

# *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 98<sup>th</sup>**
- 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,

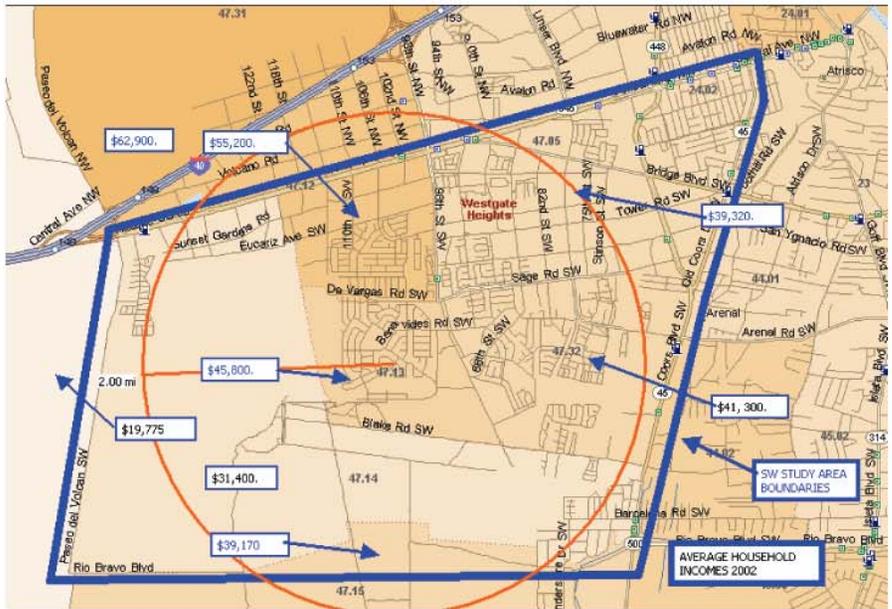
GPG's efforts are designed to enhance the overall quality of life for the residents of the Southwest Area. GPG has found that a neighborhood with useable retail that is both walkable and useful contributes toward desirable sustainable communities.

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:

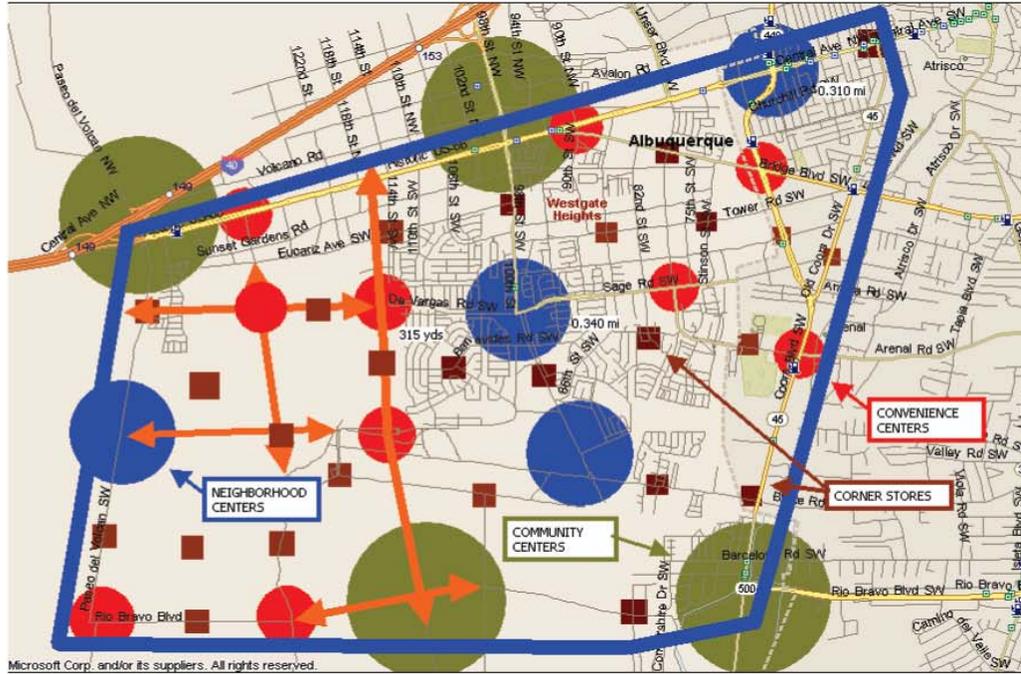
<b>Size</b>	<b>Shopping Center Type</b>	<b>No. Stores</b>	<b>Store Types</b>
50,000 sf of total space	Corner Store	20 Stores	7-11, Circle K, Independents
150,000 sf	Convenience Center	6 Centers	Cleaners, Banks, Grocery, Coffee
200,000 sf	Neighborhood Center	2 Centers	Supermarket, Hardware, Video, Bank,, 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

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**Introduction**

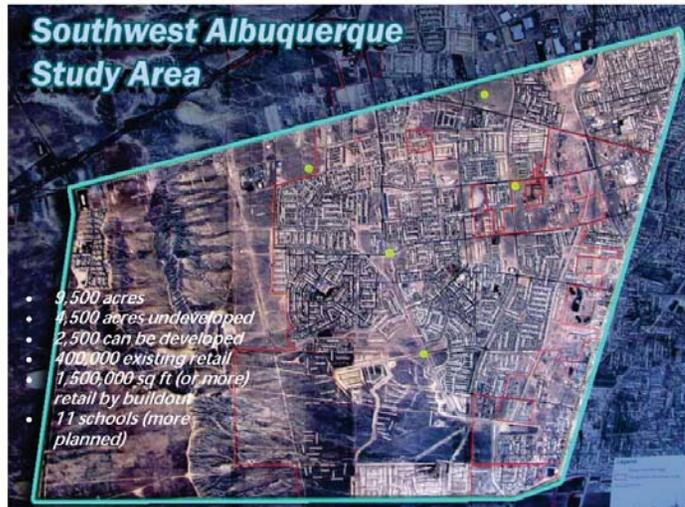
As Albuquerque plans for a rapidly growing section of the city, it is important to 'step back' to understand the issues that it faces and to form a vision for what its residents and leaders wish it to become.

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.*



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**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.*



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### 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.



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### 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.



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**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.



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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.



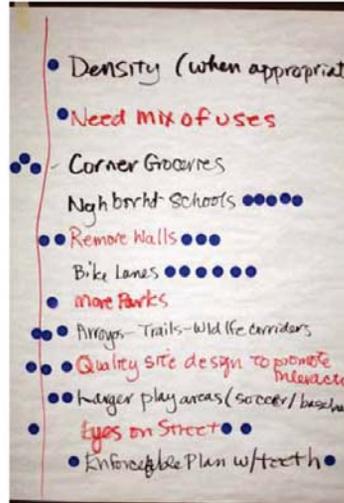
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At the end of this first session, charrette participants outlined those issues most important to them by casting votes. The record of these is recorded in the number of votes that each major issue received, as illustrated to the right.

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.



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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.

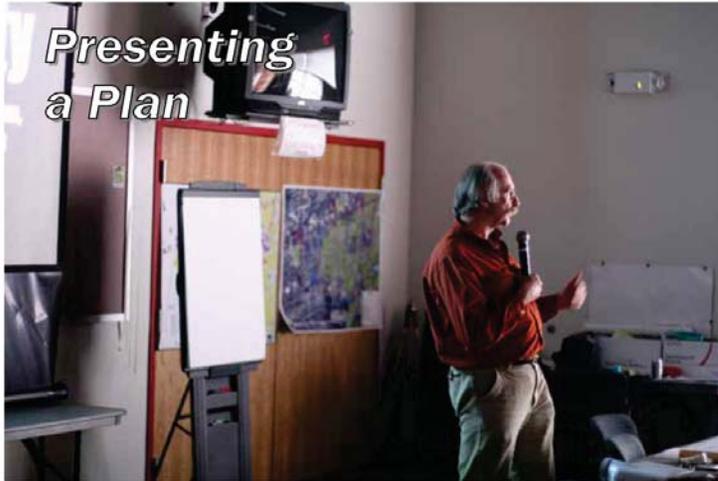


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The charrette design teams worked through issues of land use, public facilities, open space and connectivity. Their decisions were informed by the presentations given earlier by the project team on the existing conditions of Albuquerque, the possible 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

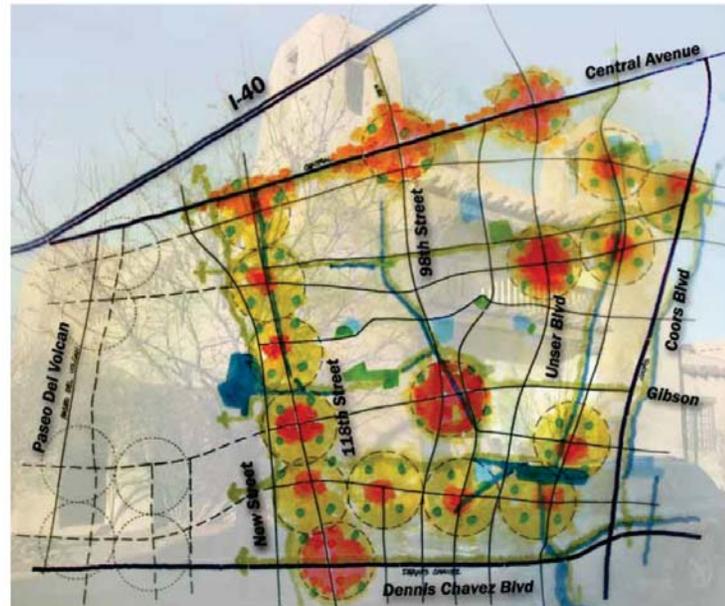
The charrette concluded with a presentation of a conceptual plan for Southwest Albuquerque that includes the designs developed earlier in the process. This plan synthesizes the project team's understanding of the issues that southwest Albuquerque faces in its rapid growth, the concerns that the community 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.



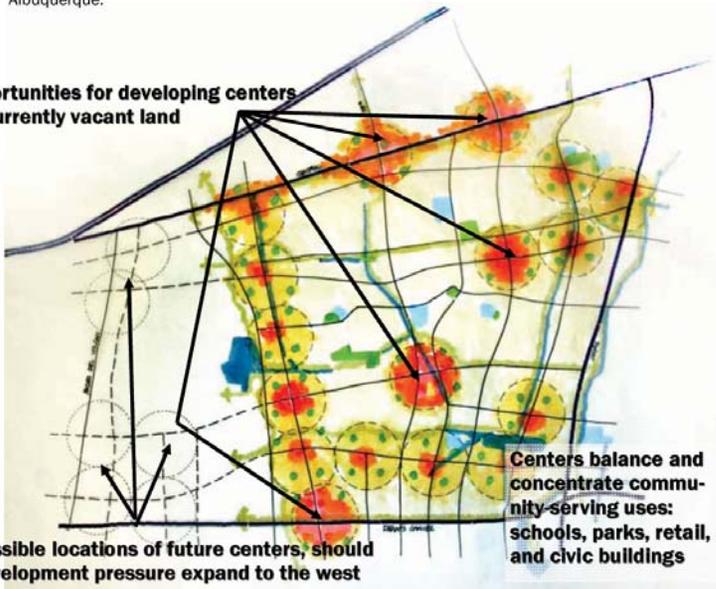
Though the conceptual plan did provide a framework for expansion of the southwest area based on promoting principles of connectivity and neighborhood centers, it also emphasizes the great opportunity to strengthen the existing built environment of the southwest area through walkable and accessible centers.



**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**



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.



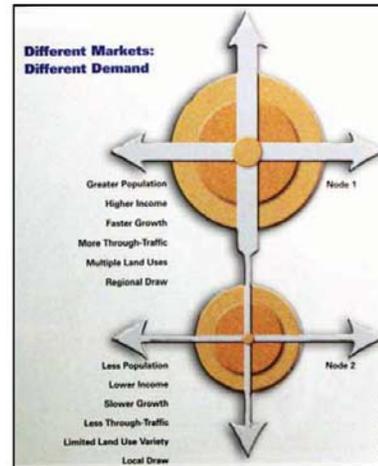
**Balancing the Neighborhood-Serving Functions through Multiple Centers**



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.

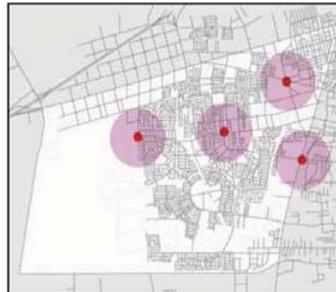


**Retail Centers**

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.



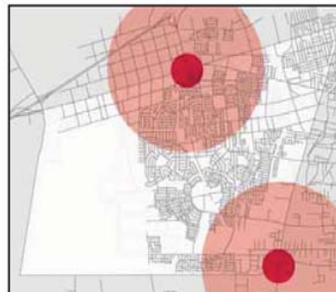
**Corner Stores**  
These are the places we go for our basic 'milk and bread' needs, and their location throughout the area allows the different neighborhoods to reach these services without making long trips.



**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 1/4-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).

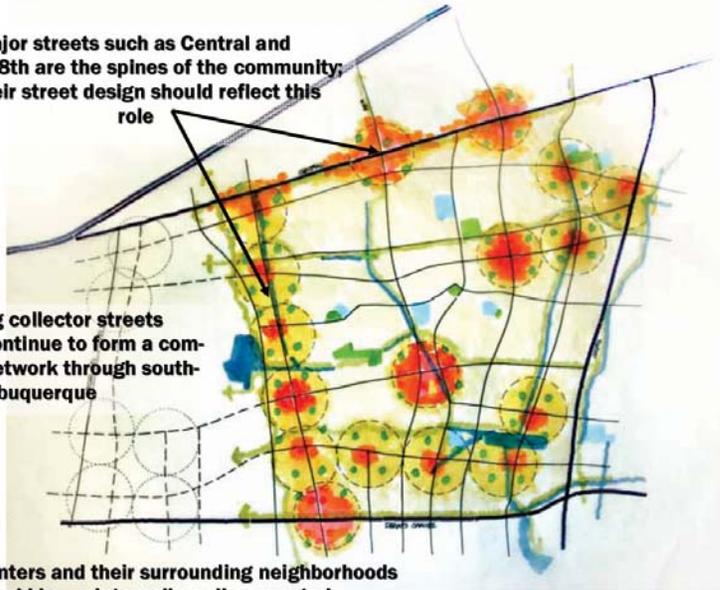


**The Streets and Boulevards of the Plan**

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**



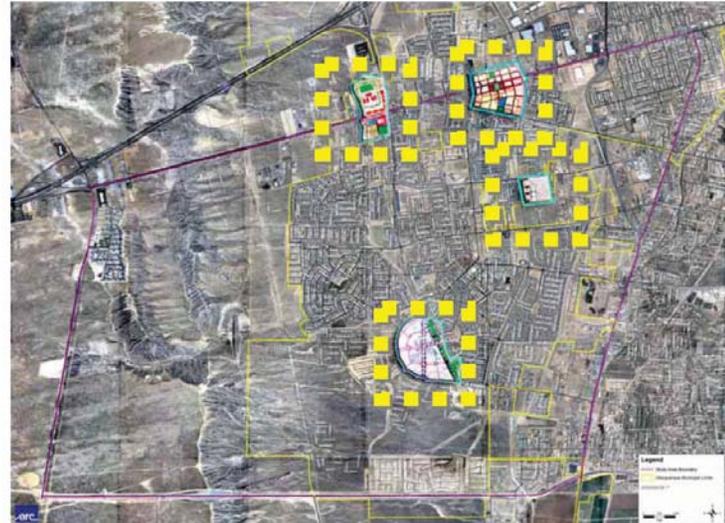
Streets play a major role in defining the nature of a community: if they are designed to facilitate movement of cars (and if land development principles follow suit), the community evolves into one that depends on automobiles for movement. If streets are defined by buildings, landscaping and room for 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.

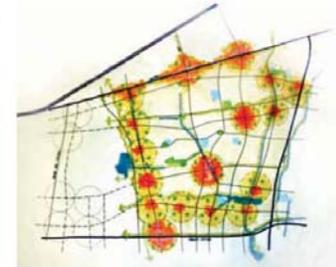


It is the authority of the City of Albuquerque and Bernalillo County to address this issue through subdivision ordinances, and if any implementing agencies pursue it, it is recommended that they clearly define restrictions on these walls in those ordinances.



### 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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**Anna DiMambro**  
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**Steve Burstein**  
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**Ingrid Biel**  
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## **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
<b>Central Avenue</b>	Principal arterial	Extends the entire east-west length of the city.
<b>Coors/New Coors Boulevard</b>	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>
<b>Old Coors Boulevard</b>	Minor arterial	Extends south from Central Avenue to merge with New Coors south of Sage Street.
<b>Unser Boulevard</b>	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>
<b>Paseo del Volcan (PdV) (Eastern Alignment)</b>	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>
<b>Senator Dennis Chavez Boulevard</b>	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>
<b>Bridge Boulevard</b>	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.
<b>98<sup>th</sup> Street</b>	Principal arterial	Extends from an interchange on I-40 south to Sage Road.
<b>86<sup>th</sup> Street</b>	Collector	Extends from Central Avenue to intersect with 98 <sup>th</sup> Street just north of the Gibson/Rio Bravo center.
<b>Tower Road</b>	Collector	Extends from Old Coors to 98 <sup>th</sup> Street. It is proposed to go further west to 106 <sup>th</sup> Street.
<b>Sage Road</b>	Collector	Extends from Old Coors to 98 <sup>th</sup> Street.
<b>Arenal Road</b>	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.
<b>Blake Road</b>	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.
<b>Barcelona Road</b>	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  
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Eric Russell  
Janice Saavedra  
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