shops (niche businesses), Starbucks, Home Depot or Lowe's, Target, etc.**
- **Lack of employment opportunities**
- **Lack of medical clinics and hospital (only two medical clinics nearby)**
- **Lack of professional offices**
- **Lack of entertainment facilities such as a roller skating rink, bowling alley, Family Fun Center, or movie theater**
- Lack of small shopping center for home-grown businesses
- Some potential new businesses, e.g., strip malls and bars, seen as undesirable by some residents
- Customers go elsewhere due to lack of big stores
- Young people, particularly teenagers, have nothing to do
- Lack of grocery store, banks, fabric/craft store, fitness center
- Lack of banks
- Lack of service oriented businesses including a laundry, video store, etc.
- Need more restaurants of all kinds with ethnic cuisine, fast food and sit-down
- Would like a mall
- Need to provide jobs for teenagers
- Need to develop an educated workforce
- Seems like businesses themselves have negative impressions of the area

Location-Specific:

- Lack of retail at Atrisco and Central (Regional to serve the plan area too)
- Need more neighborhood services on Coors
- Need to re-examine West Central zoning/land uses

Opportunities:

- Virtually virgin territory for major retail
- The area is now being noticed and commercial development is coming in
- Land is available for commercial development, and earmarked as such by the City
- Already developed area for industrial or manufacturing operations
- Land/buildings available to locate government offices in the area (workers will create a demand for restaurants and shops in the area)

Location-Specific:

- Empty K-Mart Building on Coors: either develop or raze - deterrent to other development (now resolved, with redevelopment anticipated, but not as a commercial facility)

8. Doing Business: Sustainability and Growth

Strengths:

- Businesses taking notice of area: new Wal-Mart grocery at Sage
- Many start-up businesses
- Strong customer base, especially Latino residents, recent Mexican immigrants, and South Valley residents
- Family-owned businesses; Strong connection between business owners and the community
- Some businesses own their business site
- Businesses that are here are doing well
- Neighboring businesses look out for each other

- Lack of competition
- Potential to grow
- New Wal-Mart nearby
- Found a good deal (as far as their location)
- Existing manufacturing/industrial area
- Close to new housing growth
- Westside Merchants Association has been formed
- Mayor has done a good job of graffiti cleanup
- Closing the flea market on Old Coors
- Strong customer base, especially Latino residents, new Mexican immigrants, and South Valley residents

Location-Specific:

- Mexican markets (I.e., Panaderias on Old Coors)
- Visibility on Coors
- Easy to find (Old Coors area)
- Easy access on busy street (Old Coors)

Weaknesses:

- People here have money to spend, but it's hard to do so in local area
- **Impact fee structure will inhibit business development**
- **Bad roads, so new businesses don't want to come in because of access**
- C-Zoning was changed to R-Zoning
- Bad zoning
- Currently not enough businesses
- Need to change perception of area
- Economics of local population (low income)
- Perception that help is available for large businesses but not for small businesses
- Lack of support for small businesses from the City
- Lack of money to fix up building
- Lack of commercial investment because area is perceived as low income
- Too many restaurants already; no need for chain restaurants
- Nothing out here to draw customers
- Need technical vocational help for business owners

- Lack of code enforcement regarding illegal vending
- City rules on advertising that make it difficult for small businesses
- Local people are used to driving to other areas for shopping
- Xeriscaping/landscaping in the area not being maintained
- Unknown City plans; hesitant to improve business "building/look"
- Graffiti and crime create poor business environment

Location-Specific:

- People get lost (mix up Old Coors and New Coors)

Opportunities:

- **Need economic development focus like SE Heights**
- **Let businesses know that people in this area go out of this area to spend their money because there are no businesses in this area. It is not because people here are too poor to have any money to spend**
- **Return Central to C-3 Zoning**
- Maintain C-Zones
- Support C-Zoning changes
- Business makes money
- To improve their business's appearance
- To improve their customer service
- To offer a specialty product
- Attract specialty or lifestyle businesses
- Residential growth
- Advertise Southwest Mesa area is open for business
- Hire local, especially youth
- Use building façade program
- Bring in light industry
- Create small businesses that can employ local people

Appendix B. Southwest Albuquerque Commercial District Retail Plan

Robert Gibbs of Gibbs Planning Group conducted a three-day charrette process to determine the potential for viable retail services in Southwest Albuquerque and the most promising locations.



A recently built Southwest area subdivision and the northeast corner of Dennis Chavez Boulevard and Paseo del Volcan (looking northeast).

Southwest Albuquerque Commercial District Retail Plan February 8, 2006

Gibbs Planning Group, Inc.

Executive Summary

The Southwest quadrant of Albuquerque, New Mexico is in the early stages of a rapid expansion, mostly of young families living in moderately priced single family housing. The study area's estimated 40,000 population (as of 2004) is significantly underserved for basic retail goods and services. As a result, the residents presently must drive further than typical for most of their retailing needs, especially soft goods, groceries, restaurants and professional services. In addition, this lack of supply likely results in reduced competition, poorer service and higher prices. This study estimates that the Southwest's present 400,000 square feet of retail could be increased to over 1.5 million square feet by its total build-out of 100,000 residents.

Background & Limits of Study

Gibbs Planning Group, Inc. (GPG) has been retained by Architectural Research Consultants to conduct a retail analysis of the Southwest area of Albuquerque, New Mexico. GPG's scope of services are to 1) Estimate the amount and types of retail development that is likely to be supportable within the study area; 2) Seek out community input regarding how much and what types of the supportable retail are desirable; and 3) Prepare a general master plan indicating where the supportable retail could be located inside of the study area. In addition,

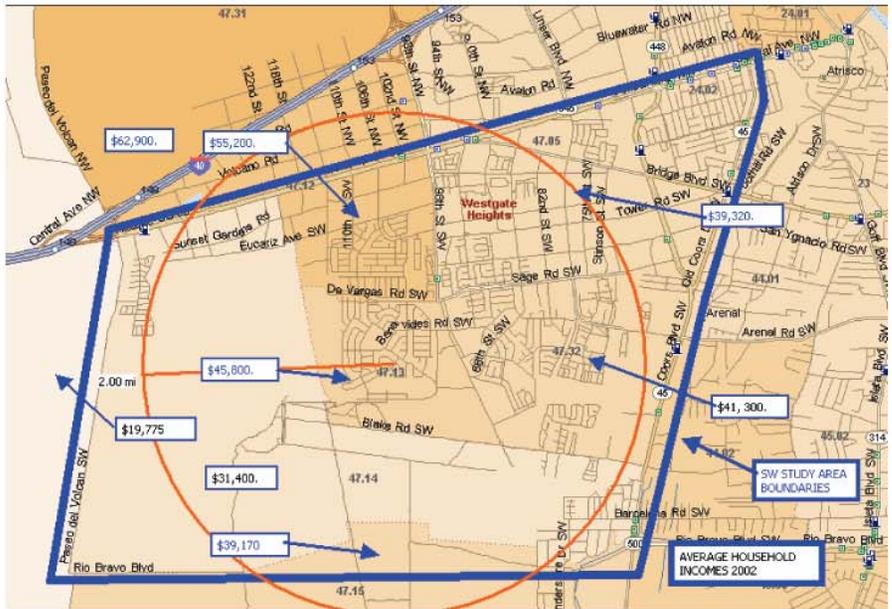
GPG's efforts are designed to enhance the overall quality of life for the residents of the Southwest Area. GPG has found that a neighborhood with useable retail that is both walkable and useful contributes toward desirable sustainable communities.

The findings of this study are intended to provide the City of Albuquerque with general observations and recommendations to be used as one of several factors for consideration in planning policy for the subject area. During this study, GPG thoroughly drove the Southwest subject site and adjacent areas, visiting most shopping centers and subdivisions.



The Southwest area is located approximately 6 miles from downtown Albuquerque.

The findings of this study are based upon GPG's past experience with similar communities and the three (3) day workshop held on January 30 - February 1, 2006. This workshop included interviews with property owners, developers, residents, senior citizens, teenagers, real estate brokers, City staff, City and County elected officials and local business owners. These interviews have not been independently verified and the findings of this report should **not** be the sole basis for public policy, planning, land purchase, development or zoning codes. Additional research, planning and workshops are recommended prior to implementing any of the findings of this study.



Demographics & Shopping Preferences

The Southwest area is among the region’s most rapid-growing and affordable. Young families are attracted by the area’s affordable single-family homes often priced below \$150,000. As a result, many of the area’s families have modest household incomes averaging below \$35,000 per year. Actual U.S. Census data indicates that the Southwest neighborhoods’ 2002 average household incomes range from \$39,200 to \$55,200. (The following map shows area with HH income of 31,400).

The Southwest area’s present population of 40,000 persons is expected to grow to over 50,000 by 2010. At full build-out (pursuant to the existing master plan the Southwest area will likely total 100,000 persons living in approximately 40,000 households).

In many ways, the young families are representative of the average American demographic profile. These families shop at discount department stores such as Wal-Mart, Old Navy, Dollar Stores and Ross Dress for Less. In addition, these families prepare most meals at home and shop multiple stores for groceries including: warehouse stores, super stores, full-sized supermarkets, specialty markets and local corner stores. The large families also regularly eat out at a variety of restaurants ranging from fast food to casual sit-down dining.

Existing Retail Development

Almost everyone interviewed during the workshop including residents and business owners agreed that the Southwest area has a severe shortage of retailers and shopping centers. This study estimates that there is approximately 400,000 square feet of existing retail development located in the southwest study area. This figure represents

a ratio of approximately 10 square feet per southwest resident, compared to the national average of 20 square feet per person and 38 square feet per person for the City of Albuquerque.



The Southwest area has a small amount, but wide range, of retailers ranging from small food markets to major super stores. The above Wal-Mart store, located just outside of the planning area, contains more than 50% of the area's total retail square footage.

The recently opened Wal-Mart is the area's largest retailer, containing more than 50% of the area's existing retail development. All people interviewed reported that they and their families shop at the Wal-Mart on a regular basis. The Smiths and Albertson's Supermarkets represent about 25% of the area's retail. Small specialty markets, restaurants and independent retailers make up the balance of the area's offerings.

Almost all of the existing retail is located along Coors Boulevard near the area's eastern edge. Some small food markets are scattered along Central Avenue and throughout the Southwest area. Surprisingly, little or no retail has developed at the Interstate 40 interchanges located along the northern edges of the study area. However, several major retail developments are being proposed for the I-40 and Central Avenue areas.

Additional Supportable Retail

This study finds that the Southwest area can support approximately 1,500,000 square feet of additional retail development at its total estimated build-out in 2020. This estimate is based upon the projected population of 100,000 persons, plus an additional 50,000 population living outside of the study area, but within the likely trade area. The likely trade area boundaries for the southwest area are estimated to be: the Rio Grande River to the east, Interstate 40 to the north, and 10 miles to the west and south. Assuming that half of the population's shopping is

done outside of the Southwest area (Cottonwood Mall, the Downtown, other area shopping malls, other cities, catalogs, and the internet), then each person would likely support 10 square feet of retail. For comparison, the national average is 20 square feet of retail per person, and Albuquerque is reported to have over 38 square feet of retail per person.

This new retail development should be representative of mid-level local, regional and national retailers that have a wide appeal to main stream consumers.

Please find below a summary of GPG’s estimated supportable types:

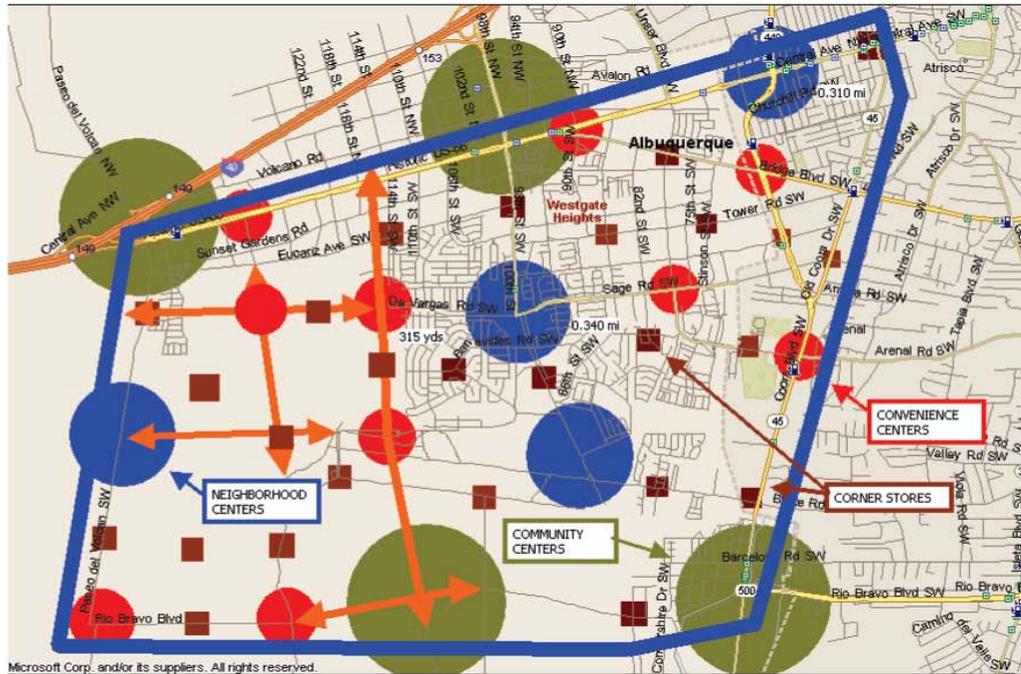
Size	Shopping Center Type	No. Stores	Store Types
50,000 sf of total space	Corner Store	20 Stores	7-11, Circle K, Independents
150,000 sf	Convenience Center	6 Centers	Cleaners, Banks, Grocery, Coffee
200,000 sf	Neighborhood Center	2 Centers	Supermarket, Hardware, Video, Bank,, Pharmacy, Restaurant
400,000 sf	Community Retail	2 Centers	Discount Department Store, Home Improvement, Books, Apparel, Sporting Goods, Restaurants

Potential Retail Development Locations

Assuming that up to 1.5 million square feet of total retail may be supportable in the Southwest area by 2020, this study recommends that the retail be located throughout the Southwest area to enhance walk-ability and convenience. In addition, this study recommends that the retail be located only where it can be supportable by the private market.

- **Corner Stores:** Locate along Collector Roads, Parks, Schools and Neighborhood Entry Roads.
- **Convenience Stores:** Locate along Collector Road Intersections, Parks, Schools and Neighborhoods.
- **Neighborhood Centers:** Locate at Major Road Intersections.
- **Community Centers:** Locate at Major Regional Road Intersections or Interstate Intersections.

Please find below a map illustrating locations determined by GPG where the supportable retail types are likely to be both supportable (and desired by the market) and where their development can enhance the surrounding residential. Note, GPG does not recommend that any or all of these proposed locations be developed as shown.



Retail Development Plan & Guidelines

This study recommends that any retail planned within the Southwest study area be developed to both allow for a market rate of return for the investor and to enhance the quality of life for the area's residents. Most retailers will need to be located along major roads and highways, while smaller corner stores can locate within neighborhoods.

As much as possible, the new shopping centers should be designed as walkable open air centers, rather than strip centers. This newer format will allow for the centers to be competitive with future centers that are becoming common nationwide. As a guideline, the planning principles of the *Congress for the New Urbanism* and the *Urban Land Institute* should be considered standard for new retail development in the Southwest area.



New retail development should incorporate the best practices of modern planning and design, including walkable streets, smaller parking lots, display windows, mixed-use and multi-level stores (A new Home Depot in suburban Vancouver, BC upper left and a large bookseller in Columbus, Ohio upper right).

Please find a summary of the basic planning guidelines for commercial development in the Southwest area:

- Build streets to allow for pedestrian walkability and traffic calming.
- Provide for on-street parking in commercial areas.
- Place a majority of buildings along sidewalks and street frontage.
- Plan for the long range and A-B sides of town center.
- Encourage mixed land uses and multi-floor buildings.
- Require minimal store front windows along first level.
- Improve sign design standards over existing City standards.
- Require enhanced landscaping.
- Improve approval process for quality centers.

Appendix C. Southwest Albuquerque Charrette Report

Dan Burden of Glattig Jackson/Walkable Communities brought a planning team to Albuquerque for a three-day charrette focused on creating complete, walkable communities and where they might be located.

Southwest Albuquerque Charrette Report



Prepared by
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

In cooperation with
Architectural Research Consultants, Inc.
 City of Albuquerque

April 2006

Table of Contents



Introduction..... 2



Existing Conditions 3



The Charrette Process: Sharing Ideas 8



The Charrette Process: Designing Together 13



Presenting a Plan..... 16



Summary of Recommendations 28

Introduction

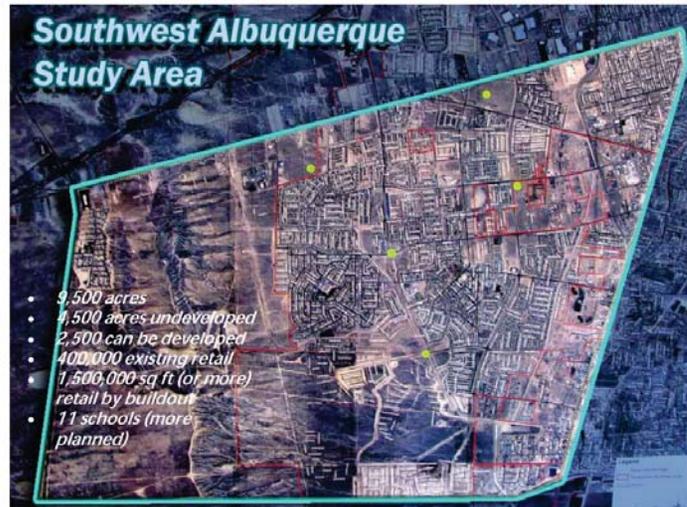
As Albuquerque plans for a rapidly growing section of the city, it is important to 'step back' to understand the issues that it faces and to form a vision for what its residents and leaders wish it to become.

The Southwest Albuquerque Strategic Plan process was a collaboration of the City of Albuquerque, Architectural Research Consultants and Glatting Jackson. This report documents the information gathered and ideas generated during a three-day charrette process from March 6 to 8, 2006, during which time the project team met with staff and officials from the City of Albuquerque and Bernalillo County, local private developers, interest groups and the general public to discuss the present concerns and future direction for the southwest area of the city.

The Study Area

The southwest Albuquerque planning area is bounded by Central Avenue on the north, Coors Boulevard on the east, Dennis Chavez on the south, and Paseo del Volcan on the west. This is a large area of Albuquerque encompassing 9,500 acres in both the City of Albuquerque and unincorporated Bernalillo County.

Of these 9,500 acres, 4,500 remain undeveloped (of which 2,500 are developable). The area is presently served by 400,000 square feet of retail, and according to previous market analysis studies it will be able to accommodate approximately up to an additional 1.5 million when built out.



Existing Conditions

Southwest Albuquerque is rapidly developing, seeing over twenty percent of its developable land area platted and constructed since 2000. While developers are required to contribute to the construction of roads, they are only responsible to carry that out for the lands that they own and are developing. As a result, the built environment of the southwest area is characterized by subdivisions connected by arterial and collector roads that are not complete through the area.

Rapid growth has also outpaced the provision of infrastructure and public schools, namely law enforcement, fire protection, and schools. School enrollments in the southwest exceed the schools' design capacities.

Most employment and retail opportunities for southwest Albuquerque are not located in the area itself, but rather across the Rio Grande. Presently, the more than 40,000 residents of the southwest area are served by only 3,500 jobs and 400,000 square feet of retail space.



The blue and green areas show land subdivided for residential development since 2000 in the City of Albuquerque (white) and Bernalillo County (gray).





The live/work balance

The Gibbs study and City of Albuquerque projections estimate that the current population of the Southwest area is more than 40,000, yet it offers only 3,500 jobs. Indeed, traffic counts, transit ridership, and local knowledge all indicate travel patterns to employment and retail opportunities across the Rio Grande. This has strong implications for not only the sustainability of Albuquerque's transportation system but also of the southwest's quality of life.

The population of the area is primarily residential, yet the imbalance between residents and employment opportunities has made the area far more dependent on travel to reach work and retail destinations. This has implications for households and their need for automobiles for transport.



The developed non-residential parts of the city's southwest area are primarily light manufacturing, specialized industrial-oriented commercial establishments, and other such uses that may provide employment but are not neighborhood-serving.



As the southwest area develops predominantly residential uses, the implications for the area's transportation system are clear: residents of the area must travel to other parts of Albuquerque, especially across the Rio Grande, to reach employment and retail opportunities.



Page 4



Water availability and distribution

One concern noted throughout the focus group meetings was the availability of water to meet the growth demand in southwest Albuquerque. The city faces great challenges in serving the growing areas located at increasing distances from Albuquerque's center, especially as these areas are at greater elevations than the city's central valley (and therefore require greater amounts of engineering to deliver water through pipes and centralized infrastructure).

Water availability raises very important questions for southwest Albuquerque: whether or not the city can feasibly continue to expand, how it can serve a growing population, and what kind of a built environment it will have. With regard to the latter question, the lack of plentiful, accessible groundwater and the scarcity of water to be used for irrigation limit the city's potential for landscaping of streets, public spaces and neighborhoods. The neighborhood park shown here is a demonstration of landscaping available with current hydrological conditions.



Two notable limitations in the landscaping that these water conditions generate are the lack of plentiful shade and ground cover to minimize dust and sand in the air. It is responsible to plan landscaping for the natural conditions of water availability, but expansive development patterns further minimize the amount of available water for any irrigation that would be helpful to communities.



Page 5



Connectivity—Street Network

Southwest Albuquerque lacks a well-connected street network to facilitate access internal to its neighborhoods. As such, it is necessary—for automobiles as well as all other modes—to base travel patterns on the area’s collector and arterial roads. In addition to increasing trip length, this also forces a greater amount of traffic onto these streets, lessening their appeal or viability as urban streets and reinforcing their role as the ‘plumbing’ of the area.

While the arterials and collectors of the southwest are generally intended to form a complete grid through the area, they pass through at large (approximately half-mile) intervals and the development that has occurred along them is isolated by walls. Thus the arterials do not function as important streets for anything but automobile traffic.



Even though they are mapped as existing in the future, roads in the southwest area are constructed when land is developed. Although the routes are designated in official plans, the city has not constructed many of the southwest’s arterials and collectors throughout the area; the result is in roads that terminate abruptly. Pictured here (middle right) is 98th Street.



The roads on the southwest’s periphery are designed for higher speeds and do not accommodate neighborhood streets. As development continues, the difference between these highway-class roads and important neighborhood streets that allow connected neighborhoods and urban fabric will become more pronounced. Roads can function as highways, or urban streets with access to residences, stores and offices, but to form the basis of a healthy community they cannot be both.



In other words, as the southwest grows and fills in, the community must decide what it wants its various roads to be: highways and arterials are compromised in their speed and capacity with too much access to neighborhood subdivisions. Likewise, smaller-scale arterials handle more traffic than they are intended to because they are the only connections between different neighborhoods yet have no connection to them.



Connectivity—Walls

The residential development of Southwest Albuquerque is almost entirely in subdivisions separated from the collector streets by external walls. The walls, constructed for security and privacy, actually pose a risk of adverse impacts on the neighborhood: they restrict the ability of pedestrians to see into the neighborhoods and add the natural surveillance of ‘eyes on the street.’ they impede emergency responders from accessing events as easily, and they give the neighborhood residents themselves little sense of connection to the streets beyond their walls. While the perceived benefits may be important to communities, experience shows that the walls actually act as a detriment to the well-being and sense of community within these neighborhoods.

The walls surrounding residential subdivisions not only separate the neighborhood from the larger connections to other parts of the southwest area, they also increase the length between connections in this network. Many trails, sidewalks and pedestrian amenities have connections and intersections every 1,200 feet or greater.



While many of these pedestrian paths offer amenities (in the form of trails and arroyos) as well as connectivity (as they parallel the collector streets), their isolation from the neighborhoods by the walls that surround them keeps any pedestrians from enjoying these trails and sidewalks as amenities. Pedestrians are discouraged from using them because of the great distance (and inconvenience) in reaching them.





The charrette process involves an intensive period of designing concepts to address the questions at hand, but that design activity is founded on the ideas that the public shares with the project team. Charrettes involve and engage participants from the public in identifying what they like about their communities, what they would like to enhance or improve, and what new additions might benefit their communities' various users.

The charrette for the Southwest Albuquerque planning process began with a focus group involving City of Albuquerque and Bernalillo County staff as well as representatives from the Mid-Region Council of Governments and private entities involved in planning and development. The project team made subsequent presentations to the public involving these ideas. We invited the participants at the public meetings to speak about their concerns and continue to inform our understanding of the area.



Page 8



Focus Group with Staff

The charrette process began with a focus group meeting involving staff and key representatives from public and private agencies overseeing public services, planning and development in Albuquerque.

In all, over 15 different organizations and interests were represented, allowing the project team to understand the complexity of growth in Albuquerque and the challenges already faced with existing urban development.

From this meeting the project team developed the following fundamental understanding for continuing its work: growth occurs quickly; indeed, perhaps too quickly for the development of community-enhancing, neighborhood-serving infrastructure to take place, and any plans for future growth in the southwest area must understand the great value and scarcity of existing resources.



Page 9



Meeting with the Public and Invitation of Feedback

The first public event of the charrette was a meeting where the project team presented to the public its understanding of the southwest area's various issues and concerns from the focus group sessions. This meeting followed a format where members of the public recorded their impressions of what change would positively benefit the southwest area and shared them individually.



Page 10



The charrette utilized a format of information sharing that allowed each participant to express his own interests or concerns and see them displayed— and recorded— with those of every other participant. By focusing on the positive images and aspirations that members of the community have for its future, the charrette generates interest and activity in thinking about southwest Albuquerque's future through this process.

Below, charrette participants post their suggestions and wishes, recorded simply and concisely on adhesive memo cards, on a wall featuring the collective input of their fellow community members.



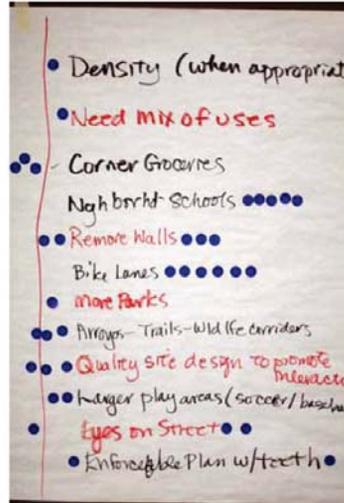
Page 11



At the end of this first session, charrette participants outlined those issues most important to them by casting votes. The record of these is recorded in the number of votes that each major issue received, as illustrated to the right.

This process of public involvement affirms the feelings that members of the community have for their communities and the issues they face. They see that they are not alone, and even if their confidence in sharing opinions with their neighbors and fellow community members is already strong, they are in an even better position to engage in dialogue over the issues that may not have been as strong and immediate a concern to them.

This knowledge enhanced the project team's fundamental understanding of the current conditions in southwest Albuquerque by pointing us in a direction for positive change that is endorsed and indeed articulated by the residents and users of the community.



Page 12



As the charrette process continued, representatives from local government, businesses, and the general public came together to investigate key sites for development and share their ideas. An important part of the charrette dynamic is to let the participants play a role in the actual design of the community, providing them with ownership and a greater awareness of the many challenges that designers face.



This is yet another opportunity for understanding one another, too: the participants in this part of the charrette were instructed not to join a group with anyone with apparently like interests, be that their spouse, neighbor, colleague, or anyone with whom they knew they shared opinions. Creating this kind of diversity at the design tables facilitates discussion and requires participants to hear different points of view. As each table of participants produces a single plan, they must work together to find a design solution that offers a benefit to everyone.

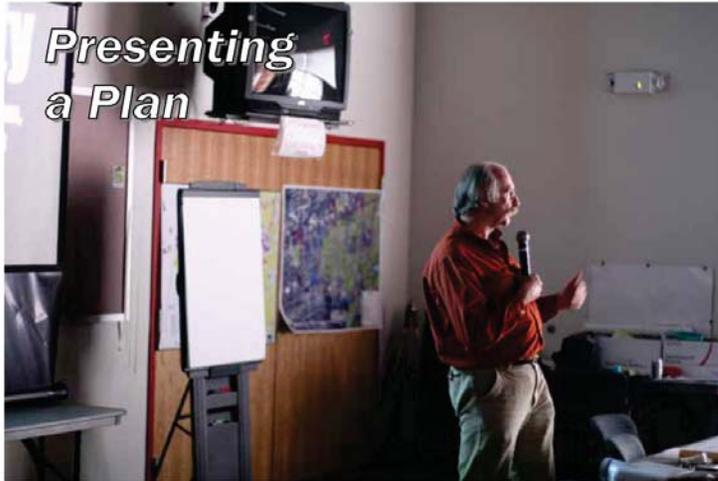


Page 13



The charrette design teams worked through issues of land use, public facilities, open space and connectivity. Their decisions were informed by the presentations given earlier by the project team on the existing conditions of Albuquerque, the possible consequences of these conditions, and an array of simple techniques and practices in planning to promote greater connection, to combine land uses in compact areas, and to foster independence and active living through walkability.





Presenting a Plan

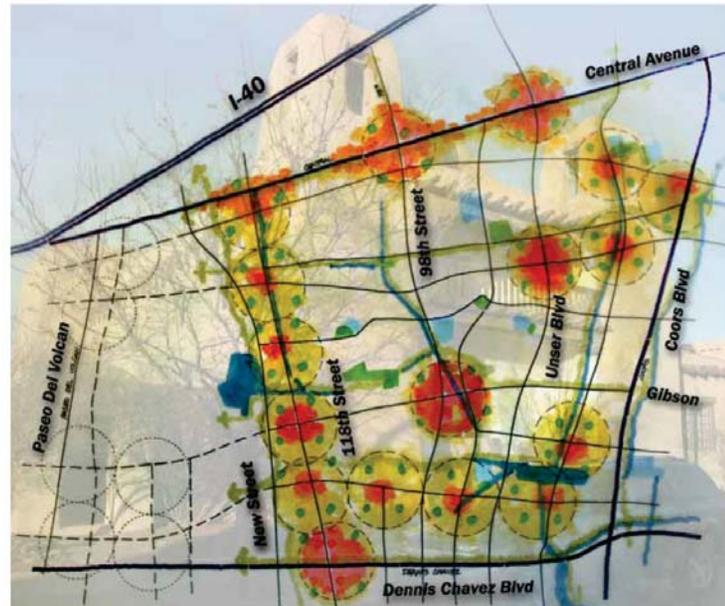
The charrette concluded with a presentation of a conceptual plan for Southwest Albuquerque that includes the designs developed earlier in the process. This plan synthesizes the project team's understanding of the issues that southwest Albuquerque faces in its rapid growth, the concerns that the community shared with the team during the charrette process, and the vision that the community worked together to develop and that begins a foundation for what southwest Albuquerque will be.



The Great Southwest

Southwest Albuquerque's rapid growth has left it with many unresolved issues, not least of which is how much it will continue to grow. Up until now any developable land has been considered for expansion of the city's built area, the principal obstacles being water provision and connections. While the area west of 118th Street is not entirely developable, southwest Albuquerque faces a highly important question of whether or not to protect the Ceja or open it to development. The focus of the plan developed during the charrette process is to focus first on infill opportunities that strengthen the existing community, reduce its dependence on transportation out of the area for shopping and employment opportunities and bring such community facilities as schools and parks within closer reach of residents.

This plan builds on the concepts of the Gibbs Planning Group study of retail feasibility of the area but expands the notion of a retail center to one that truly serves and anchors the community.



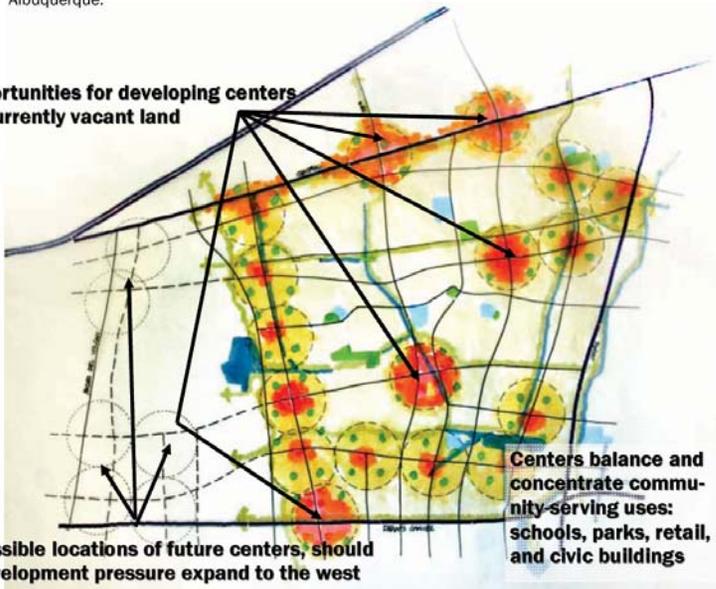
Though the conceptual plan did provide a framework for expansion of the southwest area based on promoting principles of connectivity and neighborhood centers, it also emphasizes the great opportunity to strengthen the existing built environment of the southwest area through walkable and accessible centers.



The Centers of the Plan

The plan illustrates the project team's concept for integrating the existing and future development of southwest Albuquerque in a more walkable and center-based format. Shown here are circles of a quarter-mile radius, generally accepted to be a comfortable walking distance (i.e. achieved within five minutes of walking). The centers represent the intersections of key streets, with the red/orange based circles corresponding to specific development opportunities identified by the City of Albuquerque.

Opportunities for developing centers on currently vacant land



Possible locations of future centers, should development pressure expand to the west

Centers balance and concentrate community-serving uses: schools, parks, retail, and civic buildings

In general, each of these centers is intended to offer the basic neighborhood-serving functions essential to vibrant, functioning communities. While these concepts have not been detailed in this report, they are intended to include the community elements discussed in detail throughout the charrette process: schools, parks and neighborhood commercial uses.

The location of these centers at the intersections of arterial and collector streets is not coincidental: urban areas, as they grow and evolve, develop centers of activity and importance based on the most accessible and connected locations. While the five sites shown in red on the map offer a particularly strong opportunity to integrate new community-serving development with the surrounding residential areas, all of the centers in the locations suggested here could serve as community anchors.



The Makeup of Retail and Neighborhood Centers

The centers identified here and in the following pages vary in size and scale, but they adhere to a concise set of principles: their main functions and attractions must be easily and safely accessible on foot, the most basic form of transportation.

Essentially, these centers combine the elements of the urban fabric that make up the components of our lives: civic, commercial and residential land uses. This allows neighborhood residents to reach home, work, shopping, and other important activities easily. Even if we do not live immediately next to where we work, or if we wish to travel to specific destinations, the compact accommodation of basic needs and services together greatly facilitates our mobility, independence, and community belonging.



The figures below give an illustration of two commercial centers, one oriented to automobile use and not integrated with its community, the other well connected, walkable, and the heart of the neighborhood surrounding it.





The Plan Method

The planning team identified key intersections and nodes of confluence throughout the area and established a framework of activity center types that reflect the principles of the Gibbs study as well as unite the disparately connected parts of the southwest area with community-serving land uses. These centers reflect the principles described earlier, combining retail, employment, schools and parks with residential uses in a way that maximizes adjacency. The team used quarter-mile circles, representing an area within five minutes' walk of a central point, to define where these centers would fit into the southwest area's existing terrain.



As a result, the focus of planning for the southwest is founded on truly establishing communities by creating and planning for their centers. By defining the centers at important intersections in the southwest area's regional network, the planning team established the importance of a healthy transportation network in enhancing the overall activity and coherence of the area.

Using examples of healthy town and neighborhood centers as our model, such as those illustrated in the following pages, the planning team set out to explore how these could be best applied to southwest Albuquerque. This began with reviewing previous work on the feasibility of retail markets in the southwest and how utilizing this market potential could better serve the retail and employment needs of the community. The team then incorporated the design work from the public portion of the charrette, highlighting key sites throughout Southwest Albuquerque as potential catalysts for additional development and community-enhancing opportunities.



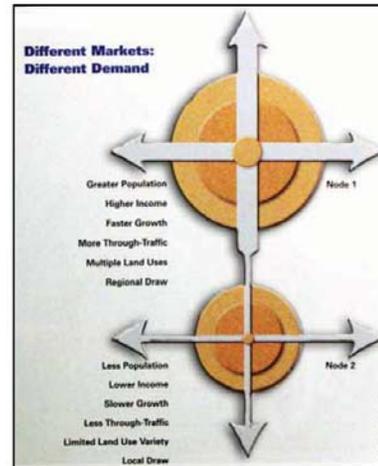
Balancing the Neighborhood-Serving Functions through Multiple Centers



With developing a neighborhood center concept it is necessary to understand the importance of even geographic distribution. Presently, the major retail destination of the southwest area is the recently developed Wal-Mart at Dennis Chavez and Coors Boulevard. The consequence of a sole retail location such as this is that all residents must reach it—and with the limited connectivity of the network described earlier in this report.

This places an undue burden on the area's collector and arterial roads, as dis-

played in this graphic: the closer to the retail location (the large red dot in the lower right), the greater the traffic volume (depicted in the thickness of the lines representing the streets).



Developing different types of town centers allows for different scales of commercial and employment activity. Town centers with a higher intensity and greater regional draw are appropriate places for larger buildings and public facilities. Village and neighborhood centers generate less activity and are a more intimate part of their communities. Consequently, they do not support larger scales of building or amenities.

As the figure to the left illustrates, the scale of centers varies: larger centers intuitively serve a greater population, more traffic and more land uses. Smaller centers are oriented to a different market and set of principles: instead of highly specialized purchases in larger stores, they are designed to meet more basic needs.



Retail Centers

The Gibbs Planning Group study identified different types of commercial centers that geographically distribute neighborhood-serving retail and office uses better throughout the southwest area. The types of centers illustrated below show the potential coverage of the neighborhood. These imply that traffic could be distributed more evenly as well, lessening the burden on major streets.



Corner Stores
These are the places we go for our basic 'milk and bread' needs, and their location throughout the area allows the different neighborhoods to reach these services without making long trips.



Convenience Centers
The centers that provide more variety in basic retail, convenience centers feature larger food retail as well as small-scale specialty retail. The range of comfortable walking distances is greater than that of the corner stores.



Neighborhood Centers
The focus of neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal.



Community Centers
Community Centers are truly regional in scale, offering large-scale retail opportunities serving the entire southwest as well as other parts of Albuquerque.



- Small-scale retail (< 5,000 sf)
- Max. service radius of ¼-mile
- Less parking possible with good pedestrian connections

Usually one or two stores anchoring a neighborhood corner, used mostly by the surrounding neighborhood as its scale limits the variety of goods and services it provides. Depending on density and character of urbanism, can occupy ground-floor space of larger buildings. Example uses include drugstores, convenience stores, cafes.



- Small-scale retail (10,000-20,000 sf)
- Service radius of 1 mile
- Scale fits into neighborhood context

Can feature 'neighborhood-scaled' big-box retail, usually always a grocery store or general merchandiser. While this may be the main function of the center, related, usually neighborhood-serving retail and office uses may complement it. Still primarily used by the surrounding neighborhood, though parking needs may be greater as the geographic draw increases.



- Medium-scale retail (20,000-40,000 square feet)
- Service radius of 1-2 miles
- Larger scales appropriate when defining key streets and intersections

The focus of multiple neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal. Often features big-boxes (or the equivalent in leasable floor space), and depending on density may be focused on ground floors with living space above.



- Larger-scale retail (50,000-150,000 square feet)
- Service radius of 2-5 miles
- Larger scales appropriate
- Parking placement should not impede urbanism

Most commonly based on big-box retail, often featuring multiple stores at one location, though due to the greater traffic and market draw they are suitable places for active commercial districts with a larger number of small businesses. As these centers become larger, the functional uses they must provide (especially for parking must be included but woven into the urban vision (i.e. structured parking with liner buildings).

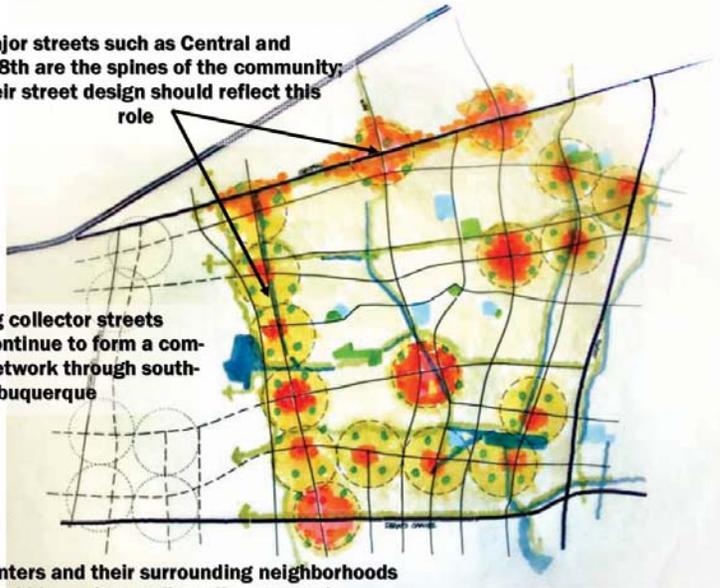


The Streets and Boulevards of the Plan

An essential complement to the focus on centers is the development of streets that define the place as much as they connect it. With the previously-defined emphasis on neighborhood and regional centers that would provide a central energy to southwest Albuquerque's neighborhoods, it is important to understand the role of streets as conveyance, connection and character.

Major streets such as Central and 118th are the spines of the community; their street design should reflect this role

Existing collector streets must continue to form a complete network through southwest Albuquerque



Centers and their surrounding neighborhoods should be as internally well connected



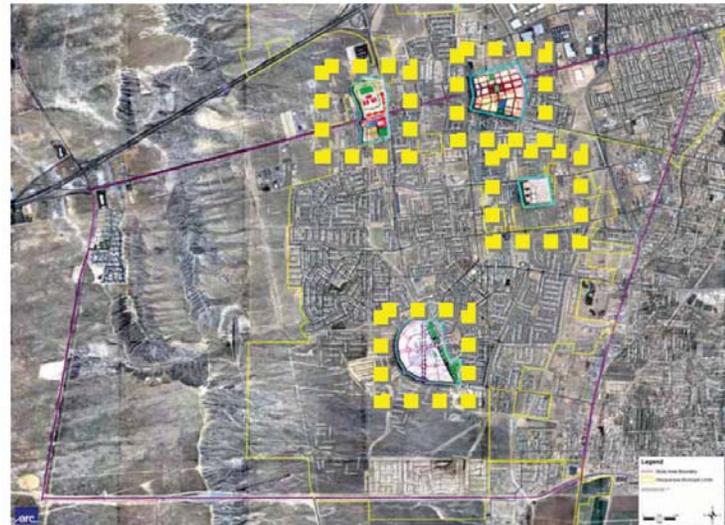
Streets play a major role in defining the nature of a community: if they are designed to facilitate movement of cars (and if land development principles follow suit), the community evolves into one that depends on automobiles for movement. If streets are defined by buildings, landscaping and room for the pedestrian, the community uses them as more than vehicular traffic paths: they are multi-modal, truly public spaces.



Concept Plans for Town Centers

The public design portion of the charrette allowed teams to develop conceptual plans for different key sites throughout the area. These sites, representing important locations, strong development opportunities, or both, allowed participants to better understand the notion of activity centers that combine uses and serve as foundations to their community. These plans are detailed in the following pages.

It should be noted that the four plans detailed here are not specific directions for the community's future development, but rather an application of the principles presented throughout the charrette by the public-based design teams that sought to express their objectives for their community. These reflect the principles recommended to advance southwest Albuquerque and not specific development projects.





Central and 98th



Key Principles: Commercial buildings defining main corner
Connectivity
Available recreation space

The site at the intersection of Central and 98th offers a 'gateway' opportunity from Interstate 40, as well as a presently undeveloped large site with few obstructions in the way of land assembly.

The design team from the charrette produced a conceptual plan for a community center anchored by commercial buildings at the corner with residential areas behind them. It takes advantage of existing network opportunities near the main roads and enhances them with new connections to the surrounding neighborhoods.

This plan also recognizes the importance of integrating public space with commercial and residential development, placing it in key locations north and south of Central Avenue.

Central and Coors



Key Principles: Connectivity
Central Public Space
Engagement of Collector Streets

The intersection of Central and Coors is a gateway from the rest of Albuquerque to the southwest area. Participants in the design of this conceptual plan expressed concern over the width and scale of Central Avenue, particularly as it divides the site. To mitigate the impact of such a large road, the design group proposed breaking it down into two smaller streets.

The centerpiece of the development is a central square fronted by commercial and civic uses. The areas of the site around this are a mixture of uses, featuring residential areas at varying densities, schools, and parks. The plan seeks to maximize walkability, on-street parking potential, and overall connectivity by enhancing the existing street network and adding smaller blocks directly adjacent to the main cross streets.



Unser and Tower



Key Principles: Commercial buildings defining corners
Buildings engaging main streets
Bringing streets to a human scale

The site at Unser and Tower represents an example of integrating mixed uses and higher densities of development into an existing fabric of primarily single-family residential use. The site is located south-east of the intersection of these two streets and offers an opportunity to better utilize the wide rights-of-way currently being dedicated for most of the arterials and collectors in the southwest area. The width of most rights-of-way is more than the roads need to perform their transportation duties and accommodate the volume currently using them; one of the ideas generated by the design team was the reversion of parts of the right-of-way to private land for development.

The plan's centerpiece is the commercial development along Unser that addresses and engages the street as well as framing in public space serving the immediate neighborhood. This plan also recognizes the importance of combining residence with employment in proposing live/work units.

Gibson and 98th



Key Principles: Connectivity
Commercial center at major nexus

Utilizing perhaps the most 'strategic' site in the southwest area, the area at Gibson and 98th that is presently undeveloped but entirely surrounded by platted (and quickly developing) residential areas, the design team proposed a town center combining retail and office uses, higher-intensity residential development, and public space to maximize the park and recreation potential of existing utility easements.

This design group saw the importance in multi-modal transit in providing true connection between different parts of the southwest area, calling for bicycle lanes and trails to parallel the main streets of the center.



As the charrette team concluded its work reviewing existing conditions and engaging key stakeholders and the public in efforts to define a vision for what southwest Albuquerque wishes itself to be, it developed its findings and design ideas into five general solutions. *While these are intended primarily to apply to new developments*, the principles are general enough to be incorporated into existing developments as they mature and encounter opportunities for change.

A strong vision is one that holds through change, be it political, economic, or demographic. In exploring southwest Albuquerque's potential to be a strong, healthy community and an enhancement of the entire city, the charrette team recommends these fundamental ideas to help reach those ends.

No More Walls

The consistent placement of walls around residential subdivisions is a hindrance to the connectivity and accessibility extolled in this report. As the figure here illustrates, in their preclusion of good connections into the neighborhood, the walls even restrict practical transportation options: not only do they increase trip length due to added navigation through subdivisions, they also increase the distance between connections.

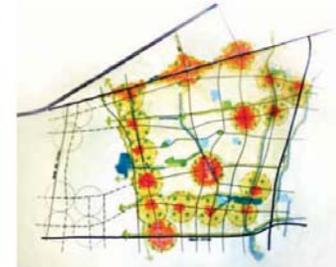


It is the authority of the City of Albuquerque and Bernalillo County to address this issue through subdivision ordinances, and if any implementing agencies pursue it, it is recommended that they clearly define restrictions on these walls in those ordinances.



Infill First

The development of a walkable built environment for southwest Albuquerque will be greatly facilitated by focusing near-future development within the existing edges of the urban area. This preserves the Ceja and focuses new development in areas integrated with complementary land uses. The increases in overall density that would occur from this would support increased public transit, neighborhood retail, and closer, more frequently spaced schools and parks. Though some areas west of the current urban edge are developable, it is suggested that development not continue further west until once the current built environment has matured physically and socially.



While the sites explored by the design participants at the charrette (the orange centers in the plan graphic shown here may not result in realistic development projects, these are nonetheless key opportunities for beginning the concept of bringing more neighborhood-serving uses into the existing developed area of southwest Albuquerque. They are large, vacant, located at the crossings of major streets. The other sites the design team identified follow the same principles, though they may take longer to evolve into having the same mix of uses than the opportunities on currently vacant land.

Enhance the Streets

Streets are not only conveyance, they are the lifeblood of the city and its neighborhoods. With that, planning in southwest Albuquerque should focus on shaping the character of existing main streets, such as Central Avenue, to more pedestrian-friendly streets that nurture healthy communities. This involves revisiting street design standards to incorporate landscape and pedestrian space into streets as they are constructed and improved.



The examples above are Central Avenue as it exists today (left) and through a reconfiguration utilizing its wide right-of-way to functionally move the same traffic volumes but also allow for a pedestrian-friendly, aesthetically pleasing street that contributes to southwest Albuquerque's sense of place.



Develop Centers of Activity

Neighborhoods will have a true anchor once they have activity areas that allow their residents to meet basic needs. In addition to being de facto meeting places, they also reduce demand for longer-distance travel through the immediacy they provide between living, working, and purchasing goods and services.



These centers are based on the opportunity of exchange: of goods and services (through commercial and retail land uses) and of social activity (through public spaces, streets and civic facilities). Providing the flexibility to accommodate this mix of uses in land development regulations and establishing a need for these neighborhood-supporting uses through policy will give southwest Albuquerque a greater opportunity to develop into a strong, self-sustaining community.



Conclusions

The concluding presentation allowed the public to speak about its ideas as before and to offer reception of the plan concepts. As planning for Southwest Albuquerque continues, the public's feedback helps to guide planning initiatives in a way that best benefits this growing community and offers it the greatest opportunities to be a strong and healthy part of Albuquerque.



Councilor Ken Sanchez and New Mexico Senator Linda Lopez attended the closing presentation and offered their thoughts on the community's vision for Southwest Albuquerque.

Project Team Participants

Representing the City of Albuquerque, local consulting talent and experienced professionals from outside of Albuquerque, the project team analyzed data and existing conditions, thought through important issues and concerns, and generated countless questions and ideas to lay a foundation for a bright future of southwest Albuquerque.



Dan Burden
Glattig Jackson



Raj Mohabeer
Glattig Jackson



Joel Mann
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Paula Donahue
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David Day



Ted Hodoba
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Anna DiMambro
City of Albuquerque



Steve Burstein
Architectural Research Consultants



Ingrid Biel
Architectural Research Consultants

Appendix D. Redevelopment Tools

The appendix contains information about legislation and programs that can be used in Southwest Albuquerque to revitalize aging commercial areas. A redevelopment initiative would assess these alternatives and choose the tools most appropriate for the area.

1. Metropolitan Redevelopment Act

The West Central Metropolitan Redevelopment Area (MRA) was established in May 2001 as authorized under the State's Metropolitan Redevelopment Act. An MRA is designed to help communities redevelop areas that are physically and/or economically deteriorated, unsafe, or poorly planned. It is used as a tool to implement capital projects such as street and landscaping improvements, incentives for private investments and job creation, housing projects, parks, and open space.

To be eligible for designation, an area must show evidence of blight, including poorly constructed buildings, faulty planning, deteriorated properties, an incompatible mix of uses, or improper uses of land. Public investment is used to stimulate private investment. In Albuquerque, 13 MRAs are currently active and include the Downtown 2010 Core, Old Albuquerque High area, Sawmill/Wells Park, and Los Candelarias Village Center. The West Central MRA includes properties that line Central Avenue (Rio Grande river to just west of Unser Boulevard), Old Coors Boulevard (Central Avenue to Bridge Boulevard), and the Atrisco Business Park.

For designation as an MRA, the City Council acts on recommendations of a community-based committee and the Planning Department. These groups define the geographic area and identify desired improvements. The plan is adopted by City Council and is implemented by the Redevelopment Agency using MR funds, bond money, state funding, CDBG money, and TIF money. The community provides input into planning and implementing redevelopment projects. The Metropolitan Redevelopment Code (3-60A-1 to 3-60A-48 NMSA 1978) provides municipalities in New Mexico with powers to correct conditions within their jurisdictions that "substantially impair or arrest the sound growth and economic well being of a municipality...."

The West Central MRA Plan, developed through an open public process, describes activities to be carried out in the MRA and the recommended implementation tools. The MRA Plan identifies the Old Coors and Central intersection and surrounding area as an "opportunity site" with a recommended redevelopment strategy to improve physical design improvements to create a more inviting, pedestrian-friendly environment and to provide additional space for convenient commercial and ethnic specialty businesses.

Vacant land located within the West Central MRA presents an opportunity for infill development that may serve as a catalyst for further reinvestment in the corridor. The City of Albuquerque can use MR funds to acquire land in order to facilitate this reinvestment.

2. Tax Increment Financing

Tax Increment Financing (TIF) is implemented by state enabling legislation to help local governments improve economically sluggish areas. The focus of a TIF is to create new development or businesses and to retain and improve existing businesses. An attractive feature of a TIF is that local governments can make improvements and provide incentives without tapping into general funds or raising taxes.

A tax increment is the difference between the value of property before and after reinvestment in the property itself or in neighboring properties. If improvements are made within the MRA, the new increment of value is put into an MRA Fund. The increment can also be based on simple inflation.

When a TIF project is set up, a base year is specified and locked in. Money from the increment increases as district conditions improve. The Albuquerque Development Commission and City Council make decisions for projects based on community input. The TIF stream of income can continue for up to 20 years. The City can bond against it as amounts increase.

The West Central MRA is already a designated TIF area.

3. Business Improvement District

A Business Improvement District (BID) is a special district that assesses additional property or gross receipts taxes on an area to finance services and improvements. Authorized under State law, only those properties that directly benefit are taxed. The assessment is on commercial properties only, not residential or non-profit.

BIDs have become a popular funding tool, with approximately 800 in operation worldwide. BID funds augment services that a City normally provides, e.g., clean-up, special events, security patrols. In Albuquerque, a BID has been in operation in the Downtown, and the Nob Hill/Highland area is considering one. To establish a Southwest Heights BID, the City

and businesses must realistically plan the types of services that will best improve the area and community perceptions about it. To establish a BID would require a community board and staffing. In addition, 70% of the participating businesses must agree to the tax.

4. Community Development Corporation

A Community Development Corporation (CDC) is a non-profit organization focused on a project or area for redevelopment. Typically in Albuquerque, CDCs are centered on affordable housing. Examples are the Barelas CDC and United South Broadway.

A CDC currently operating in the Southwest Heights is the West Central Community Development Group (WCCDG), whose boundaries are identical to the West Central MRA boundaries. The WCCDG has been active since 2005 with the goal of obtaining community input to improve the West Central corridor for businesses, families, and the community as a whole. The WCCDG is made up of ten neighborhood associations and two merchant associations and has successfully completed several projects, including acquiring funding for existing arch on Central at Coors; bringing Dion's Pizza to Southwest Albuquerque; helping locate the Verizon Wireless call center in the old K-Mart building; acquiring funding for median landscaping along Central Avenue from the river to Unser; acquiring funding for three new arches on Central at 98th Street, Unser, and Old Coors; acquiring funding for pedestrian overlooks at the Central Avenue river crossing; and replacing and installing sidewalks along Central Avenue from the river to Coors.

Future efforts of the WCCDG include redevelopment of Old Coors and Central to become an ethnic, cultural, and historical center; infrastructure improvement; and attraction of new businesses, neighborhood development, restoration, and beautification along the West Central Avenue corridor.

An effective CDC has a strong community board with a process that requires extensive public involvement. CDCs typically receive funding from HUD, other federal sources, and some City affordable housing funds.

5. City of Albuquerque Capital Implementation Program

The City's CIP provides capital funding through a multi-year schedule of public physical improvements. The CIP administers funds for acquiring,

constructing, replacing, upgrading, and rehabilitating Albuquerque's built environment. For Albuquerque's developed areas, the most visible changes may be seen in street improvement projects, but improvements also may include expansion of public safety facilities, libraries, parks and trails, senior and community centers. The main source of CIP funding is General Obligation Bond Funds. Every two years City residents vote on a new package of projects, most of which are approved. By ordinance, 1% of G.O. Bond funds are earmarked for public art projects.

Other major funding sources for capital improvements are: Enterprise Funds, primarily for the Aviation Department and for Water/Wastewater. Additional sources of funding include: Metropolitan Redevelopment Funds, Urban Enhancement Trust Funds for citizen-initiated cultural and capital projects.

6. Legislative Funding

Citizens can petition state legislators for State Capital Outlay Program funding for capital projects and planning. The City Administration also meets with legislators to develop project lists that result in a package of capital projects.

7. Federal Funding

Community Development Block Grant (CDBG) funds remain a major source of funding for projects and programs. The City of Albuquerque Department of Family and Community Services receives \$5 million per year from Housing and Urban Development (HUD) to pay for housing, commercial development, homeless programs, and some Capital Improvement Programs. The money is allocated by the Albuquerque Citizens Team, an appointed volunteer group that works with five-year plans that are updated each year through a community hearing process. If a community group strongly supports a project or program, it may benefit from an organized approach to requesting funding from the committee.

Other federal funds come from Economic Development Administration (EDA) grants from the Commerce Department. The community identifies specific public projects, and then goes through an extensive application process that requires completed planning and preliminary design processes.

8. Façade Programs

To improve the street appearance of businesses in specific parts of Albuquerque, façade programs have been implemented. CDBG money provides \$2,000 to \$3,000 grants to business for improvements to facades. CDBG monies also provide matching fund loans for \$10,000 to \$20,000 to businesses wishing to make more expensive improvements. The business owner must provide matching funds, but the loan amount is forgiven if the business still operates at that location in five years. In the future, these funding sources may not be available due to cuts at the federal level, but if the area is designated an MRA, it may be legal to use other City and/or State funds such as MRA Funds.

Past and existing façade programs have frequently used funding for business signage. If a business fails, the investment is wasted, although the current CDBG requirements appear to favor funding signage over other improvements.

In considering the appropriateness of using public funding for rehabilitation of private enterprise, it would appear more logical for a façade program on West Central and Old Coors to work to benefit the overall appearance of the corridors, which would still help the businesses.

Appendix E. Additional Transportation Information

This appendix contains additional data about the street hierarchy for Southwest Albuquerque.

Transportation Planning Network:

The Classification Hierarchy for Streets

Functional classifications of streets provide a simplified hierarchy of the traffic-carrying function of each street. The classifications are determined by the Mid-Region Council Governments in its role as the Albuquerque Metropolitan Planning Organization.

Interstate highways are continuous routes through multiple states.

Principal arterial streets provide long-distance continuous routes through metropolitan areas.

- **Minor arterial streets** are continuous routes through urban areas.
- **Collector streets** have continuity over shorter segments, and gather traffic from numerous smaller (local) streets.
- **Local streets** are all other streets, usually either short in length or frequently interrupted by traffic control stop signs or signals.

Descriptions of each existing major street in Southwest Albuquerque and how the street functions in the regional or sub-regional network are shown in the table to the right.

Existing Major Streets and Their Functional Classifications in Southwest Albuquerque

Street Name	Functional Classification	Street Extent and Function
Central Avenue	Principal arterial	Extends the entire east-west length of the city.
Coors/New Coors Boulevard	Principal arterial	Extends along nearly the entire length of the West Side in Bernalillo County, from Alameda Boulevard in the north to become NM 45 in the south, passing under I-25 and entering the Isleta Indian Reservation. Access is limited from Arenal to Central Avenue through policy of the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MR-COG (R-05-09 MTB). <i>Reference in the Policies is "as described in the Coors Corridor Plan" without more specificity.</i>
Old Coors Boulevard	Minor arterial	Extends south from Central Avenue to merge with New Coors south of Sage Street.
Unser Boulevard	Principal arterial	Serves as the second main north-south throughway on the West Side (after Coors Boulevard). It extends, with one section incomplete in the north, from US 550 in Rio Rancho to the intersection with Blake Boulevard. Unser Boulevard has an interchange on I-40, to the north of the planning area. Access is limited from Gun Club Road, south of the planning area, to U.S. 550 through policy of the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MR-COG (R-05-09 MTB). <i>The policies list individual streets crossing Unser and notes whether full intersection or right-in/right-out intersections are permitted.</i>
Paseo del Volcan (PdV) (Eastern Alignment)	Principal arterial	Forms the western-most loop road on the West Mesa. On the western edge of the planning area, it is a principal arterial from I-40 (interchange ramps to Central/frontage road) to Dennis Chavez Boulevard to the south. From Paseo del Norte on the Northwest Mesa extending south to I-40 it is a collector street. Access is limited from Senator Dennis Chavez Boulevard to I-40 and farther north through policy of the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MR-COG (R-05-09 MTB). <i>Full intersection is permitted at Tierra West Estates Road, approximately 0.5 miles south of Central. Between Tierra West Estates Road and Dennis Chavez access shall be provided for full intersections at approximately 0.5 miles mile intervals and for "T" intersections and right-in/right-out intersections at approximately 0.25 mile intervals.</i>
Senator Dennis Chavez Boulevard	Principal arterial	Extends east as Rio Bravo Boulevard across the South Valley and the Rio Grande to an I-25 interchange. It joins Paseo del Volcan to the west. Rio Bravo is the southern-most river crossing in the South Valley, and serves as part of the Paseo del Volcan western loop. Access is limited through policy of the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MR-COG (R-05-09 MTB). <i>Full intersection is permitted at Tierra West Estates Road, approximately 0.5 miles south of Central. Between Tierra West Estates Road and Dennis Chavez access shall be provided for full intersections at approximately 0.5 miles mile intervals and for "T" intersections and right-in/right-out intersections at approximately 0.25 mile intervals.</i>
Bridge Boulevard	Principal arterial/collector	Is a principal arterial from I-25 across the Rio Grande to its intersection with Coors Boulevard. West from Coors Boulevard, Bridge is classified as a collector street.
98th Street	Principal arterial	Extends from an interchange on I-40 south to Sage Road.
86th Street	Collector	Extends from Central Avenue to intersect with 98 th Street just north of the Gibson/Rio Bravo center.
Tower Road	Collector	Extends from Old Coors to 98 th Street. It is proposed to go further west to 106 th Street.
Sage Road	Collector	Extends from Old Coors to 98 th Street.
Arenal Road	Collector	Starts at Isleta Boulevard in the South Valley and runs west to Unser Boulevard. Street varying from ¼ to ½ mile south of Sage Road.
Blake Road	Collector	Starts at Isleta Boulevard in the South Valley and runs west to Unser Boulevard. Street is approximately 1 ¼ mile south of Arenal Road.
Barcelona Road	Local/Collector	Located north of Dennis Chavez Boulevard, it is a local street from Coors Boulevard west to the Amole del Norte Diversion Channel. It is classified as collector street east of Coors Boulevard.

Appendix F. Southwest Albuquerque Strategic Action Plan Technical Advisors

In the process of researching and writing the Southwest Albuquerque Strategic Action Plan the Planning Department project manager and her consultants worked with the following list of representatives of City and County Department and other agencies. Some representatives participated more than others - attending meetings, work sessions, focus groups, and/or reviewing and commenting on drafts. Others received meeting notices and information about plan drafts. We apologize to anyone we may have inadvertently omitted.

Tony Abbo	New Mexico Department of Transportation	John Hartmann	COA – Department of Municipal Development
David Albright	Bernalillo County – Public Works Department	Dan Hogan	COA – Department of Municipal Development, Flood Control
Rebecca Alter	Bernalillo County – Parks, Trails, and Open Space	Susan Johnson	COA – Council Services
Barbara Baca	COA – Department of Senior Affairs	John Kelly	Albuquerque Metropolitan Flood Control Authority
Theresa Baca	COA – Department of Municipal Development, Trails	Betty King	Albuquerque Public Schools
Attila Bality	National Park Service	Eileen Longsworth	COA - Cultural Services Department, Library
Deborah Bauman	New Mexico Department of Transportation	Steve C. Lopez	COA – Fire Department
Brad Bingham	COA – Planning Department, Development/Bldg. Services	Jack Lord	Mid-Region Council of Governments
Priscilla Benavides	New Mexico Department of Transportation	J. Lovato	Albuquerque Metropolitan Flood Control Authority
C. Berglund	Bernalillo County – Parks Department	Tony Loyd	COA – Planning Department, Development and Building Services
Ed Boles	COA – Planning Department, Historic Preservation	Nathan Masek	Mid-Region Council of Governments
Cynthia Borrego	COA – Planning Department, Redevelopment	Sheran Matson	COA – Planning Department, Development Review Board
Richard Brito	COA – Planning Department	L. Mazur	Albuquerque Metropolitan Flood Control Authority
Kevin Broderick	Dept of Municipal Development, Traffic Engineering Operations	Dave Miller	Bernalillo County – Public Works Department
C. Burton	AMAFCA	Steve Miller	Bernalillo County – Public Works Department
Suzanne Busch	COA – Department of Municipal Development	Laurie Moye	PNM
Clay Campbell	Bernalillo County – Parks Department	Deborah Nason	COA – Planning Department, Public Information
Adrienne Candelaria	Bernalillo County – Parks Department	Margaret Nieto	COA - Environmental Health Department
E. Chismar	Bernalillo County	DuWayne Ordonez	COA – Parks and Recreation Department
Julia Clarke	COA – Cultural Services Department, Library	Mike Plese	New Mexico Department of Transportation
Louis Colombo	City Council	Michael Riordan	COA - Department of Municipal Development
Kevin Curran	COA – Legal Department	Rudy Rivera	COA – Solid Waste Management Department
Timothy Cynova	COA – Transit Department	Frank Roth	Albuquerque/Bernalillo County Water Utility Authority
Andrew De Garmo	COA – Transit Department	Nilo Salgado	COA - Planning Department, Development and Building Services
Richard Dourte	COA – Planning Department, Development and Building Services	Juan Carlos Samuel	COA – Department of Municipal Development
Richard Duran	COA – Fire Department	Christina Sandoval	COA – Department of Municipal Development, Parks
Karen Dunning	COA – Family and Community Services Department	Gilbert Santistevan	COA – Fire Department
Elizabeth Dwyer	COA – Family and Community Services Department	Jim Satterwhite	COA – Family and Community Services Department, Housing
M. Eckert	Albuquerque Metropolitan Flood Control Authority	Matthew Schmader	COA – Parks Department, Open Space Division
Jay Evans	COA – Parks and Recreation Department	Jim Schwar	COA –Family and Community Services Department
Dierdre Firth	COA – Mayor’s Office of Economic Development	Steve Sink	COA – Police Department
Karen Fischer	COA – Police Department	Al Soto	COA – Planning Department, Redevelopment
Sanford Fish	Bernalillo County – Planning Department Director	Mark Sprick	Mid-Region Council of Governments
A. Gallegos	Bernalillo County – Public Works Department	Ed Stang	COA – Department of Municipal Development, Bicycle Planning
Wilfred Gallegos	COA – Planning Department, Development and Building Services	Manjeet Tangri	COA – Planning Department
Andrew B. Garcia	COA – Planning Department, Development/Building	Roy Turpen	COA – Family and Community Services Department
Juanita Garcia	COA – Planning Department	K. Wagener	Albuquerque Metropolitan Flood Control Authority
Enrico Gradi	Bernalillo County – Planning Department		

Appendix G. Planning Process Participants

The following list includes people who have attended meetings, focus groups, and design charrettes, as well as people who have received information, but might not have attended events.

Mike Adams	William Bracken	Alan & Peggy Duvall	Mary Lou and Robert Hall	Daniel Lueras
Ozawa Bineshi Albert	Kevin Broderick	Elizabeth Dwyer	John and Beth Hancock	Paul Lusk
David Albright	Terry O. Brown	Zoe Economou	Liz Hanlon	Daniel Lyon
Albuquerque Interfaith	Bill Bumphrey	David Edwards	Mary Harnace	Larry Madrid
Mary Ellen Ainsley	Chris and Jason Bushman	Cynthia Eggers	Sylvia Hayes	Miguel Maestas
Karen Alarid	Howard Byrdsong	Anna Esquivel	June Harner	Paul Maestas
Bill Allen	Chris Calott	Diego Espinoza	Larry Heath	Steven Maestas
Becky Alter	Danielle Calvillo	Renee Estrada	Danny Hernandez	Oscar Marquez
Steve Anagnostakos	Clay Campbell	Sandra Estrada	Daniel Herrera	Tanya Maldonado
Andres Anaya	Luis Campos	Mary Jane Faull	John Herrera	George Marmolejo
Jerry Anaya	Adrienne Candelaria	Jacqueline Lauren Fernandez	Tracy Herrera	Judy Martin-Tafoya
Ramon Anaya	Barb Carmona-Young	Marcia Fernandez	Barbara Herrington	Jess Martinez
Lynn Anderson	Michael Carrillo	Elsy Fierro-Sutten Miller	Marissa Hoffman	Jose Martinez
Ramon Andrade	Grady & Leighann Cashwell	Sandy Fish	Andre Houle	Pedro C. Martinez
Teresa Andrade	Brad Catanach	Jackie Fishman	Jody Horton	Nathan Masek
Claudette Archuleta	Kelly Chappelle	Dorothy Gabaldon	Laura Horton	Norman and Belinda Mason
Matthew Archuleta	Albert Chavez	Debbie Gale	Rene Horvath	Bennie W. Matlock
Theresa Archuleta	Barbara Chavez	Adella Gallegos	Adele Hundley	Sheran Matson
Nadine Arellano	Cora Chavez	Carl Gallegos	Rick Jenkins	Bob McCabe
Chuck Atwood	David Chavez	Charles Gallegos	Chrissy Jeter	Lani McC Carson
Jeanette Baca	Emilio Chavez	Jerry Gallegos	Carolyn Johns	Ethel and Hershell McCarty
Ed Baca Green	Ernest Chavez	Lorraine Gallegos	Anthony Johnson	Rory McClannahan
Patrick Baca	Larry Chavez	Wilfred Gallegos	Susan Johnson	Joanne McEntire
Theresa Baca	Leon Chavez	Ada Garcia	Joan S. Jones	Libby McIntosh
Floyd Bachicha	Mariano Chavez	Andrew Garcia	Arnulfo Juarez	Marlene Mellenthin
Deneen Bair	Tony Chavez	M. Max Garcia	Margaret Kamp	Bernadette Miera
Attila Bality	Tiequan Chen	Miguel P. Garcia	John Kelly	Dave Mitchell
Maria P. Ball	Mr. & Mrs. Charles Chodl	Frederick Gentry	Dixie Kessler	Rudolfo Monge-Oviedo
Van Barber	Julia Clarke	Mark and Jessyca Gering	Betty King	Faith Montoya
Jack Bartlett	Carlos Contreras	Lee Ann Gibbs	Geraldine Kolman	Henry Montoya
Fred Bass	Commissioner Teresa Cordova	Glen Goff	Nick Kuhn	Sonny Montoya
Debra Bauman	Mark Correll	Florence Goldberg	Philip Kuhns	Claude Morelli
Rick Beltramo	Karen Cotter	Mr. Gongga	Melissa Lama	Steven Morrow
Priscilla Benavides P.E.	Doug Crandall	Art Gonzales	Jared Larson	Jeff Mortenson
Javier Benavides	Elsie Crocfer	Debbie Gonzales	Amy Law	Laurie Moyer
Isaac Benton	Greg DeAtley	Oscar Gomez	Maura Lewiecki	Tracy Murphy
Douglas Bergevin	Jennifer De La Garza	Maggie Gould	Dex Lewis	Kelly Murtagh
Diane Beserra	Mary Deschene	Enrico Gradi	Rosa Lima	Larry Nelson
Antonio Bilotto	Andrew DeGarmo	Dolores Griego	Eileen Longsworth	Bernadette Nevarez
Charles & Sharon Bimer	Francisco J. Delgado II	Eustacio Griego	Blanca A. Lopez	Sara Newton-Juarez
Kay Birukoff	Richard Dineen	Rosalia Griego	Carlos Lopez	Margaret Nieto
David Blanc	Norma Dizon	Tillie Gross	Senator Linda Lopez	Darlene Norris
Suzanne Boehland	Stephen Dunbar	Kevin Grovet	Steve Lopez	Laura D. Nunez
Candice Bogart	Kim Dunivan	Jaime Guerrero	Dennis Lorenz	Annie Oandasan
Debbie Bogosian	Karen Dunning	Ginger Gutierrez	Maria Lovato	Ruth O'Harra
Isabel Bollinger	Ilene Durkalski	Charles Haegelin	Charles Lucas	Orlando Olivias

Information was also sent to people on the Planning Department Feedback Forum List, a SW APS Schools contact list, and a NM Business Registration list that includes most businesses in SW Albuquerque. About 50 people were interviewed (UNM students interviewed members of the general public and businesses, and ARC interviewed business owners.) Many of them do not appear on this list.

Jeff Oxendine
Eloy Padilla
Patricia Palmieri
Ellen and Bob Parrin
Roldan Pasion
Elisa Paster
Candelaria Patterson
Klarissa Pena
Lia Petty
Adolphe Pierre-Louis
Sue Pine
Beatrice and Martin Purcella
Pat Quinn
Julie Radoslovich
Maria Ramirez
Bill Ratliff
Marcella Raul
Nes Razon
Andrea Rector
Mike Riordan
Mina and Bob Richardson
Sandra P. & Cliff E. Richardson
Richard Rivas
Ray Rivera
Deborah Roarle
Robert Robeda
Chris Rodriguez
Luis Rodriguez
Bessie Romero
Cecilia Romero
Elaine Romero
Robert Romero
Francisco Ronquillo
Eric Russell
Janice Saavedra
Alfred Sanchez
Senator Bernadette M. Sanchez
Dr. Greg Sanchez
Janelle Sanchez
Ken Sanchez
Lydia A. Sanchez
Max Sanchez
Robert Sanchez
Christina Sandoval
Tom Savage
Diane Scena
Jerry & Mary Schroer
Matt Schmader
Jim Schwar

Gerald Segura
Dan Serrano
Kara Shair-Rosenfield
Greg Sheet
Christine Shugars
Daniel P. Silva
Jean Simmons
Ted Skoczek
Carl Smith
Garrett Smith
Heather Smith
Steve Smothermon
SouthWest Organizing Project
Pam Snow
Al Soto
David Soule
Pat Soule
Mark Sprick
Ed Stang
Anni de Steiguer
Jim Strozier
Greg Sweet
Tony Sylvester
Louis Tafoya
Kelly Thomas
Ramona Torres-Ford
Sharon Torres
Judith Touloumis
Richard Trevino
Chris Trujillo
Margaret Trujillo
John Valdez
Dr. Joe Valles
David A. Vargas
Kurt Wagener
Kira Wege-Peters
Kirk Wesselink
Celeste Wheeler
Steve Wheeler
Carin M. White
Kizito Wijenje
Pastor Gerald Wood
Tom Woodworth
Erne Woodley
Joel Wooldridge
Elsie Wu
Victor Wyant
Abel Zamora

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