

Appendices

Appendices

The appendices contain reports and information that have been important to the crafting of the East Gateway Sector Development plan:

A. Public Participation Reports and Survey Results

- i. Lists of Participants
- ii. Initiating the East Gateway Sector Development Plan
- iii. Project Kickoff Report
- iv. August 2008 Workshop Summary
- v. Public Comments Concerning Transportation Proposals in Workshop Recommendations
- vi. Singing Arrow Input from Questionnaires and Meeting
- vii. African Refugee Residents: Likes, Dislikes and Recommendations

B. Market Study by RCLCO

C. Central Avenue Proposals for Long-Range Consideration

D. Resource Management Plan for Tijeras Arroyo Biological Zone Tijeras Arroyo Bio Zone Study with Map of Ownership Categories

Appendix A

Public Participation Reports and Survey Results

Appendix A.i

Lists of Participants

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Appendix A.ii

Initiating the East Gateway Sector Development Plan

Initiating the
Albuquerque
East Gateway
Sector Development Plan



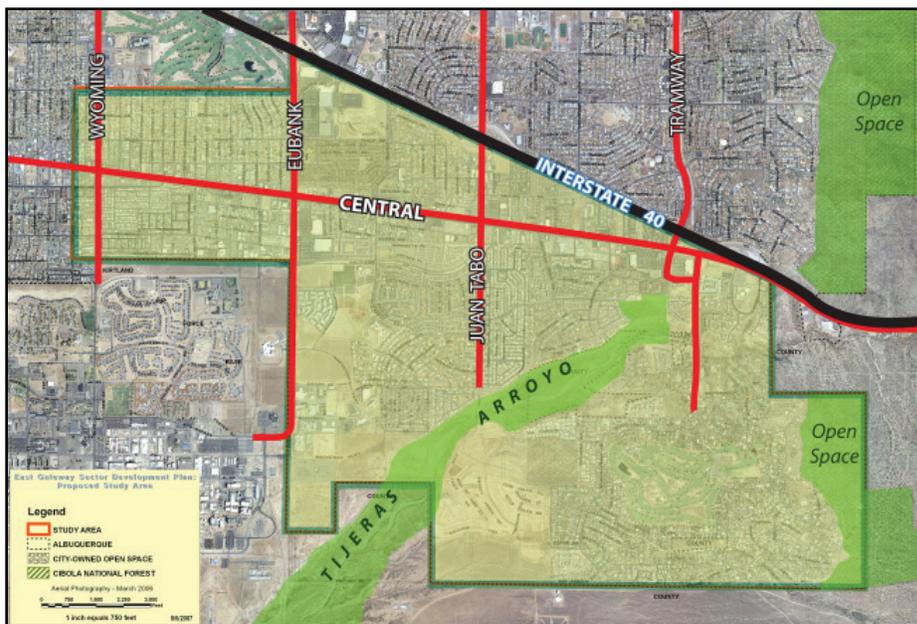
Initial Focus Groups and Public Input
August 7-8, 2007



Prepared for the **City of Albuquerque Planning Department**
by Architectural Research Consultants, Inc. and
Glating Jackson Kercher Anglin, Inc.

INITIATING THE EAST GATEWAY SECTOR DEVELOPMENT PLAN

The City of Albuquerque will be initiating an East Gateway Sector Development Plan process for a part of the City that lies within an area generally bounded by Interstate Highway 40 on the north, Wyoming Boulevard or Moon Street on the west and the city limits on the east and south. (See the graphic below.) Central Avenue is the area's primary east/west street. Short, but important portions of Juan Tabo and Eubank Boulevards are primary north/south streets. Kirtland Air Force Base and Sandia National Laboratories, just southwest of these boundaries, are a dominant presence in the East Gateway area, with approximately 25,000 personnel and employees jointly on site.



The focus group meetings and public workshop summarized in this report dealt with a large general area for the East Gateway, though as planning efforts continue, this focus area may be refined.

The Sector Development Plan process will be a broad inclusive community effort that covers multiple issues. This report describes initial information gathered from an intensive two-day series of focus groups, interviews, and a public meeting with some key stakeholders, technical experts, and members of the community. The report also includes a proposed scope of work. The intent of these meetings was to develop an understanding of the area's issues to ensure that the City and their consultants include appropriate topics in upcoming sector development plan work. This initial information gathering gives the planning team a 'head start' to develop a well-

informed, publicly accessible effort when the planning process officially begins.

To assist with this intensive information gathering and analysis the City hired a consultant team consisting of planners from Architectural Research Consultants Incorporated (ARC) of Albuquerque and Glatting Jackson Kircher Anglin, Inc. of Orlando, Florida.

Sixteen focus groups and interviews and a large public meeting were held August 7 and 8, 2007. Approximately 160 people participated. Participants included

representatives of City departments and regional agencies, business owners, neighborhood representatives, residents, property owners, developers, elected officials, representatives of non-profit businesses, Sandia Labs and others with an interest in the area. (See the participant list at the end of this report.)

On August 9, City staff and the consultant team members met all day to assess collected information and to begin discussions about a possible scope of work to address area issues. The interviews and meetings summarized here are a first step to understanding area issues and assets that will inform solutions later in the planning process. The Sector Plan process will develop a broad vision based on community participation. It is not the intent of an East Gateway Sector Development Plan to change functioning and positively contributing parts of the community or to follow predetermined solutions. Ideally, East Gateway Sector Development Plan objectives will be based on community assets. The planning process will delve into and work to resolve challenges that might impede positive change.

SUMMARY OF FINDINGS

The values and issues identified by the public and the information derived from focus group meetings and interviews will help to guide the scope of an East Gateway Sector Development Plan. Although the issues presented below will not be the only areas explored in the Sector Plan process, they represent some of the major points made throughout the two-day meeting process.

Aesthetics are a concern. There is a widespread feeling that the look and feel of the Central Avenue corridor is an impediment not just to its revitalization, but also to positive change in the East Gateway area as a whole. Central Avenue should be transformed into a pedestrian-friendly environment that serves the community and its visitors while improving the business climate. This eastern gateway to Albuquerque should be improved.

Crime and safety influence the community's sense of ownership and pride, although a more established police presence can help with that. Crime spots are happening where community confidence has faded. Issues stemming from homelessness also concern residents.

Affordable housing that does not detract from the community's worth or coherence is needed.

Motorized and non-motorized circulation is important and essential, but new ways to do it should not be disruptive to the community.

Diverse commercial services, retail, and emergency and routine medical services should be provided.

SECTOR PLAN WORK RECOMMENDATIONS

Based on information gathered during the two-day scoping event, the City will develop a detailed scope of sector development plan work that includes identifying a sector plan study area, special studies, timeframe for completion, and public involvement process. The meeting input summarized in this report provides a foundation for how sector development plan work can be done. This information will ensure that the sector plan serves the East Gateway community and helps make East Gateway a healthy, vibrant part of Albuquerque.

URBAN DESIGN / LAND USE

1. Based on initial and continued public outreach, identify assets in the community and the goals and expectations of the sector plan.
2. From an analysis of existing conditions, analyze the likelihood that change is possible, identifying areas where change will most likely not happen (no change), where change is likely only to be incremental, and where change is more likely or where the physical conditions suggest that change could positively enhance the area.

3. Through an open and interactive public participation process using a focused urban design workshop activity, identify special character districts in the East Gateway study area and develop visions for the physical appearance of each.

4. Identify appropriate zoning and land use patterns for East Gateway.

ECONOMICS

5. Evaluate and analyze market trends impacting the corridor and recommend opportunities for revitalization and redevelopment, describing future projects that can lead the revitalization, and recommending the appropriate implementation steps.

TRANSPORTATION

Traffic

6. Prepare a general circulation evaluation, looking at traffic, congestion, movement patterns and the nature of vehicle trips (regional, local and a combination of the two). Base this analysis on the following data and information (each is listed with the agency that will provide this information):

- Crash Data – University of New Mexico
- Sub-Regional Traffic Model – Mid-Region Council of Governments (MRCOG)
- Select Link Analysis – MRCOG
- Existing Traffic Counts/Turning Volumes - MRCOG
- General Intersection Vehicle Level of Service (LOS) Assessment

7. Make recommendations for connectivity and network enhancement so that major roads aren't the only choice in completing trips. Include appropriate measures for traffic calming to make sure that traffic using the local network does not adversely impact neighborhood quality of life and that it moves slowly and safely.

8. Develop a summary of community principles and guidelines for the evaluation of any potential east-west corridors in the East Gateway area.

9. Develop a conceptual streetscape plan for the Central Avenue Corridor, including streetscape, key pedestrian and bicycle improvements, bus shelter locations, and potential inclusion of future streetcar service. Examine and make recommendations for vehicle lane configuration, including number and width of lanes. Conduct a micro-simulation analysis to evaluate the performance of this corridor from a traffic operations perspective.

10. Develop an East Gateway truck freight staging analysis for Tijeras Pass/I-40 closures.

Transit

11. Document pedestrian access to transit from ABQ Ride data concerning transit routes and stops. Identify needed pedestrian improvements for access to transit stops.

12. Develop a general study of transit-oriented development potential for Tramway & Central. This will inform a potential, more detailed study to be conducted by ABQ Ride.

Pedestrian

13. Develop a general pedestrian circulation plan and identify key areas of improvement within the East Gateway area.

14. Develop conceptual designs for sidewalks and other improvements for walkers. These may be for particular street segments where improvements are needed and should also serve as general guidelines for improving pedestrian facilities throughout the East Gateway area.

15. Develop a Conceptual Streetscape for Central with recommended pedestrian improvements (see Item 9).

Bicycle

16. Develop an overall evaluation of bicycle circulation, including an assessment of bicycle suitability along Central Avenue from Eubank Boulevard to Tramway Boulevard.

17. Prepare an inventory of trails and bicycle lanes. Make recommendations for additions to the system and prioritize capital financing to complete already proposed improvements.

18. Develop a Conceptual Streetscape for Central (see Item 9).

SAFETY

19. Develop a Crime Prevention Through Environmental Design (CPTED) evaluation based on both conditions of the existing physical environment and programmed development. This evaluation will explore landscaping, street connectivity, and other topics.

PARKS

20. Conduct a Parks Service Area Assessment, identifying underserved areas and opportunity sites for additions and enhancements to the parks system.

SUMMARY OF AUGUST 7-8 FOCUS GROUPS AND INTERVIEWS

Transit, Pedestrian and Bicycle Facilities

Transit is an important East Gateway issue. The Central Avenue Route 66 bus route has the most riders in the ABQ Ride system. Introduction of the Rapid Ride service, a faster bus service on Central with fewer stops, has resulted in reduced service levels on the regular Central route. Rapid Ride's eastern service limit is currently Wyoming Boulevard, leaving East Gateway riders with slower service and longer waits. ABQ Ride is studying

the possibility of extending Rapid Ride service further east to provide greater connections for the East Gateway study area to downtown Albuquerque. This service could tie into a potential park-and-ride facility behind the Albertson's supermarket at the Four Hills Shopping Center or another site to allow easier transfer to transit service from outside the ABQ Ride service area. The City of Albuquerque has explored the possibility of a transit-oriented development study for this site to help anchor the eastern end of Central Avenue and to create higher ridership potential for transit service.

No East Gateway multi-purpose trails or bicycle lanes are currently scheduled for funding in the City's 10 year Capital Implementation Program, but some have been programmed in the 2030 Metropolitan Transportation Plan. Existing and proposed multi-purpose trails and on-street bicycle lanes and routes are shown in a number of places: the Trails and Bikeways Facility Map, the Long Range Bikeway System Map, and the 2000 Comprehensive On-Street Bikeways Plan. The Greater Albuquerque Bicycle Advisory Committee and the Greater Albuquerque Recreational Trails Committee are the two advisory boards that initially review bicycle facility and trail proposals before recommending them to City staff, the State, Bernalillo County, and the Mid-Region Council of Governments to be included in long-range transportation plans.

Though the area includes some assets for cyclists, particularly the Tramway Trail, bicycle facilities in the East Gateway are not seen as providing a complete circulation network linking residential and employment areas. Bicycle advocates and planners believe that an area evaluation of existing bicycling conditions would contribute to the East Gateway planning effort. Bike ABQ, a non-profit advocacy organization, promotes motorist education and awareness and employer assistance for bicycle storage and end-of-trip facilities. Currently the organization is working to coordinate and integrate overlapping bicycle planning efforts undertaken in the past by the City with the Mid-Region Council of Governments bikeways map.

Central Avenue, Eubank Boulevard, and Juan Tabo Boulevard are generally considered to be poor environments for walking. The Central Avenue sidewalk area is narrow and lacks street trees. All the major streets lack convenient and safe crossing opportunities. Several focus group, meeting, and interview participants indicated that Central Avenue pedestrian crossings are needed at Moon Street and Elizabeth Street.

Transportation and Traffic

Roads and vehicle circulation are major concerns in the East Gateway area. In general, the roadway network is constrained from easy expansion by several dominant area features: Kirtland Air Force Base, the Tijeras Arroyo, City Public Open Space, and Federal Lands in the Manzano Mountain foothills.

Traffic congestion and inefficient, annoying and unsafe circulation patterns are important issues both to residents and transportation officials. One major concern with traffic is access to and from Kirtland Air Force Base. It is generally perceived that limited entry into the base property through security checkpoints has delayed traffic on Eubank Boulevard and increased travel time for area residents, even those not traveling to the base. In addition, reliance on Eubank Boulevard as a major connection from Kirtland Air Force Base, Sandia National Laboratories and the nearby Science and Technology Research Park has caused traffic congestion issues at the Eubank/Central intersection. Although many employees of these facilities do not ultimately make trips on Central, the burden of regional trips that this intersection bears has raised questions about alternative routes.

Many area residents expressed opposition to a connecting roadway that would generally follow the course of the Tijeras Arroyo. This is a concept that was introduced in the Singing Arrow Sector Development Plan adopted in 1983. The Tijeras Arroyo is designated an Open Space Arroyo in the Facility Plan for Arroyos adopted in 1986. A major roadway within Tijeras Arroyo boundaries is contrary to Arroyo Public Open Space designation

with its objectives of passive recreation, wildlife protection, and water recharge.

The original design concept for Southern Avenue was intended to distribute traffic to and from the Kirtland/Sandia area via Southern to Juan Tabo Boulevard. The transition from Southern to Juan Tabo Boulevard has been only partially constructed, so that the issue of east-west connectivity remains.

Central Avenue is one of the primary elements of the East Gateway area. Transportation and hydrology officials and neighborhood leaders discussed concerns they have for treatments to its streetscape and roadway geometry in the future. Presently Central is maintained by the City of Albuquerque and is subject to Albuquerque's property access regulations. The current policy on access is that one to two driveways per 300 feet will be allowed, though as many residents have pointed out, driveways are currently located more frequently. Such conditions present a dangerous environment to bicyclists and pedestrians on Central. Agency representatives have mentioned the possibility of cross-access agreements as a way to reduce the driveway spacing on Central and improve the pedestrian environment.

Many area residents noted problems with drainage infrastructure in the area, particularly near the Tijeras Arroyo. Although the drainage system of the area is built for 100-year flood events, it depends on east-west streets acting as major flow-ways. Any changes to the design of these streets may affect overall drainage capacity. Particular details of the drainage infrastructure, especially in street-level storm water collection, have caused problems for area residents and businesses. Some drainage problems exist in the Four Hills area and the Singing Arrow neighborhood.

Housing

Housing age and type throughout the study area is varied. Housing in East Gateway neighborhoods range in age from the mid-twentieth century to those built

within the last five years. Some are still in construction south of the Tijeras Arroyo at the southern end of Juan Tabo Boulevard and additional home development may be approved there. Neighborhoods have single-family detached homes, multi-family buildings, and mobile homes.

While home ownership is high in many neighborhoods of the East Gateway area, many households rent. The perception of rental housing in the East Gateway area has suffered due to crime hot spots and some poorly maintained properties. These properties tend to have lower rents and are a practical option for many low-income families. However, the problems associated with rental housing have given residents little incentive to take ownership in the surrounding neighborhood. As a result, tenant turnover is high and the sense of community found in some of East Gateway's neighborhoods has not been strong. Some residents feel that rental properties in the area are in a downward spiral of decreasing rents, providing less incentive for landlords to properly maintain units.

By contrast, the East Gateway area also includes many stable and some relatively affluent areas, especially the Four Hills neighborhoods in the far southeast corner of the East Gateway area. The housing in these areas is predominantly owner-occupied.

The City's Department of Family and Community Services (DFCS) has just completed a needs assessment of affordable housing that examines the city by community planning area. The 'East Gateway Community Planning Area' referred to in the needs assessment is larger than the Sector Development Plan study area. Census tracts within the Sector Development Plan study area have large populations of low to moderate-income residents who may need housing assistance of various types. There are no City-funded housing efforts currently underway in the East Gateway area, although DFCS and many residents have acknowledged a need for permanently affordable housing in the community.

Public Safety

Residents of the East Gateway area are generally concerned about safety from crime, although most say that crime occurs in concentrated places. In many conversations with neighborhood leaders and representatives of local organizations, the subject of crime was linked to the overall aesthetic appearance of the East Gateway corridor. While crimes may be concentrated in a few 'hot spots,' the generally poor appearance of Central Avenue and other parts of the East Gateway is perceived to be a barrier to community pride and ownership that many see as an important early step to crime control.

The Albuquerque Police Department has a series of proactive programs intended to foster a safer environment through community-oriented policing, better screening of potential rental tenants, and a focus on nuisances and potential causes for crime. Its Crime-Free Multi-Family Housing program certifies apartment complexes that have reduced their service calls, and the Criminal Nuisance Abatement program has helped to identify businesses and properties that have fostered criminal activity, resulting in certain cases of City acquisition.

The Police Department has also been actively promoting a positive image of its officers and community partners and allies, most notably through an elementary school mentorship program, a bicycle patrol unit that allows officers to make more immediate contact with residents and visitors to the area, a Citizens' Police Academy, and classes offered at the Community and Intergenerational Centers.

The focus group representatives of the Albuquerque Police Department expressed a wish for a police substation or other police facility serving the immediate area.

Schools and Community Facilities

Public schools in the area face the challenges of a transient population even though many of the neighborhoods around them are relatively stable. School officials

see Central Avenue as a problem for the area in that its negative image has adversely affected the public perception of their facilities. Highland High School, which is not in the East Gateway study area but serves a large portion of its population, and Kennedy Middle School see this problem most acutely.

Many of the greatest concerns of the school officials who met with the City were not directly related to schools themselves. Issues involved choices in housing options in school areas, the walking environment of routes to schools, and the availability of safe, reliable public transit for students living outside school bus service areas.

The area's public schools have highly diverse populations and, while this has presented students with new opportunities for learning about one another and growing up in a tolerant community, school officials are concerned that some families may have language barriers and other issues preventing them from interacting with the schools. School officials also point to the relative proximity of other educational and community-serving institutions, especially the University of New Mexico and the Central New Mexico Community College, and emphasize the need for a safe and attractive walking and transit realm so that students can take advantage of these opportunities.

Two principal community centers serve the area: the Manzano Mesa Multi-Generational Center and the Singing Arrow Community Center. Manzano Mesa is a newer facility that is popular throughout the city for its focus on multi-generational programs. It is busy and well staffed, offering a diverse range of programs including foreign language education, athletics, dancing and general community meetings. The Singing Arrow Community Center is a smaller facility focused on youth programs. It offers before and after-school programs that primarily serve Manzano Mesa and Eubank Elementary schools, the Native American Academy, a charter school located at Wilson Middle School, and families within walking distance of the center. It also accommodates neighborhood association meetings and classes for immigrant groups. Although it is a smaller center, its staff

point out that it maintains a strong relationship with the nearby schools, encourages community use of its adjacent park and enjoys a high level of participation from parents.

Parks and Open Space

Residents and City staff agree that the East Gateway area could use additional park space. Focus group and interview participants mentioned some park opportunity sites near Central Avenue.

Privately owned land in the Tijeras Arroyo is interspersed with publicly owned open space. The Tijeras Arroyo forms a band of native plants and animals through the East Gateway area. It is accessible until it passes through Kirtland Air Force Base land where it is off-limits to the public. Many citizens see the arroyo as a valuable natural resource that should be preserved for public use and enjoyment,

The Facility Plan for Arroyos indicates that the Tijeras Arroyo area is appropriate for passive recreation such as walking and horseback riding. No trails are currently shown near the Tijeras Arroyo on the Regional Trails map, although a proposed primary trail is shown above it.

Economic Development and Job Creation

The businesses occupying much of the land along Central Avenue in the East Gateway area are automobile sales and service, recreational vehicle sales, and mobile home sales. The dominant area employment center is to the south: Kirtland Air Force Base, the Sandia National Laboratories and the Science and Technology Office Park providing support services to Sandia.

Kirtland Air Force Base (KAFB) is a dominant presence, housing 15,000 personnel and employees. It shares its location with Sandia National Laboratories, a federal government institution established through the U.S.

Department of Energy, which also does work for the Department of Defense, the Central Intelligence Agency, the Federal Aviation Administration and many other federal agencies. Sandia employs approximately 8,500 people full-time and approximately 3,000 additional contract employees. Approximately 10,000 employees associated with Sandia work on-site at KAFB. Many people connected with the base or Sandia live in the East Gateway area.

In the past, Sandia had limited interest in the appearance and functionality of its own facilities and the surrounding area. In today's more competitive climate, Sandia is concerned that the retirement of its largely Baby Boom era workforce will lead to employee shortages difficult to fill. Staff from the labs noted that employee expectations for workspace and community environment have increased with younger generations. Sandia planners believe that in order to hire the brightest and most capable future employees, on-site working conditions and an attractive East Gateway area are necessary. Sandia planners also believe that East Gateway appearance significantly affects Sandia's ability to attract new investors and partners.

The economic activity that Sandia generates has created opportunities for support businesses, both high tech and other. These opportunities are being promoted and nurtured by the City's Economic Development Department.

Economic development professionals envision the development of a business incubator facility to support general-purpose retail and other business establishments. These facilities encourage potential business owners to pursue their interests, providing moderate rents for startups. A single facility where technical assistance and training are available can be a visible statement of confidence in the area's ability to support small businesses.

The Sirolli Institute STEPS program has been active west of the East Gateway area on a contract funded by grants from the City and other organizations. Sirolli's

mission is to develop wealth in the community by supporting small start-up businesses. Though the program has focused its energy west of Wyoming Boulevard, the Institute will work with interested parties anywhere in Albuquerque.

Many small businesses are successfully operating in East Gateway. They share many of the same concerns as others, but are particularly concerned about potential land use regulation changes that could limit their ability to continue their businesses.

Generally, the different parties involved in economic development are concerned about the lack of business diversity; namely, that insufficient neighborhood-supporting businesses are keeping employers from locating in the area. They are also concerned about the overall appearance of the East Gateway. Office and commercial rents are relatively low, but building quality is poor and the image that this presents is seen as unappealing to potential customers. Assistance on these issues is available through façade improvement grants, although economic development stakeholders would like to see the development of a business action team that works actively with the Science and Technology Park, Kirtland Air Force Base and area lending institutions to develop long-lasting partnerships and identify alternative funding sources.

In addition to the concerns from economic development professionals, area residents and employees expressed a similar need for a greater number of small neighborhood-serving businesses, especially drugstores, restaurants, grocery stores, and general merchandise stores.

Development and Redevelopment Potential

Generally, community members and public agency representatives see Central Avenue and a few other parts of the area as good revitalization candidates. The Four Hills shopping center, though it hosts viable businesses, does have opportunities for revitalization and its proximity to the parking facility where a transit-oriented development

is being considered makes it a viable location for larger-scale development. The Juan Tabo Boulevard/Central Avenue area has some vacant properties and could be redeveloped. Other parts of the Central Avenue corridor within the East Gateway study area have potential for more active uses.

Perceived barriers to area revitalization were echoed throughout the focus groups and public meeting. Disinvestment from absentee landowners and general vandalism and neglect give the Central Avenue corridor a negative image. The negative image does little to encourage motorists leaving Interstate 40 to support corridor businesses. Though there are many opportunities for revitalizing properties and improving the business environment, the majority of businesses along the corridor are small in scale and securing necessary funding or other capital needed for redevelopment is a significant burden.

East Gateway is an established part of Albuquerque. Redeveloped business properties in established parts of the City like East Gateway must pay impact fees for public safety. Residential redevelopment requires impact fees for public safety and parks. Redeveloped properties within designated Metropolitan Redevelopment Areas pay no impact fees at all.

In other parts of Albuquerque the opening of large-scale general merchandise retailers such as Wal-Mart and Costco challenge small businesses. East Gateway business owners and residents have expressed concern that these large retailers siphon much-needed business demand from the Central Avenue corridor.

The City sees the need for better transit and urban mobility as another important issue for Central Avenue. Streetcar service or extension of the Rapid Ride Bus along Central is being explored, although these efforts have only been discussed at a conceptual level and have not been fully planned. The proposed Transit Oriented Development study adjacent to the Four Hills shopping

center offers an opportunity to tie transit service into any future redevelopment of this site and suggests it as an important location.

One challenge to the establishment of a more complete community-serving business center along Central Avenue is the lack of medical facilities, emergency services, visible law enforcement, and banks. The presence of fundamental public institutions would be a sign of confidence in the area.

THE PUBLIC MEETING: PRESENTING IDEAS AND HEARING THE COMMUNITY'S FEEDBACK

The City and its consultants presented some of these initial findings to the public on August 8, 2007 at the Singing Arrow Community Center. The high degree of public turnout reflected the community's strong interest in many of the East Gateway area's issues and concerns that a Sector Plan for the area would adequately express their wishes for the area. Generally, the concerns stated by the public reflected many of the concerns noted by public agency representatives and other East Gateway stakeholders during the preceding two days of focus group meetings. Residents are concerned about crime and safety, good schools, open space and parks, and the general image of their community. Early community involvement in considering the issues of the Sector Plan is essential to developing a useful plan.

Overview of the Activities

City staff opened the evening presentation by stating that the official planning process for the East Gateway Sector Development Plan had not yet begun. The purpose of the August 7 and 8 focus groups, interviews, and meeting was to learn more about the area and hear concerns from the public. This input would help to define the objectives of a sector plan once the planning process begins.

Community Values

The meeting facilitators invited participants to share what they most value in a community, including elements that do or do not exist in the East Gateway area today. The intent of this exercise was to elicit a broad community vision, from the infrastructure that accommodates daily functions to the amenities and character that enrich quality of life. Participants were invited to write down three different values, expressed as a concise word or phrase, on Post-It notes. The meeting facilitators then organized these thoughts by general themes.

The general themes or values summarized here are followed by the number of statements about that subject that meeting participants wrote down:



The community meeting allowed residents and other members of the East Gateway community to offer additional input that will help to guide the content of the Sector Plan.

- **Low Crime and Safety in the Community** (48)
- **Aesthetics and an Attractive Community** (34)
- **Healthy Businesses** (34)
- **Good Transportation and Transit** (33)
- **Plentiful Parks and Open Space** (27)
- **Schools and Community Facilities** (19)
- **Landowners Who Care for Property** (16)
- **Restaurants and Entertainment** (11)
- **A Good Image for Central Avenue** (9)

The meeting facilitators explained that this exercise lets planners know what a community values, beginning with a focus on assets that the community wishes to develop or has to some degree.

Presentation

A consultant from Glattig Jackson gave an overview of what a sector planning process can be for a community, particularly as it concerns tying the revitalization of an



By listing values for a place to live and work, members of the community started a discussion about what they have now that makes their community a place they want to live and what they would like to see to make it better. This listing helps to identify assets in the community. It advances the discussion to resolve issues.

area and its major corridor to a balanced transportation network supporting transit, pedestrians, bicycles and a healthy business climate.

Key Issues

Meeting participants continued their discussion by articulating key issues that should be taken into consideration when the sector plan process begins. Meeting facilitators wrote participants' issues on large sheets. Participants then used color dots to cast six votes for issues they felt were most important. Participants were allowed to use multiple votes for individual issues. Due to crowded meeting room conditions, some participants left before the voting exercise.

The evening's facilitators used this voting process to gauge which issues had the most momentum and meaning in the community at the time of the meeting. All of these issues will be reintroduced for discussion and possible expansion when the planning process for the Sector Development Plan begins.

Beautification and Cleanup of the Area (54 votes)

Police Substation (32 votes)

New Residential Development is Too Dense
(31 votes)

Retail Diversity (30 votes)

Pedestrian-Friendly Environment (e.g. shade trees, lighting) needed to support businesses
(30 votes)

Improve the Gateway from the East (30 votes)

Homeless Population (25 votes)

Medical Facilities Needed (24 votes)

Promote Community-Oriented Businesses
(24 votes)

Emergency Services (22 votes)

Keep Roadways Out of Arroyo (21 votes)

Truck Storage in Storm Events (19 votes)

Neighborhood Cleanup (19 votes)

Traffic Flow on Central and Southern (17 votes)

Minimize Cut-Through Traffic in Neighborhoods
(16 votes)

Need Local High School and Middle School

(16 votes)

Access to Government Services *(13 votes)*

Control Prostitution Problem *(13 votes)*

Better Services for Homeless and Transient People

(12 votes)

Complete Public Works Projects *(10 votes)*

Reliable Mass Transit *(10 votes)*

Manage Residential Growth *(9 votes)*

Assisted Living for Seniors *(7 votes)*

Cultural Facilities *(7 votes)*

Too Many Cheap Hotels *(7 votes)*

Restricting Unwanted Land Uses *(6 votes)*

Community Involvement and Support from Real Estate Industry *(1 vote)*



Participants at the community meeting had an opportunity to share issues that they felt were important. They were then invited to cast votes on them, each participant getting to vote up to six times. The results provided a sense of the issues that had the greatest importance or concern to members of the community.

WORKSHOP FACILITATORS

Paula Donahue, *City of Albuquerque Planning Department*

Ingrid Biel, *Architectural Research Consultants, Inc. (ARC)*

Troy Russ, *Glatting Jackson Kercher Anglin*

Joel Mann, *Glatting Jackson Kercher Anglin*

LIST OF STAKEHOLDERS/FOCUS GROUP PARTICIPANTS

Councilor Don Harris

Isaac Padilla, *Council Staff*

Transportation and Infrastructure Focus Groups

Andrew DeGarmo, *ABQ Ride*

Ben Savoca, *Bike ABQ*

City of Albuquerque Department of Municipal Development

Theresa Baca (Transportation)

John Hartmann (Transportation)

Dan Hogan (Hydrology)

Roland Penttila (Transportation)

Ed Stang (Transportation)

City of Albuquerque Planning Department, Development and Building Services Division

Tony Loyd (Transportation Development Section)

Wilfred Gallegos (Transportation Development Section)

Brad Bingham (Hydrology Development Section)

Mid-Region Council of Governments

David Pennella

Mark Sprick

Housing Interview

Elizabeth Dwyer, *City of Albuquerque Family and Community Services Department*

Public Safety Focus Group

Lt. Allen Banks, *Albuquerque Police Department*

Sharanne Fisher, *Albuquerque Police Department*

Schools Focus Group

Nikki Dennis, *Principal, Highland High School*

Angela Gonzales-Carver, *President, New Mexico Parent-Teacher Association*

Parks and Open Space Focus Groups

City of Albuquerque Parks and Recreation Department

Sandy Zuschlag (Parks Division)

James Lewis (Open Space Division)

Jim Sattler (Open Space Division)

Kent Swanson (Open Space Division)

Economic Development and Metropolitan Redevelopment Focus Groups

Steve Whitman, *Sirilli Institute STEPS Program*

Dierdre Firth, *City of Albuquerque Economic Development Department*

Gabe Rivera, *Metropolitan Redevelopment Agency*

Councilor's East Gateway Steering Committee

Jim Clinch, *Sandia Science and Technology Park*

Jeff Jesionowski, *AMC Development*

Richard Mabry, *Four Hills Private Community*

David Orwat, *Residential Rental Property Owner*

National Association of Industrial and Office Properties (NAIOP) Interview

Chris Willadsen, *SMPC Architects*

Area Business Owners

Cathy and David Lawrie, *Composite Tooling*

Karen Fox, *Rainbow Sands*

Brian Nigg, *Desert Star*

Buddy Wheat

Ben Ulibarri, *Ulibarri Construction*

Tom Liggett

Bud Leonard
Carolyn Neuber, *Excel Screen Printing*

Sandia National Laboratories Focus Group

Ralph Cipriani
Jim Alsup

Singing Arrow Community Center Interview

Cristin Chavez, Manager

**East Gateway Coalition of
Neighborhood Associations Focus Group**

Jim Alsup, *Four Hills Village*
Tom Conley, *North Four Hills Neighborhood Association*
Mike Davidson, *Singing Arrow*
John Doran, *Tomasita Neighborhood*
Joe Koprivnikar, *Hidden Valley Homeowners Association*
Paul Kinahan, *Coronado Terrace Homeowners Association and Tijeras Arroyo Neighborhood Association*
Geneiva Meeker, *Villa Serena Four Hills*
Martina Mesner, *Singing Arrow*
Roger Mickelson, *East Gateway Coalition and Four Hills Village Homeowners Association*
Kate Olsberg, *Executive Hills*
Denise Pisto, *Pinon Creek Townhomes*
Rose Sena, *Singing Arrow Neighborhood Association*

PUBLIC MEETING PARTICIPANTS

The City Planning Department sent over 6,000 postcard meeting invitations to addresses of property owners listed by the Bernalillo County Assessor and businesses listed on the New Mexico Business Registry within the area roughly between I-40 on the north, Wyoming on the west, and City limits on the south and east. They sent another 37 letters to representatives of neighborhood and homeowners associations located within and surrounding the boundary described above. The following names were transcribed from signatures on the 9 meeting sign-in sheets. There may be misspellings.

Reg and Molly Baldwin
Peter Wells
Isabel Castillo
Mary Castillo
Paula Neri
Marc and Patti Schneider
Eleya Spinar
Christel Wittler
Ascenzi's
Lucia Munoz
Laurie Estrada
Mike and Charline Baitz
D. McClelland
Clay and Violet Whetstone
Alvaro Lozano
Linda and Bob Williams
David Orwat
Tom Conley
Mori Jefari
Patrick Gutierrez
Kay Nordeen
Sissy Drain
John Myers
Wynona Dreuss
Marge and Paul Martinez
Debra Smeker
Brenda Winff
Kay Lawson
C. Wayne Garner
Viola Castillo
Ken and Esther Starr
Bob Arregnia
Paul Heck
Mary Carol
George and Mary Jacobson
Jolene Puckett

Z. With
Roger Wittler
Emily DeWolf
Charles Hall
Scot Cushman
Reba Wejak
Frank and Patti Comiskey
Nellie Burns
Paula and Robert Gordon
Neal Dragberg
Lois Smoker
Janet Faulhaber
Phyllis Dinkel
Ruth Burch
Barbara and James Witt
Deb Walters
Julia Stone
Pat and Joe Zmuda
Dan and Shirley Winckel
Leah Sichel
Melody Cushman
Carlton Canaday
Jim Alsup
Jeff Gluth
Harmin Sian
Sal Kare
Woessner
Karen Gibbs
Dannelle and Brad Gundlach
Jan Demay
John Doran
Jim Baca
Kahil Joseph
Gary Smith
Elma Villanueva
Geneive Meeker

Roger Mickelson
Lois Stearns
Michael Barns
John Daugherty
Ruth and Fred Smith
Ian Aeny
Julia Vertrees
James Brackon
Amy Schrebre
Tom and Cyndy Tipps
Pauline and Rick Bauer
Dominguez Jr.
Linda Gahan
Linda Cherry
Mehran Hakhamian
Buddy Wheet
Carol Breen
Rose Sena
Maria Duran
Theresa Sanchez
Dale Frazier
Roger Umber

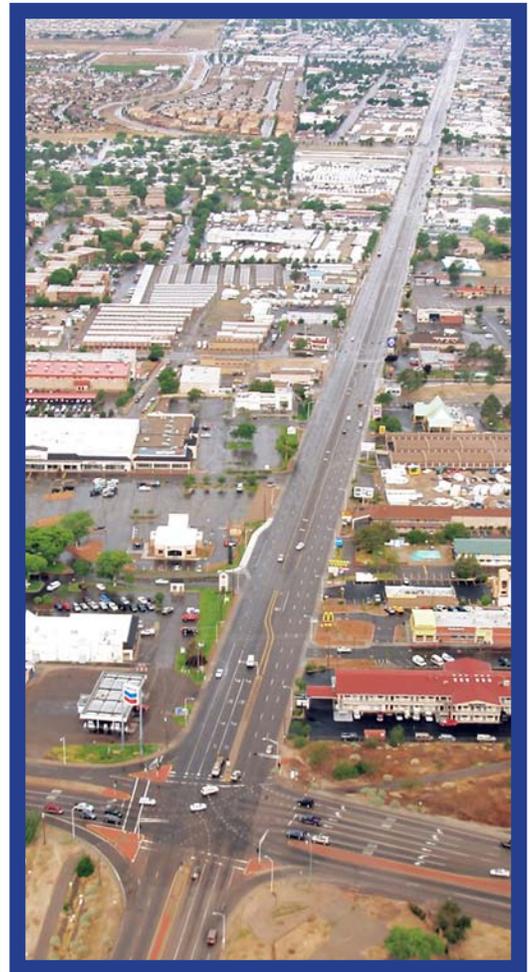
Appendix A.iii

Project Kickoff Report

East Gateway Sector Development Plan

Project Kick-off Report

May 21-22, 2008



Save these dates!

August 26th through 28th

East Gateway Design Workshops:

Evening Meetings on

Tuesday, 8/26 from 6:30 to 8:30 PM, workshop
Thursday, 8/28 from 6:30 to 8:30, wrap-up session

Daytime Open House Sessions on

Wednesday, 8/27 from 10:00 to 6:00 PM
Thursday, 8/28 from 10:00 AM to Noon



Prepared for the City of Albuquerque Planning Department
by Architectural Research Consultants, Incorporated,
Glattig Jackson Kercher Anglin, Inc. and RCLCO, Inc.

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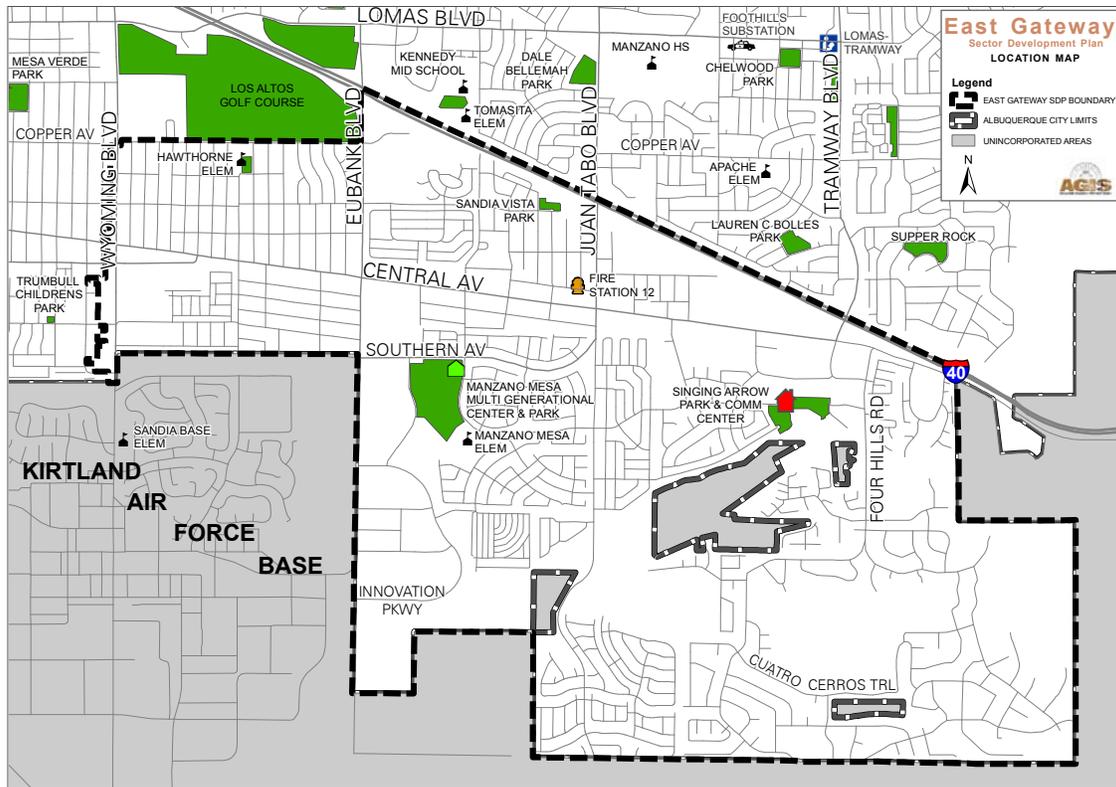
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1. INTRODUCTION

The City of Albuquerque's East Gateway Sector Development Plan seeks to integrate land use, transportation, and economic development for a portion of Albuquerque that is bounded by I-40 on the north, Kirtland Air Force Base on the south, Wyoming Boulevard on the west, and the City Limits at Tijeras Canyon on the east. Central Avenue, Historic Route 66, is the area's primary

commercial street and its spine of activity, and to its north and south lie primarily residential areas.

Kirtland Air Force Base and Sandia National Laboratories are a dominant presence in the East Gateway area, with 15,000 military and civilian staff members at a shared location. *See the map below for more detail.*



The Study Area

The sector development plan will include:

- An analysis of plan area issues and assets
- A community vision and goals
- A strategy for integrating land use, transportation and economic development
- A market study that identifies opportunities for and constraints to improved economic viability and land use
- Land use and site design regulations for properties along selected area corridors
- A multi-modal transportation circulation plan and public right-of-way design plan
- A proposed and prioritized public projects list for capital spending on the major corridors and if appropriate, in area neighborhoods
- A list of recommended community projects that can be accomplished with little or no City government intervention

2. PROJECT BACKGROUND

The first phase of the East Gateway project began in August 2007, when the City of Albuquerque Planning Department, Architectural Research Consultants and Glatting Jackson Kircher Anglin coordinated a three-day series of workshops and meetings to begin developing the scope of services for the sector development plan. The workshops' purpose was to listen to people's hopes, concerns, and observations about the East Gateway area as an aid in crafting a sector development scope that addresses local issues and needs. 160+ individual participants joined in work sessions and a public meeting. Many people attended multiple events. From these sessions, the desired community outcomes were identified:

- Low Crime and Community Safety
- An Attractive Community
- Healthy Businesses
- Good Transportation and Transit
- Plentiful Parks and Open Space
- Good Schools and Community Facilities
- Landowners Who Maintain Their Property
- Restaurants and Entertainment
- A Good Image for Central Avenue



These findings helped the project team design a scope of services that included adding another firm to the team: RCLCO of Los Angeles is providing expertise in real estate market analysis to determine the kinds of development and redevelopment that might best revitalize the East Gateway area.

3. FINDINGS FROM THE KICK-OFF MEETINGS

(May 21st to 23rd, 2008)

The Sector Development Plan is now underway. The Project Team has been gathering information about transportation, land use, demographics (population and employment trends), public facility needs, real estate conditions, and development trends to better understand the area and its potential.

The City of Albuquerque Planning Department staff and the consultant team met during the week of May 19, 2008 to share additional information, discuss issues and bring the community back into the planning process.

Meetings included:

- City Planning, Municipal Development and Economic Development
- PNM
- Sandia Laboratories
- Sandia Tech Park
- Kirtland Air Force Base
- Councilor Don Harris
- A public meeting

Other kick-off activities included:

- Aerial photography
- An interview program taped with the Councilor for GOV TV

A. Initial Findings on Real Estate Redevelopment Opportunities

One of the East Gateway's assets is its proximity to two of the largest employers in New Mexico: Kirtland Air Force Base and Sandia National Labs. Because of their many employees, there may be opportunities to provide more variety of business-supporting retail, restaurants, and services that are much needed in the immediate area. Additional residential development near these major employers, under the right conditions, may also present an opportunity for area growth.

Its location at the eastern edge of Albuquerque positions the East Gateway area to capture potential retail and local office demand from communities east of the mountains. However, the team has heard negative perceptions regarding crime and public safety in the study area, which may preclude it from capturing more retail spending from residents who live east of the mountains or north of Interstate 40. These perceptions present a major challenge, which, if mitigated, may help generate market support for additional retail and services in the study area.

The East Gateway residents are economically and culturally diverse. The Four Hills census tract has the highest median income in Albuquerque south of Montgomery Boulevard, while the area west of Wyoming (just outside the study area boundaries) has one of the lowest median incomes in Albuquerque. Employees at Sandia Labs and the adjacent tech park earn much higher incomes than most in the city, whereas Kirtland AFB employees are more evenly distributed across the income spectrum. This makes for an interesting challenge for East Gateway in terms of balancing the need for more upscale land uses with affordability and sufficient locally generated demand.

Initial signs of increased investment in the East Gateway are already evident, with new retail and restaurants at Eubank Boulevard and Central Avenue, major residential development south of the Tijeras Arroyo on Juan Tabo Boulevard and other residential development south of Central

and also near I-40, and the attractive, highly used community asset in the Manzano Mesa Multi-Generational Center. While the transformation of the East Gateway will likely be a long-term effort, many of the study area's characteristics are encouraging for impending improvement. The findings from the completed market analysis will begin to define the character and magnitude of development opportunities that will help transform the area.

B. Results from the Community Kick-off Meeting

A public meeting was held on the evening of May 22nd at Manzano Mesa Multi-Generational Center. Approximately 200 neighbors, business people and other interested people participated, providing input and questions for the planning team.

Councilor Don Harris of District 9 welcomed constituents and outlined his vision for the plan. Area legislators updated the community on outcomes of the 2008 legislative session. District 6 Councilor Rey Garduño, whose district covers the western portion of the study area, emphasized the need for a coordinated approach to strengthen the entire area.

The Planning Team presented information about the sector development plan. The meeting was designed to invite people to help shape Plan activities, findings and recommendations. To begin this task, the community was asked to participate in two ways: by placing dots on large wall maps to mark both good and bad aspects of the study area, and to use cards to make comments and ask questions about study area issues. The results of both activities are summarized below.



The map exercise:

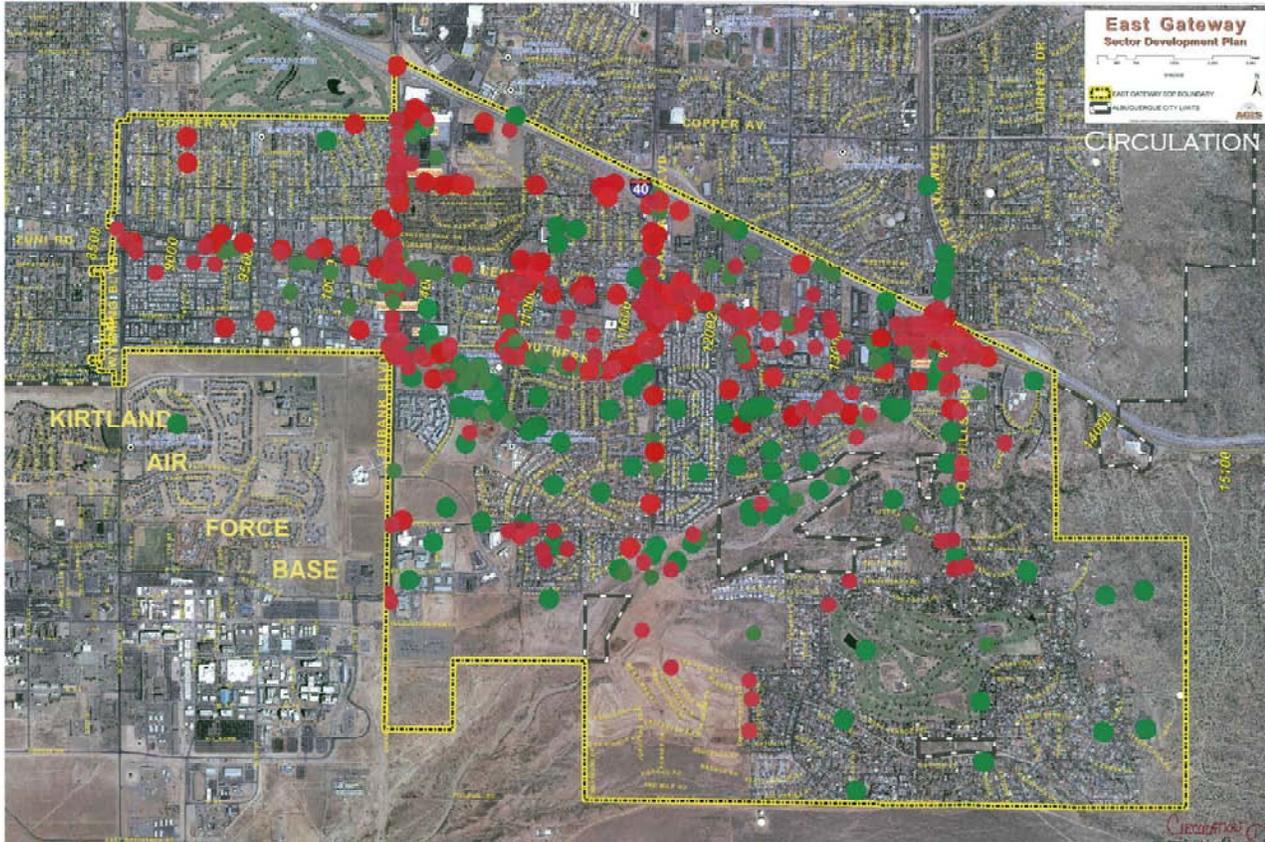
The Project Team prepared large-scale aerial maps of the Study Area and posted copies on the meeting room walls. The maps covered three different topic areas: Circulation, Quality Places and Safety. Meeting participants were asked to place dots on all three map types, with green dots used for good places and red dots for poor places.

Given the large number of participants at the meeting, four copies of each map type were provided. After the meeting, all of the maps were scanned and then digitally merged by topic.



Information from the community will be used to help create the sector development plan. The maps and summaries of findings are presented on the next three pages.

Circulation



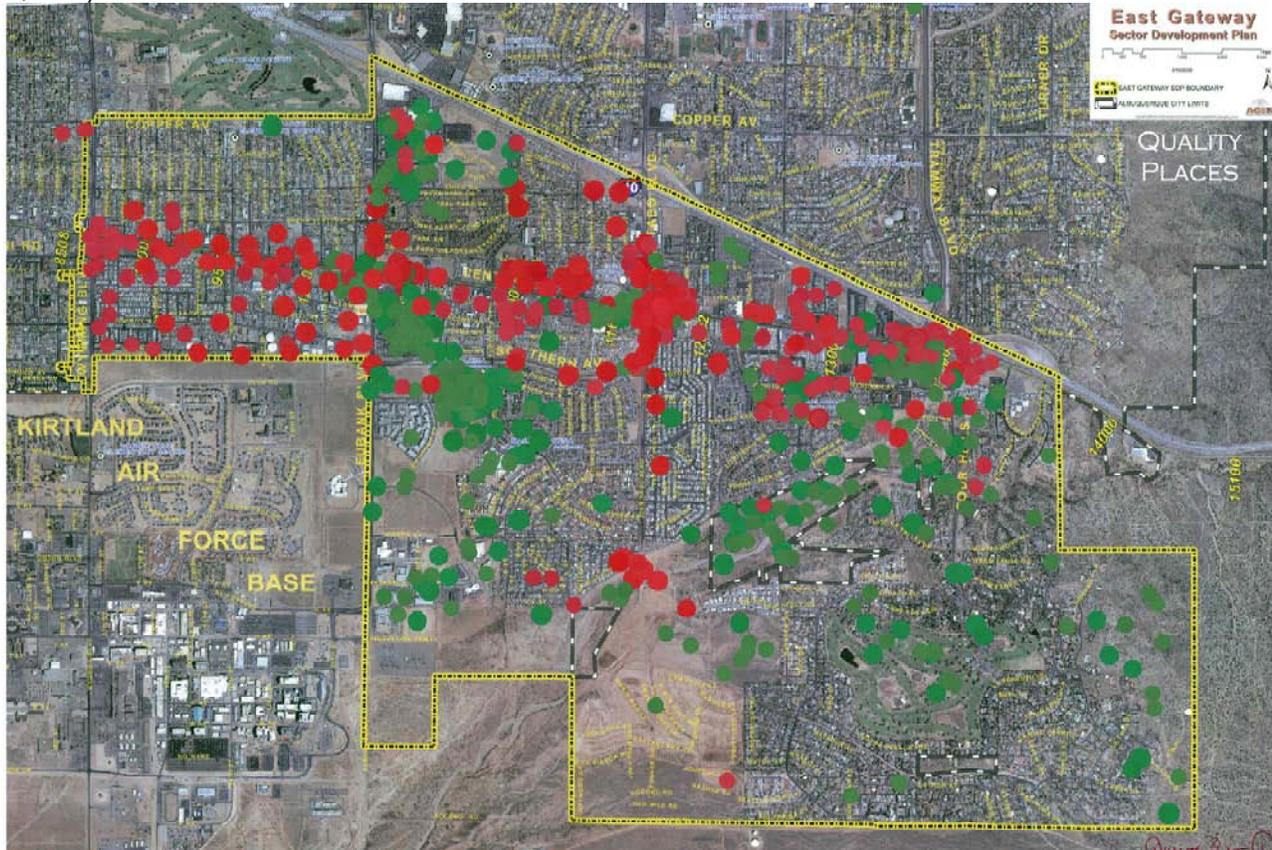
Green dots = good places. Red dots = bad places

Circulation

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Locations with Good Circulation	Locations with Bad Circulation
<p>Within the Four Hills subdivision at various intersections Areas primarily south of Central Avenue within the residential subdivisions (near Humboldt Street, Manistee Street, Glacier Bay Street, Herman Roser Avenue, D, G and LX Streets, Wild Horse Trail, Fox Lane, Elyse Place, Yorba Linda Drive, Singing Arrow Avenue) Locations along the Tijeras Arroyo</p> <p>Along the length of Southern Avenue</p> <p>Near Manzano Mesa Multi-Generational Center, park & school</p> <p>Juan Tabo Blvd and intersection of Juan Tabo and Central Avenue Four Hills corridor Near Costco and Home Depot along Eubank Boulevard</p> <p>Smith's & Four Hills shopping center Dorothy Street north of Central Avenue Areas within Research Tech Park Tramway Blvd north of Central Avenue Undeveloped parcels adjacent to Southern Avenue Near Wenonah Ave south of Smith's Clusters south of I-40 in areas with no direct access to the highway</p>	<p>Eubank, Juan Tabo, Tramway intersections at Central Avenue Various locations along Central Avenue</p> <p>Primarily clustered around north and south sides of the intersection at Juan Tabo and Central Ave and Four Hills and Central Avenue Clusters around Juan Tabo and Central Avenue and Tramway Boulevard south of Central Avenue Various locations along Eubank Boulevard north and south of Central Avenue Intersection of Tramway Boulevard and Central Avenue Southern Boulevard Eubank Boulevard north of Central Avenue near Wal-Mart and Sam's Club Singing Arrow Avenue near the community center Locations south of Central, east of Research Tech area Near Four Hills Road near Hidden Valley Drive Western Skies Road south of Central Avenue Wenonah Avenue intersection with Central Avenue Areas along the arroyo Buena Ventura Road north of Central and Eubank intersection</p>

Quality Places



Green dots = good places. Red dots = bad places

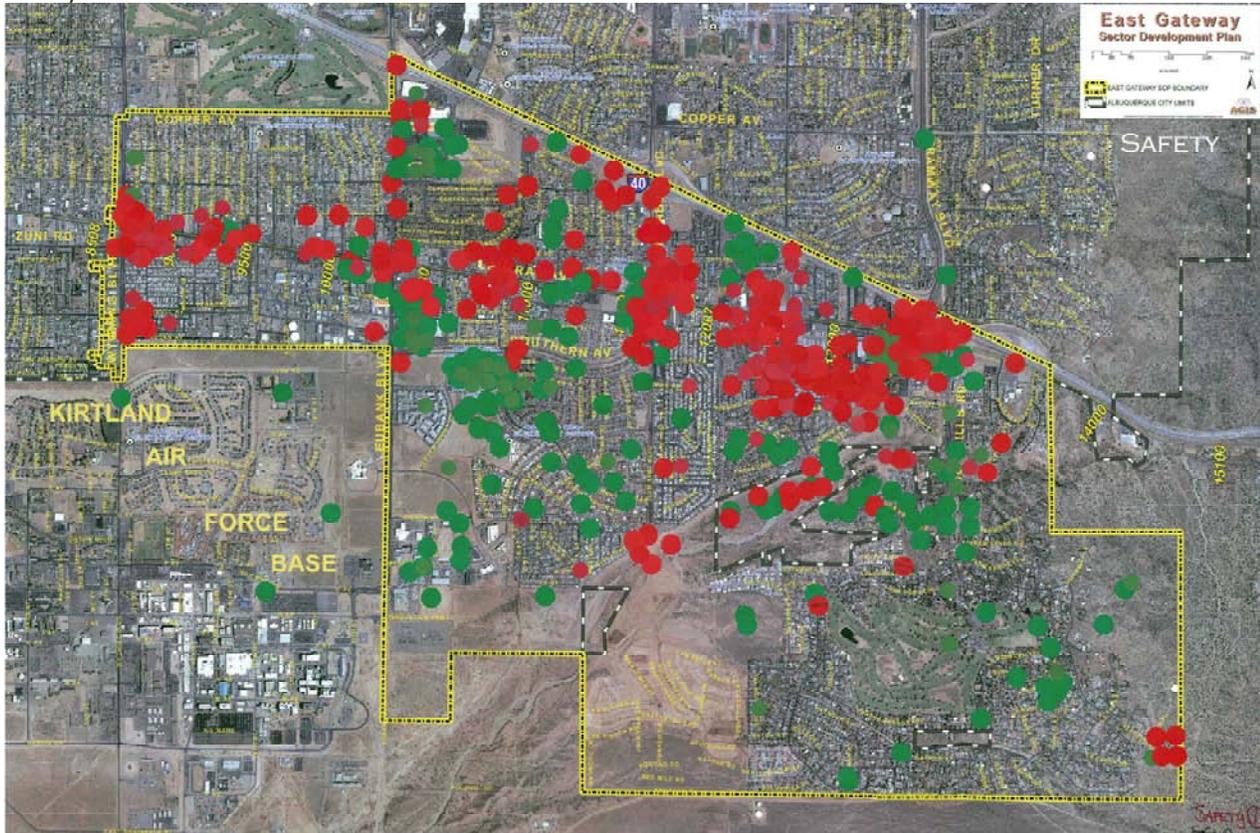
Quality Places

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Good Locations	Poor Locations
Manzano Multi-Generational Center, park & school	Intersections of Tramway Boulevard, Juan Tabo Boulevard, Southern Boulevard, Eubank Boulevard and Central Avenue, + Central Avenue corridor
Costco, Sam's Club, Wal-Mart	Area north and south of Central Avenue on and near Wyoming Boulevard and at the intersection
Areas within the Four Hills subdivision Along the arroyo	Scattered along Central Avenue throughout the entire study area
Tech Park area	Self-storage area and RV lot south of Central Avenue directly west of Four Hills shopping center
Area near Four Hills Road north of Hidden Valley Drive	Shed sales lot and mobile home park south of Central Avenue east of Elizabeth Street
Smith's	Multi-family buildings east of Western Skies Road south of Central Avenue and RV lot
Four Hills shopping center	Bridge area where Juan Tabo crosses the arroyo
Four Hills Road south of Central Avenue	North side of Central Avenue west of Juan Tabo and west of Eubank
Open spaces and platted undeveloped parcels west of Sagebrush Trail	Eubank Boulevard north of Central near Wal-Mart
Starbucks shop at Eubank Boulevard and Central Avenue	Locations north and south of Central Avenue between Juan Tabo and Eubank Boulevards
	Industrial area north of Kirtland Air Force Base, also south of Central Avenue

Additional locations identified as poor, but that received only a small number of dots, are listed in the Appendix.

Safety



Green dots = good places. Red dots = bad places

Safety

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Good Locations	Poor Locations
Costco, Sam's Club, Wal-Mart, Home Depot Individual homes scattered throughout the study area	Areas directly adjacent to Singing Arrow Community Center Juan Tabo Boulevard and intersection at Juan Tabo Boulevard and Central Avenue
Areas directly within or open space adjacent to arroyo	Section of Southern Avenue as it transitions north into Juan Tabo Boulevard and intersection with Central
Manzano Mesa Elementary School, Park, and Multi-Generational Center Four Hills Shopping Center	Mobile home parks and businesses along Central Avenue between Eubank and Wyoming
Significant clusters in Four Hills Country Club residential area	Significant clusters to the north and south of Wyoming Boulevard and Central Avenue
3 locations within KAFB Location east of Sandia Tech Park	Multi-Family areas around Singing Arrow Community Center south of self storage and RV lots
Smith's	Areas around Tramway Boulevard and Central Avenue intersection Significant clusters around northeast corner of Juan Tabo and Central Avenue
Building west of Dorothy Street north of Skyline Road Fire Station #12	Open space and frontage roads directly south of I-40 on east and west sides of Four Hills Road
City-owned park adjacent to I-40 and Four Hills Road	Smith's and Four Hills Shopping Center Area directly south of Smith's (corner of Wenonah Avenue and Tramway Boulevard)
	Neighborhood west of Hidden Valley Drive

Questions and Comments from the Community

Meeting participants wrote down questions and comments for the Planning Team. Councilor Harris and the Project Team responded to as many items as possible within the meeting time frame. The charts below provide a list of all the questions and comments received, sorted by topic area.

Questions from the Community

The charts displayed on this page and the next present questions asked by meeting participants and answers provided to the Project Team by various City and other public agencies. In some cases, the team was unable to find answers, but will try to do so in the near future.

Category	Topic Area	Question	Answer
City Capital Projects	Infrastructure	Heard of notice about a 5' drainage pipe at Copper development?	According to Municipal Development, the pipe on Copper is part of a drainage project to ensure that the neighborhood between Wyoming and Eubank has flood protection. No street widening is involved. The pipes will continue north through the golf course after this summer and drain into a pond adjacent to the Animal Control Center on Lomas. The project name is Moon Street Storm Drain Project and the project manager is Richard Costales, 768-2774
Economic Development	Business	Why are local businesses off I-40 not advertised on I-40?	According to Tony Abbo with District 3 of NMDOT, 841-2761, the NMDOT usually allows business names on signs only in rural areas of NM. There is one exception in Albuquerque. Exceptions are handled on a case-by-case basis in the Santa Fe office. However, the East Gateway area probably has too many businesses to list. They usually do not call out separate businesses in congested urban areas.
	Jobs	What type of employment growth is anticipated?	The Middle Region Council of Governments is the accepted source for population and employment projections that can be broken out by subareas. They estimate that the Study Area supported just under 9,000 jobs in 2004, a figure they expect to increase to nearly 12,800 in 2030 if current trends continue.
	Sandia Tech Park	Is Gibson and Innovation Parkway for a "Science Park"?	According to a map that has been provided to Municipal Development, the road serves the Tech Park, but a short road attached to it will allow access from the mobile home parks to the east so they will have access to Eubank.
	Tourism	Plans for additional tourism spots?	The East Gateway Sector Development Plan market study will examine the potential market for a variety of future uses, including tourism.
Environmental Protection	Animal Control	What is being done about the prairie dog overpopulation?	We were unable to get an answer to this question at this time, but will pursue it during the planning process.
Land Use	Housing (development)	Will the East Central plan seriously address affordable housing needs of the low-income community?	Affordable housing needs to be addressed in the Sector Development Plan, as an integral element of the community.
	Commercial Development (want)	Will there be a Health and Wellness center (private)?	Quite a number of residents have shown interest in a private health club for the area. This information is being considered by the consultant team in their feasibility study for real estate development
Major Public Open Space	Open Space	What are the prospects for Tijeras Arroyo turning into open space?	The City has been acquiring open space parcels in the Tijeras Arroyo and their goal is to acquire as much of the arroyo land biozone as possible, which extends from the center of the arroyo to 500 feet on either side in the area from Carnuel to the KAFB boundary. However, there are also many pockets of land that are privately owned, some like the land grants, for centuries. It will take money to extend and expand Major Public Open Space within the arroyo.

More Questions from the Community

Category	Topic Area	Question	Answer
Parks	<i>Parks (development)</i>	Are tennis courts planned for Manzano Mesa Multi-generational Park?	Yes. The next phase of development will consist of multi-use courts i.e., volleyball, basketball, tennis as funds allow.
		What is the plan for the vacant property next to the Manzano Mesa Multi-generational Center?	The remaining portions of the park facility to be developed include the court between the Little League facility and the parking lot and the bottom of the detention pond which will be recreation fields. Any other property is not owned by the City and the property owners would have to identify development plans.
		Will the Manzano Mesa Park ever get landscaping?	Manzano Mesa Park will continue to be developed as funding is made available.
		Why are there no public child friendly play areas in or south of Four Hills?	No park land has been dedicated in this area.
		Why are we spending \$1.3 million on a park that no one will go to anyway? Gateway Park at I-40	\$1.3 million has been provided by the City's G.O. Bond program and the State Legislature for improvements to this facility.
		Will you ever put walking paths in Princess Jeanne Park?	If the park in question is Jeanne Bellamah Park, to our knowledge, no park funding is identified for this project. Note: this park is located outside of the Study Area.
Plan Participation	<i>Involving East Mountain Residents</i>	How will you involve the communities East of the Sector to benefit from new business?	The Planning Team has developed an on-line survey for East Mountain residents who work and/or shop in the East Gateway area. The results are summarized in this report. In addition, eastern Bernalillo County neighborhood associations, as one conduit to East Mountain residents, will be contacted to inform them of upcoming events and to invite their participation.
Project Funding	<i>Funding</i>	Who will provide funding for development?	The Sector Development Plan will include recommendations for publicly-funded projects, as well as findings about what types of private development and redevelopment could work in this area. A separate Redevelopment Study is underway which will target specific projects in or near Central Avenue for public-private partnerships.
		How will street improvements be funded?	Public street construction and maintenance are generally funded with combinations of funding including general obligation bonds, Federal funds, State funds and other resources. Street construction in association with new development is often funded with impact fees.
		Is TIDDS financing the redevelopment of the district? If so, what extent and what other financing is being considered?	The City is also preparing a separate Metropolitan Redevelopment Plan for an area on and near Central Avenue within our Study Area. That plan will identify appropriate financial and economic development tools for revitalization.
Public Buildings	<i>Libraries</i>	Are there plans for a new library?	The Library System recently completed a needs assessment for a large portion of the Southeast Heights, which extended eastward to Eubank. The study recommends a new full-sized library for the Southeast, as well as supporting library services such as a library storefront and e-library. However, no funding is available at this time. Contact Julia Clarke, Associate Director at 768-5122 for more information.
	<i>Post Office</i>	Are there plans for a new post office?	USPS has no plans for a new post office in the Study Area.
Schools	<i>New Schools</i>	Are there plans for new K-12 schools?	No new schools are planned at this time. The following schools, which serve the East Gateway area, have recently received or are currently constructing various types of additions: Hawthorne Elementary, Sandia Base Elementary, Manzano Mesa Elementary, Apache Elementary, Hayes Middle, Grant Middle, Kennedy Middle, Manzano High. Other remodeling projects are also underway at schools that serve the area. Some time ago, there was discussion of establishing a charter school in the area. We will try to get more information on the status of this proposal.
Sector Development Plan	<i>Study Area Boundaries</i>	Has the committee considered extending the EG Sector to include Copper Avenue?	For now, northern study boundary is I-40. Travel patterns from north of the freeway will be taken into account.
Transportation	<i>Traffic Management</i>	Can there be a 2nd exit from Four Hills?	At the time that the Juan Tabo Hills subdivision was in its planning stage, Municipal Development discussed opportunities for a link between the Four Hills and Juan Tabo Hills subdivisions as a means to provide additional access, particularly in case of emergencies. However, the Four Hills community did not support this option. There is a breakaway gate between the two subdivisions that can be opened by an emergency vehicle if needed.

Comments from the Community

The next three pages list comments that were made by community members. In some cases, very similar comments were made by a number of people, so the right-hand column notes the number of times an issue or idea was mentioned.

Category	Topic Area	Comment	# Times Mentioned
Code Enforcement	Code Enforcement	Dirty parked cars - get rid of	1
		Abandoned cars on curb sides or driveways	1
		Concern about trucks parking overnight on the corner of Southern and Juan Tabo	1
Economic Development	Commercial Development	Don't like the dollar stores, liquor stores, adult video stores, RV dealers, run-down motels.	1
		Consider new retail condo on frontage road east of Tramway	1
		Movie theater in area would draw a lot of business	1
		Bring more live entertainment and restaurants to area.	1
		Seek quality economic development to add upscale restaurants, stores and better motel/hotels	1
		Please! No more Dollar Stores!!!	1
		Need a super market other than Costco near Mirabella and Willow Wood area.	1
		Super Market/Trader Joe's should move in to corner of Central and Juan Tabo.	1
EG area should have a large hotel with conference facilities.	1		
	Commercial Revitalization	Revitalize old Furr's complex @ Central and Juan Tabo.	6
	Jobs	Job development of living wage jobs including jobs open to persons with felonies	1
	KAFB and SNL/Economic Survival	If Air force base and Labs close, the plan fails	1
	Revitalization	NE corner of Central/Tramway need should have something creative done.	1
	Revitalization	Consider mandating removal of empty buildings	1
	Sandia Tech Park Development	Need to expand Sandia Tech Park	1
	Sandia Tech Park Development	Gibson/Innovation Parkway has more space for multi-use buildings - more than science park alone	1
Environment	Environmental	Reduce jet noise from low flying aircrafts by requiring maximum performance take-offs and changing flight paths. Willowwood area.	1
	Resource Conservation	Consider mandating self power energy, solar panels etc..	1
	Water Resources/Landscape	Need water to vegetate and make things look nice, but it's scarce Consider mandating xeriscaping on Central	1 1
Health	Healthcare	Need for emergency room facilities or walk in urgent care center	1
Housing	Housing	We need affordable housing for lower income people, including rentals	2
Infrastructure	Infrastructure	Drainage on Copper between Elizabeth and Wyoming	1
Land Use	Development Density	Wants houses with space and yards, a nice community where neighbors say hi and are not on top of each other. How does this happen in height density?	1
		The area has a lot of potential, don't designate a bad area, make it all nice with low density	1
		Don't want a lot of commercial development, it changes the rural feel.	1
	Land Jurisdiction	Why have county zoning surrounded by city zoning? They get the services but don't pay the tax.	1
	Land Use	Remove businesses that promote vice.	1
	Land Use - Housing	Deluxe Inn should be converted to SRO housing, I hear there a lot of drug use and disorderly conduct at the inn.	1
Land Use - Mobile Homes	Central Mobile Home Park at Central/Dorado Pl is a problem.	1	
Land Use - Property Maintenance	The apartment buildings need to be cleaned up. El Dorado Village town homes have 3-5 cars parked in front yards unkempt.	1 1	

More Community Comments

Category	Topic Area	Comment	# Times Mentioned
Land Use (cont.)	Land Use/Crime Perception	Do what ever it takes to increase rents to drive out crime. Low rent = crime.	1
	Land Use/Property Maintenance - Mobile Homes	Trailer parks: either get rid of them or upgrade them	1
	Manufacturing Development	Consider light manufacturing on East Central.	1
	Office Development	Consider parking under new office structures	1
	Safety	Remove trailer park on Linn/Skyline. It brings unwanted crime.	1
Major Public Open Space	Open Space	Tijeras Arroyo should be turned into a green belt.	1
Parks	Parks & Recreation - East Gateway Park	Remove rodents in Tramway/Central park	2
		Beautify the open space at NE corner of Central and Tramway. Xeriscape is possible! I called 311 and they say there is no plan money in the budget. Can we partner with another entity?	1
		Park at Tramway and Central is inaccessible to Tramway, can't cross by foot.	1
		Park at Tramway and Central is inaccessible to Tramway and attracts transients.	1
	Parks & Recreation - New Parks	Development on south Juan Tabo needs parks or green space SW corner of Juan Tabo/Southern, create park.	1
		Dog park is desired	1
		A trailer park on Central was closed and for sale once, it would make a great park with all its mature trees, existing pool. Could add other features for community.	1
	Parks & Recreation - Swimming	Provide a community swimming pool. Perhaps near Manzano Mesa center.	2
	Parks & Recreation-Events	Better utilization of parks for community events	1
Entertainment venue in area for concerts and other events.		1	
Parks & Recreation-Maintenance + New Parks	Improve Sandia Vista Park and vacant land next to it.	3	
Parks & Recreation-Maintenance/Landscape	Landscape area around the skateboard park	1	
Parks/Community Services	We need more parks and places for families. Learning centers etc..	1	
Public Services	Library	Build library for residents south of Central	2
	Post Office	Post office needed for residents south of Central	1
	School Issues	Highland High School's being the assigned high school for Four Hills deters people from moving into the subdivision.	1
Positive Area Elements	Good Places	Good to see the development on the atomic museums and school for the blind.	1
		Like the Tijeras Arroyo, walking and hiking for wildlife, the foothills open space.	1
		Like the Multi-generational center, playgrounds, ball fields MMES, New schools for the blind, Love the bike trails!	2
		Good shopping opportunities and affordable family restaurants we love.	1
Public Art	Public Art	Include public art & art spaces in the plan	1
		Public art and representation of our cultural diversity should be considered	1
		Should show that the Youth is big part of the community and we care about them. Reggio Emilia, Italy is good example of showing youth inclusion in community art and projects.	1
Safety	Safety	Too many drunks and prostitution on Central	1
		Need more security when walking home evenings when its dark.	1
		Lots of crime near Western Skies and Central	1
		More lighting is needed on Southern between Juan Tabo and Eubank	1
Social Issues	Homelessness	Recognition by planners that homelessness and crime are not the same.	1
Street	Street Maintenance	We have written a letter requesting improvements for nearby roads.	

More Community Comments

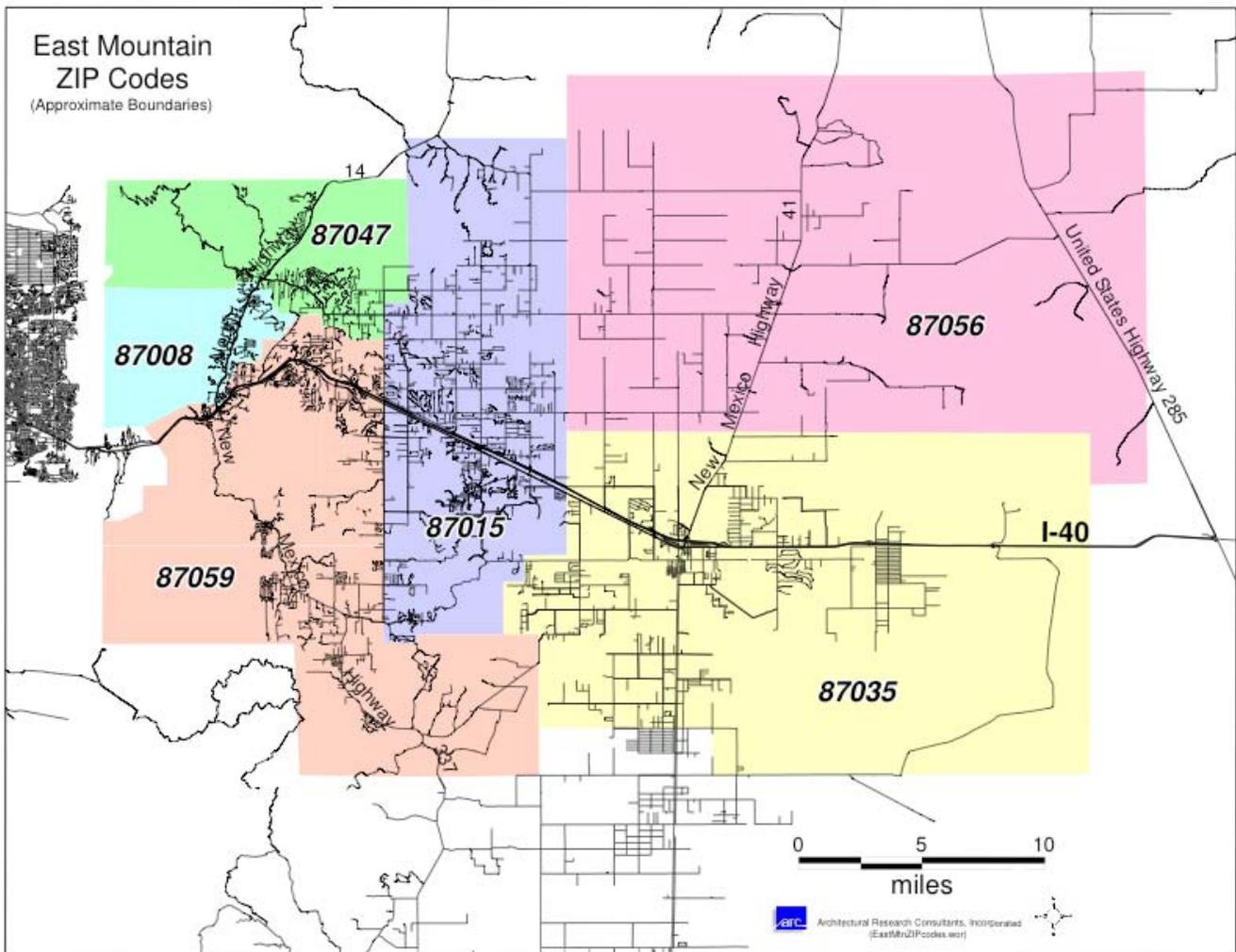
Category	Topic Area	Comment	# Times Mentioned
The Larger Community	Involving East Mountain Residents	EG plan doesn't end at the city limit find ways to educate and involve nearby county businesses and residents. Contact the contacts given on card.	1
Transportation	Bicycle Access	Bike plan is should be important features of the plan. Lots of cyclists in area no real bikeway from SE to SW Abq.	1
		Bicycle access for the base should be improved. Sandia/KAFB issue. Provide bike route from Tramway that would eliminate interaction with vehicles.	1
		Bike path near freeway Needs to be landscaped, make as pretty as Tramway	1
		Need more bike trails and access to existing bike trails.	1
	Bicycle Access/Landscaping	Bike path near freeway has great potential because it avoids traffic. Needs to be landscaped, its ugly.	1
	Pedestrian Safety	Pedestrian/Bicycle crosswalk is needed at Central and Elizabeth. Need to slow down traffic make crosswalks safer. Make East Central more pedestrian and transit friendly	1
			1
	Safety	Safer access to Tramway hiking/biking paths from areas south of Central	1
	Traffic	Too much traffic near Wal-Mart Juan Tabo traffic needs to be addressed. Signal arrow at El Dorado	1
			1
	Transit	Rapid Ride should extend to Tramway	2
	Transportation - Site Specific	Wants 2 streets out of Four Hills Elizabeth/Central intersection is dangerous, needs traffic light. Change traffic lane at Central and Eubank Tramway/I-40/Central interchange is a disaster and needs improvement! Elizabeth/Southern needs safety improvements, including turning arrows at the light headed south on Elizabeth Need traffic light at Juan Tabo and Buena Ventura. Complete Southern blvd (Eubank - Juan Tabo) Concern about the development at south end of Juan Tabo being able to handle the traffic Build a bridge across Tijeras Arroyo from South Eubank. Sound barriers are needed along I-40 exiting Juan Tabo Extend Martha through to Central Tramway/I-40/Central interchange needs improvement! Do NOT want another exit out of Four Hills village	1
			4
			1
2			
2			
2			
3			
1			
1			
1			
1			
Transportation Development	We need median breaks to move our business product, manufactured homes (no location mentioned)	1	
Transportation Development-General	Use the Phoenix Az area as a model for landscape and pedestrian friendly areas. Address low speed electric vehicles (scooters, segways). Could be a test case for unimodal's SkyTran? (unimodal.com) Oakwood homes need to be accommodated if medians are installed A new Central Ave when 1-40 is closed from snow will have no police control and coordination with county and state police and DOT. No median to get emergency vehicles past the lanes and parked cars No right hand turn at southern onto Stephen Moody causes people to cut through the parking lot. This is becoming very dangerous. Something needs to be done to fix this.	1	
		1	
		1	
		1	
		1	
Urban Design	Urban Design	Central Avenue is too wide to promote retail on both sides.	1
		Juan Tabo south of Central needs beautification of the center divide	1
		Need more shaded areas in business areas. Parks or natural settings along street	1
	Urban Design/Character	Please require low profile structures to a max of two stories.	1
		No snobhill type constructions	1
		Allow well established East Central business to blend into the EG plan. East Gateway should be naturally and architecturally beautiful. Prevent developers with center collusion from abusing them for height density development to produce height tax revenue for the city Would like to see East Gateway similar to the Uptown area.	1

4. SURVEY OF EAST MOUNTAIN RESIDENTS

Many East Mountain area residents work in the East Gateway area and use area stores and services. The Project Team developed a web-based survey that was made available to East Mountain neighborhood associations and Sandia Labs employees. One hundred twenty people responded to the questionnaire. Although this group may not be representative of all East

Mountain residents, it does help the Planning Team to understand how people currently use the East Gateway area and what keeps them from using local retail and services.

The map below roughly illustrates the zip code areas of respondents:



Summary of Survey Responses

Retail Stores: Of the 120 East Mountain survey participants, 87% reported that they work in the study area, with 73% stating that they work at either Sandia Labs or Kirtland Air Force Base. Sixty-eight percent said they do 51% or more of their grocery shopping in the study area and 85% would do the majority of their grocery shopping in the area if it contained more of the types of stores they liked. Organic supermarkets, Smith's, a local grower's market, and Costco were the types of stores/shopping opportunities most preferred. For other types of retail purchases, such as tires, clothing, gifts, etc., 40% of respondents do 51% or more of their shopping in the study area and 78% said they would increase their East Gateway shopping if the study area were improved and had a greater variety of stores. The types of new retail stores that were mentioned the most were home improvement stores, books/music/video stores, apparel and accessories stores, department stores, electronics/computer stores, and home furnishings stores.

Dining: Fifty-one percent of survey respondents report that they dine out in the study area occasionally, while 40% do so monthly or more frequently. The most commonly mentioned restaurants types that they would like to see are more casual sit-down dining and formal dining.

Using Basic Services: Slightly over one-third of survey respondents say they do their banking in the study area, 28% say they use automotive services and 16% report they receive medical services. If more or better basic services were offered, the service in most demand would be medical services, with 35% saying they would use them.

Entertainment and Recreation: Participants listed a number of places they already visit for entertainment and recreation, with the most popular being movies, parks, libraries and community centers like Manzano Mesa. If other opportunities were offered, they said they would attend concerts, use a private exercise club and an amusement park or center.

Why People Don't Shop in the East Gateway Area: Fifty-five percent of survey respondents who say they don't shop or use services in the study area stated that it is because the area lacks the types of stores they prefer, while 34% feel the area lacks the types of recreation and entertainment opportunities they prefer. Many people say that they don't feel safe in the study area, which also limits their shopping. More information on area perceptions is presented below.

Visiting Other Places in Albuquerque: Survey participants were asked whether they remain in Albuquerque after work, but travel to areas outside of East Gateway. They were also asked whether they come to Albuquerque (any area of the city) on the weekends. On both weeknights and weekends, the most commonly mentioned activities in Albuquerque were shopping, dining, entertainment, and recreation.

Traveling from the East Mountain area to East Gateway: Even though gasoline prices were over \$3.50/gallon at the time of the survey, 88% of participants used their own vehicles for travel to the study area. Five percent traveled by carpool, 1% by vanpool and 3% used the park-and-ride pilot project bus service. The most common ways that they used to save on gas costs were combining trips and driving less. Survey respondents were also asked for more detailed information on their travel habits. While many were aware of the park-and-ride pilot project pick-up area at Sedillo Hill, quite a few thought that the schedule was inconvenient and the round-trip price of \$6/day was too high.

Area Perceptions: Survey respondents reported negative perceptions that far outweighed any positive feelings about the area. Many see the area as run down and with a high number of homeless people and/or panhandlers. The Juan Tabo and Central area was most commonly identified as being in poor condition. In some cases, people reported that they are afraid to be in the East Gateway area. A number of people said they think of East Gateway as an area to drive through on the way to somewhere else.

Some survey respondents mentioned that retail services in the area poorly matched the shopping needs of their families. However, other participants said that they are able to meet a lot of their shopping and service needs in the area, with the exception of medical and some basic service needs. The availability of a Costco, Home Depot, Sam's Club, and two national grocery chain stores within and near the study area encourages many people to continue shopping in the study area despite their negative impressions.

More detail on survey results is found in the report appendix.

5. NEXT STEPS

Design Workshop: a three-day intensive design workshop will build on existing and new information to develop solutions for major corridors to support a better East Gateway area.

Workshop Public Events:

Tuesday, August 26th
6:30 to 8:30 PM: Community Workshop

Wednesday, August 27th
10:00 AM to 6:00 PM: Open House

Thursday, August 28th
10:00 AM to Noon: Open House
6:30 to 8:30 PM: Community Wrap-up Session

There will be a post-workshop report made available to the community.

Later public meetings are tentatively scheduled for the first week of November, but you are always welcome to contact Paula Donahue of City Planning, 924-3932.

This kick-off report is also available on line at the City Planning Website: www.cabq.gov/planning/advance/eastgatewaysdp.html. Keep checking this site for project updates.

6. APPENDIX

The appendix consists of the following:

- Additional information from from the public dot exercise analysis
- Detailed information from the East Mountain Residents' Survey

A. Additional Information from the Community

Meeting Dot Exercise

The brief chart below identifies some additional locations that community members saw as Poor Quality Places. These locations received small numbers of dots but may yield useful information to the planning effort.

Quality Places: Additional Poor Locations
Scattered area between Juan Tabo Boulevard and Tramway Boulevard north and south of Central Avenue
Wal-Mart, Sam's Club
Motels, storage and RV lot north of Central Avenue directly west of Tramway Boulevard, south of I-40
City owned park directly east of Tramway Boulevard and I-40 interchange
Areas directly adjacent to Singing Arrow Community Center
Undeveloped parcel directly west of Manzano Multi-Generational Center
Mobile home park east of Tech Park area

B. Detailed Results from the East Mountain Residents' Survey

This appendix section provides detail about both closed- and open-ended question responses from East Mountain residents. The first series of charts lists the close-ended responses.

East Gateway Questionnaire for East Mountain Residents: Close-ended Questions

1. What is the zip code of your residence? (total respondents)	120
87008	20
87015	23
87035	1
87047	22
87056	1
87059	51
87123	2

2. Do you and/or your household members work in Albuquerque?	Count	%
Yes	104	87%
No	16	13%
Total Responses	120	100%

If yes, do you work in the East Gateway area or at Sandia Labs or Kirtland AFB?	Count	%
Yes	87	73%
No	19	16%
Total Responses	106	88%

3. Shopping and services within or directly adjacent to the East Gateway area

If you shop in the East Gateway area or might consider doing so in the future, please tell us about your shopping habits and desires:

a. Grocery Shopping

What percentage of your grocery purchases do you make in the study area? (your best estimate)	Count	%
0%	3	3%
1-25%	18	15%
26-50%	16	13%
51-75%	35	29%
76-100%	47	39%
Total Responses	119	99%

If the study area had all the types of grocery stores you prefer what percentage of your grocery purchases would you make there?	Count	%
0%	1	1%
1-25%	8	7%
26-50%	7	6%
51-75%	24	20%
76-100%	78	65%
Total Responses	118	98%

What types of grocery stores do you prefer? (check as many as apply)	Count	%
Whole Foods or other organic market	78	17%
Smith's	77	17%
Local growers' market	72	16%
Costco	62	13%
Wal-Mart	38	8%
Sam's Club	34	7%
Albertson's	33	7%
Specialty or international foods	32	7%
Independent market	29	6%
John Brooks	5	1%
Total Responses	460	100%

b. Other Retail Services

What percentage of non-grocery retail purchases do you make in the study area e.g. tires and auto supplies hardware and tools surplus stores recreational vehicle/boat supplies clothing gifts and greeting cards etc.	Count	%
0%	1	1%
1-25%	38	32%
26-50%	33	28%
51-75%	29	24%
76-100%	19	16%
Total Responses	120	100%

If the study area were improved and had a greater variety of retail available what percentage of your purchases would you make there?	Count	%
0%	1	1%
1-25%	7	6%
26-50%	21	18%
51-75%	33	28%
76-100%	58	48%
Total Responses	120	100%

What type of retail would you like to see in the East Gateway area? (check all that apply)	Count	%
Home Improvement Stores	56	14%
Books/Music/Video Sales and Rentals	56	14%
Apparel/Accessories	52	13%
Department Stores	51	12%
Electronics/Computer Stores	42	10%
Home Furnishings Stores	40	10%
Drug Stores	33	8%
Toy and Hobby Stores	24	6%
Gifts/Jewelry/Cosmetic Stores	21	5%
Convenience Stores	13	3%
Discount/Dollar Stores	10	2%
Auto/Boat/RV Sales	1	0%
Other	15	4%
Total Responses	414	100%

c. Dining

How frequently do you eat at East Gateway restaurants?	Count	%
Never	10	8%
Occasionally	61	51%
Monthly	13	11%
Several times a month	22	18%
Weekly	7	6%
More than Weekly	6	5%
Total Responses	119	99%

If the East Gateway area offered more restaurant choices what additional types of restaurants would you visit?:	Count	%
Casual Sit-down dining	67	56%
Sit-down formal dining	18	15%
None	12	10%
Fast food or takeout meals	7	6%
Coffee shop	7	6%
Other	15	13%
Total Responses	126	105%

d. Entertainment and Recreation

What types of entertainment and recreation places do you visit in the East Gateway area? (check all that apply)	Count	%
Movies	67	28%
Parks	40	17%
Trails	39	16%
Libraries	30	13%
Manzano Mesa and other community centers	28	12%
None	22	9%
Play fields	14	6%
Total Responses	240	100%

If the East Gateway area offered other recreation and entertainment what would you use (check all that apply):	Count	%
Concerts	57	36%
Exercise club	45	28%
Amusement park or center	22	14%
None	13	8%
Visitors center	6	4%
Other	16	10%
Total Responses	159	100%

e. Trips to Albuquerque

When you have finished your workday or your visit to the East Gateway area, do you remain in Albuquerque for (check all that apply):	Count	%
Shopping	89	30%
Dining	78	27%
Entertainment	49	17%
Recreation	30	10%
Religious services and activities	15	5%
Education	17	6%
Other	15	5%
Total Responses	293	100%

Generally how far do you travel from the East Gateway area for these activities?	Count	%
0-2 Miles	10	8%
3-5 Miles	24	20%
6-10 Miles	40	33%
More than 10 miles	40	33%
Total Responses	114	95%

Do you make special trips to Albuquerque on weekends or holidays for any of the following activities? (check all that apply)	Count	%
Shopping	101	27%
Dining	80	22%
Entertainment	81	22%
Recreation	49	13%
Religious services and activities	26	7%
Education	15	4%
Other	19	5%
Total Responses	371	100%

f. Basic Services

When in the East Gateway area do you use any of the following basic services? (check all that apply)	Count	%
Banking	68	36%
Automotive services	53	28%
Medical	30	16%
None	28	15%
Insurance	7	4%
Accountant	2	1%
Realtor	1	1%
Total Responses	189	100%

If the study area had more or better basic services available, would you be likely to use them? (check all that apply)	Count	%
Medical	57	35%
Automotive services	41	25%
Banking	31	19%
None	21	13%
Insurance	6	4%
Accountant	3	2%
Realtor	2	1%
Other basic services	4	2%
Total Responses	165	100%

4. If you don't shop or use services in the East Gateway area please tell us why. (check all that apply)	Count	%
Lack of the Stores I prefer	34	55%
Lack of Entertainment or Recreation opportunities that I prefer	21	34%
Prefer my local Stores and Entertainment	7	11%
Total Responses	62	100%

5. How do you travel from home to the East Gateway area?	Count	%
In my own vehicle	105	88%
By carpool	6	5%
By vanpool	1	1%
Using park-and-ride bus service	3	3%
I don't visit the area	3	3%
Total Responses	118	98%

6. Have rising gas prices affected your travel habits?	Count	%
Combine trips	45	38%
Drive less	40	33%
No change	16	13%
Take public transit more frequently	7	6%
Shop closer to home	6	5%
Travel with others	4	3%
Total Responses	118	98%

The second series of charts presents open-ended survey responses.

East Mountain Residents' Perceptions of Study Area - Open-ended Responses

Negative Impressions

Most services cater to the low-income segment.

Not a well developed neighborhood. Please pardon the phrase, but with the exception of the 4 hills area, it's kind of ghetto.

Generally a bad area of Albuquerque.

Outside of Home Depot and Dions Pizza (which I sometimes stop at on my way home from work), it is generally an area to drive THROUGH. If the Interstate had entrance/exit ramps that went directly to KAFB, I would usually take them!

The East Gateway area seems a bit run down (older) with lack of reinvestment in most areas. The upsurge along Central Avenue has been a great addition to the retail/restaurant market.

Needs updating and diversity of businesses and residential properties. Large RV and mobile home lots need to be converted to these uses

Run down.. Not many stores as compared to say the Uptown area.

stores.

Run down, homeless people around, limited shopping, vacated businesses

Mildly unsafe; older

Dingy

This "Gateway Area" can be really scary, especially on and South of Central. We will NOT shop Smiths at Tramway and Central due to the Homeless hanging around and rarely go to Dion's across the street for the same reason. (We will drive all the way up to the Dion's on Montgomery instead.) I have been approached by homeless at the Eubank Home Depot as well. The farther North in town the safer – therefore we spend less in this "Gateway Area" than we would otherwise.

Pretty much rundown. There have been some improvements with new places being built, but a lot of the older areas especially around Juan Tabo/Central are scary. Even Tramway/Central area where the stores are not so bad, it never fails to be approached in the parking lots by transients or others begging for It's an area we have to drive through to get to the businesses / recreation, etc that is in the other parts of town!

Too many run down, closed stores. Too many dollar stores. Need a few up-scale shopping stores or a Kohls.

It's becoming run down.

Slum, High traffic, Just get through, confusing and dangerous intersection at Tramway and Central

Needs some sprucing up

It definitely needs some cleaning up. I like the Wal-Mart/Sam's area, but it is very congested, even on weekdays. The police seem to have to be around regularly to try to deal with the lingering meth addicts and their inherent problems. Don't feel totally safe - gotta watch your back too much. Get the old failed business buildings out of there, or try to make them less crappy looking. Too many freaks on Central Avenue. Otherwise it's very convenient to access from the East Mtns. We usually only go to Lowe's, Trader Joe's, TVI Montoya Campus, medical offices in NE Heights, and restaurants near I-25/Jefferson area Old neighborhoods and somewhat run down

Some areas are "slummy" like Central Ave. I am ALWAYS asked for "spare change" when I go for coffee or to pick up a salad at Dions. I absolutely HATE that because I usually have just come from work and feel like I can work (a very physical job) so why can't they.

Industrial, not family friendly, unappealing aesthetically, not a place to spend significant time

Infrastructure needs to be developed to maintain rural character while attracting quality businesses (too many inferior, sub-standard businesses, such as Dollar Stores)

Vacant shopping strips (Juan Tabo and Central) RV and used car sales. Empty commercial property

Most of what I need to do is within the Gateway area, but some are not, including medical, dental, and insurance.

The East Gateway area is mixed--some nice places like the Costco/Home Depot area on Eubank and the shopping center at Tramway and Central--but the rest seems rundown and populated by loiterers and bums. The condition of the roadbed of Eubank Blvd. between I-40 and Central is terrible. I'll run errands and shop after work before going home, but I'll do anything to avoid a trip to east Albuquerque on the weekends. For what the East Gateway has to offer, I'd rather drive to Edgewood, which is starting to get some retail businesses.

Mayor's Rumor: Please do not replace recreational vehicle dealers with strip malls.

Funky, weird mix of suburbia, upper class, military personnel and homeless drug addicts. I think the area is mostly soulless except for the homeless people.

Drivers are rude.

Generally not the best stores.

Run down. Not safe in some areas.

Fast food restaurants, not family area with activities for my children

Lower socio-economic residences and shopping. Lack of quality dining and entertainment opportunities.

That it is on the decline. We shop at SAMS which is adjacent to the north of the Gateway area. I would most like to see a good gym (like Defined Fitness) in the Gateway area or just north (like in the old Builder's Square building). Currently I have to drive way out of my way to Defined Fitness on Juan Tabo and Candelaria. My husband and I are social dancers and would like to see a clean bar with a good dance floor in the area.

Spotty in services/stores

Mixed Perceptions

How much potential is there!! As a resident/worker (retired Sandian) of the area for 20+ yrs (first in subdivision south of Juan Tabo/Central then in Sandia Park), my perception is one of confusion in watching the imbalance that has occurred. So much emphasis on home developments without supporting businesses/services. Apparently, that is what you are trying to fix. Some areas have become unsafe and it is depressing to see the trashy, deserted area of Juan I think it has improved somewhat over the years, or perhaps I have just become used to it, as we had lived in the NE Heights for 28 years. There is no hiding the fact that it has people and activities which make it a less attractive part of town.

Shopping in this area is mostly convenient. I travel the furthest for small gift type shops since Hallmark closed, however there may not be the traffic for this type of store. The WalMart also seems to support a larger population than it was intended for. I prefer to shop there for specific items but I avoid it due to the volume of traffic.

Convenient, but very limited choices and parts are getting run down. We will often pass through the gateway to Uptown for many purchases.

East Mountain Residents' Perceptions of Study Area - Open-ended Responses (continued)

Positive Perceptions

Is a growing community. Seems cleaner than several years ago - new homes, buildings, parks. I like the growth of fast food chains that seems to have popped up. I also like the Chili's that has moved in recently. I also like that the traffic is not as bad in the area as in other parts of Albuquerque.

Pretty much what we need. Smith's and WalMart in Edgewood are nearer and we use them more often than the East Gateway stores.

Suggestions

Needs to be developed with less houses, more businesses.

I would like to preserve as much of the open space as possible.

Other Comments

This idea is just another way for Albuquerque to raise taxes and create areas deemed as nuisance areas so Albuquerque can steal privately owned property.

This is just another means to eventually reach for the untapped tax base in the east mountains. We have voted against that TWICE. Get the message?

Never thought of it as an "area." It's close to me and near my travel routes.

Out of my way to go there. Can't imagine how or why that would change. I often go to the Nob Hill area or Coronado center area but that's all.

Other Retail Desired	Number
Whole Foods, Trader Joes	3
Motorcycles	1
Bike shop	1
Bookstore	1
Pier 1 type; Hallmark store	1
Hallmark Cards	1
Plant nursery, Raks lumber, landscape materials	1
Independent stores - no more Wal-Marts	1
Bank of America	1
Flying Star or similar	1
Trader Joe's	1
Organic food markets such as Whole foods or Sunflower Market	1
Target	1
Other Restaurants Desired	
Flying Star, specialty cuisines	3
Variety of restaurants, but not more fast food. There's plenty of it.	2
Chinese & New Mexican restaurants are needed badly.	1
Mexican; soup n' salad	1
Coffee shop, international foods	1
Coffee shop (such as a Range Cafe) and casual sit-down dining.	1
Casual sit-down dining	1
Sweet Tomatoes	1
Sweet Tomatoes (buffet), Tomato Café (Italian buffet, Il Vicino (Italian), Quiznos	1
Vegetarian	1
Tea and sandwich	1
Subway	1
Something like Red Lobster, Steak -n- Ale, Bennigans, etc.	1
Other Recreation Desired	
Swimming pool	2
Movies	1
Stadium seating movie theater	1
Parks, Trails, Drive-in theatre	1
Museums or cultural centers	1
Please NO amusement parks or NO concerts	1
Library, park	1
Rock Climbing Gym	1
Horseback riding trails	1
Botanical gardens - nature trails	1
Continuing ed classes	1
A nice gym would be great.	1
Tennis courts	1
Bar with a good dance floor	1
Stay in Albuquerque after Work, but outside Study Area: Activities	
Banking	2
Home Depot or Lowes	1
Often pick up groceries or gas for my car after work before driving home to Tijeras.	1
Dog Park	1
Hiking	1
Business meetings	1
Medical	1
Fitness/Exercise	1
Retired, but frequent Albuquerque	1
I try to multi-task as much as possible	1
Visit friends, attend meetings	1
Visit friends/relatives	1
Visit Parent at Independent Living facility	1
Meeting Family members at a central comfortable location	1

Visit Albuquerque on Week-ends: Activities	
Joining family activities/visit family	6
Movies	1
Crew for a balloon	1
Recycling	1
Dog Park	1
Teaching Dance Classes	1
Horse park off Paseo & other trails	1
Medical	1
Gym	1
Banking	1
Visits to museums	1
Martial arts	1
Hardware store	1
Gardening	1
Other Desired Basic Services in Study Area	
Dry cleaners	1
Escrow company, title company, equipment rental	1
Beauty salon	1
We have an established bank outside the area (USNMFCU), wouldn't switch	1

Appendix A.iv

August 2008 Workshop Summary



August 2008 Workshop Summary for the
EAST GATEWAY
Sector Development Plan

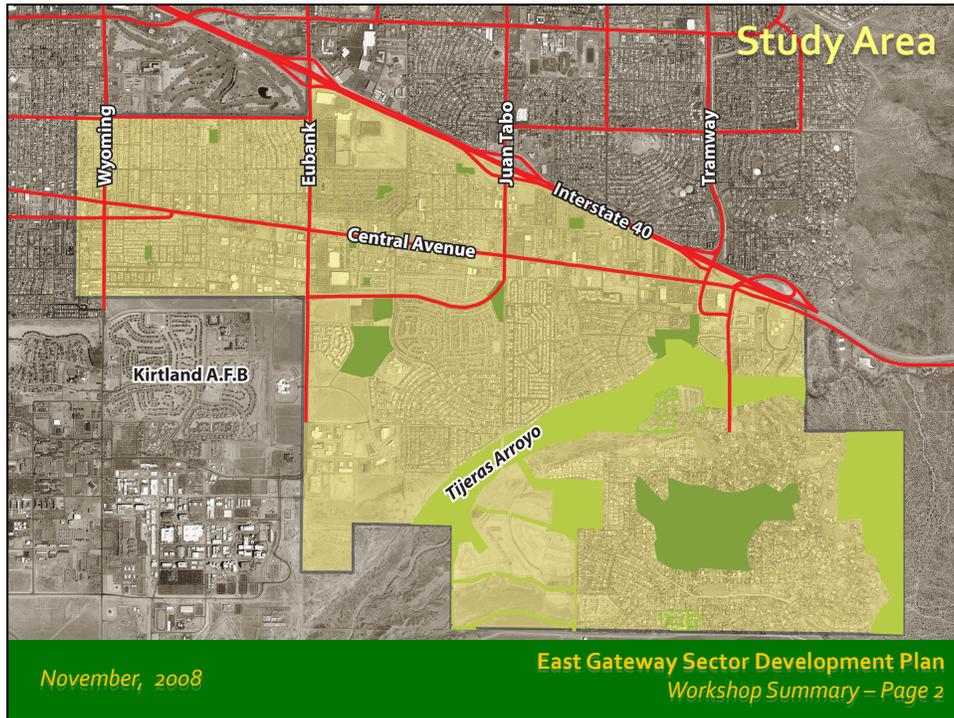
Prepared By:
Architectural Research Consultants, Inc.
Glatting Jackson Kercher Anglin, Inc.
Robert Charles Lesser

November, 2008 *City of Albuquerque Planning Department*

What is the East Gateway Sector Development Plan?

- Evaluates the market potential of the East Gateway area for the next 5 to 15 years
- Guides development and redevelopment in East Gateway
- Prioritizes public infrastructure investments over the next 20 years including:
 - Street & Intersection Modifications
 - Parks, Trails and Major Public Open Space
 - Sidewalks and Streetscape Enhancements
 - New Community Facilities
- Establishes the City's standards for the area, including:
 - Allowed uses
 - Allowed densities
 - Design guidelines: site design, building orientation and heights, parking, landscape, and signs
- Will be consistent with The Albuquerque/Bernalillo County Comprehensive Plan and any special area-wide requirements

November, 2008 **East Gateway Sector Development Plan**
Workshop Summary – Page 1



What is the Purpose of the August 2008 Workshop Summary?

- Present recommendations for community review
- Receive public comment on alternatives (through December 2008)
- Focus solutions for crafting Sector Development Plan (Spring 2009)

CONTENT:

- Schedule & Milestones: Page 4
- Summary of Market Opportunities: Page 5
- Proposed Land Use Recommendations: Page 6- 17
- Proposed Infrastructure Recommendations: Page 18- 29

November, 2008

East Gateway Sector Development Plan
Workshop Summary – Page 3

Schedule & Project Milestones

- Project Scoping Workshop - **August 2007**
- Stakeholder Interviews & Community Values Workshop - **May 2008**
- Market Analysis of Development Opportunities - RCLCO - **August 2008**
- Transportation Analysis - Glatting - **Summer 2008**
- Community Workshop & Charrette - **August 2008**
- Workshop Summary / Community Review - November 2008**
- 1st Draft Plan / Community Review - Spring 2009



November, 2008

East Gateway Sector Development Plan
Workshop Summary – Page 4

Summary of Market Opportunities

(from Market Analysis of Development Opportunities, prepared by RCLCO)

	(2009-2015)	(2016-2022)
Office	Limited	Moderate
Retail	Strong	Strong
Light Industrial	Strong	Moderate
Residential	Very Limited	Limited

This report and other East Gateway reports are available online at <http://www.cabq.gov/planning/advance/eastgatewaysdp.html>

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East Gateway Sector Development Plan
Workshop Summary – Page 5

Summary of Land Use Proposals

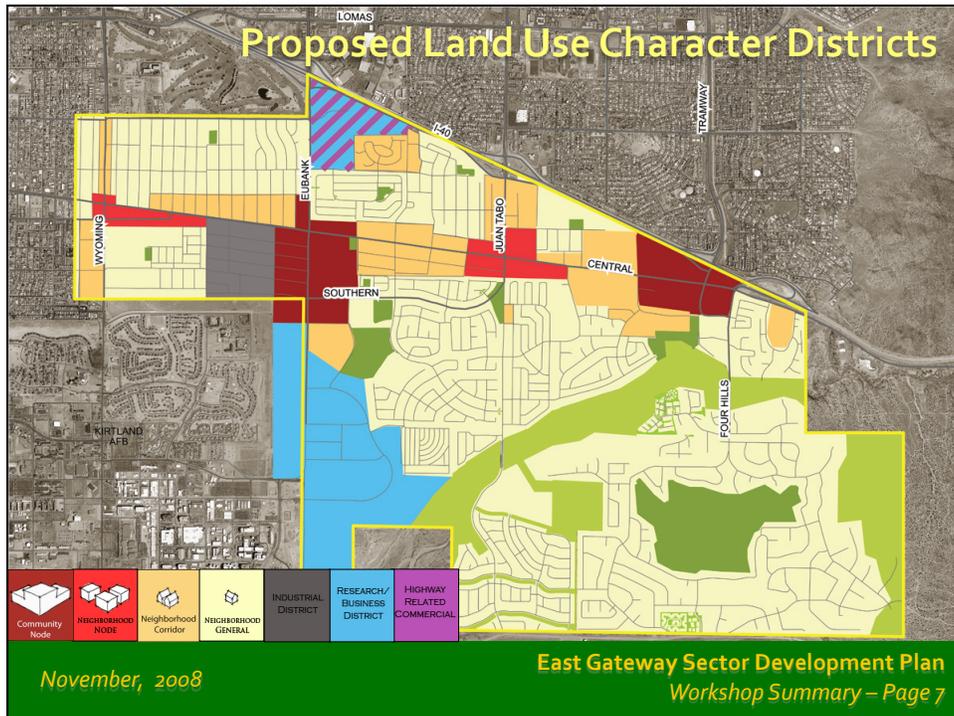
The following districts of land use, described in detail on the following pages, are proposed for the East Gateway plan area:

- Community Nodes (Community Activity Centers)
- Neighborhood Nodes (Neighborhood Activity Centers)
- Corridors
- Special Districts

"The East Gateway Sector Development Plan will present a sustainable yet flexible development framework consisting of strategic land use and transportation policies and project recommendations to support the continued success of East Gateway property owners and businesses."

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East Gateway Sector Development Plan
Workshop Summary – Page 6



Character Areas

	Community Node	NEIGHBORHOOD NODE	Neighborhood Corridor	NEIGHBORHOOD GENERAL	INDUSTRIAL DISTRICT	RESEARCH/BUSINESS DISTRICT	HIGHWAY RELATED COMMERCIAL
Character of Use	Mixed or Multi-Use (Retail, Office, and/or Residential)	Mixed or Multi-Use (Retail, Office, and Residential)	Mixed with corridor commercial, industrial and residential and neighborhood-scale services	Residential	Single-Use Industrial	Single-Use Commercial / Industrial	Single-Use Commercial
Building Types							
Mixed-Use	XXX	XXX	XXX	----	----	----	----
Storefront Comm.	XXX	XXX	XXX	----	XXX	----	XXX
Lg-Format Retail	XXX	----	----	----	----	----	XXX
Industrial Bldgs.	----	----	XXX	----	----	XXX	----
Stand Alone Comm.	XXX	XXX	XXX	----	XXX	XXX	XXX
Apartment House	XXX	XXX	XXX	----	----	----	----
Townhome	----	XXX	----	XXX	----	----	----
Detached House	----	----	----	XXX	----	----	----

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East Gateway Sector Development Plan
Workshop Summary – Page 8

<p>Purpose</p> <ul style="list-style-type: none"> • Serve regional retail commercial demands • Provide medium-density residential in mixed-use settings <p>Character of Use</p> <ul style="list-style-type: none"> • Mixed or Multi-Use • Residential, Office, Retail, Civic, Religious <p>Development Form</p> <ul style="list-style-type: none"> • Pedestrian scale and orientation with quality transit access • Connected streets and walkable block sizes • Mix of commercial uses • Larger building footprints and dense housing types are appropriate <p>Building Types</p> <ul style="list-style-type: none"> • <u>Commercial / Mixed Use</u> Large-Format Retail, Storefront Commercial, Buildings that Line the Street, Theatre, Indoor Recreation • <u>Utilitarian Building Forms</u> Civic or Institutional • <u>Residential Building Forms</u> Apartments - variety of building styles 	<p style="text-align: center;">Community Node (Community Activity Center)</p> <p><small>Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.</small></p>
<div style="display: flex; justify-content: space-between;"> November, 2008 East Gateway Sector Development Plan Workshop Summary – Page 9 </div>	



Illustrative Concept

Mixed Use development on vacant APS property to frame the street, complement the new museum on SW corner

Community Node – Example (Eubank & Southern)



View Along Southern



Eubank / Southern and Central / Tramway



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East Gateway Sector Development Plan
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Purpose

- Serve local retail and commercial demands
- Provide medium-density residential in mixed-use settings

Character of Use

- Residential, Office, Retail, Industrial, Civic, Religious

Development Form

- Varying scale with pedestrian orientation
- Mix of commercial uses
- Range of moderate scale housing types

Permitted Uses & Building Types

- Residential Building Forms
Apartments - variety of building styles
- Commercial / Mixed Use
Storefront Commercial, Small Format Commercial, Buildings that Line the Street
- Utilitarian Building Forms
Civic or Institutional

Neighborhood Node (Neighborhood Activity Center)

Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.



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East Gateway Sector Development Plan
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Neighborhood Node – Example (Juan Tabo & Central)

View of Central at Juan Tabo

Central / Wyoming and Central / Juan Tabo

Illustrative Concept

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East Gateway Sector Development Plan
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Neighborhood Corridor

Purpose

- Provide medium-density residential in mixed-use settings
- Serve local, small-scale retail, commercial and very light industrial demands

Character of Use

- Mixed or Multi-Use
- Residential, Office, Retail, Civic, Religious

Development Form

- Pedestrian scale and orientation
- Mix of Commercial Uses
- Range of moderate scale housing types

Permitted Uses & Building Types

- Residential Building Forms
Apartments - various of building styles
- Commercial / Mixed Use
Storefront Commercial, Small Format Commercial, Flex Space (vocational training)
- Utilitarian Building Forms
Civic or Institutional

Predominantly between nodes along major arterials

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East Gateway Sector Development Plan
Workshop Summary – Page 13

Neighborhood General

Purpose

- Provide lower-density residential neighborhoods

Character of Use

- Residential

Development Form

- Pedestrian scale and orientation

Permitted Uses & Building Types

- Residential Building Forms
Single-family detached homes, Townhomes (in areas already zoned for them)



Neighborhoods



East Gateway Sector Development Plan
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Industrial District

Purpose

- Provide industrial-oriented employment and tax base for the community

Character of Use

- Single-use industrial, with limited supporting retail or office uses

Development Form

- Mix of Commercial Uses

Permitted Uses & Building Types

- Commercial / Mixed Use
 - Manufacturing Facilities, Warehouses, Flex Space
 - Storefront Commercial, Small Format Commercial



Small industrial section north of Kirtland



East Gateway Sector Development Plan
Workshop Summary – Page 15

November, 2008

Research/ Business District

Purpose

- Provides opportunities for automobile-related uses that do not fit within the mixed-use, pedestrian-oriented nodes

Character of Use

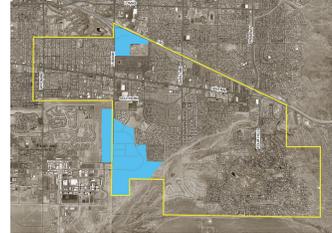
- Single-use laboratory and office, with limited supporting retail uses

Development Form

- Mix of Commercial Uses

Permitted Uses & Building Types

- Commercial / Mixed Use
Manufacturing Facilities, Warehouses, Flex Space
Storefront Commercial, Large Format Office



Along Eubank at 1-40 & Kirtland A.F.B.



November, 2008

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Highway-Related Commercial

Purpose

- Predominantly automobile-oriented commercial uses

Character of Use

- Predominantly automobile-oriented commercial uses

Development Form

- Mix of Commercial Uses

Permitted Uses & Building Types

- Commercial / Mixed Use
Auto Dealerships, Utilitarian Commercial, Storefront
Commercial, Large Format Commercial



Eubank & I-40



November, 2008

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Summary of Proposed Public Infrastructure Investments

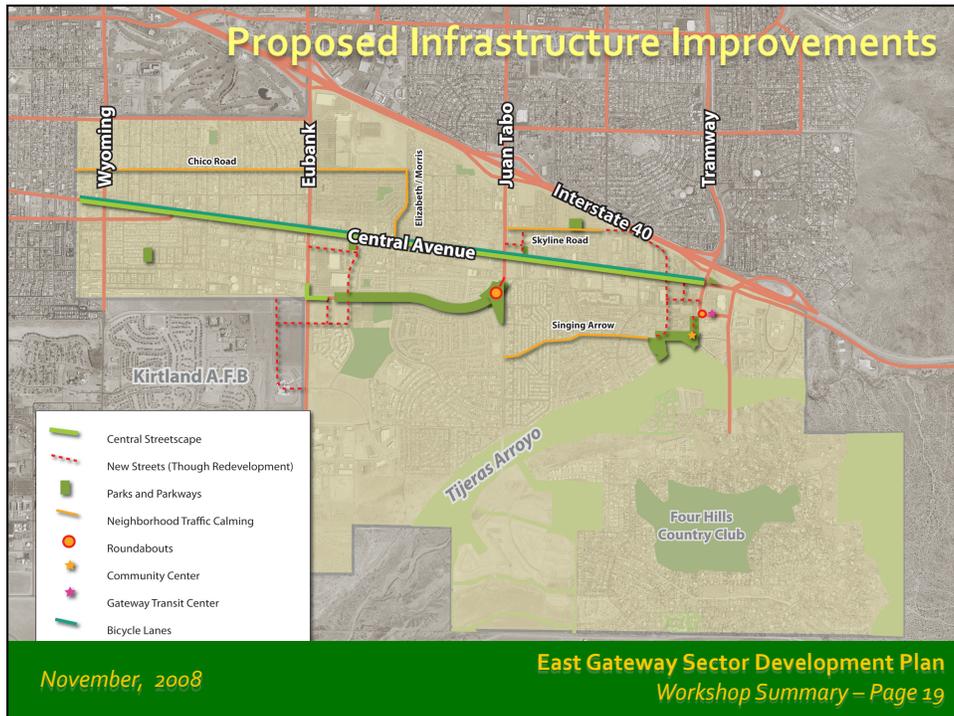
As identified in the August 2008 workshop:

- Central Avenue
- Southern Boulevard
- Bicycle / Pedestrian Facilities
- New Transit Center / Singing Arrow Community Center

(More recommendations for community facilities and services may be included in the sector development plan draft.)

November, 2008

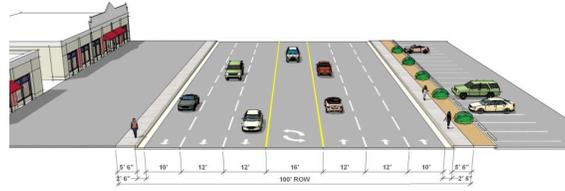
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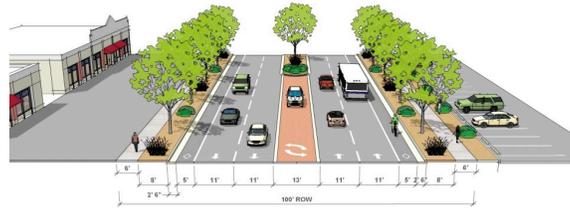
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Reduce **Central Avenue** Vehicle Lanes and Introduce Spot Medians



from 6-lanes to 4 lanes

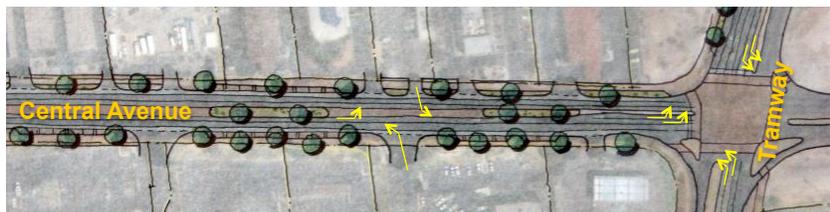
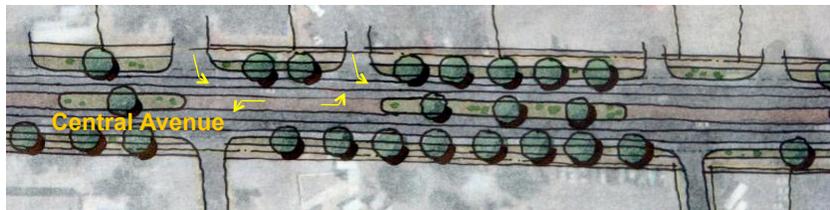


Wider sidewalks, bike lanes, improved landscape

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Introduce spot medians along **Central Avenue** and Wyoming Blvd. south of Central.

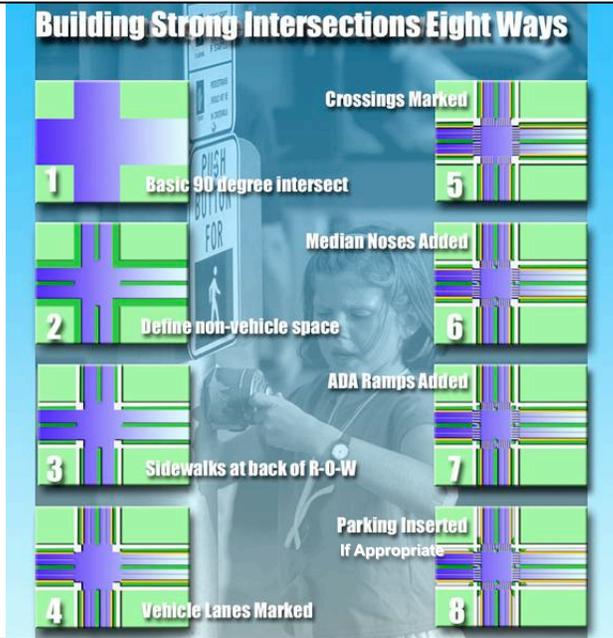


Introduce spot medians to improve safety and aesthetics along the corridor. These medians can be introduced with little change to existing left turning traffic.

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Workshop Summary – Page 21

Redesign intersections along **Central Avenue** to accommodate the lane reduction and improve pedestrian and transit access.



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Reduce Central Avenue Vehicle Lanes and Introduce Spot Medians

Intersection	Today		Today's Roads/ Tomorrow's Traffic		Concept Roads/ Tomorrow's Traffic	
	Delay	LOS	Delay	LOS	Delay	LOS
Central/Wyoming	39.4	D	47.1	D	50	D
Central/Zuni	13.2	B	14.7	B	15	B
Central/Moon	4.8	A	5.8	A	6.6	A
Central/Eubank	72.6	E	126.5	F	97.9	F
Central/Juan Tabo	71.7	E	128.9	F	83	F
Central/Western Skies	5.3	A	5.5	A	8.3	A
Central/Dorado	6.3	A	10	B	12.3	B
Central/Tramway	36.6	D	37.1	D	45	D
Central/Four Hills	23.7	C	25	C	25.6	C

Reducing Central Avenue will improve corridor aesthetics, increase safety, and position more land uses for success, while increasing travel time by approximately **1-minute** from Wyoming to Four Hills Road

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Modify Eubank at Southern Blvd. to position additional development and create better a pedestrian environment.



Acknowledge that Southern Blvd. will not evolve to become the Gibson Connector, allowing the intersection to be reduced by eliminating dedicated right turn-lanes and reducing the median width of Southern at Eubank.

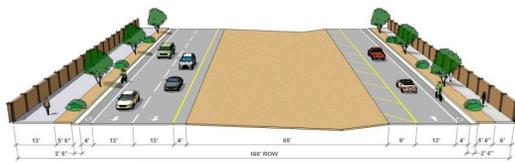
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Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection



Potential Roundabout at Juan Tabo & Southern



from barren unfinished 4 lanes



to finished beautiful 4-lane Boulevard

November, 2008

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Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection

Intersection	Today		Today's Roads/ Tomorrow's Traffic		Concept Roads/ Tomorrow's Traffic	
	Delay	LOS	Delay	LOS	Delay	LOS
Southern/Eubank	11.2	B	9.7	A	23.4	C
Southern/Elizabeth	30.9	C	30.2	C	30.2	C
Southern/Juan Tabo	75.2	E	28.3	C	28.3	C

Modifying Southern Boulevard’s intersections with Eubank and Juan Tabo will improve pedestrian safety, comfort and corridor aesthetics, and is worth the additional **15-seconds** of delay.

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TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

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TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

November, 2008

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TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

November, 2008

East Gateway Sector Development Plan
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Comments

Please provide comment to the City Planning Department by December 18, 2008:

City of Albuquerque Project Manager
Paula Donahue, Senior Planner
600 2nd Street NW 3rd floor
Albuquerque, NM 87102
pdonahue@cabq.gov

If you have questions, contact Paula at 924-2932.

November, 2008

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Appendix A.v

Public Comments Concerning Transportation Proposals in Workshop Recommendations

Public Comments Concerning Transportation Proposals in August 2008

Workshop Proposals Report

Central Avenue: Comments Generally in Support of Narrowing/Major Changes

1. I would like to see a more ambitious redesign of Central Avenue. A famous person once said, "Make no small plans". Think big! Fire up the public's imagination. East Central is one of the few arterial (non-freeway) entries into the City. Driving east from Juan Tabo, the magnificence of the Sandia's is glaring - build upon this major asset. Admittedly, it is difficult to imagine East Central as a competition to Phoenix's Central Ave. or Palm Springs' Highway 111, but thinking long-term and having a formidable vision - it is possible. One or two great jump-start projects and the rest could fall in place over time - the redesign of Central Ave.'s cross-section must be coupled with sign control and strict urban design standards, otherwise the public will fail to benefit fully - visual pollution should be disdained as much as tailpipe emissions. Imagine the Sandia's looking down on Central and viewing the mess we have created in the name of progress and development - we must treat views of these majestic creations with respect!
2. The improvements planned should be a great change for the area. They look great.
3. The Central plan is great. I am especially glad to see the bike lanes added. A light-rail that connects to the RailRunner would be the icing on the cake. (Is there any possibility for a privately funded trolley to serve the Central corridor?)

To widen Central would not change the personality of the area and, in my view, could not give the area a new feeling of community. Making it more narrow, with bike paths and pedestrian access could accomplish those things.
4. EXCELLENT! The research showing the change in travel times was well documented.
5. I like it...very cost-effective way to improve the entire stretch...still haven't addressed the park/homeless issue directly and bike/pedestrian issues for E of Tramway folks getting to the Neighborhood centers.
6. I regard these plans highly and would encourage this to be done first. The city should act quickly to secure funding to redesign Central to these standards from Tramway to Nob Hill. The speed limit should also be dropped to 35 on the entire length. People wishing to go faster can take the Interstate, which is roughly parallel.
7. Do it now!!!! Not only is the street an eyesore of boringness, it lends itself to be an alternative transportation mecca. Buses, bikes, pedestrians. Central goes everywhere! I really don't think losing a lane will upset anyone who is not driving like Mario Andretti in the morning. The medians would give more safety to crossing the street. Right now a pedestrian has nowhere to safely "land" during the cross of seven long lanes.
8. Central Avenue's roadway redevelopment - narrowing to two (2) lanes with attractive medians is most attractive.

In general, there are too many RV/trailer sales lots along Central. The area needs to find a more visual attractive and community enhancing establishments. Further hotel/motel development is not indicated.
9. Fully support and applaud the reduction in Central from 6 lanes to 4. The community needs to get over the aged concept that this is a major thoroughfare/major arterial serving the city as a whole. Rationalizing its width for a once every 50 year snow emergency or for bringing in mobile homes is incorrect. Reclaiming it as a community street for the local residents is brilliant. I personally don't have a lot of problem with making this strip harder for mobile home companies to exist within. Making the community and residents proud of Central trumps the claimed business interest.
10. We anticipate the new Central Avenue! The trees on either side of the street would camouflage any businesses that have less than desirable storefronts. It would also grace their establishments, encouraging proprietors to landscape esthetically. A symbiotic effort! The tailoring from three to two lanes appears proper, as this happens past Tramway anyway, even down to one lane after the I40 East entrance.

The look and feel of some of the medians around Albuquerque has always set the tone of a high desert city. They are delightful to view and comforting to the senses.

In looking at the reduction of the lane width from 12 to 11 feet, would some of the larger RV's with extended side mirrors, (114 inch) have difficulty maneuvering in lane with passing vehicles in adjacent lane? What about a swing into the Central RV centers?

11. I am in favor of "sprucing up Central".
12. Good design.

Central Avenue: Comments Not in Support of Narrowing/Major Changes

1. It takes too long to crosstown now, get rid of the open medians but don't get rid of lanes of traffic. To many people use the open medians to drive on because they don't know how to merge into traffic. Please time traffic lights so you can drive the speed limit and not hit every light in town. It would save a lot of gas.
2. I do not believe that the planners have looked at Central Avenue during the morning rush hour or the evening, for that matter. There is much more congestion than they seem to think there is. For one thing, the right hand lane is almost shut down because of bus traffic; so we have already cut one lane in each direction from the street. I could not get my name in after my comment about the Gibson Corridor. I am Geneva Meeker and have been involved with the planning of ABQ for a number of years due to my years at AMAFCA and COG.
3. Currently, with 3 westbound Central lanes, two are used for left hand turns southbound onto Eubank during the morning rush hour. To take away one through lane would cause a tremendous amount of backup at that intersection. If the two left hand turn lanes are retained, that would leave only one westbound lane for through traffic. Add an accident or a bus and you have a recipe for a commute disaster during rush hour.
4. The city is considering the elimination of one lane of Central on each side to accommodate large medians. We're not convinced that medians are the solution to the East Central business problem. Money would be better-spent fostering new businesses and getting stable business in this region (witness Eubank and Central growth). Doing something with the shuttered grocery store at Juan Tabo and Central (closed for many years now) is more important than medians. Removing traffic lanes in high growth regions seems ridiculous.

There is an increasing need to allow for more traffic flow, as the east mountain area grows - not less. Central is too busy to consider removing two lanes. I think this plan should be voted on only by City Councilors who have to travel on Central from Tramway to Wyoming everyday. Unfortunately, I don't think we have any. We are worried that this may move ahead based on input from a small group and city planners and not based on the desires of citizens who actually use this road.

5. I think the numbers in the plan don't make sense. They estimate that reducing Central by one lane would increase commute time from Wyoming to Tramway by I think a fraction of a minute. I live north of I-40. If a lane is lost due to weather or an accident, the reality is that it increases commute time by many minutes. If the same were to occur after intentionally taking Central down another lane, it would result in a complete quagmire. At face value, this proposal makes no sense. To make it worse, there are more, not fewer people using Central as the east mountains and Juan Tabo Hills continue to grow.
6. Maintain right turn lanes for buses/trucks - 90-degree corners cause larger vehicles to intrude on adjacent lanes. Continue 4-6 lanes east to City limit - huge growth rate in Bernalillo County adjacent to Albuquerque. Bring the County into the process. Consult business owners - We are motel managers and RV-Trailer sales managers.

Mixed Comments on Central Avenue Transportation Planning

1. How will the proposed redesign of Central Avenue impact motorized traffic on I-40 and State Hwy 333 between Tramway Blvd and the Village of Tijeras?
2. I oppose alterations that will narrow the traffic lanes on Central. If the city is intent on these alterations, they should be tried out first with painted stripping which can be removed. Can push-to-cross lights be installed between corners to provide painted crossing lanes? The pedestrian & cyclist traffic incidents between 2004 and 2006 that are quoted seem high, amounting to about an accident every month in a half—suggest you verify the pedestrian accident data. I don't hear about that many accidents. The car accidents amount to a little less than one a day – doesn't sound right.

Southern Boulevard: Comments Generally Supportive of Change

1. After living and riding a bicycle in Boston for several years, I am not terribly fond of roundabouts (they work well right up until someone unfamiliar with the concept gets involved), but doing something with that intersection to make it more traffic and pedestrian friendly is definitely needed. (At present it is worth your life to try to cross Southern on the west side of Juan Tabo, especially with a green crossing signal!)
2. Bring it on!
3. Lived in NJ and not a fan of traffic circles, but if it beautifies and humanizes the area, I'm for it. (Note: traffic circle is different from roundabout.)
4. I LOVE the roundabout design. I missed the August workshop and had not seen this design. I drive through this intersection every day and would welcome this change. I also think the changes along Southern will be very good and well received by the adjacent neighborhoods. I hope this can be done quickly.
5. Roundabout seems most efficient and appropriate.

The Southern median is too wide, narrow the median by increasing width of the berm at the sidewalks

Set slower, uniform - east and west bound - speed limit on Southern. Prefer 25 mph but 30 would be an improvement.

Re-stripe to 2 lanes each for both east and west bound traffic.

Exit from Costco (and to a lesser extent Home Depot) is always awkward and sometimes dangerous for those needing to travel either East or South. Make provision for U-Turn on Southern allowing residents to transit from West bound to East bound.

6. I'd like a new tee intersection (JT teeing into Southern, not Southern Teeing into Juan Tabo as is) over the roundabout. The bulk of the flow is on Southern and that should guide whatever happens here. Most importantly, get a right turn lane from Juan Tabo onto Central. Widen Juan Tabo south to the current intersection with Southern and make the new lane a right turn lane. I think the comment to narrow the median and put more space on the edge of Southern has great merit. I realize that means new curbs, etc. The city should admit its mistake and go on.
7. Excellent design for the beautification of the median on Southern from Juan Tabo to Eubank. As a homeowner in the Terracita gated community, this endeavor will only enhance our area esthetically. It also provides an element of safety, as a well-developed and cared for area does not encourage unsavory behaviors. think broken-window syndrome. We particularly admire the focus on creating a park like area in the former prairie dog town at Juan Tabo south of Southern, as well as the road to nowhere section on the north side. As visitors to the new Atomic Museum on Southern and Eubank use both Juan Tabo and Eubank to attend this exciting venue, it offers an appealing welcome.

I am concerned about the proposed circle. During off-peak hours it may work well. However, as the housing development continues across the bridge to the southern end of Juan Tabo, homebound vehicles

streaming south on Juan Tabo meet up with vehicles exiting Sandia/Kirtland base east on Southern to Juan Tabo to Central. I realize that the team has observed this situation and believes it is feasible at this point, but I have a hard time visualizing a peaceful flow.

8. Looks good.

Southern Boulevard: Comments Generally Against Changes to Existing Plans

1. Absolutely not. Many commuters to the Labs, Base and various research facilities along Eubank use this intersection. This intersection is extremely crowded and backed up during rush hours. Roundabouts can work well in low traffic, residential applications. Putting a roundabout that this intersection would make it very difficult for all who use it and especially for residents who live in the neighborhoods between Juan Tabo and Eubank!
2. Too busy for roundabout during rush hours.
3. Why spend money on something that doesn't have to be done?
4. I strongly support increasing the lanes on Southern.
5. Southern - Make it 4 lanes total full length. Consider two turn lanes at ends and two through and right turn lanes. Don't block visibility at corners and intersections. No vegetation in the median. Can't walk there anyway.

Juan Tabo and Southern - Call them "new traffic circles" and eliminate them. I have seen and griped about them in Europe, DC and elsewhere. People can't handle the c-shaped turns.

Southern Boulevard: Other Comment

1. I haven't been sold on the roundabout idea. Need more info

Appendix A.vi

**Singing Arrow Neighborhood
Input from Questionnaires and
February 2009 Meeting**

Singing Arrow Neighborhood

Input from Questionnaires and February 2009 Meeting

Planning Team analysis and suggestions in three columns on the right

NEIGHBORHOOD GOALS:

- Transform Singing Arrow Neighborhood into one of the city's "hidden gems".
- Landscape Central Avenue and line it with stable development including businesses.
- Attract more small businesses.
- Improve property values.

NEIGHBORHOOD STRENGTHS:

- Civilized, quiet area
- Convenient to I-40 and Juan Tabo, Eubank, Wyoming and Central
- Big Park
- Nice Views
- Flat Streets
- East/west bicycle route
- Bus Service on Singing Arrow Road

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
General Appearance	Views are an area asset – want them preserved	Prohibit building heights and mass that block views of the mountains	X		X
Maintenance					
Safety	Small apartment complexes need more landscaping, maintenance, and a better appearance overall	Reinitiate an owner/manager association to ensure good apartment complex management	X	X	
		Enforce weed and litter ordinance on private properties particularly townhomes and apartments between Western Skies, Singing Arrow, Dorado and Central.	X	X	
	Homeless people sleep under overgrown shrubs in the park and around the Singing Arrow Community Center	Maintain landscaping in public spaces or discontinue planting so much	X		X
		Clean up and develop the archeological site as a walking area	X		X

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
General Appearance Maintenance Safety	Drainage problems still persist on private properties	Report drainage problems promptly		X	
		Drainage problems at the Dorado Place/ Dorado Street intersection are ongoing		X	
	Minimum standard development	Prohibit piecemeal development that does not follow a bigger plan. Require better quality development	X		X
	Home break-ins and car thefts	Pursue Crime Prevention Through Environmental Design (CPTED) funding and practices to improve neighborhood appearance and deter crime	X	X	
	Neighborhood does not have a positive recognizable identity	Identify entrances to the neighborhood with Singing Arrow Neighborhood signs.		X	

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	Homeless people sleep under overgrown shrubs in the park and around the Singing Arrow Community Center	Maintain landscaping in public spaces or discontinue planting so much	X		X
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	Neighborhood does not have a positive recognizable identity	Identify entrances to the neighborhood with Singing Arrow Neighborhood signs.		X	

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Schools and Activities for Children	School kids are bussed out of the neighborhood even though Manzano Mesa School was just built	Build an Elementary School for Singing Arrow			X
	Need more indoor and outdoor activities for children	Install a fishing pond or swimming pool			X
		Condemn worst four plexes and replace with play area for kids			X
		Supplement school programs with sports, music and hobbies that kids can sustain through life.	X	X	
The Park and Archeological Site	Park is underused	Convert part of Singing Arrow Park into a dog park	X		X
	Archeological site in the park is an eyesore	Complete excavation, recordation and redevelopment of archeological site	X		X
Singing Arrow Community Center	Singing Arrow Community Center is insufficient for serving neighborhood needs	Expand this youth recreation center to serve multiple generations. Build an indoor gym	X		X
Major Public Open Space	Open Space is needed Keep roads out of Tijeras Arroyo and preserve arroyo as public open space.	Designate Tijeras Arroyo as Major Public Open Space from Tranway to KAFB	X		X

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Trails	Bicycle and walking paths are needed	<p>Light and pave the bicycle path along the north upper edge of the arroyo from Four Hills Road to KAFB</p> <p>Expand walking trails down through the arroyo</p>	X		X
Homelessness	<p>Empty bottles and clothing left in park from Homeless population</p> <p>Homeless people living in the Open Space at the southwest end of Tomlinson Drive</p>				X
	Transient people still create problems near the Four Hills Village Shopping Center – pan handling and grocery cart migration				X

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Crime Prevention	APD notes that domestic violence is an issue in the neighborhood	Offer Family Counseling Classes and sessions to prevent domestic violence through the Community Center		X	
		Make marriage counseling available to the neighborhood		X	
	Need to prevent and respond to crime	Locate an APD Substation nearby	X		X
		Establish a neighborhood watch program to communicate problems quickly and raise awareness		X	
		Reduce crime clusters such as weekly motel rentals and night clubs on Central	X		X
Library	No nearby and accessible library	Use the old Furr's Grocery Store building at Juan Tabo and Central as a library	X		X

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Neighborhood Organization and Participation	Singing Arrow Neighborhood Association Membership is low	Welcoming committee could initiate programs Invite all neighborhood residents Sponsor neighborhood events Newsletter generation and distribution		X	
Medical Services	Lack local medical services	Provide urgent care clinic, hospital, or other medical facility in the area or nearby			X
Life-long Education		Provide more community classes for mid-income population		X	
Jobs and Commercial Services	Need more well-paying employment nearby	Encourage commercial and office development and small light manufacturing uses that can serve and employ neighborhood residents	X		X
	Several 4 Hills Shopping Center stores empty		X		X
	Blighted lot SE corner of Central and Juan Tabo		X		X
	Blighted Franklin Plaza on NE corner of Central and Juan Tabo		X		

Appendix A.vii

East Gateway African Refugee Residents

East Gateway African Refugee Residents
Likes, Dislikes, and Recommendations
Collected 4-2-09

Refugees from a variety of African countries live in the Singing Arrow Neighborhood in East Gateway. The following information was collected on April 2009 during an African Refugee Learning Circle meeting held at Cesar Chavez Community Center. Adults and children each worked with a University of New Mexico African Refugee Program student to tell us what they liked and disliked about the area and to offer recommendations to improve their daily lives.

LIKES

- People talk to each other
- Teachers at school / my school (children)
- Can ride bicycle in neighborhood (child)
- The neighbors (child)
- Playground (child)
- The nearby park (Singing Arrow)
- Proximity and access to the bus, supermarket and shops
- People in the area respect each other
- Apartment Complex has a big fenced in area like a playground (child)
- Patio for looking out, grass for playing, other children playing and close to friends house (children)

DISLIKES

- Crime
- Homeless people coming to apartment complex and throwing things at children
- People drinking, doing drugs in public and abandoning stolen cars
- Dogs running loose
- It is not safe to play outside in the evening
- Police constantly around
- Some neighbors are not friendly
- Apartments are too small for large families
- Apartment complex is loud, is not maintained, is bug infested and feels unsafe
- Old bath fixtures and windows do not work and are not maintained
- Neighborhood and apartment complex is dirty

- Bus stops have no shelter and are dirty
- Bus schedule ends too early in the day
- Feel unsafe walking at night
- Apartments are too expensive compared to job pay... earns \$550 per month and rent is \$495
- Food is expensive

RECOMMENDATIONS

- Nearby Community Center to offer more services like Manzano Mesa)
- Public swimming pool
- Nice affordable housing
- More day care
- More frequent bus service (15 minute headways) more hours of the day for n/s travel too
- Increase security and prevent crime at complex and in neighborhood
- Better apartment complex maintenance – paint, clean, and repair broken things
- Ball fields, basketball courts and more recreation in neighborhood
- A library and WIFI
- Better jobs nearby
- Government oversight concerning living conditions and improvement
- More lighting needed

Appendix B

Market Study by RCLCO



Market Analysis of Development Opportunities Albuquerque East Gateway Sector Plan Executive Summary

CITY OF ALBUQUERQUE | AUGUST 26, 2008



RCLCO

ROBERT CHARLES LESSER & CO. REAL ESTATE ADVISORS

RCLCO ENGAGEMENT OBJECTIVES

- ▶ Understand key trends influencing future development in East Gateway
 - Economic
 - Demographic
 - Real estate market
- ▶ Evaluate supply and demand conditions
- ▶ Identify opportunities for development
 - Near-term and long-term opportunities
 - Types and quantity of supported development

RCLCO
ROBERT CHARLES LESSER & CO.

CANDIDATE LAND USES

- ▶ Office
- ▶ Retail
- ▶ Light Industrial
- ▶ Residential



METHODOLOGY

STUDY AREA ANALYSIS

Identify area strengths and weaknesses for future development

- Study area visit/analysis
- Metro growth patterns
- Socioeconomic analysis

SUPPLY CONDITIONS

Evaluate quantity and quality of existing development

- Market supply trends
- Market performance
- Representative projects

DEMAND CONDITIONS

Project current unmet demand and future expected demand

- Qualitative interviews
- Regional demand
- Study area capture

MARKET OPPORTUNITIES

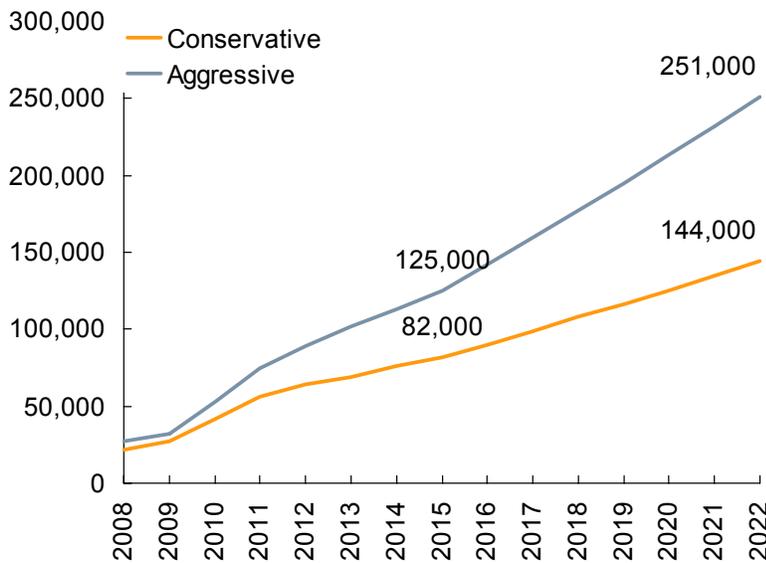
- Summarize overall market conditions
- Determine level of opportunity
- Define character of supported development

SUMMARY OF MARKET OPPORTUNITIES

	Near-Term Opportunity (2009-2015)	Long-Term Opportunity (2016-2022)
Office	Limited	Moderate
Retail	Strong	Strong
Light Industrial	Strong	Moderate
Residential	Very Limited	Limited

MARKET OPPORTUNITIES OFFICE

Cumulative Office Space Demand (Square Feet)
East Gateway Sector Development Plan Area



SOURCE: RCLCO

Opportunities

- ▶ Most office demand will likely come from businesses related to Sandia or Kirtland for the foreseeable future
- ▶ Long-term demand could come from small local-serving and professional service businesses
- ▶ Flexible office space serving the needs of individuals unable to enter Kirtland (such as foreign nationals) could represent a strong immediate opportunity

ADDITIONAL CONSIDERATIONS

OFFICE

Critical Success Factors

- ▶ Concentrate office space in nodes close to existing employment or retail clusters
 - Initially, this will likely be near the intersection of Central and Eubank or near (or in) the Sandia Tech Park
- ▶ To draw additional businesses to the study area, surrounding land uses will likely need supporting amenities (restaurants, shopping, services, etc.)

Limiting Factors

- ▶ The study area’s relatively negative perception is a deterrent to new residents, and thus new employers, and vice versa
- ▶ Lack of enough supporting uses makes the study area less competitive with more established submarkets within Albuquerque

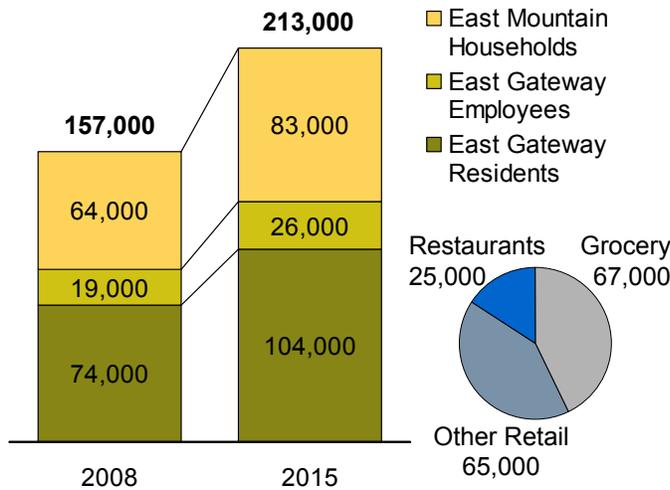
SUMMARY OF MARKET OPPORTUNITIES

	Near-Term Opportunity (2009-2015)	Long-Term Opportunity (2016-2022)
<i>Office</i>	Limited	Moderate
<i>Retail</i>	Strong	Strong
<i>Light Industrial</i>	Strong	Moderate
<i>Residential</i>	Very Limited	Limited

MARKET OPPORTUNITIES

RETAIL

Unmet Neighborhood/Freestanding Retail Demand by Source (Square Feet) East Gateway Sector Development Plan Area



SOURCE: RCLCO

Opportunities

- ▶ Local residents are currently underserved by area restaurants and grocery stores
- ▶ Study area employees (incl. Sandia, Kirtland, etc.) are a large restaurant customer base that must currently venture outside the area
- ▶ Opportunity to establish a retail node near Central and Eubank, as well as a local retail node at Central and Juan Tabo

ADDITIONAL CONSIDERATIONS

RETAIL

Critical Success Factors

- ▶ Concentrate retail space in nodes, rather than in strip centers or along Central
- ▶ Retailers targeting local employees could orient themselves along Eubank to capture Sandia and Kirtland personnel exiting the Eubank gate at lunch time or after hours
- ▶ Retail space closer to I-40 would be better positioned to capture East Mountain household spending, a critical demand source
- ▶ Market preference for local-based retailers, especially restaurants

Limiting Factors

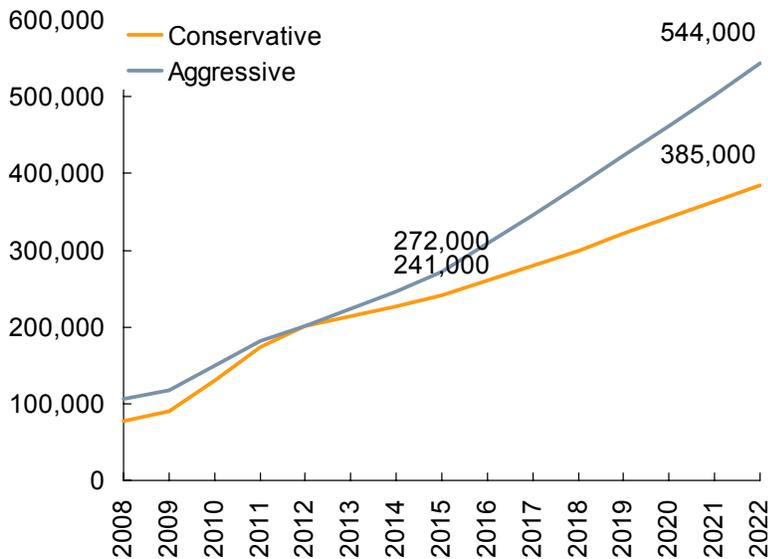
- ▶ The study area's relatively negative perception may limit evening or nighttime retail activity
- ▶ East Mountain residents may not find it very onerous to drive past the study area, given easy I-40 access
- ▶ The wide range of household incomes in the study area may make it difficult to find market support for any given class of retailer

SUMMARY OF MARKET OPPORTUNITIES

	Near-Term Opportunity (2009-2015)	Long-Term Opportunity (2016-2022)
Office	Limited	Moderate
Retail	Strong	Strong
Light Industrial	Strong	Moderate
Residential	Very Limited	Limited

MARKET OPPORTUNITIES INDUSTRIAL

Cumulative Industrial Space Demand (Square Feet)
East Gateway Sector Development Plan Area



Opportunities

- ▶ Study area is already an established location for high-tech industrial uses
- ▶ Most industrial demand will likely come from businesses related to either Sandia Labs/Tech Park or Kirtland AFB for the foreseeable future
- ▶ Study area is unlikely to attract heavy manufacturing or industrial requiring truck access, which are not a good fit anyway

SOURCE: RCLCO

ADDITIONAL CONSIDERATIONS

INDUSTRIAL

Critical Success Factors

- ▶ Continue to support industrial tenants, particularly high-tech ones that bring with them high-paying jobs and improve the area's overall perception
- ▶ Any design requirements imposed by the City must carefully balance the desire for improved aesthetics with the realities of industrial development

Limiting Factors

- ▶ Full potential may not be realized due to limited availability of for-sale land in the Sandia Technology Park
 - Developers indicate that building on leased land is significantly less economically feasible than doing so on for-sale land

SUMMARY OF MARKET OPPORTUNITIES

	Near-Term Opportunity (2009-2015)	Long-Term Opportunity (2016-2022)
<i>Office</i>	Limited	Moderate
<i>Retail</i>	Strong	Strong
<i>Light Industrial</i>	Strong	Moderate
<i>Residential</i>	Very Limited	Limited

MARKET OPPORTUNITIES

RESIDENTIAL

Annual Net New Residential Demand East Gateway Sector Development Plan Area



SOURCE: RCLCO

Opportunities

- ▶ Small-lot detached homes adjacent to walkable retail may present the strongest ownership opportunity
- ▶ Some opportunity exists for rental apartments near major employment nodes or walkable retail
- ▶ Residential projects fronting Central are unlikely to make sense near-term
- ▶ An opportunity exists to attract younger households from outside ABQ who work in the area, desire walkable environments, and lack negative preconceptions of the area
- ▶ Military retirees are also a potential target market for apartments and single-level homes

ADDITIONAL CONSIDERATIONS

RESIDENTIAL

Critical Success Factors

- ▶ Albuquerque in general, and the study area in particular, is unlikely to support overly high-density products in the near term
- ▶ Improved streetscaping and safety is needed
- ▶ Additional and better surrounding land uses (retail and services) will likely need to be in place before residential becomes a viable option for employees of Sandia Labs and Tech Park

Limiting Factors

- ▶ Negative perception of the study area limits residential viability more than any other potential land use

OVERALL CRITICAL SUCCESS FACTORS

EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA

- ▶ The City needs to show commitment to the area by initiating and facilitating redevelopment
- ▶ Consider development incentives such as reduced impact fees to jump start development
- ▶ Streetscaping and design requirements need to be reasonable to attract developers
- ▶ Easing or expediting the development process may help boost interest in the study area
- ▶ Redevelopment efforts should be concentrated in specific nodes rather than spread out
- ▶ The need to create larger parcels through assemblage may be a deterrent to new development
- ▶ While not within the scope of this market study, hospitality/ lodging and meeting/conference space were identified as additional land uses that should be considered



Appendix 1

MARKET OPPORTUNITY MATRIX EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA ALBUQUERQUE, NM

OVERALL RETAIL: While current neighborhood centers and big boxes meet much of the retail needs of study area residents, local employees and East Mountain households are overlooked sources of retail expenditures that could supply demand for the equivalent of at least one additional neighborhood/community center.

OFFICE: Low vacancies support new construction for local-serving office, while higher regional vacancies may inhibit capture of regional office in the near-term; however, long-term prospects are also positive as more desirable office submarkets get built out and supportive land uses get built in the study area.

INDUSTRIAL: Proximity to Sandia is highly desirable, as evidenced by premium industrial lease rates in the area; to a large extent, most companies that need to be near the labs have already located near the labs over the past 10 years, which may translate into moderating industrial growth moving forward.

RESIDENTIAL: While perceptions of the area may inhibit Central Avenue's ability to capture residential uses, rental apartments near the study area's major employers and small lot detached homes within walking distance of retail and services represent development opportunities for the area.

ADDITIONAL CONSIDERATIONS: While not within the scope of this market study, hospitality/lodging serving business visitors to Sandia National Labs and Kirtland AFB, as well as off-base meeting and conference space, were identified as land uses that should be considered as potential development opportunities.

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
OFFICE	<ul style="list-style-type: none"> • Albuquerque is a 12.5 million square foot office market, with the largest concentrations found in the North I-25, Downtown, and Uptown submarkets. • Only approximately 10% of office space market-wide is Class A¹. Over half of available office space is Class B¹. • The Southeast Heights submarket, of which the study area is a subset, represents just under 5% of the total metro-area supply of office space. • No true office nodes exist within the study area, other than buildings within Sandia Tech Park. • Local-serving office buildings are typically older, with little curb appeal. 	<ul style="list-style-type: none"> • Vacancies in the Southeast Heights submarket are approximately 5%, which is the lowest of Albuquerque's submarkets and would normally justify new construction. • Submarkets to the north (Rio Rancho, North I-25, Northeast Heights), however, have vacancies of around 13%, and new demand may fill vacant office space in these more desirable locations before looking to the Southeast Heights submarket. • Office rents in the Southeast Heights submarket are comparable to most other submarkets in Albuquerque. 	<p>★★ Limited</p> <ul style="list-style-type: none"> • We estimate that cumulative demand for office space in the study area could range from 80,000 to 125,000 square feet by 2015, assuming a target vacancy rate of 10%. • Businesses associated with Sandia Labs or Kirtland AFB will likely continue to drive office demand in the study area. • Metro-wide office demand will likely look for availability in other submarkets first. 	<p>★★★ Moderate</p> <ul style="list-style-type: none"> • Longer term, we anticipate that the study area's appeal could increase, affording it a greater capture of metro-wide office demand. • By 2022, we estimate an additional 60,000 to 125,000 square feet of demand potential for new office space in the study area. • Although Sandia Labs and Kirtland AFB will undoubtedly continue to be key drivers of office space demand, we expect that local-serving office uses could represent a growing proportion of occupied space. • In addition, as Albuquerque's more desirable office submarkets get built out, we anticipate that Southeast Heights and the study area in particular could gain additional office users.



Appendix 1

MARKET OPPORTUNITY MATRIX
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
RETAIL	<ul style="list-style-type: none"> Albuquerque is a 27 million square foot retail market, with supply distributed fairly evenly between the various submarkets. The Southeast Heights submarket, of which the study area is a subset, represents approximately 10% of Albuquerque's supply. A concentration of higher-end "lifestyle" retail exists in the Uptown submarket located directly to the northwest of the study area. The study area is characterized by several large warehouse retailers, RV dealers, and two grocery-anchored neighborhood centers. New retail development at Central & Eubank has proven popular with nearby employees. Few restaurants exist to serve the enormous employee base represented by Sandia Labs and Kirtland AFB. 	<ul style="list-style-type: none"> Vacancies in the Southeast Heights submarket are currently approximately 3.5%, though historically closer to the metro-wide average of 8%. The highest vacancies exist in the West Mesa, Downtown, and Uptown submarkets, and only Cottonwood has a lower vacancy rate than Southeast Heights. Demand for a number of retail types exceeds supply in the study area, chief among them restaurants catering to both local residents and employees of Sandia and Kirtland. Substantial additional demand potential could come from communities located directly east of Albuquerque. 	<p>★★★★ Strong</p> <ul style="list-style-type: none"> The study area is currently underserved by approximately 160,000 square feet of neighborhood/local and freestanding retail. Approximately half of the retail demand is expected to be generated by study area residents. The other half of the unmet retail demand is mostly generated by East Mountain households, but also area employees. Restaurants are a significant component of the unmet demand (over 25,000 square feet). 	<p>★★★★ Strong</p> <ul style="list-style-type: none"> Demand for neighborhood/local and freestanding retail increases by 50,000 to over 210,000 square feet by 2015. Nearly 200,000 of power center retail may be supportable by 2015, but is largely dependent upon capturing spending from East Mountain households. It will be difficult, even in the long-term, to capture regional retail spending with the presence of Uptown retail nearby



Appendix 1

MARKET OPPORTUNITY MATRIX
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
INDUSTRIAL	<ul style="list-style-type: none"> Albuquerque is a 36 million square foot industrial market, with most inventory located in the North I-25 and Rio Rancho submarkets. Overall, roughly half of Albuquerque's supply consists of general industrial space, while 40% is warehouse/flex space and 10% is R&D/flex space. The Southeast Heights submarket represents less than 4% of the total metro-wide supply of industrial space. A wide range of industrial buildings stock exists, from small light manufacturing facilities to larger high-tech buildings. 	<ul style="list-style-type: none"> The overall vacancy rate in Albuquerque is approximately 6.5%. Vacancies in the Southeast Heights submarket are currently 7%, but was typically in the 3 to 4% range over the past few years. The only submarkets that are struggling are Downtown and North Valley, both with vacancies around 14%. Rents for R&D/flex space in the Southeast Heights submarket are at the top of the Albuquerque market, at a 60% premium above the metro-wide average. 	<p>★★★★ Strong</p> <ul style="list-style-type: none"> Southeast Heights' vacancy rates over the past several years indicate that the submarket is undersupplied. Anecdotal evidence also suggests that demand for new light industrial space exceeds supply in the study area. We estimate cumulative demand to range from 240,000 to 270,000 square feet of space in the study area by 2015, assuming a 10% target vacancy rate. Potential budget cuts at Sandia Labs and/or Kirtland AFB may limit the need for support services and related industrial occupants. 	<p>★★★ Moderate</p> <ul style="list-style-type: none"> Long-term, we anticipate that an increase in the study area's capture of metro-wide demand (given the eventual build-out of other submarkets) could help mitigate any potential contraction of Sandia or Kirtland operations. By 2022, we estimate an additional 140,000 to 270,000 square feet of demand potential for new industrial space in the study area.



Appendix 1

MARKET OPPORTUNITY MATRIX
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
RESIDENTIAL	<ul style="list-style-type: none"> The study area consists of primarily low-density for-sale residential product, although new rental projects have recently appeared near the Sandia Tech Park. A limited supply of new for-sale product exists at the southern end of Juan Tabo. Home prices range widely, with the top of the market represented by the Four Hills community in the southeast corner of the study area. 96% of the rental apartment stock was built before 1990. Significant concentrations of low-income and mobile home product exist in the area. 	<ul style="list-style-type: none"> Ownership attached/multifamily product has limited acceptance market-wide. Owner-occupied attached units have declined since 2000. Apartment vacancies in the submarket are much higher than the metro average, though newer properties near Sandia/Kirtland are faring better. There were 310 resales in 2007, well below the statistical demand potential of 500 to 700 resale transactions per year. 	<ul style="list-style-type: none"> ★ Very Limited We estimate a net new ownership housing demand of approximately 120 units per year, although only 70 are priced above \$150,000. The net new rental apartment demand is approximately 40 units per year, although only half are at Class A¹ rents (demand-equivalent of one 200-unit project every 10 years). 	<ul style="list-style-type: none"> ★★ Limited The long-term annual demand is expected to remain relatively the same, although the study area may increase its regional capture as the area improves.
KEY	★ Very Limited	★★ Limited	★★★ Moderate	★★★★ Strong

¹ Scale ranges from Class A through Class C, with Class A buildings representing the high end of the market in terms of prestige, quality, rents/prices, and users.



Appendix 2

MARKET OPPORTUNITY DETAIL
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

OVERALL CRITICAL FACTORS	<ul style="list-style-type: none"> The City needs to show commitment to the area by initiating and facilitating redevelopment. Consider development incentives such as reduced impact fees to jumpstart development. Streetscaping and design requirements need to be reasonable to attract developers. Easing or expediting the development process may help boost interest in the study area. Redevelopment efforts should be concentrated in specific nodes rather than spread out. The need to create larger parcels through assemblage may be a deterrent to new development.
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LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
OFFICE	<ul style="list-style-type: none"> 80,000 to 125,000 SF of demand by 2015 Additional 60,000 to 125,000 SF by 2022 	<ul style="list-style-type: none"> Most office demand will likely come from businesses related to either Sandia Labs/ Tech Park or Kirtland AFB for the foreseeable future. Long-term additional demand could come from small local-serving businesses such as those providing professional services. Flexible office space serving the needs of foreign nationals unable to enter Kirtland AFB could represent a strong immediate opportunity. Better I-40 access relative to the rest of the Southeast Heights submarket means that the study area should be able to capture most of that demand. 	<ul style="list-style-type: none"> Concentrate office space in nodes close to existing employment or retail clusters. Initially, this will likely be near the intersection of Central and Eubank or near the Sandia Tech Park. To draw additional businesses to the study area, surrounding land uses will likely need additional supportive amenities (restaurants, shopping, services, etc.). 	<ul style="list-style-type: none"> The study area's relatively negative perception is a deterrent to new residents and thus new employers, and vice versa. Lack of enough supporting land uses makes the study area less competitive with more established submarkets in Albuquerque.



Appendix 2

MARKET OPPORTUNITY DETAIL
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
RETAIL	<ul style="list-style-type: none"> 160,000 SF of unmet demand in 2008 Additional 50,000 SF by 2015 	<ul style="list-style-type: none"> Local residents are underserved by restaurants and grocery stores in the area. Local employees at Sandia Labs, Sandia Tech Park, and Kirtland AFB represent an enormous retail customers base that currently has to venture outside the study area for meals, etc. An opportunity exists to establish a regional retail node at Central and Eubank, as well as a local retail node at Central and Juan Tabo. The study area is likely unsuitable for super-regional or "lifestyle" retail in the foreseeable future. 	<ul style="list-style-type: none"> Concentrate retail space in nodes, rather than in strip centers or along Central. That said, retailers targeting local employees could orient themselves along Eubank to capture Sandia and Kirtland personnel exiting the Eubank Gate at lunchtime or after hours. Retail space located closer to I-40 would be better positioned to capture East Mountain household spending, a critical demand source. Support local retailers (particularly restaurant chains) to the extent possible. 	<ul style="list-style-type: none"> The study area's relatively negative perception may limit evening/nighttime retail activity. Residents coming from communities located directly east of Albuquerque may not find it very onerous to drive past the study area given easy I-40 access. The wide range of household incomes found in the study area can make it more difficult to find market support for any given class of retailer.

LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
INDUSTRIAL	<ul style="list-style-type: none"> 240,000 to 270,000 SF demand by 2015 Additional 140,000 to 270,000 SF by 2022 	<ul style="list-style-type: none"> The study area is already known for high-tech industrial land uses. Most industrial demand will likely come from businesses related to either Sandia Labs/Tech Park or Kirtland AFB for the foreseeable future. Although it is unlikely that major manufacturing or industrial tenants requiring truck access will end up in the study area, we do not think these types of uses are a good fit anyway. 	<ul style="list-style-type: none"> Continue to support industrial tenants, particularly high-tech ones that bring with them high-paying jobs and improve the area's overall perception. Any design requirements imposed by the City must carefully balance the desire for improved aesthetics with the realities of having industrial tenants. 	<ul style="list-style-type: none"> The study area's full potential may not be realized due to limited to no availability of for-sale land in the Sandia Technology Park; developers indicate that building on leased land is significantly less economically feasible than doing so on for-sale land.



Appendix 2

MARKET OPPORTUNITY DETAIL
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA
ALBUQUERQUE, NM

LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
RESIDENTIAL	<ul style="list-style-type: none"> 70 net new owners per year over \$150,000 home price 20 net new apartment renters per year paying over \$690 per month. 	<ul style="list-style-type: none"> Given the lack of market acceptance of attached product, small-lot homes adjacent to walkable retail may present the strongest ownership opportunity; flats and townhomes are risky. Rental apartments in limited quantities near major employment nodes or walkable retail could work. Residential projects fronting Central are unlikely to make sense in the near term. Attracting younger households, particularly Sandia/Kirtland recruits from outside Albuquerque who desire walkable environments and lack negative pre-conceptions of the study area, could represent the best opportunity. Military retirees are also a potential target market for apartments and single-level homes. 	<ul style="list-style-type: none"> Albuquerque in general, and the study area in particular is unlikely to support overly high-density products in the near term. Improved streetscaping and safety is needed. Additional and better surrounding land uses (retail, services) will likely need to be in place before residential becomes a viable option for employees of Sandia Labs and Tech Park. 	<ul style="list-style-type: none"> The negative perception of the study area limits residential viability more than any other potential land use.



Appendix C

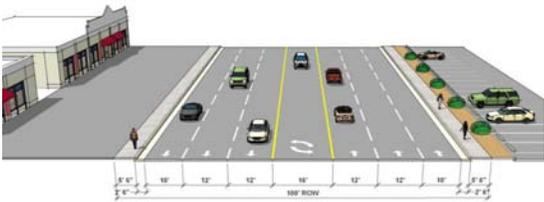
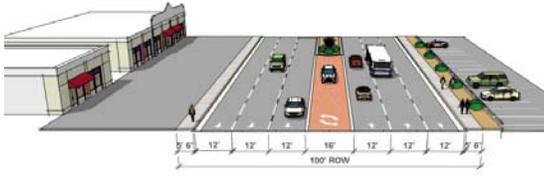
Central Avenue Proposals for Long-Range Consideration

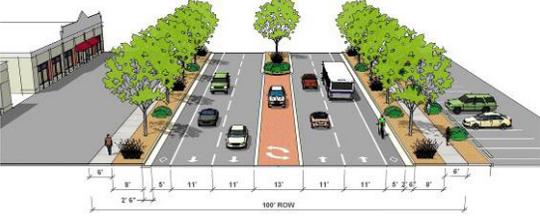
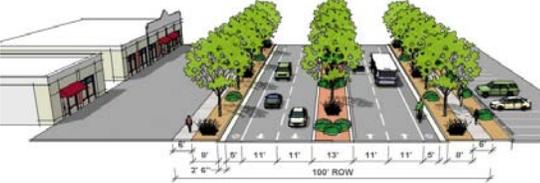
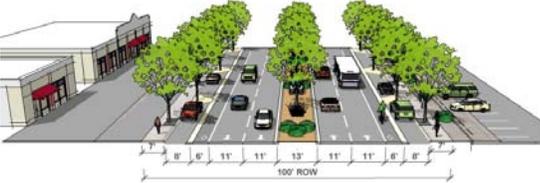
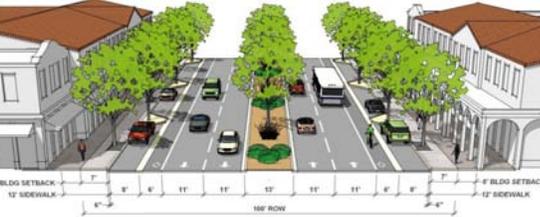
Long-term Recommendations for Central Avenue

Long-range redesign and phased redevelopment of Central Avenue could provide space for on-street bicycle lanes, an improved walking environment and more efficient vehicle movement at major street intersections. It could establish the framework for private reinvestment in a more vibrant setting. Reducing the number of lanes on Central Avenue would be needed to accomplish the improvements presented for consideration.

Central Avenue Street Cross Section

Central's conversion from six-lanes to four-lanes would include a median, left turning lanes at major street intersections, bicycle lanes, improved street crossing design for pedestrians, and flat sidewalks set back from the curb all within existing public rights-of-way. On-street parking could also be introduced between Tramway and Western Skies to serve businesses in the proposed Community Activity Center if desired.

CENTRAL AVENUE PROJECT PROPOSALS TO CONSIDER	WHAT THE PROPOSALS COULD DO FOR CENTRAL AVENUE		
	TRAFFIC FLOW	PEDESTRIAN, BIKE, & TRANSIT	LAND USE & COMMUNITY
 <p>CENTRAL AVENUE TODAY</p>	<ul style="list-style-type: none"> - Majority of roadway is underused. - Uncontrolled access and high speeds are unsafe for motorists, bicyclists and pedestrians. - Solutions to relieve vehicular congestion at Central intersections with Juan Tabo and Eubank require acquiring more public right-of-way. 	<ul style="list-style-type: none"> - Sidewalks and street crossings are unsafe for pedestrians. - Poor pedestrian environment makes transit unattractive travel mode. - No bicycle accommodation 	<ul style="list-style-type: none"> - Street function and appearance does not encourage new development. - Corridor disinvestment negatively impacts adjacent neighborhoods.
 <p>SPOT MEDIAN IMPROVEMENTS</p>	<ul style="list-style-type: none"> - Spot landscaped medians and colored turning lane improves safety by managing vehicle access. -Traffic speed is still an issue. - Majority of roadway is still underused. - Congestion is still experienced at Juan Tabo and Eubank. Solutions still require acquiring additional public right-of-way. 	<ul style="list-style-type: none"> - Median design enables occasional pedestrian crossing of 6-lane roadway. - Still no improvements for pedestrian travel along the street. - No bicycle accommodation. - Poor pedestrian environment forces transit to be mode of last resort. 	<ul style="list-style-type: none"> - Median project is primarily a safety project. Only minor landscape improvements provided. - Corridor disinvestment will continue to impact adjacent neighborhoods.

 <p>REMOVE ONE VEHICLE TRAFFIC LANE IN EACH DIRECTION TO ADD:</p> <p>TURN LANES AT CENTRAL/EUBANK AND CENTRAL/JUAN TABO, BICYCLE LANES, PLANTING STRIP BETWEEN SIDEWALK AND CURB and FLAT, HANDICAP ACCESSIBLE SIDEWALKS</p>	<ul style="list-style-type: none"> - Removing one vehicle lane in each travel direction improves motorist safety by reducing speeds, but does not impede traffic flow. - Removing lanes enables adding turning lanes to relieve and manage congestion at Central/Juan Tabo and at Central/Eubank. 	<ul style="list-style-type: none"> - Reduces vehicle speeds for pedestrian and cyclist safety - Allows flat sidewalks over driveways, a landscape buffer between vehicle traffic and the walkway, transit shelters and a striped bicycle lane in each direction. 	<ul style="list-style-type: none"> - Allows a major aesthetic street upgrade. - Public investment sends a positive message to property owners and developers - particularly of mid-block properties. - Corridor investment strengthens adjacent neighborhoods.
 <p>FULL MEDIAN</p>	<ul style="list-style-type: none"> - Full median development improves safety by further managing vehicle access. <p>Driveway cuts are reduced as new land uses are introduced. The two-way left turn lane can be replaced with a full landscaped median to increase traffic flow.</p>	<ul style="list-style-type: none"> - Full median development enables additional pedestrian crossings. - Full median development reduces vehicular turning movements except at street intersections thereby improving bicycle and pedestrian safety. 	<ul style="list-style-type: none"> - This major aesthetic upgrade to the public right-of-way sends a positive message to property owners and developers - particularly of mid-block properties.
 <p>ON-STREET PARKING – NEAR TRAMWAY</p>	<ul style="list-style-type: none"> - On-street parking slows traffic near the Four Hills Shopping Center. - The risk of additional crashes caused by on-street parking is minimized by reduced speeds. 	<ul style="list-style-type: none"> - On-street parking makes pedestrian areas safer by placing more residents and employees on Central. - On-street parking creates an additional buffer between pedestrians and moving traffic. - On-street parking is designed to work with an adjacent bicycle lane. 	<ul style="list-style-type: none"> - On-street parking is a major physical upgrade for adjacent land uses and places people close to businesses along the street. - On-street parking invites a wide variety of land uses to front and succeed on Central Avenue.
 <p>DEVELOPMENT – FRONTING STREET</p>	<ul style="list-style-type: none"> - The physical environment increases motorist awareness. They will expect to see turning vehicles, pedestrians and bicyclists, further improving corridor safety. 	<ul style="list-style-type: none"> - Buildings fronting the street will complete the pedestrian environment, increasing human comfort, convenience, and security that come with businesses accessible from the sidewalk. 	<ul style="list-style-type: none"> - Buildings fronting the street will help revitalize the street and by extension, the East Gateway community.

Central Avenue Major Street Intersections

Additional turn lanes at the Central/Eubank Boulevard and Juan Tabo Boulevard intersection would alleviate some of the delay anticipated for the future. With street lane reduction, these turning lanes can be accommodated without acquiring expensive additional right-of-way from adjacent properties. Additional right-of-way would make the street intersection extremely wide and more unsafe and impractical for pedestrians to cross.

- ***Central Avenue/ Eubank Boulevard Intersection***

The recommended design for this intersection would introduce dual left turn lanes on Central Avenue's eastbound and westbound approaches to add queuing space for left turns and to minimize intersection delay. To reduce the need for additional pavement width, the design would also remove the dedicated eastbound right turn lane; instead sharing both eastbound and westbound right turns with the outer through travel lane in each direction.

The intent behind this design is to improve travel time from Kirtland Air Force Base, Sandia Laboratories, the Sandia Science and Technology Park, and the developing community activity center to Interstate 40. The Eubank cross-section would keep three travel lanes per direction and add dual left turns to maximize queuing length at the intersection. North of Central on the southbound approach the right turn-only lane is converted to a north-south travel lane enabling a recommended four-lane Eubank Boulevard cross section south of Central.

- ***Central Avenue/Juan Tabo Boulevard Intersection***

The recommended design for this intersection also introduces dual left turn lanes on Central Avenue's eastbound and westbound approaches to increase capacity for turning vehicles and removes a dedicated right turn lane to allow a transition to a four lane street south of Central Avenue. Juan Tabo would remain six lanes north of Central to maximize vehicle-carrying capacity to Interstate 40. South of Central Avenue, the street primarily serves residential neighborhood access.

Because of the short distance between major street intersections and the transition distance required for left turning lanes, Central Avenue between Eubank and Juan Tabo should not have on-street parking.

Appendix D

Resource Management Plan for Tijeras Arroyo Biological Zone and Map of Ownership Categories

Resource Management Plan for *Tijeras Arroyo Biological Zone*



City of Albuquerque
Parks and Recreation Department
Open Space Division
September 2008



Resource Management Plan for Tijeras Arroyo Biological Zone

Note: To read this plan in its entirety, please visit www.cabq.gov/openspace

1.1 Goals for Tijeras Arroyo Biological Zone (TABZ) Major Public Open Space (MPOS) are:

- Conservation of natural resources, wildlife, and environmental features;
- Conservation and protection of cultural resources;
- Provision of opportunities for outdoor education and low-impact recreation;
- Enhance vegetative biodiversity habitat within disclimax areas and the overall Bio-Zone.

1.2 Objectives for TABZ are:

Preserve remaining native vegetation communities;
Restore native vegetation in needed areas;
Improve wildlife habitat to ensure species' protection;
Implement restoration measures, such as bio-swales, to reduce pollutants and toxins washing in from adjacent developments and storm water conveyances;
Design and install appropriate improvements to City owned Major Public Open Space areas– provide boundary protection, trails, signs, and other improvements that will enhance visitor experience while protecting vegetation and wildlife habitat;
Enhance visitor access via designated trail-heads or parking areas;
Protect sensitive cultural resources and enhance environmental quality;
Develop strategies to minimize erosion, revegetate disturbed areas, and protect archaeological sites;
Provide interpretive and educational opportunities to help visitors of all ages better understand natural systems, human use, and dynamic land management strategies;
Encourage long-term stewardship of this site through Open Space Volunteer programs to assist and enhance the management and protection of the natural and cultural resources;
Provide routine patrols by the Open Space staff to inspect site and conditions and to provide information and make contact with visitors and volunteers;
Provide visitor safety and resource protection with the collaboration of Albuquerque Police Department (APD) Open Space officers;
Due to area having inconsistent and separated City owned parcels throughout the designated area known as the Bio-Zone, acquiring more land into the City Major Public Open Space network is crucial for there to be fluid management of the land as a Bio-Zone.

1.3 Necessary/potential improvements to TABZ include:

Access. The Tijeras Arroyo has many “owners” and access has been determined as both a destructive force and a very important aspect of recreation. Too many areas are accessible by vehicle and problems such as off-road vehicle trespass and illegal dumping have been occurring. OSD will determine areas that are acceptable for pedestrian access while vehicular access will be prohibited. Official parking areas currently do not exist. A few options do exist for future official parking areas. Singing Arrow Park, an area near a future fire station/commercial development (shared parking) southeast of the Juan Tabo Bridge at the Tijeras Arroyo, or an area off Four Hills Road are possible future sites for official parking areas. Housing subdivisions are being developed rapidly in the area and it will be critical to designate low-impact recreational use through designated access points for nearby residents as well as parking areas for citizens who drive to the area.

Boundary protection. As acknowledged in the City of Albuquerque: Major Public Open Space Facility Plan, signs need to be posted to identify boundaries, access points and regulations. Per a meeting with the Juan Tabo Hills LLC owners, boundary protection will begin spring 2009 with the developer of Juan Tabo Hills by installing a gate and temporary fencing along the arroyo Open Space boundary southeast of the Juan Tabo Bridge. Once build-out completes, OSD will fence all COA OSD parcels. Areas to the west near Eubank Blvd. need access control measures installed by the appropriate owners. OSD is currently working with the U.S. Army Corps of Engineers to install a gate and other control measures underneath the Juan Tabo Bridge. This should be completed by summer 2009.

2. PURPOSE

The Tijeras Arroyo Biological Zone Open Space Resource Management Plan is a working document that provides guidance for management and use of this site. The primary goal of the plan is to outline measures that will aid in the conservation of the natural and cultural resources and to identify opportunities for public recreation.

Implementation shall focus on three main areas of concern.

- . The first is dealing with drainage which is increasing in importance as residential development continues to surround the arroyo. Coordination with AMAFCA, Bernalillo County and private land owners will be essential to successful management of drainage and the mitigation of pollutants and contaminants.

- Secondly, the persistent illegal motorized vehicle recreational activity in the arroyo threatens to further degrade habitat, vegetation and disturb and displace wildlife as well as destabilizing the slopes. Access control is critical to preserving the study area and to the successful restoration of the degraded land. Fencing and signing the entire boundary will be crucial and must be implemented.
- Thirdly, after the property is boundary protected and access is limited to only pedestrians, volunteer involvement to start implementing restoration strategies (as outlined in section 8.2) will be needed. Ongoing habitat restoration and other projects along with monitoring will be crucial to the success of the goals and objectives outlined in this RMP.

Cultural resource protection is also one of the goals and objectives for this RMP. No specific sites shall be disclosed to the public except on guided interpretive tours only. The protection of these sites is crucial to their survival and significance of human history in the area. Archaeological clearances must be implemented by the OSD prior to any and all restoration and trail work within the City owned Bio-Zone areas.

9.2 Environmental Education and Interpretation

Educational and interpretive themes will need to be developed or existing programs used by City staff. Due to current OS staffing, guided hikes may be conducted by trained volunteers who are members of the TWV program under the Community Interpreters of the Environment (CIOTE) volunteer program. There may also be opportunities to collaborate with other interested groups or organizations that are interested to help in interpretive tours.

9.3 Trail Improvements

City staff will attempt to have a minimum of two volunteer trail projects each year. Most trail work at TABZ will involve new trail construction and the rerouting or closure of social trails. Improvements may also consist of enhancing drainage within the trail system. Berm removal and drain dips are two ways of increasing the effectiveness of keeping water off the trails, thus slowing erosion of the trail. Rerouting some steep sections of existing trails will need to be considered and new trail construction shall follow the contours of the hills to avoid unsustainable trails. All in all, these improvements should mitigate erosion and provide a safe, fun, and sustainable trail system.

9.4 Parking Area

The proposed parking lot near the Juan Tabo Bridge will be dependant on the timing of the Juan Tabo Hills subdivision build-out. This build-out, which is to include a City owned fire station, may take several years. When the parking area is constructed, the OSD will install appropriate signage near the trailhead and parking area. Other parking areas shall be considered for future development when and if the City can acquire more land within the Bio-Zone. Otherwise, coordination with private land owners and other agencies who own land within

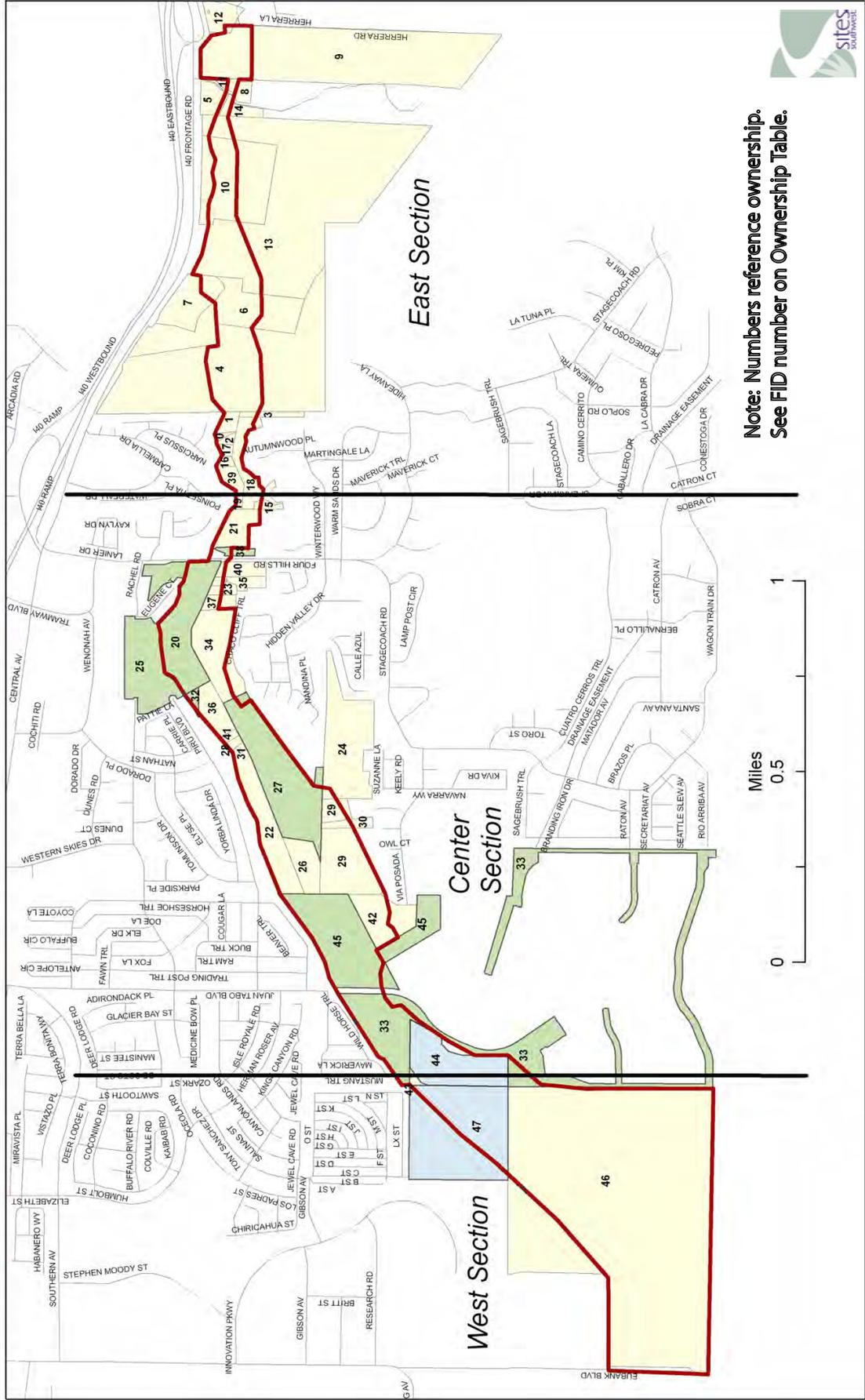
the Bio-Zone could provide accessibility to people who want to park and recreate throughout the TABZ.

Tijeras Arroyo Bio-Zone Ownership Categories

With Approximate Section Divisions and FID Numbers



- Bio-Zone Boundary
- State Owned or AMAFCA
- City Owned
- Privately Owned



**Note: Numbers reference ownership.
See FID number on Ownership Table.**



