

III. Projects

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

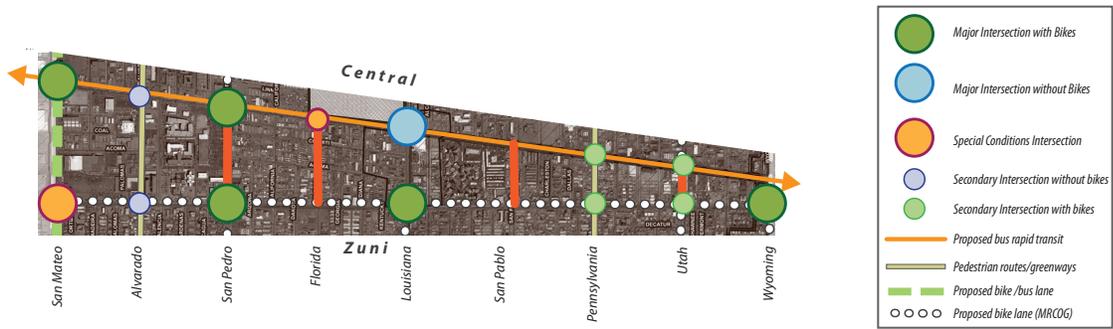
A. Criteria for Project Priorities

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

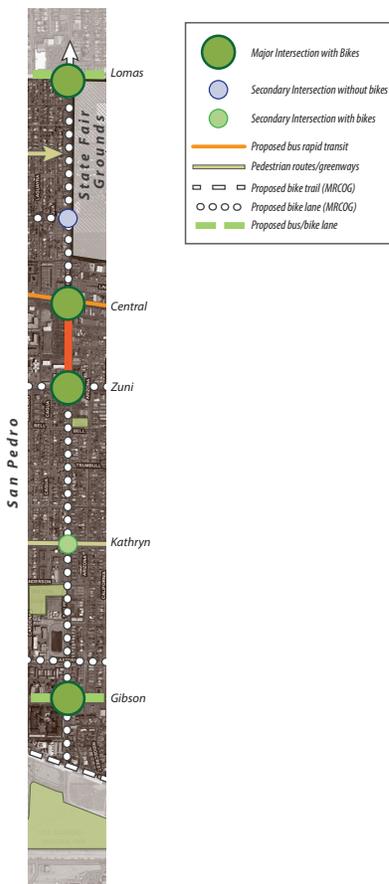
1. Efforts should be concentrated on actions that improve overall community health.
2. Actions should improve transportation safety and public safety.
3. Projects should enhance the area's identity.
4. Projects should be supportive of new and existing businesses.
5. Projects should foster pedestrian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

B. Matrix of Projects

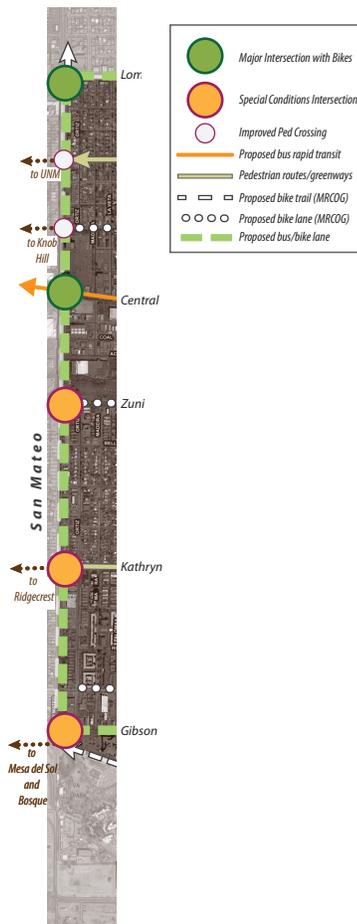
Item	Topic	Location	Description	Explanation	Lead Agency	Funding Source
	<i>Transportation Projects</i>					
1	Pedestrian/Bicycle Trails	Kathryn, Alvarado, Pennsylvania, Marquette and or Copper	Increase connectivity pedestrian and bicycle connectivity to key destinations both within and outside the Plan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



Zuni Triangle Improvements



San Pedro Improvements



San Mateo Improvements

4 implementation: strategies and projects

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

Chapter 6

existing conditions & opportunities

6 existing conditions and opportunities

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



I. History and Context

A. Overview

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

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

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

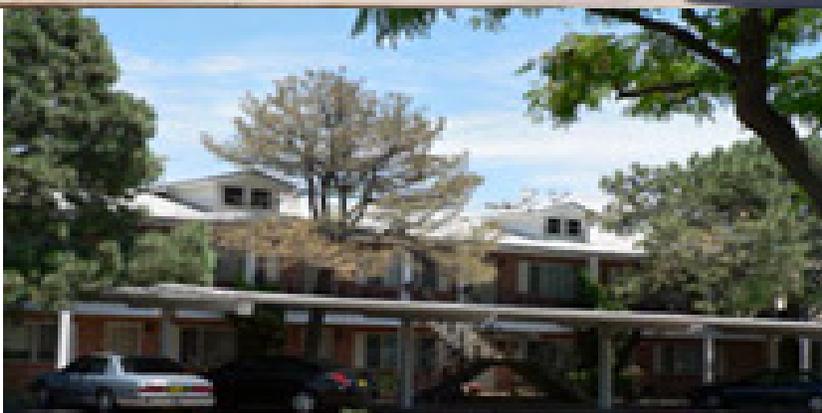
In the 1930’s, WPA and other New Deal public works employment projects concentrated on infrastructure development and laid the ground work for subsequent, suburban growth in the Plan area. A large Veteran’s Administration hospital (begun in 1931), a new City airport (1937), state fair grounds (1938),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

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

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

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

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



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

6 existing conditions and opportunities



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

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

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

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

B. Route 66 and Historic Buildings

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

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

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

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



6 existing conditions and opportunities

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



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

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

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

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

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



Figure 6.0: Historic Properties and Signs map

This page left intentionally blank

6 existing conditions and opportunities

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



C. Iconic Signs

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

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



D. Issues and opportunities

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

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

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

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

II. Land Use

A. Area Overview

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

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

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

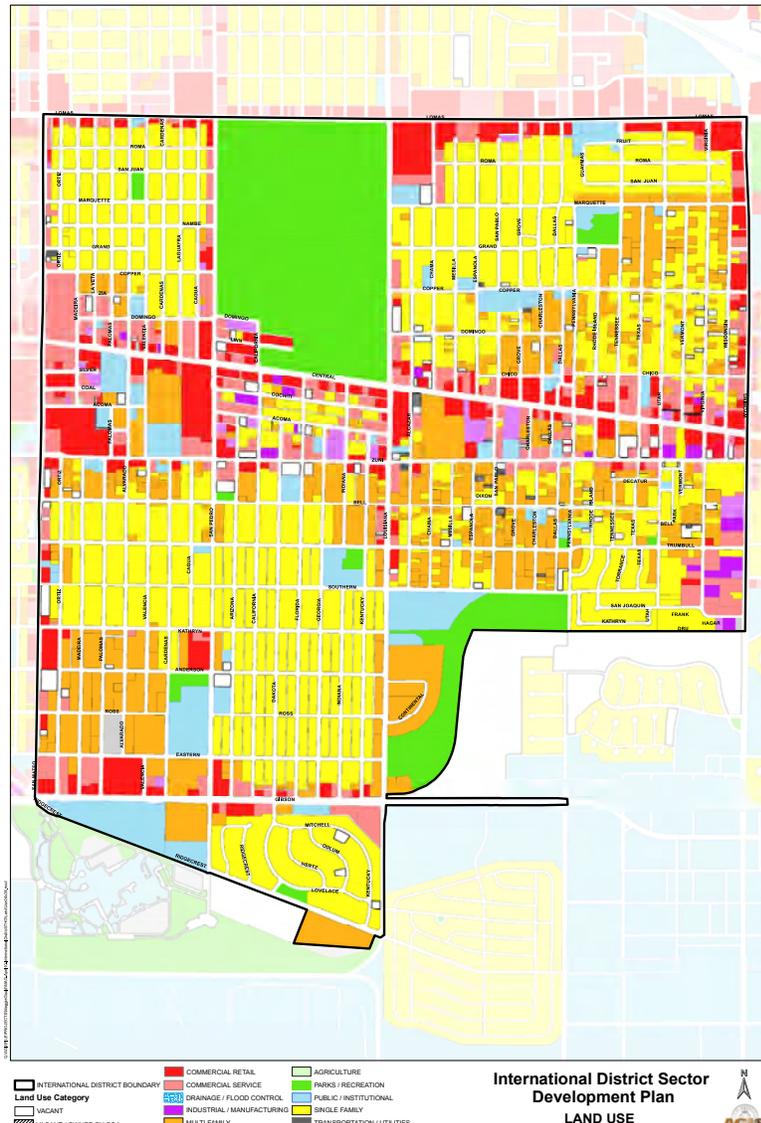


Figure 6.1: Land Use map.

B. Overview of area Neighborhoods

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

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



Figure 6.2: Fair West Land Use map.

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

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

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



Figure 5.3: La Mesa Land Use map

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

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

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

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



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

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

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

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

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

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

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

5. Trumbull Village Neighborhood

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

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



Figure 6.5: Trumbull Village Land Use map.

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

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

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

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

C. Demographics

(pending)

D. Residential Issues and Analysis

1. Overview

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

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

2. Multifamily

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

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

Table 1: Residential Zoning by acreage per neighborhood.

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

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

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

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

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

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

3. Single-Family

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

4. Residential Issues and Opportunities

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

E. Commercial Land Use Analysis

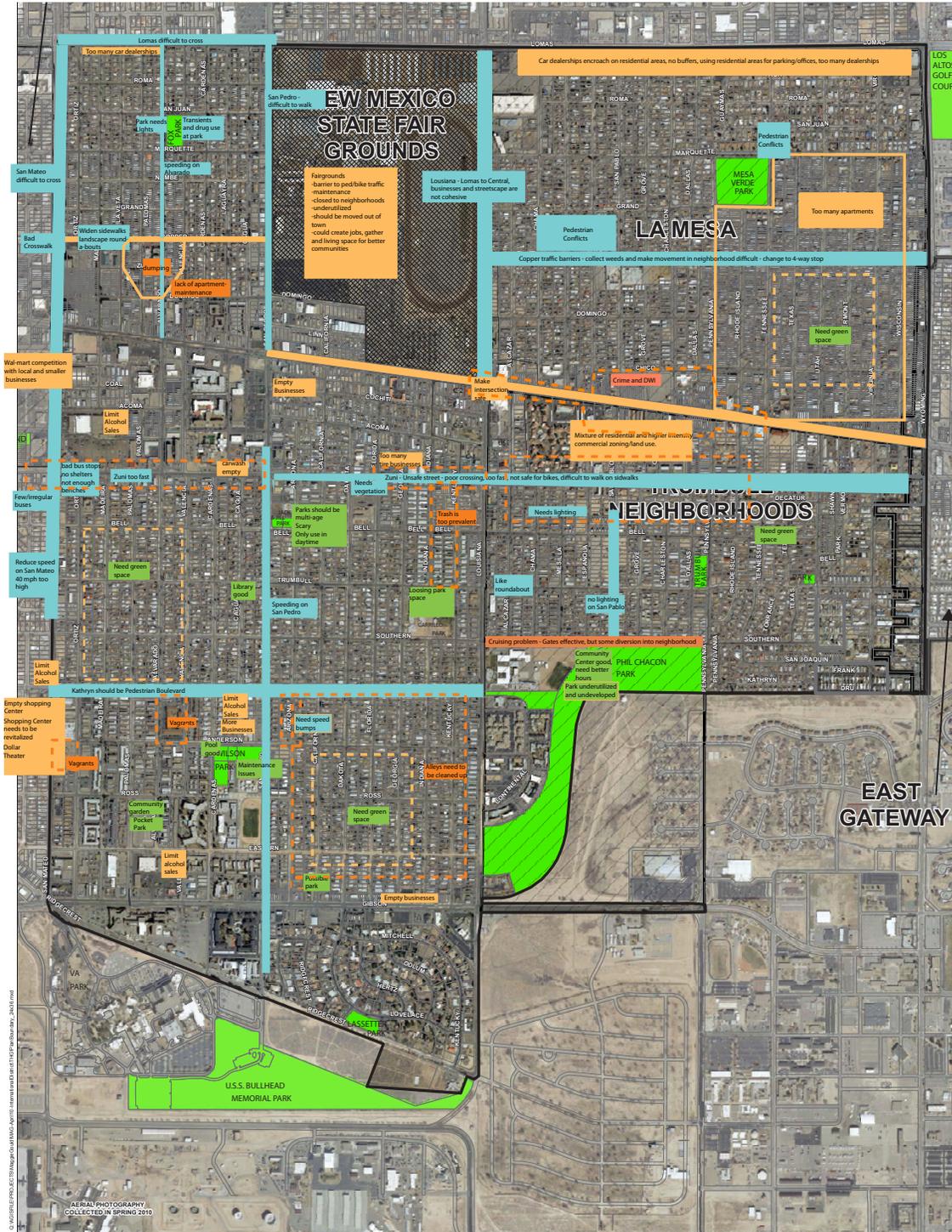
1. Overview

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

2. Commercial Conditions

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

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



International District Boundary
 Other Sector Plans

**International District Sector
 Development Plan**
PLAN BOUNDARY
 0 500 1,000 2,000 Feet

 8/16/2010

Figure 6.6: Land use issues analysis map

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

3. Vacant and Under utilized Land

(table pending)

4. Issues and Opportunities

a. Community Activity Center

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

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

Although the Plan area is currently heavily supported by

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

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

Opportunities for Community Activity Center Designated Area:

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

b. Commercial Corridors

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

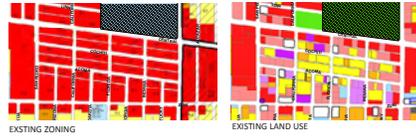
International Marketplace - Louisiana/Central/San Pedro



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

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

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



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

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

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



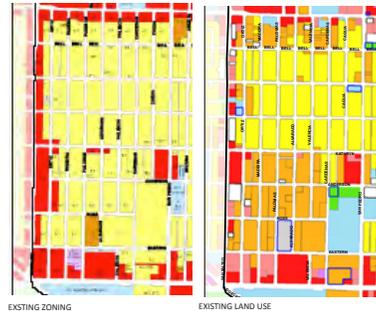
Neighborhood retail redevelopment - San Mateo, Kathryn, San Pedro



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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

c. Commercial Nodes and Shopping Centers

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

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

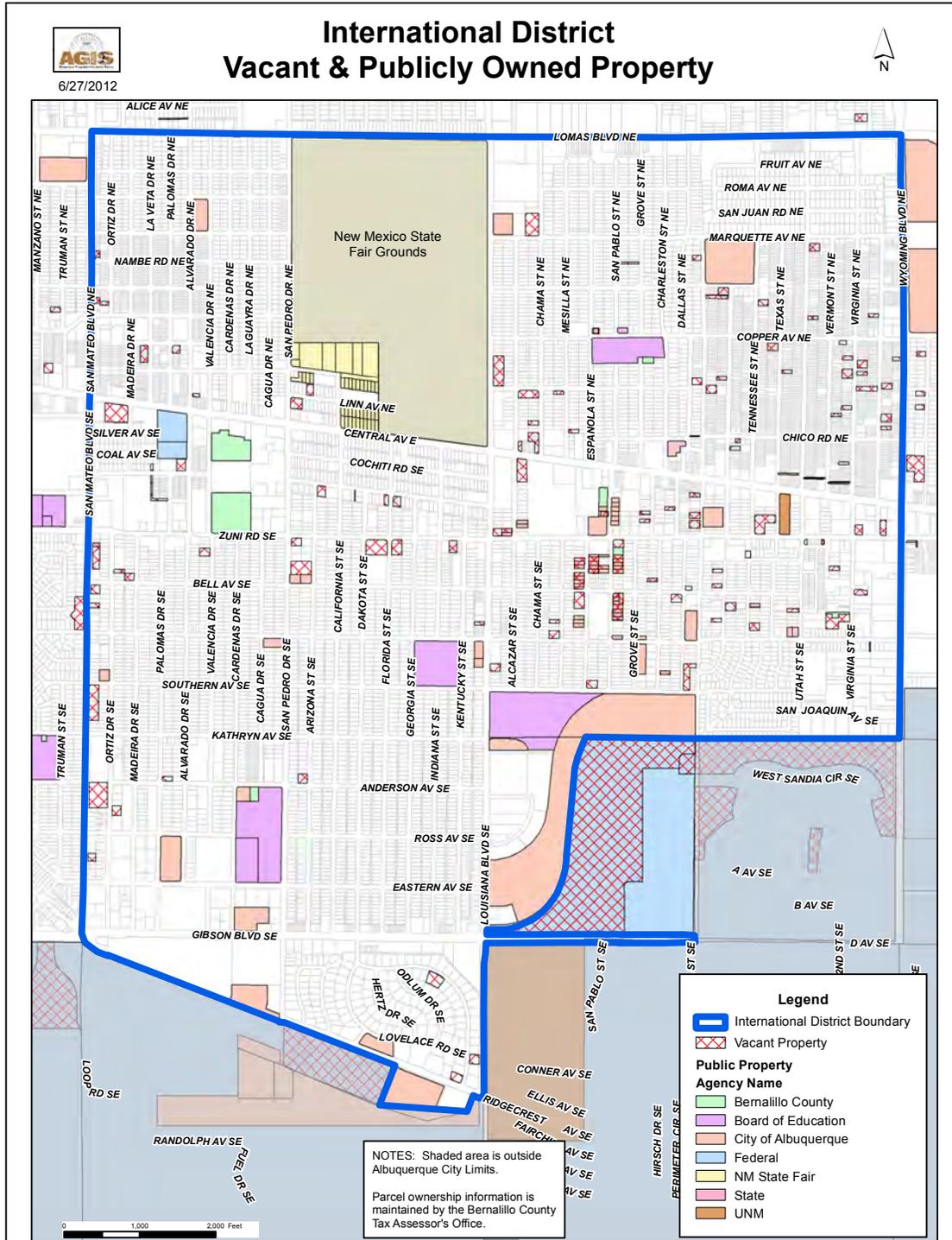


Figure 6.7: Vacant and Publicly Owned Property map

III. Market Study

A. Overview

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

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

B. Trade Area

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

Figure 6.8: Trade Area map

C. Demographic Characteristics

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

D. Access

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

E. Retail Competition

The stiff competition at the community and regional level by neighborhoods surrounding the International District extract consumer expenditure from the International District. These existing developments (e.g. Menaul and Carlisle, Louisiana and I-40, and Wyoming and 1-40) draw from larger, wealthier trade areas and offer a range of goods and services which are unsupportable by the International District consumer base alone. At the neighborhood scale, the Nob Hill District out competes the Plan area with its strong demographic base, include long term neighborhood residents and college students.

F. Potential Types of Supportable Retail

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

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

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

Area strengths:

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

Area challenges:

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

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

G. Rationale for Study Findings

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

H. Opportunities

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

IV. Zoning Strategies

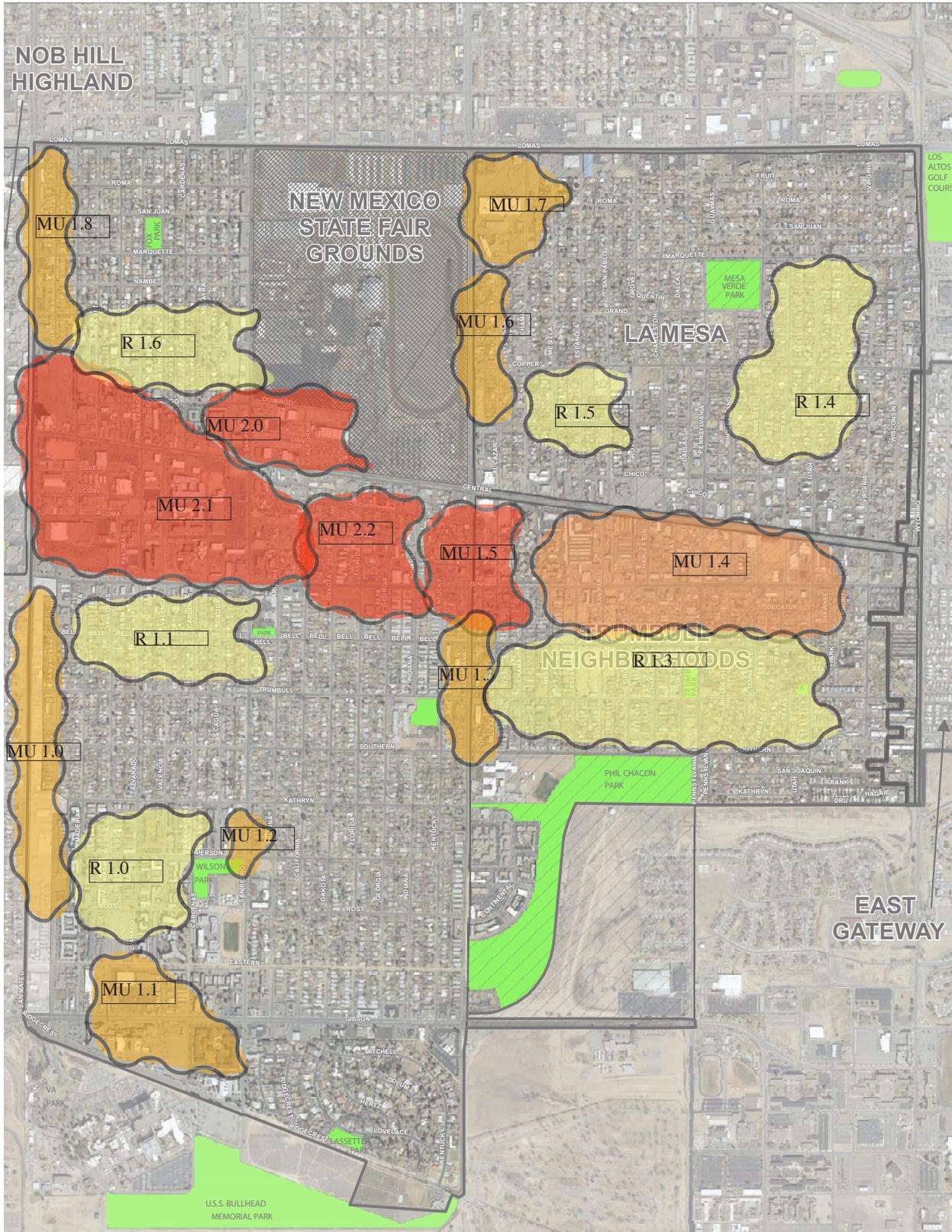


Figure 6.9: Rezoning Strategies map

Zoning Strategies Key

FAIRWEST

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

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

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

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

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

LA MESA

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

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

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

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

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

TRUMBULL VILLAGE

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

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

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

SOUTH SAN PEDRO/ELDER HOMESTEAD

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

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

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

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

MU 1.2 Create opportunities for a Neighborhood Activity Center.

V. Metropolitan Redevelopment Areas

A. Overview

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

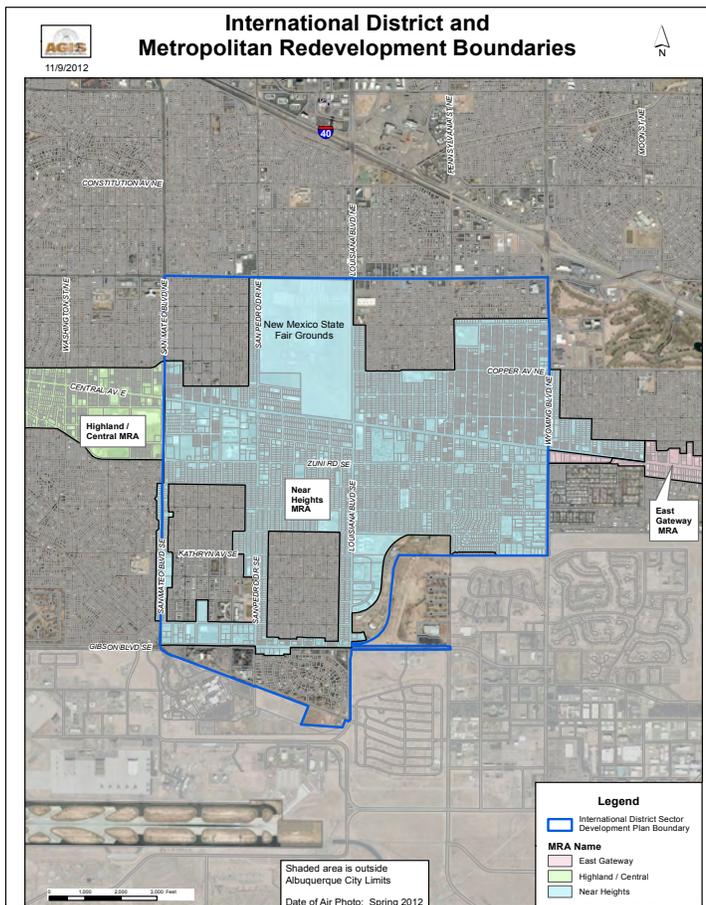


Figure 6.10: Metropolitan Redevelopment Areas map

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

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



VI. Transportation Analysis

A. Overview

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

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

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

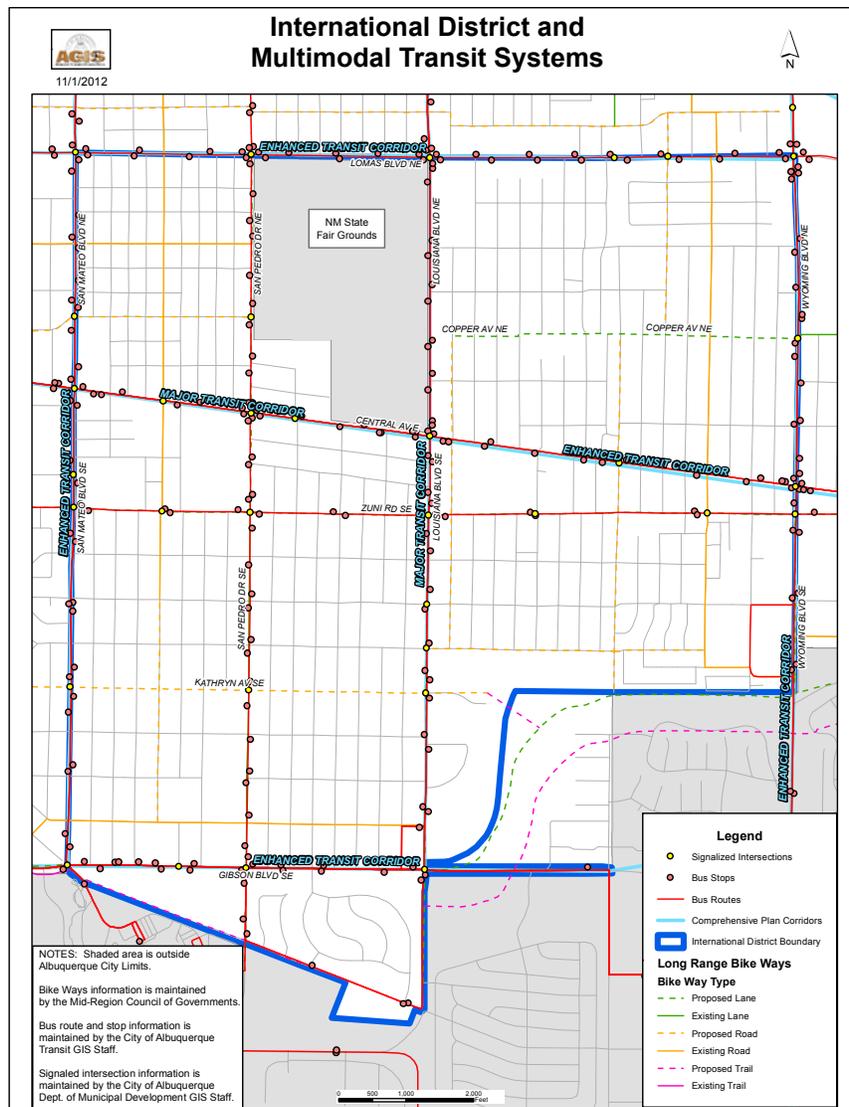


Figure 6.11: Multi-modal Transit System map

6 existing conditions and opportunities

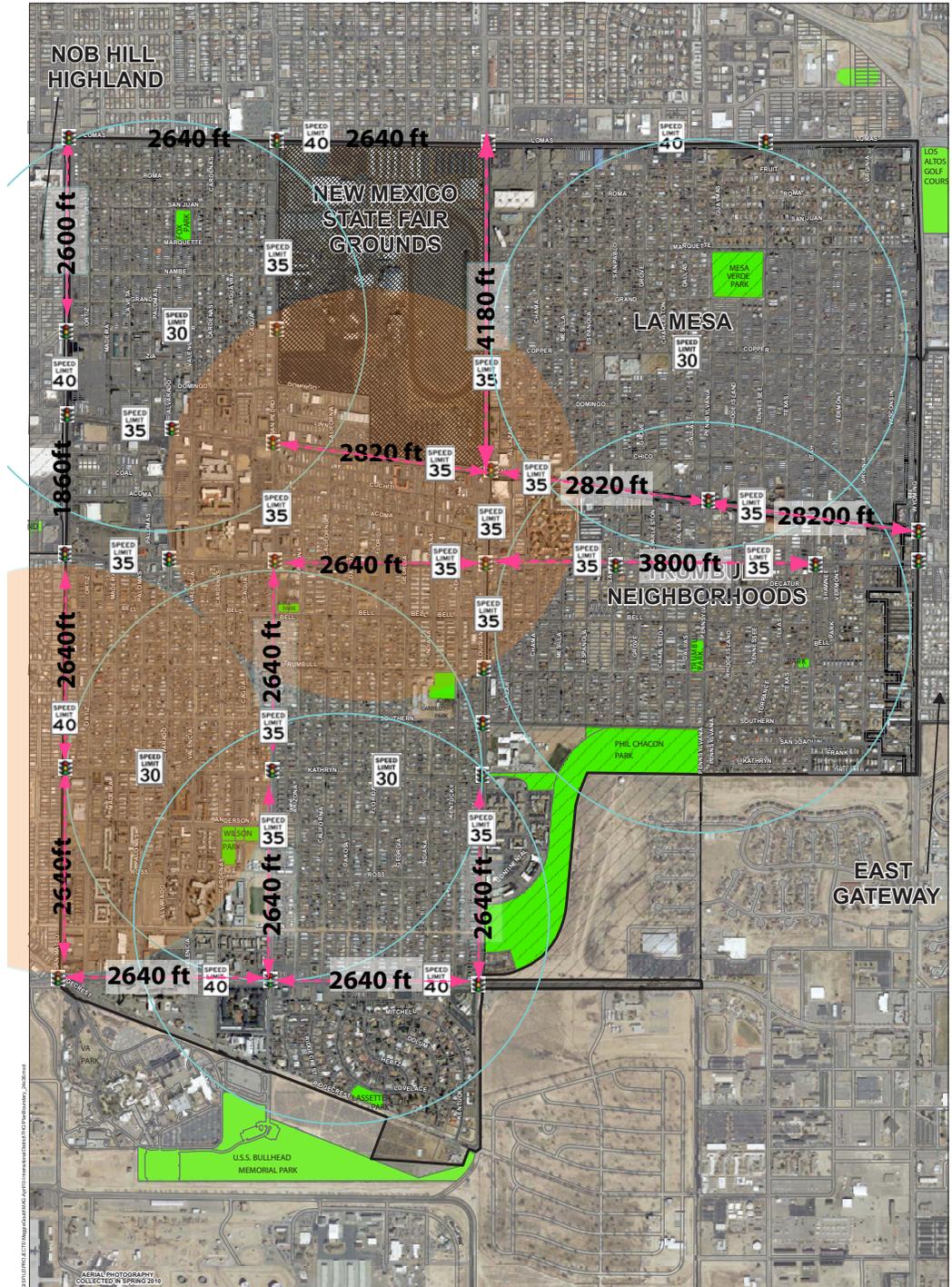


Figure 6.12: Pedestrian Circulation Analysis map

WALKABILITY STANDARDS

Walk Score: Average Albuquerque: 57 (Nob Hill Walk Score: 82, Nob Hill Street Smart Walk Score: 94)
Fairwest: 72 - Very Walkable (Street Smart Walk Score: 71 - very walkable)
La Mesa: 48 - Car Dependent (Street Smart Walk Score: 32 Car Dependent)
S. San Pedro: 71 - Very Walkable (Street Smart Walk Score: 69 Somewhat Walkable)
Elderhomestead: 63 - Somewhat Walkable (Street smart Walk Score: 67 - Somewhat walkable)
Trumbull: 46 - Car Dependent (Street Smart Walk Score: 56: Somewhat walkable)

Block Length:

Recommended that blocks be a maximum of 600 feet.
 –TND Design Rating Standards, Version 1.5 (2005)
Fairwest: some 300', some 600', some 1200'
La Mesa: some, 600', some 1200'
S. San Pedro/Elderhomestead: consistently 600'
Trumbull Village: majority 600'

Speed Limits:

Recommended 20-30 mph for pedestrian compatibility.
 San Mateo – 40 mph – high
 San Pedro – 35 mph – high
 Gibson – 40 mph – high
 Zuni – 40 mph – high
 Kathryn - 35 mph - high
 Louisiana - 35 mph - high
 Central - 35 mph - high

Signalized Intersections

Recommended Spacing: 400 feet maximum (ITE)
 Recommended Crossing time: 3 feet/second max (*ADA Accessibility Guidelines for Public Right-of-way*)
 San Mateo – average spacing 2640 feet
 San Pedro – average spacing 2640 feet
 Gibson – average spacing 2640 feet
 Zuni – average spacing 2640 feet
 Louisiana - average spacing 2640 feet, 4180 feet north of Central.
 Central - average spacing 2640 feet

Transit Routes and Frequency:

San Mateo: 140, 141/approx every 15 min on weekdays, every 30 min on Sat and Sun
 San Pedro: 34 commuter – 1 pick up am and 1 pick up pm
 Zuni: 97/weekdays only, hourly
 Central - Rapid Ride – 766/777 (5:30am – 9:30 pm every 8-15 minutes) , 66 (5:30-Midnight, every 8-15 minutes)
 Louisiana – 3/157 – approx. every 20 min weekdays – (5:30 am -9:30pm)

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

B. Interior neighborhood circulation

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

C. Pedestrian crossings at major intersections

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

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

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

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

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

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

D. Roadway Analysis

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

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

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

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

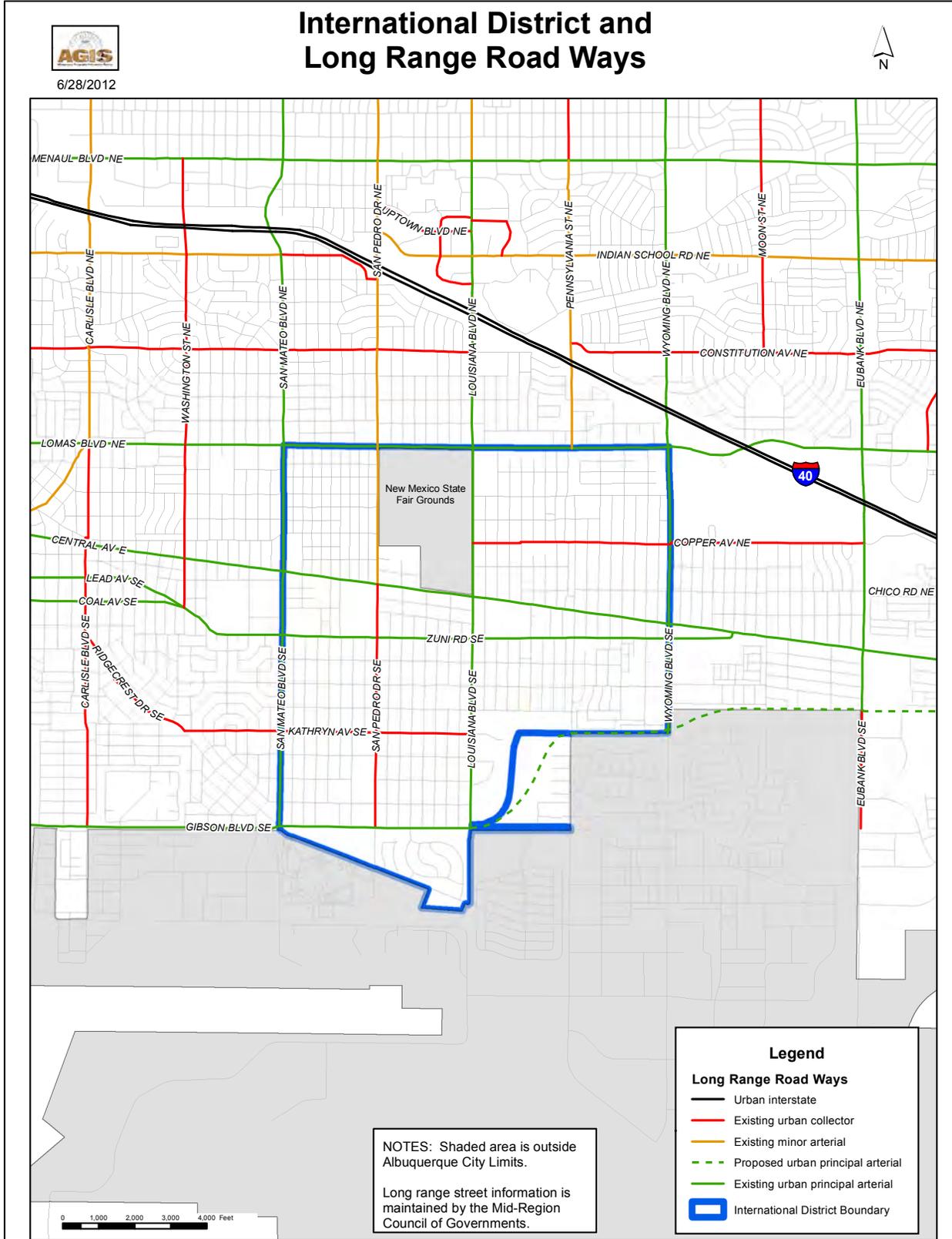


Figure 6.13: Long Range Roadway map

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

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

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

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

Central Avenue Opportunities and Strategies

(pending)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lomas Boulevard Opportunities and Strategies:

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

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

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

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

5. Zuni Road

Pending summary of Zuni road study.

6. Louisiana Boulevard

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

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

Louisiana Boulevard Opportunities and Strategies:

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

E. Bikeways

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

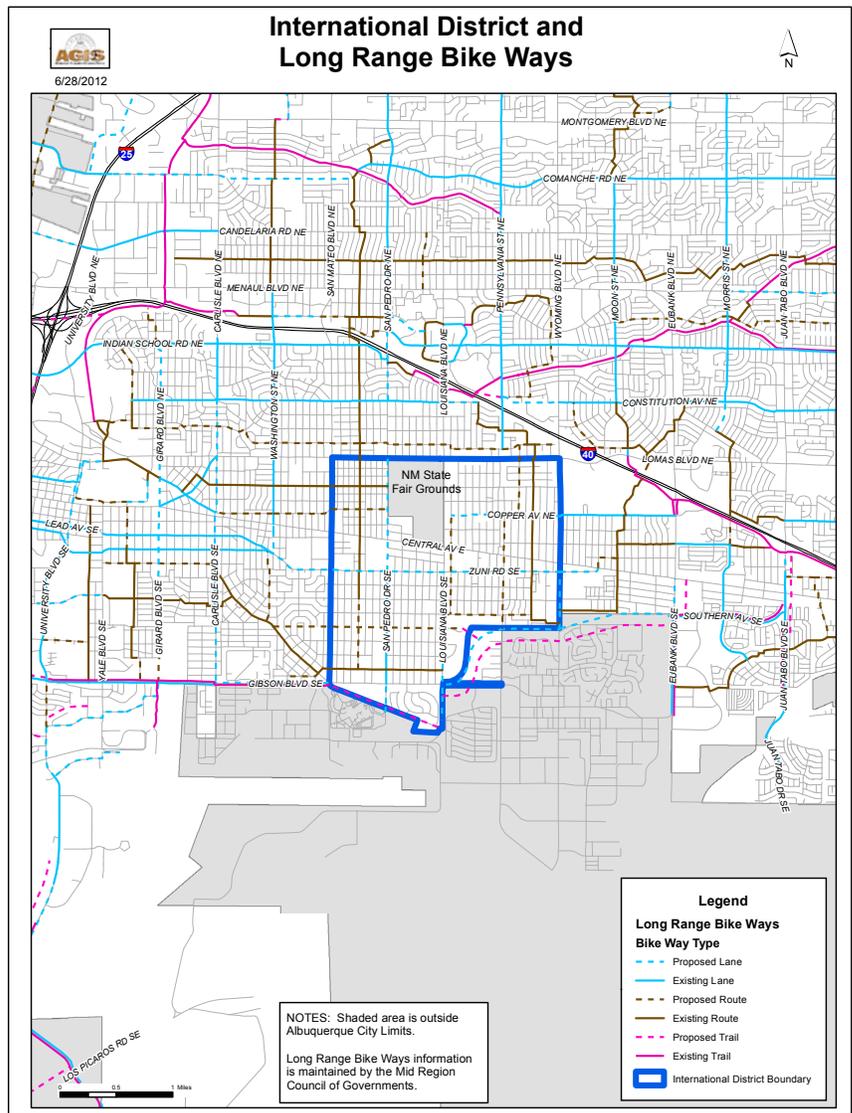


Figure 6.14: Long Range Facility Bike Plan map

F. Transit

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

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

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

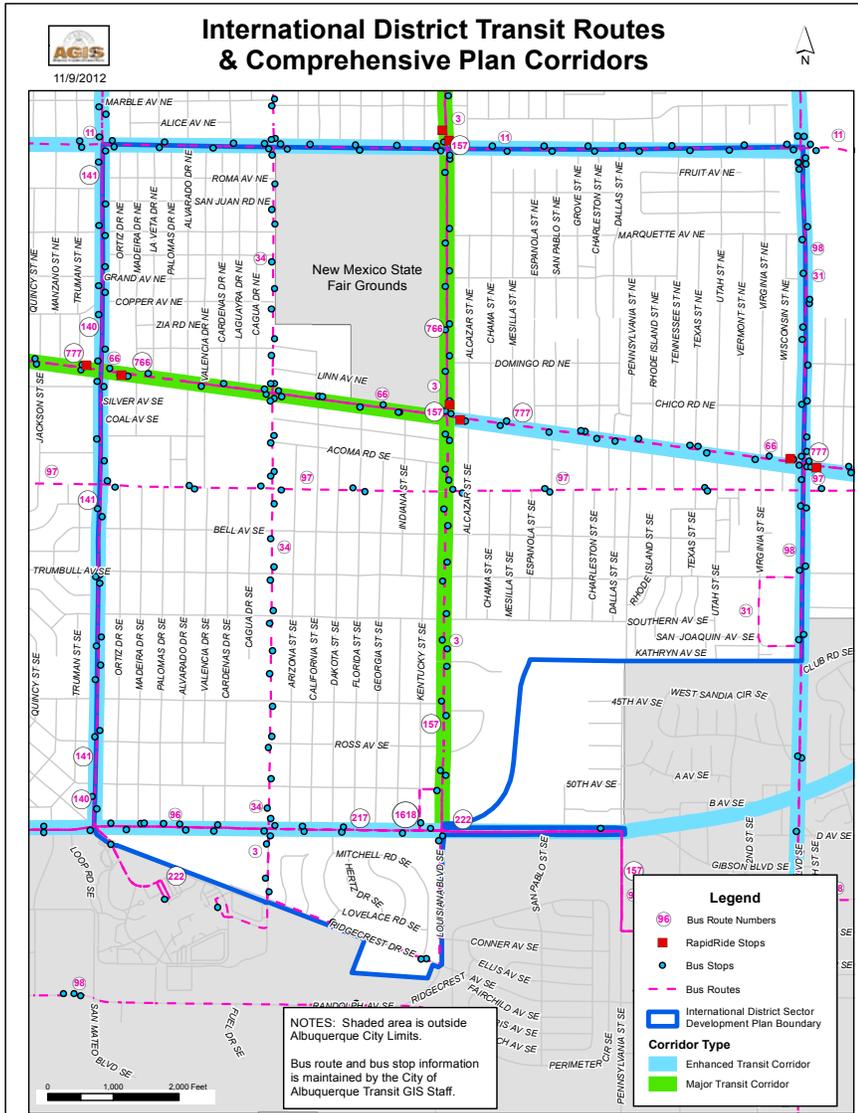


Figure 6.15: Transit Route Map.

VII. City Facilities and Services

A. Overview

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

B. Fire Stations and Police Sub Stations

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

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

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

C. Libraries

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

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

D. Community Centers and Pools

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

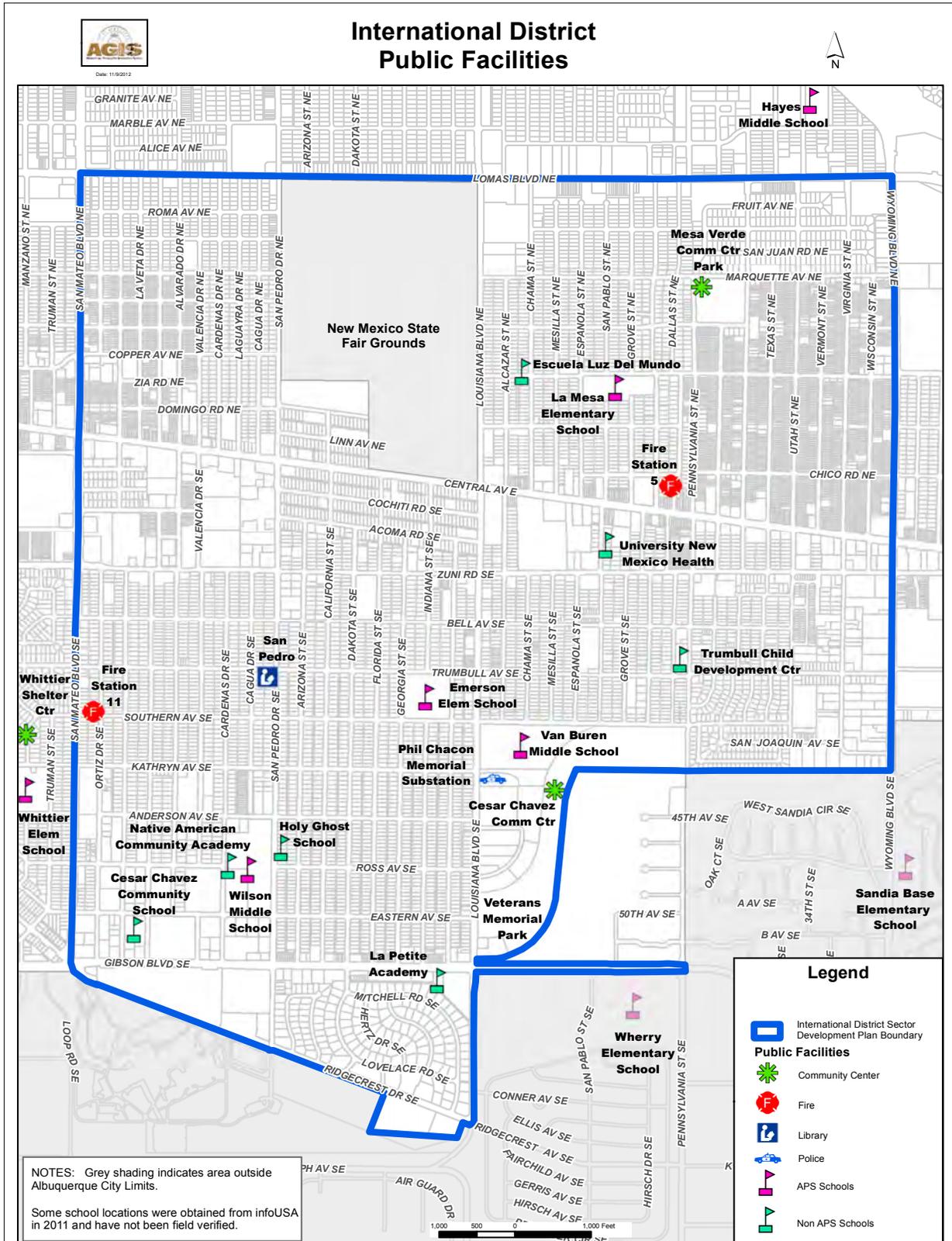


Figure 6.16: Public Facilities Map.

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

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

E. Issues and Opportunities: City Facilities

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

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

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

VIII. Parks

A. Overview

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

B. City Owned Parks within the Plan area

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

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

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

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

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

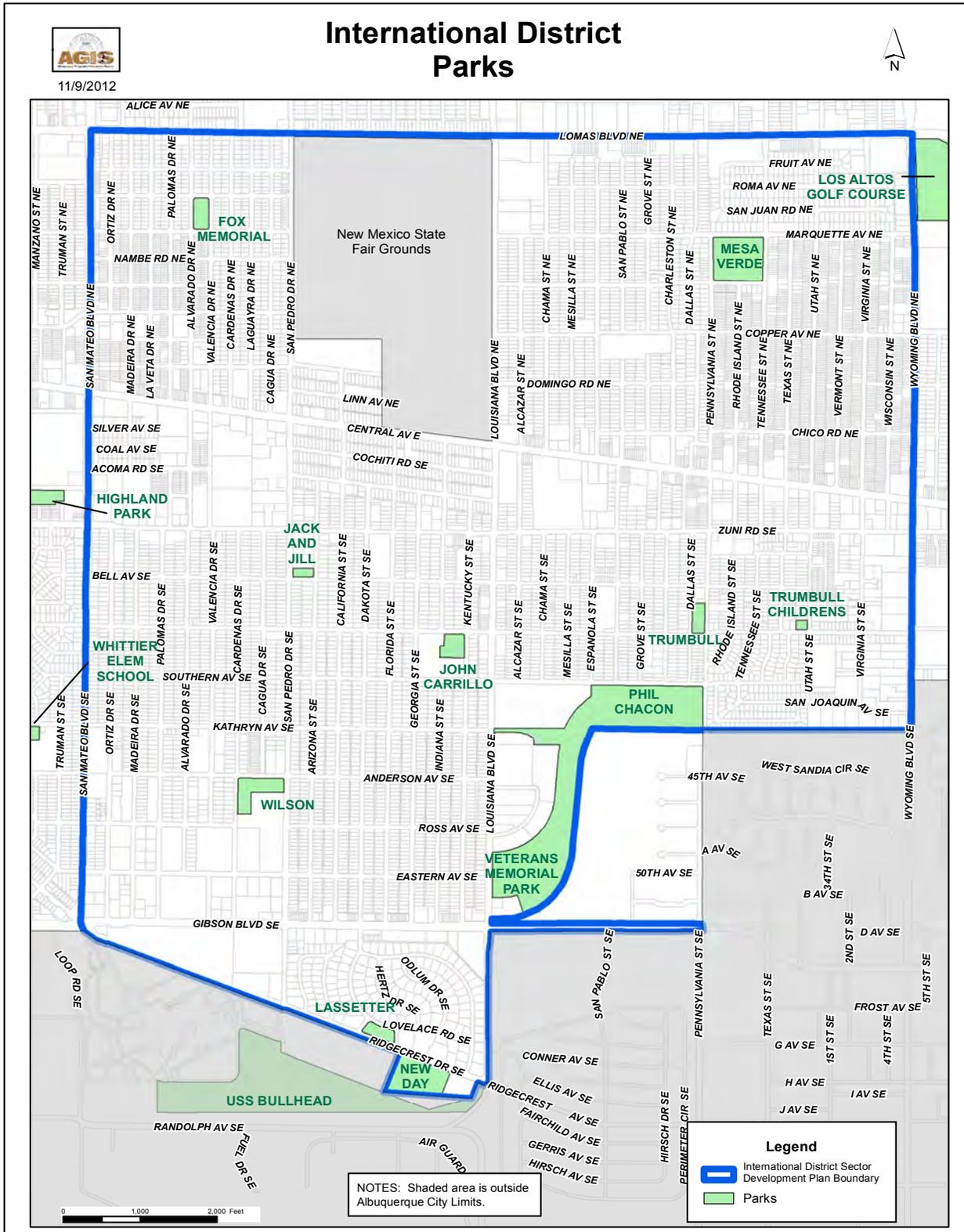


Figure 6.17: Parks map

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

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

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

D. Parks outside plan area

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

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

E. Issues and Opportunities: Parks

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

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

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

IX. Utilities

A. Drainage

1. Overview

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

2. Relevant Projects

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

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

3. Issues and Opportunities

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



Figure 6.19: FEMA flood zones map

B. Water and Sewer

1. Overview

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

2. Issues and Opportunities

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

6 existing conditions and opportunities

C. Natural Gas

1. Overview

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

2. Issues and Opportunities

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

D. Electricity

1. Overview

pending PNM

2. Issues and Opportunities

pending PNM

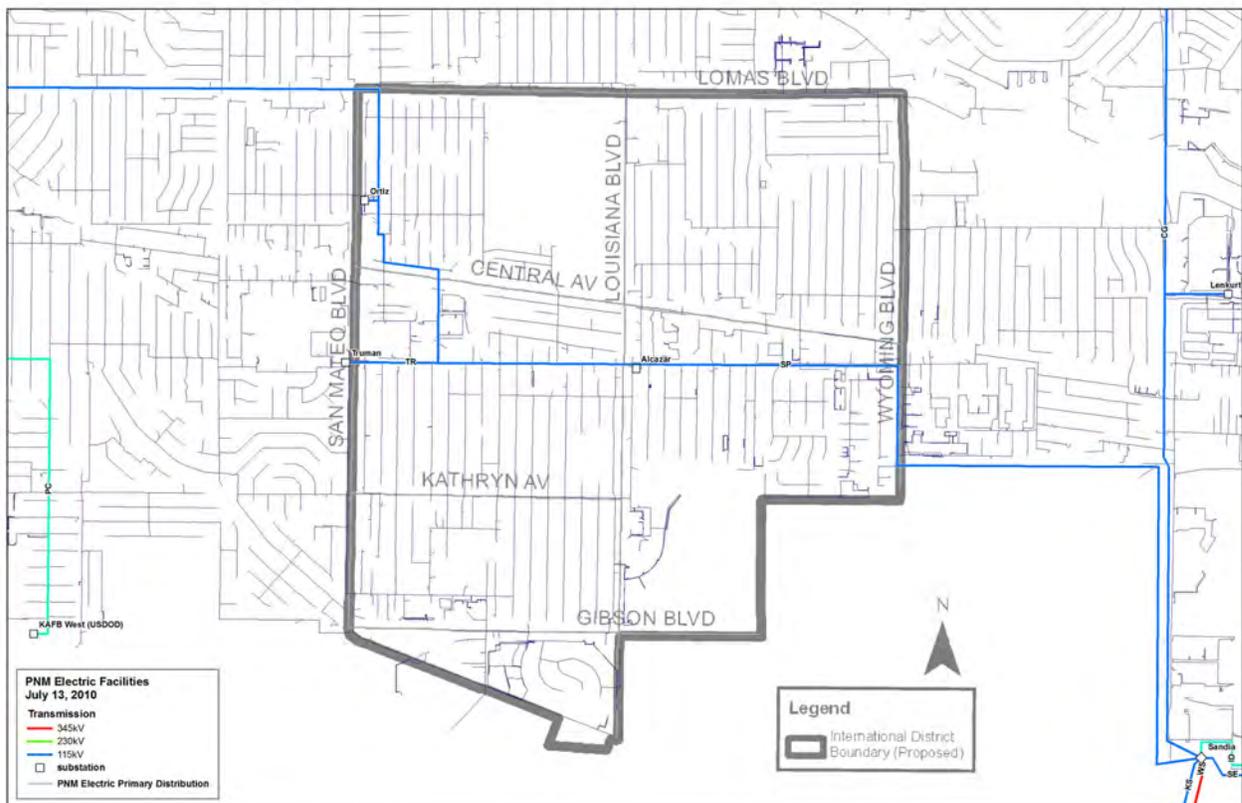


Figure 6.20: PNM Electric Facilities map

E. Wireless Transmission Facilities

1. Overview

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

2. Issues and Opportunities

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

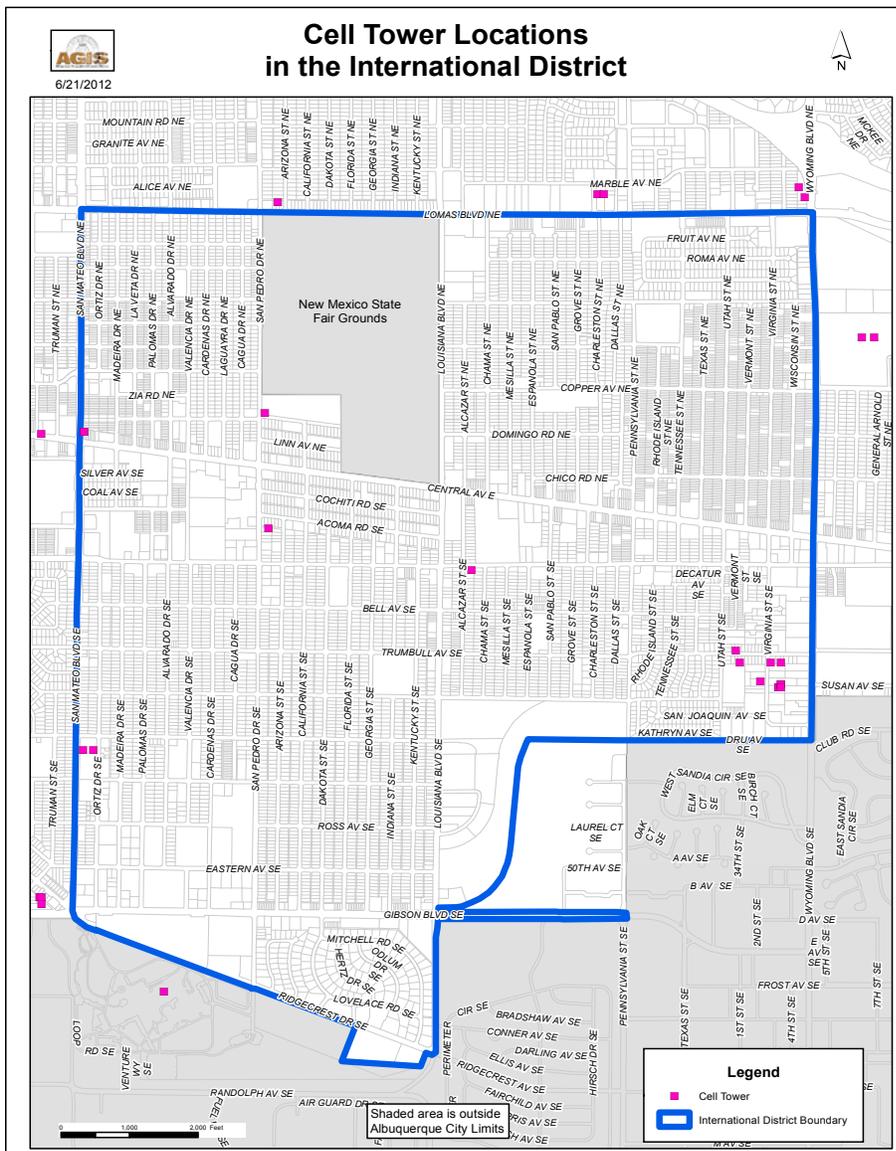


Figure 6.21 Wireless Transmission Facilities map.

This Page Intentionally Left Blank