



## Appendices

The appendices contains the following sections:

**Definitions**

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## 1.0 Definitions

**Access.** Permission or ability to enter, approach or pass to and from public and private property.

**Access Easement.** Easement for vehicular or pedestrian access across private property.

**Accessibility.** Approachability and usability by people with disabilities. Degree of compliance with the federal Americans with Disabilities Act.

**Amenities, pedestrian.** Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of a particular area and contribute to a walkable district. Typical amenities include extra wide sidewalks, street trees, sitting spaces, weather protection (awnings or canopies), pedestrian scale lighting, bus stop seating, etc.

**Articulation.** Off-sets, projections, recessed walls, windows, doors, etc. that provide variation to a building façade.

**Automobile-dependent uses or activities.** Land uses that contain automobiles and/or motor vehicles as integral parts of the uses.

**Bollard.** A post of metal, wood, or masonry that is used to separate or direct traffic (vehicles, pedestrians and/or bicycles). Bollards are usually decorative and may contain sidewalk or pathway lighting.

**Build-to-Line.** An alignment established a certain distance from the curb line to a line along which the building shall be built. Front porches and handicap ramps are exempt. Front porches and handicap ramps are exempt.

**Building mass.** The aggregate size of a building, or the total height, width, and depth of all its parts.

**Building orientation to the street.** Primary facade of building fronting/facing street.

**Bulb Out or Curb Extension.** This is a traffic calming measure, intended to slow the speed of traffic and increase driver awareness. They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility. A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk. This is achieved using the addition of pavement.

**(CIP).** Capital Implementation Program

**Clear Height.** Unobstructed vertical distance between two objects.

**Compact development.** Buildings, parking areas, streets, driveways, and public spaces are developed in a way that shortens trips, and lessens dependence on the automobile; thereby reducing levels of land consumption, energy use, and air pollution. Compact development promotes full utilization of urban services such as water lines, sewers, streets, and emergency services, by taking advantage of existing public facilities and minimizing the need for new facilities.

**Density.** A measurement of the number of dwelling units in relationship to a specified amount of land.

**Development intensity.** The amount or magnitude of a use on a site or allowed in a zone. Generally, it is measured by floor area. It may also be measured by such things as number of employees, amount of production, trip generation, or hours of operation.

**(DRB).** Design Review Board

**Drive aisle/Driveway.** An improved (e.g., paved) driving surface for one line of vehicles.

**(EPC).** Environmental Planning Commission.

**Façade.** The face or front of a building.

**Fenestration.** The openings which form a part of a building façade.

**Forecourt.** The outer or front court of a building or of a group of buildings which may

## Definitions

contain a vehicular drop-off or parking.

**Frontage Types.** The category of building facades, as described on pages 47-48.

**Human scaled.** Site and building design elements that are dimensionally related to pedestrians, such as: small building spaces with individual entrances (e.g., as is typical of downtowns and main street developments); larger buildings which have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas or parking areas broken up into small components with landscaping; and pedestrian amenities, such as sidewalks, plazas, outdoor seating, lighting, weather protection (e.g., awnings or canopies), and similar features. These features are all generally smaller in scale than those which are primarily intended to accommodate automobile traffic.

**Infill and redevelopment.** The development of vacant, bypassed or under-utilized lands in an area that is mainly developed.

**Mixed use development.** Development in which multiple land uses are permitted such as retail and residential.

**(MRCOG).** Mid-Region Council of Governments.

**Node.** An area of concentrated activity, often involving higher densities and a mix of uses, that encourages alternatives to automobile travel.

**Pedestrian-friendly/pedestrian-oriented.** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building façades which face the street. Typically, buildings cover a large portion of the site. When parking areas are provided, they are generally limited in size and they are not emphasized by the design of the site.

**Plaza, plazuela.** A public square or extra-wide sidewalk (e.g., as on a street corner) that allows for special events, outdoor seating, sidewalk sales and similar pedestrian

activity.

**Primary entrance.** The entrance to a building that most pedestrians are expected to use. Generally, each building has one primary entrance. It is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, primary entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a primary entrance. In single-tenant buildings, primary entrances open directly into lobby, reception, or sales areas.

**Right-of-way (ROW).** Land that is owned in fee simple by the public, usually for transportation facilities.

**Streetscape.** The portion of the right-of-way that is between the lot line and the edge of the vehicular lanes. The principal streetscape components are curbs, sidewalks, planters, street trees and street lights.

**Structured parking.** A covered structure or portion of a covered structure that provides parking areas for motor vehicles. It includes parking on top of a structure where there is gross building area below the parking, but nothing above it. The structure can be the primary structure for a Commercial Parking facility or be accessory to multi-dwelling residential, commercial, employment, industrial, institutional, or other structures.

**Transportation mode.** The method of transportation (e.g., automobile, bus, walking, bicycling, etc.)

**Urban.** Relating to, characteristic of, or constituting a city.

**Urban design.** The conceptualization of the built environment in response to human needs and desires.

**(ZHE).** Zoning Hearing Examiner

**Definition Sources:**

CABQ Form Based Code

Model Development Code and User's Guide for Small Cities, 1999 (Oregon TGM Program)

*Lexicon of the New Urbanism*, Duany Plater-Zyberk & Company, Version 2.1 (1999)

*Webster's New Collage Dictionary* (1995)

# Planning Process

## 2.0 Planning Process Overview

The planning process was initiated by Albuquerque City Councilors Ken Sanchez-District 1, and Isaac Benton-District 3, in coordination with City Councilor Debbie O'Malley-District 2. The Planning Team was led by City Planning staff in conjunction with Council staff and architecture, landscape and planning consultants, Strata Design.

The year-long planning process for the 2011 West Route 66 Sector Development Plan began with a kick-off meeting in September 2010. Throughout the fall of 2010, the Planning Team held a series of community meetings that were referred to as Listening Meetings. These meetings were designed to elicit general input from the community on topics that included community perception and identity, zoning and land use, transportation and transit and other public infrastructure and services such as parks, plazas, ditches and drains, and public art. Listening Meetings also provided the community the opportunity to express their opinions on topics that while important, may not be addressed by the Sector Plan such as code and police enforcement issues.

Following the Listening sessions during the winter of 2010, the Planning Team held a series of workshops called Visioning Sessions. Visioning Sessions were designed to guide the community through activities that took the broad topics that were defined during the Listening Meetings and began to distill these ideas into visions, goals and objectives for the Plan area. During the same timeframe, in addition to the community participation portion of the planning process, the Planning Team commissioned a retail market study, met with governmental departments and agencies, gathered and analyzed data and conducted research that informed the content of the Sector Development Plan.

In order to ensure that the Planning Team had accurately captured the ideas and visions of the community, the Team held community meetings in early spring 2011 to present the results of the Visioning Meetings and to offer potential strategies for achieving those visions. The feedback meetings were followed by Liaison Committee meetings during summer 2011, at which the team presented a working draft of the Plan to neighborhood representatives and other stakeholders, whose community connections would assist the planning team in gaining broader community feedback on the initial draft of the Plan.

## 2.1 Community Participants

It was the intent of the Planning Team to achieve a broad participatory planning process that included a wide spectrum of both property and business owners on the corridor as well as residents of adjacent neighborhoods. Property-owners, and the following Neighborhood Associations and other community organizations were invited to participate in the community meetings that helped to inform the vision and content of this plan:

Alamosa NA  
Anderson Hill HOA  
Anderson Hills NA  
Avalon NA  
Blossom Ridge HOA  
Bluewater Point HOA  
Crestview Bluff NA  
El Rancho Grande HOA  
Encanto Village HOA  
Historic Old Town POA  
Huning Castle NA  
Los Altos Civic Assoc.  
Los Volcanes NA  
NAIOP  
Northwest Alliance of Neighbors  
NM Route 66 Association  
Orchards at Anderson Heights  
Pat Hurley NA  
Riverview Heights NA  
Skyview West NA|  
South Valley Coalition of Neighborhood Associations  
Stinson Tower NA Sunrise HOA  
Sunstar NA  
SWAN (SW Alliance of Neighbors)  
Tapia Meadows NA  
Valley Gardens NA  
Vecinos del Bosque NA  
Vista Magnifica

Vista Sandia HOA  
 WCCDG (West Central Community Development Group)  
 West Mesa NA  
 West Park NA  
 Westgate Heights NA  
 WSCNA (Westside Coalition of NAs)

Participants in Liaison Committee Meetings (July – September 2011)

Alamosa NA	Jerry Gallegos
Anderson Hills NA	Pat & Joe Risbeck
Avalon NA	Kelly Chappelle
Los Altos Civic Assoc.	Diane Beserra
NAIOP	Ron Bohannan
Pat Hurley NA	George Holly
Riverview Heights NA	Pat Baca
Stinson Tower NA & Encanto Village HOA	Norm & Belinda Mason
SWAN	Klarissa Pena
SWAN	Nancy Montano
West Park NA	Elaine Faust
Property-owner (Seg 1)	Curtis A. Brewer
Business & Property-Owner (Seg 1)	Van Barber
Business & Property-Owner (Seg 1)	Mike & Lisa Stewart
Business & Property-Owner (Seg 2)	Lonnie Yanes
Business & Property-Owner (Seg 2)	Nate Archuleta

**2.3 Plan Boundary Revisions**

During the planning process the West Route 66 Sector Development Plan boundary has been modified from the 1987 plan boundary. The most significant change is that portions of the former plan area that are located in Bernalillo County have been removed from the plan, as the City of Albuquerque does not have jurisdiction over these lands. In the fall of 2011, Bernalillo County began a separate planning process for the portion of the corridor that is located in the County. The Planning Team is working with Bernalillo County in order to achieve coordination between the two plans. Properties that are zoned for single family residential have also been removed from the plan. The West Route 66 SDP is a corridor plan and the Planning

Team felt that removing the very few R-1 and R-T properties that were within the plan area would not have a very large impact on the plan as a whole. Another important change is the addition of the segment of Central Ave. that crosses the river and extends east to Rio Grande Blvd. Existing physical and socio-demographic conditions here are similar to the area west of the river. This segment also has strong potential to provide a more attractive link between existing amenities— Old Town, the Bio Park, Tingley Beach and the Bosque—and the west side of the river. Other changes that were made to the boundary include the correction of mapping errors and cleaning up the boundary so that it follows parcel lines.

**2.4 UNM Advanced Planning Studio Project**

In the Fall 2010, graduate students from the University of New Mexico Community and Regional Planning Program collaborated with the West Central Community Development Group and other local stakeholders to produce redevelopment proposals for the West Central Ave. and Old Coors Rd. corridors. They include design and policy recommendations for the Central Ave. corridor between the River and Unser Blvd. Recommendations focused on economic stabilization and community development and have been considered in formulating this plan.