EAST GATEWAY

Sector Development Plan

Adopted October 2010

City of Albuquerque Planning Department

City of Albuquerque

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David Campbell, CAO

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R. 2010-129

CITY OF ALBUQUERQUE
CITY COUNCIL

INTEROFFICE MEMORANDUM

TO: Richard J. Berry, Mayor

FROM: Laura Mason, Director of Council Services

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-10-73 Repeal of The 1983 Singing Arrow Neighborhood Plan and Adoption of The East Gateway Sector Development Plan (Harris, Garduño), which was passed at the Council meeting of October 4, 2010, by a vote of 8 FOR AND 0 AGAINST.

Excused: O'Malley

In accordance with the provisions of the City Charter, your action is respectfully requested.

LM:mh
Attachment

RECEIVED
ALBUQUERQUE CITY CLERK
2010 OCT 28 AM 9:32

CITY OF ALBUQUERQUE
NINETEENTH COUNCIL

COUNCIL BILL NO. R-10-73 ENACTMENT NO. R-2010-129

SPONSORED BY: Don Harris, Rey Garduño

RESOLUTION

REPEAL OF THE 1983 SINGING ARROW NEIGHBORHOOD PLAN AND ADOPTION OF THE EAST GATEWAY SECTOR DEVELOPMENT PLAN.

WHEREAS, the City Council, the governing body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by Statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Singing Arrow Neighborhood Plan in 1983 through Council Resolution R-237, Enactment Number 29-1983 and has not updated the plan to reflect neighborhood current conditions; and

WHEREAS, the City Council has the authority to adopt, amend or repeal such a neighborhood plan; and

WHEREAS, on March 4, 2010 the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended that City Council repeal the 1983 Singing Arrow Neighborhood Plan and adopt the East Gateway Sector Development Plan; and

WHEREAS, the Environmental Planning Commission found approval of the East Gateway Sector Development Plan consistent with applicable goals and policies of the Comprehensive Plan, the Facility Plan for Arroyos, and the Comprehensive City Zoning Code and R-270-1980.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

Section 1. The 1983 SINGING ARROW NEIGHBORHOOD PLAN, COUNCIL Resolution R-287, Enactment Number 29-1983 is repealed.

Section 2. **The EAST GATEWAY SECTOR DEVELOPMENT PLAN is hereby adopted subject to conditions of approval in Exhibit A:**

A. The East Gateway Sector Development Plan attached hereto and made a part hereof, is hereby adopted as a land use control pursuant to the Comprehensive City Zoning Code.

B. The maps on pages 5-3 through 5-6 titled "Figure 5.b: East Gateway Plan Zoning Map (Wyoming Boulevard – Eubank Boulevard), Figure 5.c: East Gateway Plan Zoning Map (Eubank Boulevard – Juan Tabo Boulevard), Figure 5.d: East Gateway Plan Zoning Map (Juan Tabo Boulevard – Four Hills Road), and Figure 5.e: East Gateway Plan Zoning Map (SU-1 for Major Public Open Space)" and the text of Chapter 5 "The Plan – Land Regulations" are adopted as an extension of the Zoning Code and its zone map.

Section 3. **FINDINGS ADOPTED. The City Council adopts the following Findings as recommended by the Environmental Planning Commission:**

A. This planning project was initiated with the adoption of City Council Bill R-06-18. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan. The resolution also declared a moratorium on construction and led to the initiation of City Council interim design regulations for most properties with nonresidential zoning.

B. The Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects, programs, policies and regulations. A first draft was released for public comment July 2009. This December 2009 EPC draft responds to public comments concerning the first draft Plan.

C. The Plan area is approximately 4267 acres and includes the Tijeras Arroyo and City-owned Major Public Open Space. Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. The boundaries of the Sector Development Plan area were selected to include the entire proposed East Gateway Metropolitan Redevelopment Plan area that surrounds Central Avenue from Wyoming Boulevard on the west and past Four

Hills Road on the east. East Gateway Metropolitan Redevelopment Plan area boundaries abut Metropolitan Redevelopment Plan boundaries for the area to the west.

D. East Gateway is the first Albuquerque community encountered from the east via Interstate 40 and Route 66. The area was coined the East Gateway Community Planning Area through a planning process conducted in the mid 1990s. It is home to Sandia Science and Technology Park and is the entrance to Sandia National Laboratories, Kirtland Air Force Base and the National Museum of Nuclear Science and History.

E. This Plan includes the Singing Arrow Neighborhood and replaces the Singing Arrow Neighborhood Plan adopted in 1983.

F. The lack of a cohesive vision for Central Avenue and major connecting streets, coupled with changes in market trends and the national economic downturn all combined to create a public environment unreceptive to local residents and employees. Central Avenue and intersecting major streets became single purpose traffic corridors rather than community destinations. The East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank and Juan Tabo Boulevards.

G. Proposed Sector Development Plan zoning will enable more housing and jobs on East Gateway's major arterial streets.

H. The Plan's policies, regulations, and recommended projects and programs address each of the following East Gateway Plan goals: 1) Create a safe, well-maintained, attractive community. 2) Enable the continued existence and new development of thriving businesses to provide jobs and local services. 3) Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit. 4) Transform Central Avenue into a vibrant place that functions as a community destination. 5) Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway community. 6) Support existing stable, thriving residential neighborhoods and transform others. 7) Ensure well maintained safe

housing for low-income households. 8) Enable multi-family housing development close to public services, transit and shopping.

I. The East Gateway Sector Development Plan has 10 chapters and 4 appendices. Chapters 1 – 4 discuss plan purpose, what the plan does not include, the planning process, community goals, area history, and area character and conditions. Chapters 5 –10 contain plan proposals: land regulations; transportation projects; parks and major public open space projects; public building, street light and alternative energy demonstration projects; program and policy proposals; and plan implementation charts.

J. General Design Regulations in Chapter 5 apply in varying degrees to all properties within mapped General Design Regulations boundaries. Almost all the general design regulations apply to properties within the SU-2/EG-CAC (Community Activity Center) and SU-2/EG-NAC (Neighborhood Activity Center) zones. These properties are within highly visible transit hubs at major street intersections. Most general design regulations apply to properties within the SU-2/EG-C (Corridor) zone and to properties abutting major north/south streets. These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo Boulevard corridors. Very few regulations apply to properties with the SU-2/EG-C-2 (Community Commercial) zone and even fewer apply to other properties within the mapped General Design Regulations boundary.

K. New land regulations are not applied to existing residential neighborhoods.

L. The four East Gateway SU-2 zoning districts established by the Plan and the Building, Lot and General Design Regulations associated with them are tailored to address East Gateway goals and existing character.

1. SU-2/EG-CAC (East Gateway Community Activity Center) zone is applied to a Comprehensive Plan designated Community Activity Center on the southwest corner of Tramway Boulevard and Central Avenue. The intent is to enable future mixed-use development. Community Activity Centers are usually between 30 and 60 acres. They can be larger.

2. SU-2/EG-NAC (East Gateway Neighborhood Activity Center) zone is applied to properties at the Juan Tabo Boulevard/Central Avenue intersection and at the Wyoming Boulevard/ Zuni Road/ Central Avenue

intersection. The intent is to enable future development of two Neighborhood Activity Centers as they are defined in the Comprehensive Plan. Buildings in Neighborhood Activity Centers are generally smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.

3. SU-2/EG-C (East Gateway Corridor) zone is applied to most Plan area properties adjacent to Central Avenue or the east side of Eubank Boulevard from Central Avenue south beyond Southern Avenue. The intent is to enable future development of non-residential and residential uses that support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. The Corridor Zone allows existing businesses to continue. It also allows residential and manufacturing uses not allowed in these locations before the adoption of the Plan.

4. SU-2/EG-C-2 (East Gateway Community Commercial) zone is applied to Plan area properties that are located away from major arterial streets, but have pre-existing C-2 or SU-1 for community commercial zoning. This zoning district excludes some C-2 uses that are incompatible within residential neighborhoods. It allows existing mobile home parks that were legal nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses to provide a better transition between properties lining East Gateway major streets and residential neighborhoods.

M. The East Gateway Sector Development Plan furthers applicable goals and policies of the Comprehensive Plan:

1. II.B.1 Open Space Network – Policies a and f: Recommended projects in Plan Chapter 7 to acquire land to create a continuous Major Public Open Space corridor in the Tijeras Arroyo; to enhance, restore, and protect Tijeras Arroyo habitat; and to shift undeveloped Four Hills Ravine parkland to the Major Public Open Space inventory and recommended projects in Plan Chapter 6 to improve trail connections to the Tijeras

Arroyo from Four Hills Road and Juan Tabo Boulevard foster Open Space land acquisition and Open Space trail development.

2. II.B.1 Open Space Network – Policy g: Recommended projects in Plan Chapter 7 to expand Sandia Vista Park, to develop the archeological site at Singing Arrow Park as part of the park, to continue Manzano Mesa Park development, to acquire a well site to create a Four Hills Subdivision Park, and to acquire land to develop a park near Central Avenue for nearby low-income neighborhoods will contribute to the system of neighborhood parks and community open areas.

3. II.B.5 Developing and Established Urban Areas:

Policies d and h: The four new zoning categories allowing a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets established in Sector Plan Chapter 5 are located near transit service and outside existing neighborhoods.

Policies i and j: The four new zoning categories allowing employment and services uses in activity centers and on other properties abutting arterial street rights of way complement established neighborhoods. Regulations in the four zones control adverse effects on the environment. All new commercial development is permitted where existing commercially zoned areas exist.

Policies l and o: The Sector Plan's approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products. Although public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan, some public improvements concerning lighting and other public infrastructure are recommended in Sector Plan Chapters 8 and 10.

4. II.B. 7 Activity Centers – Policies a, d, g, i, and j: The Sector Plan recognizes and zones the Comprehensive Plan designated Community Activity Center at Tramway and Central and provides special zoning that includes multi-unit housing and commercial uses for that center and for two Sector Plan designated Neighborhood Activity Centers – one at Central and Juan Tabo and another at Central and Wyoming. The Market Study

conducted by RCLCO for the Sector Plan supports the development of these three centers.

5. II. C.1 Air Quality – Policies b and d: Sector Plan Chapter 5's pedestrian oriented design, land use mixtures and public right of way design capitalize on Central Avenue bus service, walking, and cycling to protect air quality. Sector Plan Chapter 6 bicycle network improvement projects, transit transfer center recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety, making alternative travel modes a rational choice. Chapter 6 recommended street intersection improvements should improve vehicular movement while providing safe crossings for people on-foot or bicycle.

6. II.C.6 Archaeological Resources – Policies b and c: Sector Plan Chapter 3's recognition of both historic and archeological East Gateway sites and Chapter 7's recommended project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park will stabilize the site and promote public understanding and appreciation of the area's past.

7. II.C.8 Developed Landscape – Policies b, c and d: Sector Plan Chapter 5's design regulations for public and private buildings and the public right of way and water harvesting requirements in the General Design Regulations will assist in maintaining and improving the natural and developed landscapes' quality.

8. II.C. 9 Community Identity and Urban Design – Policies b, c, d, and e: Sector Plan Chapters 5, 6, and 7 establish regulations and recommend polices, programs, and projects that acknowledge the local natural environment, built environment and history. Chapter 5's activity center designation and zoning enable urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.

Although the Sector Plan avoids complete redesign of Central Avenue public right of way because the community could not come to consensus about reducing travel lanes to capture right of way that could

be used to improve safety and efficiency for walking, cycling and using transit, other recommended projects in Chapter 6 will improve the street and Chapter 5's regulations will improve the pedestrian environment.

9. II.D. 3 Energy Management – Policy b: Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project on public land at the eastern gateway to the City and the East Gateway plan area to reinforce Albuquerque's movement toward being a green City and to underscore the technological nature of the East Gateway area.

10. II.D.4 Transportation and Transit – Policies a, b, c, d, g, h, o, p and q: Plan Chapter 5 establishes zoning that enables the development of corridors that provide a balanced circulations system through efficient placement of employment, housing and services and Chapter 6 recommends project to support efficient and safe travel by walking, cycling and using public transit.

11. II.D.5 Housing – Policies a and d: Plan Chapter 5's zoning enables the development of affordable housing. Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing.

12. II.D.6 Economic Development – Policy a: Plan Chapter 5's wide range of permissive uses should enable the development of new employment opportunities to accommodate a wide range of occupational skills and salary levels.

13. II.D.7 Education – Policies c and e: Plan Chapter 8 recommends a new library be located near good public transit and recommends that the Singing Arrow community Center be enlarged to better serve the community with classes and programs for local children and adults.

N. The East Gateway Sector Development Plan furthers the intent of the Rank 2 Facility Plan for Arroyos:

The Facility Plan for Arroyos designates the Tijeras Arroyo a Major Open Space Arroyo. East Gateway Sector Development Plan recommendations for the Tijeras Arroyo are consistent with that designation in that they include continued City land acquisition to form a continuous corridor of

Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

O. The East Gateway Sector Development Plan furthers the intent of the Comprehensive Zoning Code:

City Comprehensive Zoning Code Section 14-16-2-23 SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a Sector Development Plan that specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

East Gateway Sector Development Plan Chapter 5 proposes a wide variety of land uses in four proposed SU-2 zones, building and site design regulations associated with the new zones, and General Design Regulations for both SU-2 zoned property and other properties located within a proposed General Design Regulations boundary. All zoning proposals are intended to spur positive development for the area and enable employment, shopping, services and multi-unit housing near Rapid Ride stops and other transit routes on Central Avenue and intersecting arterial streets.

P. The East Gateway Sector Development Plan proposes new zoning as indicated on the East Gateway Plan Zoning Maps on pages 5-3 through 5-6 of the Plan. The proposed zoning is justified per Resolution 270-1980 as follows:

1. The zone changes proposed by the East Gateway Sector Development Plan further the health, safety and welfare of the City by enabling the transformation of Central Avenue and other East Gateway arterial streets that contain many properties suffering from disinvestment and deterioration.

2. Proposed Sector Plan Land Uses and Zoning will provide area stability by introducing land uses and design regulations that enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation.

3. The proposed Sector Plan furthers applicable goals and policies of the Comprehensive Plan and promotes a better-served community. The

proposed zoning and recommended policies and projects in the Sector Plan further Comprehensive Plan policies concerning Open Space Networks, Developing and Established Urban Areas, Activity Centers, Air Quality, Archaeological Resources, Developed Landscape, Community Identity and Urban Design, Energy Management, Transportation and Transit, Housing, Economic Development, and Education detailed on pages 8 – 17 of the January 14, 2010 Staff Report.

4. The four proposed SU-2 zones are more advantageous to the community because they are tailored to enable employment, additional multi-unit housing, and neighborhood and community services. The site and building design regulations and General Design Regulations are intended to enable quality innovative design, compatibility between residential and non-residential uses, and access to a balanced circulation system with safe and convenient bicycle and pedestrian connections. Two proposed zone changes are also more advantageous to the community because they are a better fit for the properties: One is from C-3 to R-2 for a landlocked piece of land between Interstate 40 and a neighborhood park and another is from A-1 to SU-1 for Major Public Open Space for City owned parcels of City Major Public Open Space.

5. The Plan does not propose zone changes for residentially zoned properties in residential neighborhoods and does not propose zone changes for heavy commercial and industrial zoned properties. The Plan's General Design Regulations apply to some of these properties in varying degrees. Properties abutting major streets are required to comply with the most regulations.

6. None of the Plan's zone changes require major capital expenditures.

7. The cost of land is not discussed in the Plan.

8. Most of the proposed zone changes and general design regulations apply to East Gateway arterial streets. Proposed zoning allows a variety of uses that can maximize proximity to transit service.

9. No spot zones are proposed. Community and Neighborhood Activity Zones are proposed for key street intersection locations that involve more than one property each.

10. The proposed Corridor Zone could be interpreted as a strip zone since it applies to properties abutting major arterial streets, but its variety of permissive uses will enable diverse land uses – residential, commercial and employment.

Section 4. **CONDITIONS OF APPROVAL ADOPTED.** The City Council adopts the conditions of approval as recommended by the Environmental Planning Commission attached in Exhibit A.

Section 5. **EFFECTIVE DATE.** This resolution shall take effect five days after publication by title and general summary.

Section 6. **SEVERABILITY CLAUSE.** If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 4th DAY OF October, 2010
BY A VOTE OF: 8 FOR 0 AGAINST.

Excused: O'Malley

Ken Sanchez, President
City Council

APPROVED THIS _____ DAY OF _____, 2010

Bill No. R-10-73

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Amy B. Bailey, City Clerk

[+Bracketed/Underscored Material+] - New
[-~~Bracketed/Strikethrough Material~~-] - Deletion

Exhibit A – East Gateway Sector Development Plan Conditions of Approval

1. **A glossary of terms that are not already defined in the Zoning Code shall be added to the Plan. The terms "repair" and "remodeling" shall be defined as they are defined in the North 4th Sector Development Plan.**
2. **On page 1-1 at the end of the first paragraph add a sentence as follows: "<u>The Sector Development Plan's goals, regulatory framework and public project proposals will provide guidance for choosing specific proposals to be included in a Metropolitan Redevelopment Plan, which may be developed after the adoption the Sector Development Plan.</u>"**
3. **On page 2-1 through 2-3:**
   a. **Add a new Section 2.2 to include the Comprehensive Plan Goals noted in pages 8-17 of the January 14, 2010 Staff Report that are associated with the eight Community goals listed.**
   b. **Renumber Section ~~2.2~~ Plan of Action to be Section <u>2.3</u>, and amend this section to list the particular zoning recommendations located in Plan Chapter 5 sections that address pertinent Plan goals. Refer to the particular section numbers and plan pages. List the particular Plan recommendations that address pertinent Plan goals. Refer to the pages in Plan Chapter 10 that summarize the recommended actions.**
   c. **In 2.2.1 delete "~~regularly scheduled~~".**
4. **On page 4-1 at the end of the first paragraph, add the following sentence: "<u>East Gateway's rise in elevation provides great views to the east and west.</u>"**
5. **On page 4-7, either next to or following the chart describing Acreage by Land Use Type, add a pie chart illustrating the same information.**
6. **On page 4-14, Section 4.4.5, Park Needs Assessment, remove both paragraphs and replace with the following paragraph: "<u>The very large Parks Impact Fee area that the East Gateway Plan area is located within meets a park standard of 2.6 acres per 1000 persons, however, many of the neighborhood parks are north of Interstate 40. A neighborhood park</u>**

distribution goal of one park within one-half mile of every residence was in the City Park Dedication Ordinance that was replaced by the Impact Fee Ordinance. East Gateway parks certainly do not meet the old access standard for residents. This old standard would serve the many East Gateway low-income, elderly and child residents who depend on walking, cycling or transit use to reach destinations. Future consideration should be given to providing additional East Gateway parks that serve these populations."

7. On page 4-15, amend Section 4.4.5, Major Public Open Space.

a. Amend the first sentence of the first paragraph as follows: "In 2009, the City of Albuquerque ~~has~~ had significant Major Public Open Space in and close to East Gateway and was actively pursuing acquisition of additional parcels to a assemble a continuous Major Public Open Space corridor in the Tijeras Arroyo as owners ~~are~~ were willing to sell them."

b. Amend the second sentence of the third paragraph directly under Figure 4.q. as follows: "No formal trail system exists with the arroyo~~, nor is one planned for the near future~~ but as the Major Public Open Space is acquired, an official trail network will be created."

c. Amend the last sentence of the fourth paragraph starting with the words "La Canada Park" as follows: "The City Open space Division did not have the ability to ~~develop~~ acquire the area, but believed that La Canada had potential to become Major Public Open Space in the future."

d. Amend the final paragraph by removing the last sentence: "~~The Trust for Public Lands purchase option on the property will expire at the end of 2009, making the funding commitment a pressing issue.~~"

8. On page 4-19, remove subtitle "~~Homeless People~~" and replace with "Homelessness".

9. On page 4-20, add a comparison of crime statistics Citywide with the crime information about the Plan area.

10. **On page 4-24 in Section 4.6 Transportation Networks, after the first sentence add the following sentences: "<u>Street design, site development design and land use combinations all influence how a community functions and how people think about it. When these elements are combined successfully, they can transform a community.</u>"**

11. **On pages 4-28 and 4-29, Section 4.6.3 Cycling Network:**

    a. **On page 4-28, amend the first sentence as follows: "In 2009, East Gateway's portion of the Albuquerque bicycle network consisted of <u>existing and proposed</u> <u>corridors,</u> trails and on-street bicycle lanes and routes."**

    b. **On page 4-29, Section 4.6.3 Cycling Network, Figure 4.dd: 2009 Bicycle Network, add a symbol to the map legend for proposed bicycle corridors and show the corridor designation on the map for parts Central Avenue, Eubank Boulevard and Elizabeth Streets designated bicycle corridors in the 2030 Metropolitan Transportation Plan.**

12. **On page 4-30, Section 4.6.5, amend the first paragraph starting with the second sentences as follows: "Bus service on Central was the most frequent~~, while connecting north/south routes along Juan Tabo and Eubank Boulevards were primarily used by commuters to Kirtland Air Force Base and Sandia National Laboratories.~~ <u>Connecting north/south routes were on Wyoming, Eubank and Juan Tabo Boulevards. The Wyoming and Eubank routes went to Kirtland Air Force Base and Sandia National Laboratories.</u> The Juan Tabo route provided connecting serve to the Singing Arrow Neighborhood and Four Hills Mobile Home Park."**

13. **On pages 4-33 and 4-34, amend as follows:**

    a. **In Section 4-7 Utilities: Electrical Service, amend by adding fifth and sixth bulleted statements as follows: "<u>Tree variety height at maturity and necessary distance from existing and proposed electric utility easements</u>" and "<u>Screening design to allow access to utility facilities</u>"**

    b. **In Section 4-8 Street Lighting, add a paragraph discussing the need for lighting on Southern Avenue.**

14. On page 5-1, Section 5.1. Introduction, fourth paragraph, amend as follows: "Most ~~P~~properties with residential, light manufacturing, heavy commercial or SU-1 zoning established before the adoption of this Plan are not rezoned by this Plan. ~~SU-1 zoned properties may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2 zone uses described for the SU-2 zone also assigned to that property.~~ (See Existing Zoning Map in Section ~~4.4~~ 4.5 and East Gateway Maps on pages 5-12 through 5.22.)"

15. On page 5-2, Section 5.2., subsection 4, amend as follows: "If your development proposal meets the threshold for the development compliance triggers in Section 5.3.1 of this Plan chapter and your property is zoned SU-2/EG-CAC, SU-2?EG-NAC, SU-2/EG-C, or SU-2/EG-C_2 or retains the zone established before Plan adoption, but is within the General Design Regulation boundary, then go to Section 5.5 to determine the design regulations for site, building and/or public right-of-way that apply to your property. If your property is not within the General Design Regulation boundary, then Chapter 5 of this Plan does not apply."

16. Zoning Maps

a. On page 5-2, Figure 5.a. East Gateway Plan Zoning Map amend as follows: Remove the words "~~Zone Change~~" from the map legend and replace with "SU-1 for Major Public Open Space", box the words "R-2" and insert an arrow from the box to the small NMDOT parcel just south of I-40 and west of Juan Tabo, and remove patterns used for SU-1 for Major Public Open Space and replace with a pattern that avoids confusion between this zone and SU-2/EG-NAC.

b. On page 5-3, Figure 5.b East Gateway Plan Zoning Map (Wyoming boulevard – Eubank Boulevard), remove the legend pattern for and title "Zone Changes".

c. On page 5-4, Figure 5.c East Gateway Plan Zoning Map (Eubank boulevard – Juan Tabo Boulevard) correct the legend by removing "~~Zone Change~~" and replacing it with "R-2 Zone". Correctly spell

"Corridor" on the tract of land located on the NE corner of Southern and Eubank.

17. On page 5-7:

a. Section 5.3.1.A.2, amend as follows: "Building additions of 15% or more of existing gross square footage."

b. Section 5.3.1.A.4, amend as follows: "~~Amendments to SU-1~~ Previously approved site development plans that include additions of 15% or more of approved building gross square footage."

c. Section 5.3.1.B.1, amend as follows: "Repairs, remodeling and maintenance of existing structures and/or buildings including additions less than 15% gross square footage."

18. On page 5-8, Section, 5.3.2. Development Approval Process Chart:

a. Amend the cell for Development Type needing Administrative Review as follows: "Site 5 acres or greater ~~including site with SU-1 Zoning that does not meet the thresholds for EPC review in 14-16-2-22 of the City Zoning Code,~~ but excepting a Large Retail Facility as defined in the City Zoning Code."

b. Amend the cell for Development Type needing ZHE review as follows: Following "Conditional Use", add "Development that deviates from dimensional Building and Lot Standards in Section 5.5 of this Chapter".

c. Amend the cell for Development Type needed EPC review as follows: Remove the third bullet "~~Not a Permissive Use~~" and replace with "Zone Change Request" and remove the fourth bullet "~~Development that deviates 10% or more from dimensional Building and lot Standards in Section 5.5 of this Chapter~~"

19. On page 5-9, Section 5.3.3 amend as follows:

a. Amend the Title to say: "Requests ~~to Deviate~~ for Variances from Sector Development Plan Building and Lot Standards in Section 5.5 of this Chapter and General Design"

b. Remove the entire section and replace with the following sentences: "<u>The building and lot standards in Section 5.5 and 5.6 of this chapter are specific and prescriptive to provide certainty for applicants, neighborhoods and City development reviewers. It is not the intent of these regulations to ignore unusual site conditions. The Zoning Hearing Examiner shall hear requests for variances from dimensional regulations.</u>"

20. On page 5-9, Section 5.4 the SU-2 Zoning Districts, amend as follows:

a. Move the section to begin on its own page.

b. Add a sentence after the last sentence of the first paragraph: "<u>General regulations apply to properties zoned in Section 5.4 of this Plan.</u>"

c. Remove the boxed information after the second paragraph and replace with the following: "<u>Properties already zoned SU-1 may continue to develop with the uses assigned under the specific SU-1 designation for that property. Additions of 15% or more building gross square footage to previously approved site development plan building gross square footage shall trigger site development compliance with pertinent parts of sections 5.5 and 5.6 of this Plan.</u>"

21. On pages 5-10, 5-13, 5-16 and 5-20, Sections 5.4.1, 5.4.2, 5.4.3, and 5.4.4:

a. Split the existing Permissive Uses lists into two separate lists: 1) Permissive uses including permissive exceptions to zones listed in the Zoning Code and 2) Prohibited uses.

b. Add the category "Conditional Uses" to all four zoning categories. If there are no conditional uses allowed then add a note "<u>No conditional uses</u>."

22. On pages 5-10 and 5-13, Sections 5.4.1 and 5.4.2: At the end of the Zone Intent add the citation from the Comprehensive Plan that defines Community and Neighborhood Activity Centers, "<u>Albuquerque/Bernalillo County Comprehensive Plan</u> <u>Table 22: Policy a. Types of Activity Centers</u>"

23. On pages 5-10 and 5-11, Section 5.4.1 SU-2/EG-CAC Permissive Uses amend as follows:

a. **"1.~~a. Antennas are not allowed.~~"**

b. **Move 1.c. to a Prohibited Uses list and amend to say, "Gasoline, oil, ~~liquefied petroleum gas~~ or other liquid vehicle fuel sales are not allowed."**

c. **1.e. delete the words "~~except that neon signs are allowed~~."**

d. **"1.i. Wireless Telecommunications Facility is allowed only if it is attached to a building. ~~and does not exceed building height~~."**

e. **"3.b. Books, magazines, newspapers, stationery~~, excepting adult bookstore~~**

f. **List adult store and adult amusement establishment under Prohibited Uses."**

g. **Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for "3.d."**

h. **Remove "3.g." language and replace with the following: "Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring."**

i. **Add "5. Religious Institution"**

j. **Add "CONDITIONAL USES" and "No conditional uses are listed."**

24. **On pages 5-12, 5-15, 5-19 and 5-22 amend as follows:**

a. **Add street lines to make proposed and existing zoning maps more legible.**

b. **On page 5-12, figure 5.g add an asterisk next to SU-1 PDA and define as a "Planned Development Area".**

25. **On pages 5-13 and 5-14, Section 5.4.2 SU-2/EG-NAC amend as follows:**

a. **"~~1.a. Antennas are not allowed.~~"**

b. **"~~1.d. Auto parts and supplies are not allowed~~."**

c. **Move 1.e. to a Prohibited Uses list and amend to say, "Gasoline, oil, ~~liquefied petroleum gas,~~ or other liquid fuel sales are not allowed."**

d. **Amend the last sentence of 1.f. to say, " Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building~~**

~~wall no higher than the first floor~~ a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower."

e. Amend "1.h. Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height~~."

f. "3.b. Books, magazines, newspapers, stationery~~, excepting adult bookstore~~

g. List adult store and adult amusement establishment under Prohibited Uses."

h. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for "3.d."

i. Remove "3.g." language and replace with the following: "Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring."

j. Add "5. Religious Institution"

k. Add "CONDITIONAL USES" and "No conditional uses are listed."

26. On pages 5-16 and 5-17, Section 5.4.3 SU-2/EG-C Permissive Uses amend as follows:

a. "1.~~a. Antennas are not allowed.~~"

b. Amend the last sentence of 1.c. to say, " Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building wall no higher than the first floor~~ a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower."

c. Amend 1.d. to say, "Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height~~."

d. "3.b. Books, magazines, newspapers, stationery~~, excepting adult bookstore~~

e. List adult store and adult amusement establishment under Prohibited Uses."

f. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for "3.d."

g. Remove "3.g." language and replace with the following: "<u>Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.</u>"

h. Add "<u>5. Religious Institution</u>"

i. Add "<u>CONDITIONAL USES</u>" and "<u>No conditional uses are listed</u>."

27. On pages 5-20 and 5-21, Section 5.4.4 SU-2/EG-C-2:

a. Amend the last sentence of 1.f. to say, " Live/work signs may be no more than 8 square feet in area and shall be located ~~on the building wall no higher than the first floor~~ <u>a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.</u>"

b. Amend 1.h.to say, "Wireless Telecommunications Facility is allowed only if it is attached to a building ~~and does not exceed building height~~."

c. "3.b. Books, magazines, newspapers, stationery~~, excepting adult bookstore~~

d. List <u>adult store and adult amusement establishment</u> under Prohibited Uses."

e. Include ordinance citations for the Uniform Fire Code, Uniform Building Code and Uniform Housing Code for "3.d."

f. Remove "3.g." language and replace with the following: "<u>Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.</u>"

28. On pages 5-23, Section 5.5 Building Types, amend as follows:

a. Amend the text preceding the chart to say, "~~Eleven~~ Basic building types are allowed for new development and redevelopment on East Gateway SU-2 zoned properties. The following pages provide details of each Building Type ~~and the Building Uses~~, Lot Requirements,

Building Lot Coverage, Building Height and Size, On-Site Parking Locations, Building Front Façade types and Front Yard requirements associated with them. <u>The regulations in Section 5.6 also apply to building and building lot types.</u>"

b. After the residential building types are consolidated amend the chart to reflect changes.

29. On pages 5-24 through 5-34, Charts of Building and Lot Standards, amend as follows:

a. Remove recommended building uses from the charts, but retain as recommendations in the general descriptions above the charts.

b. Remove existing illustrations to the left of the charts and replace with very simple, well-labeled drawings that illustrate some, but not all information on the accompanying chart. Label illustrations as examples only.

c. Add a note under the charts to say, "If a lot is abutting Central Avenue and another street, the front building façade and front yard shall face Central Avenue."

30. On pages 5-25 through 5-34, Charts of Building and Lot Standards, excepting Townhouse Lot, remove text under Parking Location and replace with the following text: "In rear yard or side yard. Courtyards may not be used to park motorized vehicles."

31. On pages 5-25, 5-26, and 5-27, Charts with regulations for various apartment building and lot types: Coalesce Apartment House Lot, Courtyard Apartment Lot, and Apartment Building Lot into one chart that provides a range of lot and building sizes, setbacks, front building façade and front yard treatments appropriate to them all.

32. On pages 5-24, 5-25 and 5-29, Townhouse Lot, Apartment House Lot, Live-Work Building Lot, amend maximum accessory building heights as follows: Remove "~~26 feet~~" as the maximum and replace with "<u>less than 26 feet</u>".

33. On page 5-24, Townhouse Lot, amend as follows:

a. Remove text under "Minimum Side Yard Setback from shared lot line" and replace with the following text, "None except 10 feet between residential buildings and 10 feet from a lot with another use."

b. Amend "Maximum Accessory Building Footprint" by adding a note beneath the chart that says' "Maximum Building Footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot."

34. On pages 5-26 and 5-27, Courtyard Apartment Lot and Apartment Building Lot, insert "10 feet" for maximum side yard setback from property line abutting street right-of-way.

35. On page 5-28, Apartment Complex Lot, add a note under the chart that says, "Front Building Facades shall face streets, not including alleys, and may also face common yards."

36. On page 5-29, Live/Work Building Lot, Front Building Façade and Front Yard Type amend text as follows: "Store front ~~and~~ with Awning".

37. On page 5-30, Mixed-Use Building Lot Standards, Minimum Building Front Façade Lot Width Coverage, amend as follows: Remove " ~~90 %~~" and replace with "50 %".

38. On page 5-31, Commercial Building Lot, amend as follows:

a. Amend general information under the title to say, "A Commercial Building lot is located in a ~~retail~~ non-residential complex and is designed to accommodate ~~single use~~ office or retail ~~buildings~~ uses."

b. Change maximum lot coverage from "~~60%"~~to "85%".

c. Building Front Façade Lot Width Coverage, change ~~"(linear feet)~~" to "(%)".

d. Change maximum building height from "~~26 feet~~" to "65 feet provided the building is located a minimum of 85 feet from a lot zoned residential".

39. On page 5-32, Liner Building Lot, Minimum Lot Coverage, add the words "No Requirement".

40. On page 5-33, Institutional or Civic Building Lot, amend as follows:

a. **Add a note to "Lot Requirements" that says, "A lot shall not exceed the maximum block size allowed in Section 5.6.1.F.1 of this Plan."**

b. **Add "(%)" after "Building Front Façade Lot Width Coverage" and change minimum building front façade lot width coverage from "~~No Requirement~~" to "50%".**

c. **Change Maximum Front Yard Setback from "~~No Requirements~~" to "No requirement, except 10 feet for lots abutting arterial streets".**

d. **Change maximum building height from "~~50 feet~~" to "65 feet provided the building is located a minimum of 85 feet from a lot zoned residential".**

41. **On page 5-34, Industrial Building Lot, Minimum Building Front Façade Lot Width Coverage, amend as follows: Change from "~~No Requirement~~" to "No requirement, except 50% for lots abutting arterial streets".**

42. **On pages 5-36 and 5-37, Building Front Facades, amend as follows:**

a. **Remove drawings and replace with others.**

b. **Insert a note to say, "The following illustrations are not regulatory. They are provided as examples."**

c. **Under each Building Front Façade Type, remove the word "~~Recommended~~" and replace with the word "Appropriate".**

d. **Amend "1. 2) Common Yard" to say, "~~Deeper~~ Maximum building setback distance ~~to provide~~ will allow a buffer from traffic on arterial or collector streets."**

e. **Amend "2. 1) Porch & Short Wall or Fence" to say, "~~A short~~ An 18-36 inch high wall or fence at the property line abutting the public right-of-way."**

f. **Add the following note to "3 Forecourt", "Ordinance 6-6-2-5(F) City of Albuquerque Street Tree Ordinance requires 7 feet of clearance over a sidewalk and 14 feet of clearance over a street."**

g. **Remove "4. 2) Stoop": "~~Building first story elevated above the sidewalk to ensure window privacy~~".**

h. Amend "5. 3) Storefront with Awning" to say, "Substantial glazing on the first story <u>as indicated in Section 5.6.14 of this Plan</u>."

i. For 5., 6., and 7., Storefront with Awning, Gallery, and Arcade, remove drawings indicating that these building types overhang the right-of-way. At the end of each description add the following sentence: "<u>A City encroachment agreement is required to extend any portion of a building into the public right-of-way.</u>"

j. Add the following note to all building types required to have storefront with awning, gallery or arcade front building facades on pages 5-19 through 5-34: "<u>A City encroachment agreement is required to extend any portion of a building into the public right-of-way.</u>"

43. On pages 5-38 through 5-50, Section 5.6 General Design Regulations, amend as follows:

a. Remove all existing illustrations, replace with other illustrations, and label the new illustrations as non-regulatory examples.

b. Assign a letter to all sections and renumber all regulations in Section 5.6 as indicated in the following example: 5.6.1.<u>A</u>. For all East Gateway Properties abutting Central Avenue: ~~A.~~ <u>1.</u> New Central Avenue curb cuts…"

44. On pages 5-38 and 5-39, Section 5.6 General Design Regulations, amend as follows:

a. The names of all East Gateway arterial streets will be reiterated as a note on this page.

b. Remove 5.6.1.A. text and replace with the following regulation, "<u>New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks or to replace existing driveways. Subject to approval by the City Engineer or his designee, new driveways can be built in a different location on a property, but shall not cause the number of driveways to that property to increase.</u>

Replaced driveways shall be closed and rebuilt with sidewalk, landscaping area, and standup curb."

c. **Amend the first part of 5.6.1.C to say, "For ~~blocks longer than 500 feet~~ , new development with a minimum 300 feet of street frontage on blocks longer than 600 feet, intersecting Pedestrian Access Routes…"**

d. **Amend 5.6.1.D. as follows: "Rear yards shall not face a public or private street excepting an alley, trail, park, green or square."**

e. **Remove text under 5.6.1.E.1, 2, and 3 and replace with the following text:**

"5.6.1.E.1. New buildings that are not single-family detached houses, townhouses, or duplexes shall be permitted across a public or private right-of-way from single–family detached house side yards or where their rear yard abuts a single-family detached house rear lot line, alley or service drive.

5.6.1.E.2. New buildings that are not single-family detached houses, townhouses or duplexes shall be a maximum of 100 feet wide.

5.6.1.E.3. The space separating each new building that is not a single-family detached house, townhouse or duplex shall be a minimum of 25 feet."

f. **Remove 5.6.1.E.3 and replace with the following wording, "Building types dissimilar from single-family detached houses shall be permitted only when the single-family detached house side yard is across a public or private right-of-way or when the single family detached house rear yard abuts a shared rear lot line or is separated by an alley or service drive. All building types except townhouses and duplexes are considered dissimilar from single-family detached houses."**

45. **On pages 5-24 through 5-34 insert a note that refers to regulation 5.6.1.E as an allowable exception to maximum lot coverage and maximum side yard setbacks allowed when a lot abuts or is across a public or private right-of-way including an alley from lots zoned for or developed with single-family detached housing.**

46. On page 5-39, Section 5.6.1.F. amend as follows:

a. Amend 5.6.1.F.1. to say, "The entire site shall be planned and platted into maximum ~~125,000~~ 320,000 square foot blocks. Maximum block length is ~~500~~ 600 feet."

b. Remove 5.6.1.F.2.d. and replace with the following text, "Pedestrian scale lighting that is between 12 to 15 feet high and a maximum distance of 100 feet apart."

47. On page 5-39, Section 5.6.1.G.1, amend as follows: "All sites shall be designed with well-lit 6-foot minimum pedestrian pathways…"

48. On page 5-40, Section 5.6.2 Parking, amend as follows:

a. Delete 5.6.2.B. and replace with "The maximum parking permitted shall be the minimum parking allowed in the Zoning Code per use, plus 10%."

b. Amend 5.6.2.D. to say "Parking shall be screened from the street, excepting an alley, by buildings or a combination of ~~3 foot~~ 18 – 36 inch high wall and ~~4 foot~~ and a minimum 6 foot wide landscape strip."

49. On page 5-40, Section 5.6.3 Parking Structure, amend 5.6.3.A. as follows: "Direct pedestrian access on 6-foot wide walkways shall be provided from parking structures to each adjacent street."

50. On page 5-41, Section Water Harvesting amend 5.6.4.A. as follows: "Water Harvesting Areas: Surface runoff including runoff from roofs shall be directed into depressed, water collection areas located in landscape areas. ~~The development applicant is required to demonstrate why exceptions may be necessary~~."

51. On pages 5-41 and 5-42, Section 5.6.5 Public Outdoor Space for East Gateway Properties abutting Central Avenue, amend as follows:

a. Rename Section 5.6.5, "~~Public~~ Private Outdoor Space"

b. Place a note right after "For East Gateway Properties abutting Central Avenue" to say, "The following outdoor space regulations for properties abutting Central Avenue are in addition to the General

Landscaping Regulations of the City's Zoning Code, Section 14-16-3-10."

c. **Amend 5.6.5.A.1 to say, "All sites abutting Central Avenue shall provide a minimum 5% of the net site as private outdoor ~~public~~ space."**

d. **Amend 5.6.5.A.2 to say, "The Landscaping Zone and the Walking Zone in the Pedestrian Realm, as described in the Street Design Section of these SU-2 General Regulations ~~may~~ are not eligible to be considered for meeting the private outdoor ~~public~~ space requirement."**

e. **Amend 5.6.5.A.3 to say, "All private outdoor ~~public~~ space shall connect to pedestrian walkways/sidewalks."**

f. **Amend 5.6.5.A.4 to say, "A minimum of ~~15%~~ 35% of the private outdoor ~~public~~ space shall be shaded from the summer sun with trees and/or permanent or temporary shade structures."**

g. **Remove 5.6.5.A.5 text and replace with the following text, "A minimum of one seat shall be provided for every 200 gross square feet of private outdoor space provided."**

h. **Amend 5.6.5.A.6 to say, "The use of gravel or crusher fines as ground cover is limited to a maximum of 5% of any ~~public~~ private outdoor space. Crusher fine walkways are not considered a landscaping ground cover."**

i. **Amend the third sentence of 5.6.5.B.1 to say, "Building fronts face ~~all~~ at least three sides of a green."**

j. **Amend the second sentence of 5.6.5.B.2 to say, "A square is generally located at the intersection of streets, is bounded on at least two sides by streets and has building fronts facing ~~all~~ at least two of its sides.**

k. **Throughout Chapter 5, change the term "public outdoor space" to "private outdoor space".**

52. **On pages 5-42 and 5-43, Section 5.6.6, Fences and Walls, amend as follows:**

a. Remove text for 5.6.6 1st A., and replace with the following text, "Knee walls (walls 18-36 inches high) and a minimum 6 foot-wide landscaping strip shall be located at the street-facing property line to define the property edge and provide a screen only where parking or service areas are located. They are not required to define private outdoor space."

b. Amend text for 5.6.6 2nd A. to say, "Freestanding walls and fences within 20 feet of the property line adjacent to a public right-of-way, excepting walls required to screen outdoor storage, shall not exceed 3 feet in height above grade."

c. Delete 5.6.6.B, C, D, E, and F.

d. Remove illustration 5.p.

e. Add the following regulation: "The following wall and fence materials are prohibited: Chain link fencing, barbed wire and razor wire."

53. On pages 5-43 and 5-44, Section 5.6.7, Service Loading and Outdoor Storage Screening, amend as follows:

a. Remove 5.6.7.B

b. Amend 5.6.7.D to say, "Mechanical equipment located on a roof, excepting solar panels, shall be screened from view ~~by parapet walls at least equal to the width and height of the equipment and shall be made of the same materials as the principal building.~~"

c. Amend 5.6.7.E to say, "Service and loading ~~and emergency service~~ lanes shall be designed as part of site circulation and shall not use dedicated lanes that add imperious surface."

54. On page 5-44, Section 5.6.8, Lighting, amend as follows:

a. Amend 5.6.8.A.2 to say, "Building mounted lighting shall be mounted between 7 feet and 15 feet above grade or no higher than 7 feet above the floor of a stoop or porch."

b. Amend the first sentence of 5.6.8.A.3 to say, "All lots abutting alleys shall provide exterior lighting fixtures within 5 feet of the alley right-of-way to illuminate the alley."

c. Remove 5.6.8.A.4 and replace with the following regulation, "Parking structures shall have a lighting plan that provides sufficient lighting to eliminate dark spaces within and immediately adjacent to the structure."

d. Amend 5.6.8.A.5 to say, "No flashing, traveling, animated or intermittent lighting shall be ~~visible on the exterior of the building~~ used."

55. On pages 5-44 and 5-45, Section 5.6.9 Signage amend as follows:

a. Remove 5.6.9.A.3 "~~Signs advertising alcoholic beverages shall be located inside buildings and may not be greater than 4 square feet in area.~~"

b. Amend 5.6.9.A.4 to say, "Signage that is on a mixed use development property or abuts or is across the street or alley from property that is zoned for or developed with residential ~~housing~~ uses shall not be illuminated."

56. Add a new section for utilities before the BUILDING DESIGN sections that includes the following language: "All screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for access and to ensure work crew and public safety during maintenance and repair."

57. On pages 5-45 and 5-46, BUILDING DESIGN, Sections 5.6.10 and 5.6.12 amend as follows:

a. Remove 5.6.10.A., B. and C., Building Materials and replace with the following regulations.

"5.6.10.A. A minimum of 75% of the building façade shall be made of primary building materials.

5.6.10.B. The following materials are prohibited as primary building materials: 1) Standard unfinished or painted CMU block, 2) Corrugated sheet metal, and 3) Wooden sheet material. Standard

unfinished or painted CMU block and corrugated sheet metal may be used as secondary materials or trim."

b. Remove subsections A. and B. of Section 5.6.12 Building Articulation and replace with the following regulation. "A. Building facades facing streets (not including alleys) or a private outdoor space as described in Section 5.6.5 of the Plan shall change in height, setback or material a minimum of every 50 feet."

c. Renumber subsection "C." of Section 5.6.12 Building Articulation as "B."

d. Amend the new 5.6.12.B.3 to say, "~~Multiple~~ Entrances with entry treatments distinct from the building façade – recessed or protruding"

e. Add "5.6.12.B.6 Multiple entrances for buildings with multiple first floor tenants."

f. Remove figure 5.q.

58. On pages 5-46 and 5-47, Section 5.6.13 Building Orientation/Entrances, amend as follows:

a. In Section 5.6.14.D., first sentence, remove the words "as illustrated below".

b. Remove the text for Section 5.6.13.A. and replace with the following regulation: "A primary accessible entrance for every building excepting courtyard buildings where primary entrances may face a central courtyard, shall directly face a street, excepting an alley."

c. Remove the text for Section 5.6.13.D.1. and replace with the following regulation: "Drive-up facilities (pick up windows, ordering panels), other than gas pumps, shall be screened from abutting lots and the public right-of-way, excepting alleys, by a masonry wall and landscaping. The wall shall be a maximum of 3 feet high on all sides where access is not needed."

d. Remove the text for Section 5.6.13.D.2. and replace with the following regulation: "No portion of queuing lanes, access lanes or driveways

shall be located within 40 feet of the street facing facades of a building or between the building and the street, excepting an alley."

e. Delete Figure 5.r.

59. On page 5-47, Section 5.6.14 Windows and Doors, amend as follows:

a. Amend Section 4.6.14.A.1. to say, "For all building types except residential, industrial and institutional/civic a minimum of ~~50%~~ 40% of the area of the ground story between the sidewalk elevation and 9 feet in height above it shall be windows that are clear and allow light transmission between exterior and interior."

b. Delete regulations 5.6.14.A.3 "~~Horizontal dimensions of windows and doors shall not exceed vertical dimension.~~" and 5.6.14.A.4. "~~Doors and windows shall correspond to interior space and shall not span across floors.~~"

c. Remove the text for 5.6.14.A.7 and replace with the following regulation: "Industrial buildings with less than 25% of the ground story between sidewalk elevation and 9 feet in height above it covered by clear, light transiting windows, shall line the street sides of the building with liner buildings or shall screen the blank portions of these building sides with landscaping. Streets do not include alleys."

d. Amend the first sentence of 5.6.14.B.2 to say, "Display windows on the ground floor of all building facades facing parks, plazas, and streets, excepting alleys, ~~parks and plazas~~ covering a minimum of 50% and a maximum of 80% of the surface area."

60. On pages 5-48 and 5-49 PUBLIC RIGHT-OF-WAY DESIGN, Section 5.6.15 Central Avenue Street Design, amend as follows:

a. Remove the second and third sentences of 5.6.15.A.: "~~Regulations for the Roadway Realm shall apply to public projects. Central Avenue shall be redesigned as a major transit corridor as indicated in the Great Streets Facility Plan, April 2009 draft.~~

b. Delete all of 5.6.15.B. Roadway Realm Design.

c. Amend 5.6.15.C.1.b to say, "Edge Zone shall be a minimum of 2 feet wide to accommodate parking meters, regulatory signs and way-finding signs. <u>The edge zone may include landscaping.</u>"

d. Amend the text of the first bullet under 5.6.15.C.1.c. to say, "Street trees shall be a maximum height of 25 feet at maturity if under utility wires ~~or up to 45 feet high in vertically unconstrained areas~~."

e. Amend the text of the last bullet under 5.6.15.C.1.d. to say, "<u>When possible</u>, ADA ramps shall be ~~directional~~ <u>perpendicular to the curb</u>."

61. On page 6-1, Section 6.1 Introduction, third paragraph, amend as follows: Remove the last sentence and replace with the following text: Design regulations are found in Chapter 5 of this Plan.

62. On pages 6-2 and 6-3, Section 6.3 Bicycle Network Recommendations, amend as follows:

a. Repeat Figure 4.dd: 2009 Bicycle Network found on page 4-29 to accompany Figure 6.a: Bicycle Network Proposals.

b. On Figure 6.a, remove the symbol for proposed trail on Eubank Boulevard between Central and Interstate 40 and replace with a symbol for corridor.

c. On Figure 6.a, add a symbol for trail entrances and place on all trail entrance locations.

d. Rename Section 6.3.1 Bicycle Boulevards~~/Traffic Calming~~

e. In Section 6.3.1, add the following paragraph after the third paragraph: "<u>Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan's recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance.</u>"

f. In Section 6.3.5 Trail Maintenance, add a sentence after the second sentence to say, "Invasive tree removal should also be a part of bicycle trail maintenance."

63. On page 6-5, Section 6.5.1 Central Avenue Major Street Intersections, amend as follows:

a. First bullet, Central Avenue/Eubank Boulevard Intersection, add a brief description of the parameters of this project.

b. Add a third bullet, "Central Avenue/Tramway Boulevard Intersection: This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection to improve safety and efficiency for motorists, cyclists and pedestrians."

64. On page 6-6, Section 6.5.4 Southern Avenue Project, remove the third paragraph discussing Britt Street and insert a brief discussion about the need to signalize the Elizabeth Street/Central Avenue intersection and improve Elizabeth Street.

65. On pages 6-8 and 6-9, Section 6.5.6 Pedestrian Street Crossing Improvements, amend as follows:

a. On page 6-8, amend second bullet to say, "Street crossing redesign at all signalized intersections ~~using the draft Great Street Facilities Plan for guidance~~"

b. Delete Figure 6.f: Median Refuge and Striped Pedestrian Crossing.

66. On pages 6-10 through 6-12, Section 6.5.7 Traffic Calming, amend as follows:

a. Remove all text starting with "Visual and Physical Techniques to Narrow a Street" on page 6-10 through the paragraph under "Mini-roundabouts" on page 6-11. Move this information to the Plan Appendices.

b. Insert a first sentence in the last paragraph on page 6-11 to say, "Chico Road, Skyline Road and Singing Arrow Avenue: The Plan recommends that all three streets be evaluated during a public hearing process for designation and design as Bicycle Boulevards."

c. Remove Figure 6.h: Examples of Traffic Calming on page 6-12 and move to the Plan Appendices.

67. On pages 7-1 and 7-2, Chapter 7 - The Plan- Parks and Major Public Open Space, amend as follows:

a. Remove the second sentence following Goal 5 in Section 7.2 Plan Goal Addressed by Recommendations and replace with the following sentence, "This Plan recommends the City consider development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks."

b. On page 7-1, Section 7.3 Recommendations, Parks, amend the second bulleted statement at the end of the page to say, "Expand Park Uses at Singing Arrow Park: Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor ~~furniture~~ <u>furnishings</u>."

c. On page 7-2, amend the last sentence of third bulleted paragraph and add two more sentences to say, "If these sites are not appropriate, ~~secure another site~~ <u>consider other sites</u> to provide recreation and visual relief for local residents, employees and shoppers. <u>Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption.</u>"

68. On page 8-3, "Fire, Additional Fire Station", remove the final sentence and replace with the following sentences: "<u>The Fire Department determines where Fire Stations will be located using Fire Department criteria. The Juan Tabo Hills site will be studied by the Albuquerque Fire Department to determine if it meets community needs.</u>"

69. On page 9-1, Chapter 9-The Plan-Programs and Policies, amend as follows:

a. Rename the Chapter, "<u>Recommended City Actions</u>"

b. On page 9-1, remove the phrase "at least every two years" from the second bullet "Housing, Zoning and Building Code Enforcement" under "Safe Attractive Residential Neighborhoods and Rental

Housing" and from the bullet "Zoning and Building Code Enforcement" under "Attractive Businesses".

c. On page 9-2, remove the text under Section 9.2 Recommendations, Four Hills Village Road, Vehicular Access Control Policy, and replace with the following recommendation: "<u>This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four Hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.</u>"

70. On pages 10-1 through 10-7 amend as follows:

a. Change the "Timing (estimated)" column subheadings from "0-4 years, 5-8 years and 9+ years" to "high priority, medium priority, and low priority".

b. Amend the charts to reflect amended project recommendations made to previous chapters.

c. Include cost estimates developed by DMD where possible.

d. On page 10.3, add DMD as an Agency to "Manzano Mesa Park Development".

e. On page 10.4, add DMD as an Agency to the first two items.

71. The wind turbines recommended in the Plan shall only be "bird friendly" turbines.

72. The term "non-conforming uses" shall replace the term "legal non-conforming uses" throughout the Plan.

CITY COUNCIL
OF THE
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October 4, 2010

FLOOR AMENDMENT NO. 1 TO R-10-73

AMENDMENT SPONSORED BY COUNCILOR Harris

The East Gateway Sector Development Plan (EGSDP), attached as Exhibit A to R-10-73, is hereby amended as follows:

1. On page i, Table of Contents, insert "/EG" after "SU-2" in the line that begins "5.4" under Chapter 5 – The Plan – Land Regulations.
2. On page 2-1, renumber Section ~~2.2~~ Plan of Action to be Section 2.3.
3. On page 2-1, Section 2.2.2, amend the sentence that begins "The Plan's four new zoning districts…" as follows: "The Plan's four new SU-2/EG zoning districts…"
4. On page 2-2, amend the first sentence in the first paragraph on the page as follows: "The new SU-2/EG-C-2 zone…"
5. On page 5-48, Section 5.6.15.A, remove the second and third sentences: "~~Regulations for the Roadway Realm shall apply to public projects. Central Avenue shall be redesigned as a major transit corridor as indicated in the Great Streets Facility Plan, April 2009 draft.~~"
6. On page 5-48, delete all of Section 5.6.15.B. Roadway Realm Design, and renumber subsequent section accordingly.
7. On page 6-2, insert a copy of Figure 4.dd: 2009 Bicycle Network at the top of the page and label it "Figure 6.a-1: 2009 Existing Bicycle Network". Re-label the current Figure 6.a: Bicycle Network Proposals as "Figure 6.a-2: Bicycle Network Proposals."
8. On page 6-2, Figure 6.a Bicycle Network Proposals, delete the symbol for proposed lane on Eubank between Central and I-40 and replace with symbol for "bicycle corridor" as designated on the Long-Range Bikeway System Map.
9. On page 6-2, Figure 6.a, add a symbol for "Trail Entrance Improvements" to the legend and place this symbol on the map at the following locations: 1) the Sandia Vista Park entrance to the I-40 Trail, 2) the eastern entrance to Singing Arrow Park, and 3) the Gallant Fox Road/Raton Avenue bicycle entrance.
10. On page 6-3, amend the second paragraph of Section 6.3.2 as follows: "The Plan also recommends that the City evaluate arterial street crossings for each ~~East Gateway~~ bicycle route, boulevard, lane, and trail within the Plan area – both existing and proposed (see Figures 6.a-1 and 6.a-2) – to determine the appropriate type of safe crossing features needed; then program, fund and install them."
11. On page 6-3, amend Section 6.3.3 as follows: "This Plan recommends

completing the bicycle lane on Eubank Boulevard from ~~the I-40 overcrossing~~ Central Avenue to Southern Avenue."

12. On page 6-3, amend the first sentence in Section 6.3.4 as follows: "To increase personal safety, the Plan proposes that the City evaluate all East Gateway trail entrances (at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road/Raton Avenue bicycle entrance) for cyclist safety…"
13. On page 6-6, Section 6.5.4 Southern Avenue Project, remove the third paragraph that discusses widening Britt Street.
14. On page 6-7, after section 6.5.5, insert a new section 6.5.6 as follows and renumber subsequent sections accordingly:
    "**6.5.6 Morris Avenue Bridge Study.** This Plan recommends that the Development of Municipal Department study the feasibility of constructing a bridge over Interstate 40 connecting the segments of Morris Avenue north of I-40 to the segments within the East Gateway Plan Area. The success of a commercial district, such as the kind proposed for Central Avenue in the East Gateway Plan, is related to the size of the trade area within a 5-minute walk, bike ride or drive and the level of household income within that area. Connecting the north and south segments of Morris expands the trade area for Central Avenue between Eubank and Juan Tabo from I-25 to as far north as Montgomery. North of Lomas, household income levels increase substantially."
15. On page 6-8, amend the second bullet to say, "Street crossing redesign at all signalized intersections using the ~~draft Great Streets Facilities Plan~~ Institute of Transportation Engineers manual "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" and the United States Department of Transportation / National Highway Safety Transportation Administration's manual "Designing Sidewalks and Trails for Access" for guidance."
16. On page 6-9, amend the first sentence in Section 6.5.7 Traffic Calming as follows: "This Plan recommends street design modifications to control vehicle speeds and support bicycling and walking ~~on~~ from neighborhood ~~and~~ to arterial streets and along arterial streets as well.
17. Amend the charts in Chapter 10 "Plan Implementation" to reflect amended project recommendations as adopted by the City Council.

Explanation: These amendments adopt a series of conditions recommended by the EPC and minor clarifications and corrections suggested by staff. Most of the amendments deal with the Transportation chapter of the Plan and are intended to provide clearer intents and direction for proceeding with specific transportation projects within the Plan area.

CITY COUNCIL
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October 4, 2010

FLOOR AMENDMENT NO. 2 TO R-10-73

AMENDMENT SPONSORED BY COUNCILOR _____

Committee Amendment 2 to R-10-73 (C/A(2)R-10-73), which was adopted by the Land Use, Planning and Zoning Committee on August 11, 2010, is hereby amended as follows:

1. In section 5.4.2 SU-2 East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC), the lists of permissive and prohibited uses are amended as follows:

PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-16 C-1 Neighborhood Commercial Zone, with the following exceptions:
   - a. Drive-up facilities are allowed for pharmacies and banking, but not pawn, as long as they comply with all of the applicable provisions of this Chapter, including, but not limited to, the standards in Section 5.6.14.D of the General Design Regulations.
   - b. Residential Uses permissive in the R-3 zone are allowed, but are not required to comply with the C-1 zone minimum acreage requirement.
   - c. Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning.
   - d. Wireless Telecommunications Facility is allowed only if it is attached to a building.

PROHIBITED USES

1. Adult store and adult amusement establishment.
2. Drive-up and drive-in facilities, except for banks and pharmacies, which are permitted as long as they comply with all of the applicable provisions of this Chapter, including, but not limited to, the standards in Section 5.6.14.D of the General Design Regulations.
3. Gasoline, oil, or other liquid vehicle fuel sales.
4. New off-premise signs.
5. Taxidermy services.

Explanation: This amendment would make it permissive to have a drive-up service window for banks or pharmacies within the Neighborhood Activity Zone. Drive-up service windows would not be allowed for restaurants or any uses other than banks and pharmacies. The amendment makes it clear that drive-up service windows in the SU-2/EG-NAC zone must comply with all other regulations of the Land Use Regulations chapter of the Plan, which address things like the location and screening of such facilities.

CITY COUNCIL
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October 4, 2010

FLOOR AMENDMENT NO. 3 TO R-10-73

AMENDMENT SPONSORED BY COUNCILOR _____

The East Gateway Sector Development Plan (EGSDP), attached as Exhibit A to R-10-73, is hereby amended as follows:

1. On page 5-9, amend Section 5.3.3.B as follows: "Major: ~~The EPC shall review a~~Any deviation of 10-20% from any dimensional standard shall be reviewed by the EPC via the site development plan approval process; deviations of 20% or more are not allowed. In order for the EPC to grant the deviation(s) and approve the site development plan, the applicant must demonstrate that 1) the original standard(s) cannot be reasonably met without substantial hardship due to the uniqueness of the site, and 2) applicable goals, policies, and intents of the East Gateway Sector Development Plan are still met, even with the proposed deviation(s) ~~to determine if the request undermines the intent of the zoning requirement~~."

Explanation: This amendment clarifies the procedure for requesting a deviation of greater than 10% from dimensional standards. It provides additional language to help guide the EPC when it considers site development plans that request deviations from dimensional standards of between 10% and 20%.

CITY COUNCIL
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October 4, 2010

FLOOR AMENDMENT NO. 4 TO R-10-73

AMENDMENT SPONSORED BY COUNCILOR _____

The East Gateway Sector Development Plan (EGSDP), attached as Exhibit A to R-10-73, is hereby amended as follows:

1. On page 6-10, amend the first paragraph as follows: "Traffic calming plans should always address emergency vehicle response time and safety for cyclists. In areas where traffic-calming devices currently exist and are having a negative impact on emergency response times or cyclist safety, those devices should be removed and alternative traffic-calming methods should be studied and implemented if it is determined that a need for them exists. ~~They~~ Traffic calming plans have the greatest benefit when used throughout a district rather than in isolated locations. In fact, installation of a single device may divert traffic to neighboring streets, shifting the problem rather than resolving it."
2. On page 6-10, towards the bottom of the page, after the sub-section heading "Vertical Deflection" insert: "In the East Gateway area, vertical deflection devices shall not be used on primary emergency response routes, as determined by the Albuquerque Fire Department."

Explanation: This amendment provides specific direction with regard to the use of certain kinds of traffic-calming devices within the East Gateway area that affect emergency response times and cyclist safety.

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October 4, 2010

FLOOR AMENDMENT NO.__5___ TO__R-10-73_____

AMENDMENT SPONSORED BY COUNCILOR _____

The East Gateway Sector Development Plan (EGSDP), attached as Exhibit A to R-10-73, is hereby amended as follows:

1. On page 6-4, add a new section after the first paragraph as follows:
   "Rapid Ride and Local Bus Shelters
   "Bus shelters are an important amenity that serve and contribute to the comfort of transit riders. This Sector Plan recommends that bus shelters and associated amenities be installed at all Rapid Ride and, where possible, local service stops within the East Gateway area."

Explanation: This amendment would add a recommendation to the Plan to install bus shelters at Rapid Ride and local service stops in the East Gateway area. The Transit Department has been looking into this possibility, and including a specific recommendation in this Plan will provide support for Transit's efforts to better serve this area of the city.

Office of the City Clerk
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Phone (505) 768-3030 Fax (505) 768-2845
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Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 2, 2010

To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-10-73 Enactment No. R-2010-129

I hereby certify that on October 28, 2010, the Office of the City Clerk received Bill No. R-10-73 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-129 was passed at the October 4, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-10-73.

Sincerely,

Amy B. Bailey
City Clerk

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1 Introduction

1.1 Plan Purpose

In 2006, the District 9 City Councilor introduced Council Resolution R-06-18 to initiate the East Gateway Sector Development Plan. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan.

This East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards.

Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. (See Map below.)

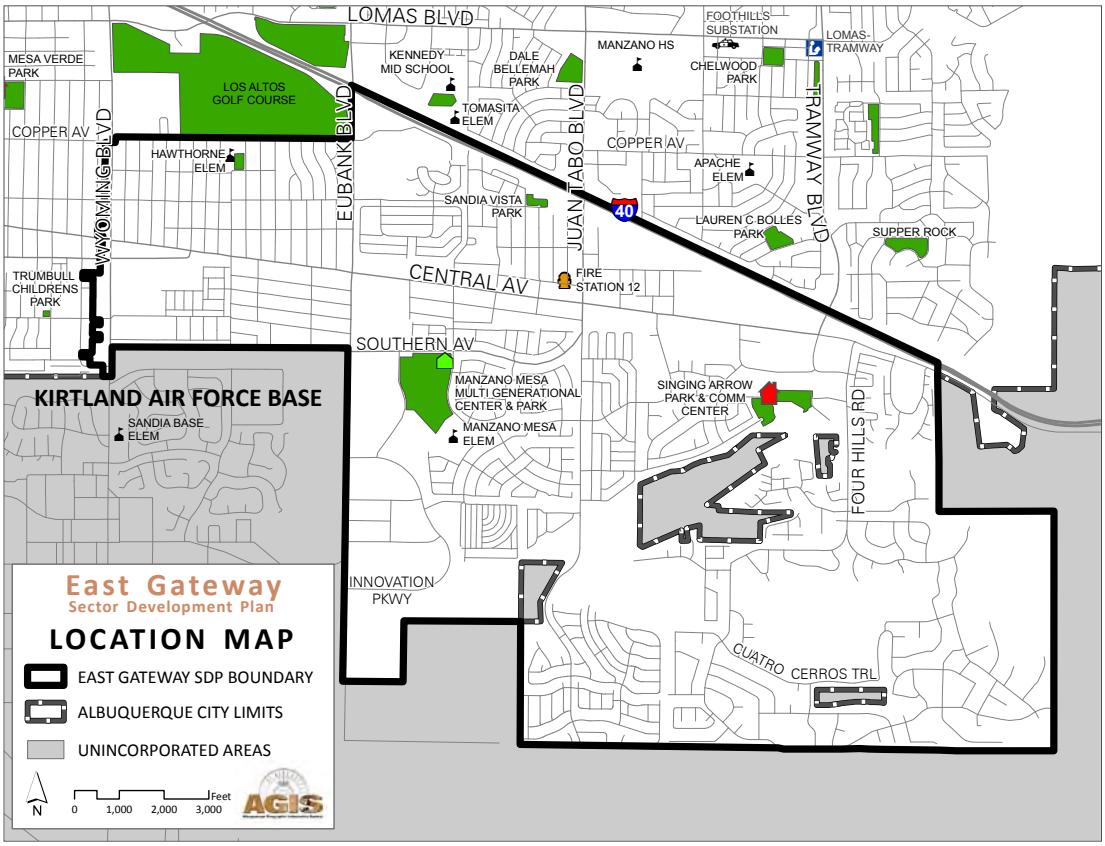


Figure 1.a: East Gateway Location Map

The East Gateway Sector Development Plan is a City of Albuquerque Rank 3 Plan. It describes community goals and develops a plan of action for achieving them that includes recommended public projects to be initiated over a ten-year period, coupled with land use and transportation regulations. A separate Metropolitan Redevelopment Plan also introduces projects to spark area improvement using East Gateway Sector Development Plan policies and regulations.

The East Gateway Sector Development Plan implements Rank 1 Albuquerque/ Bernalillo County Comprehensive Plan policies to organize planning around activity centers and transit corridors. The Sector Development Plan recognizes the already designated Community Activity Center at Central Avenue/Tramway Boulevard and designates two Neighborhood Activity Center at Central Avenue at Wyoming and Juan Tabo Boulevards. The Plan applies zoning districts to these activity centers and to properties abutting transit corridors to encourage mixtures of uses that enable people to live, work, shop, use local services and take public transit.

The Comprehensive Plan now designates Central Avenue from Louisiana Boulevard to Tramway Boulevard an Enhanced Transit Corridor. With the 2009 Rapid Ride bus service extension eastward to Central Avenue/Tramway Boulevard, the Plan proposes extending the Major Transit Corridor designation to also include the East Gateway portion of Central Avenue.

The East Gateway Sector Development Plan emphasizes land use and transportation coordination to support development of new, conveniently located jobs, services, shopping and transit-oriented housing.

Street, trail and lighting project recommendations are intended to improve area safety and convenience. Other recommended public projects include improvements, additions and new facilities to area parks, major public open space, community buildings, and alternative energy demonstration projects. Intensified code enforcement is recommended to ensure safe rental housing. Improvements are intended to serve all area residents, employees and visitors.

1.2 What the Plan Does Not Include

The Plan does not address all area issues identified by the community. Although Plan zoning supports a variety of housing and Plan recommendations include housing code enforcement and community services, the Plan does not address social service program development and coordination for the area's homeless population, the many low-income households and international immigrants. It does not emphasize the many projects that neighborhoods could initiate to improve their quality of life.

The Plan concentrates most of its strategies on public improvements and/or shaping private development along major corridors:

1) Central Avenue (Wyoming Boulevard – Four Hills Road) - the area's east/west spine
2) Southern Avenue (Eubank Boulevard - Juan Tabo Boulevard)

3) Wyoming Boulevard (Copper Avenue – Kirtland Air Force Base)
4) Eubank Boulevard (I-40 – Southern Avenue) - the entrance to Kirtland Air Force Base - the entrance to a burgeoning commercial area, the National Museum of Nuclear Science and History, Kirtland Air Force Base, Sandia National Laboratories, and the Sandia Science and Technology Park
5) Juan Tabo Boulevard (I-40 – Southern Avenue)

1.3 Planning Process

In August 2007 the City of Albuquerque and consultant planning team conducted a series of interviews, focus groups and meetings with about 160 people to determine major plan area weaknesses and strengths.

The information gathered from this series of events led to a City planning process conducted May 2008 through April 2009. The process consisted of a series of community meetings, interviews, surveys, workshops and special meetings with residents, property owners, business owners, developers, representatives of Kirtland Air Force Base and Sandia National Laboratories, government agency representatives, neighborhood associations, a refugee group, and others.

This Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects and programs, and necessary policies and regulations. It also responds to public comments concerning the first draft Plan released July 2009. Appendix A, in a separate volume, contains a list of plan participants and the following reports:

- Initiating the Albuquerque East Gateway Sector Development Plan – Initial Focus Groups and Public Input, 2007
- East Gateway Sector Development Plan Project Kick-Off Report, May 2008
- August 2008 Workshop Summary for the East Gateway Sector Development Plan
- Public Comments Concerning Transportation Proposals in August 2008 Workshop Proposals Report
- Singing Arrow Neighborhood Input from Questionnaires and February 2009 Meeting
- East Gateway African Refugee Residents Likes, Dislikes, and Recommendations Collected 4-2-09

2 Community Goals

2.1 Goals

Planning participants want to be proud of East Gateway. The following community goals are supported by most planning participants:

1. Create a safe, well-maintained, attractive community.
2. Enable the continued existence and new development of thriving businesses to provide jobs and local services.
3. Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.
4. Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.
5. Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway Community.
6. Support existing stable, thriving residential neighborhoods and transform others.
7. Ensure well-maintained, safe housing for low income households.
8. Enable multi-family housing development close to public services, transit, and shopping.

2.2 Comprehensive Plan Goals

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Applicable goals, objectives and policies are in regular text followed by Staff analysis in ***bold italics*.**

Albuquerque / Bernalillo County Comprehensive Plan

B. Land Use

1. Open Space Network

The *Comprehensive Plan* goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors and open areas throughout the Comprehensive Plan area.

Although East Gateway contains existing and potential Major Public Open Space, some partially developed community parks, two neighborhood parks, and developed and potential trail corridors, the Sector Development Plan recommends improvement and expansion of existing facilities, and an additional neighborhood park. The Plan also requires outdoor public spaces for sites abutting Central Avenue.

Applicable policies include:

Policy a: Open space lands and waters shall be acquired or regulated as appropriate to serve one or more of the following specific purposes: conservation of natural resources and environmental features, provision of

opportunities for outdoor education and recreation, shaping of the urban form, conservation of archaeological resources, provision of trail corridors, protection of the public from natural hazards.

Policy f: A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated or appropriately managed to protect natural features, views, drainage and other functions or to link other areas with the Open Space network.

The East Gateway Sector Development Plan supports recommendations in the September 2008 Resource Management Plan for Tijeras Arroyo Biological Zone. East Gateway Sector Development Plan Chapter 7 recommends that the City acquire land to create a continuous Major Public Open Space corridor and habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo. The Plan recommends shifting the undeveloped Four Hills Ravine parkland to Major Public Open Space inventory.

In addition to recommending continued property acquisition to create a continuous major Public Open Space corridor in the Tijeras Arroyo, East Gateway Sector Development Plan Chapter 7 also recommends development and improvement of access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.

East Gateway Sector Development Plan Chapter 6 recommends trail connections to the Tijeras Arroyo from Four Hills Road and Juan Tabo Boulevard. Future trails along the arroyo will follow property acquisition to create a continuous corridor.

Policy g: Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

East Gateway Sector Development Plan Chapter 4 indicates that although the City of Albuquerque's park acreage standard of 2.6 acres per 1,000 people may be met with parks both north and south of I-40, many of these parks are not easily accessible to most East Gateway residents. Plan Chapter 7 recommends expanding Sandia Vista Park, developing the archeological site at Singing Arrow Park as part of the park, continuing Manzano Mesa Park development, acquiring and developing a well site to create a Four Hills Subdivision Park, and acquiring land to develop a park near Central Avenue for nearby low income neighborhoods with difficult access to parks and for existing and future employees on Central Avenue.

5. Developing and Established Urban Areas

The Comprehensive Plan designates most of East Gateway as Established Urban. Lands south of Southern Avenue along Eubank, the Tijeras Arroyo, and Juan Tabo Hills south of the Tijeras Arroyo are designated Developing Urban.

The Comprehensive Plan Goal for developing and established urban areas is to create a quality environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Applicable policies include:

Policy d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, and recreational concern.

Policy h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers.
- In areas with excellent access to the major street network.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

Sector Plan Chapter 5 establishes four new zoning categories that allow a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets. The Plan does not rezone properties with existing residential zoning in neighborhoods and seeks to protect existing neighborhood character by limiting uses and design for C-2 zoned properties currently within residential neighborhoods. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.

Policy i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit.

Sector Plan Chapter 5 establishes new mixed-use zoning categories that allow commercial, multi-family housing and civic uses in

Community and Neighborhood Activity Centers and multi-family residential, commercial, civic, and light manufacturing uses on properties abutting arterial streets. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.

The proposed zones for properties abutting Central Avenue will continue to allow most commercial development now allowed with existing C-2 zoning, but will also allow housing, employment and civic uses that are not permitted with existing C-2 zoning. Both the 66 and 777Rapidride bus routes serve this commercial corridor. Plan area Activity Centers will allow closely associated mixtures of uses that include pedestrian oriented C-2 uses. The form based building and site regulations and general design regulations emphasize efficient and safe pedestrian, transit user, and cyclist access.

Policy l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The Sector Plan's form based approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products.

Policy o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The Sector Plan sets the framework for redevelopment projects. Public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan. Some public improvements concerning lighting and other public infrastructure are already noted in Sector Plan Chapters 8 and 10.

7. Activity Centers

The Comprehensive Plan Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services.

Policy d: Size, functional diversity, and supporting market area are the primary determinants for designation as an Activity Center. Smaller Activity Centers serving surrounding neighborhoods may be developed, but are not designated or mapped.

Policy g: Activity Center locations shown on a Comprehensive Plan map, and their predominant uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with

more specific sub-area planning efforts.

The Comprehensive Plan designates the area at Tramway Boulevard and Central Avenue a Community Activity Center. The Sector Development Plan recognizes this designation and also designates two Neighborhood Activity Centers: 1) Juan Tabo Boulevard/Central Avenue area and 2) the Central Avenue/Wyoming Boulevard/ Zuni Road area intersection.

Neighborhood Activity Centers are not shown on the Comprehensive Plan map. Instead, they are shown in this Sector Plan and supported by the Market Study located in Sector Plan Appendix B.

Policy i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The Sector Plan's SU-2 EG-CAC (Community Activity Center Zone) and SU-2 EG-NAC (Neighborhood Activity Center Zone) both allow a variety of multi-unit housing. The SU-2 EG-C (Corridor Zone) and SU-2 EG-C-2 (Community Commercial Zone) also allow a variety of multi-unit housing to be close to the 66 and 777 Rapid Ride bus routes on Central Avenue.

Policy j: The City will structure capital expenditures and land use regulations in support of creating multi-use Activity Centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of Activity Centers.

The Sector Plan will lead to a Redevelopment Plan that will concentrate its efforts and financial support in key locations, particularly the new Neighborhood Activity Centers. The Sector Plan's land use regulations provide a framework for public and private redevelopment efforts.

C. Environmental Protection and Heritage Conservation

1. Air Quality

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Policy d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

Sector Plan Chapter 5 establishes pedestrian oriented site design, land use mixtures and public right of way design to capitalize on Central Avenue bus service by providing safety and efficiency for people on-foot or bicycle.

Chapter 6 bicycle network improvement projects, transit transfer

center and park and ride recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety. Chapter 6 street project recommendations will improve vehicular movement at major street intersections while providing safe crossings for people on-foot or bicycle.

6. Archaeological Resources

The Goal is to protect, reuse, or enhance significant historic districts.

Policy b: Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Policy c: Public understanding of and appreciation for the area's archaeological and paleontological past shall be promoted.

Sector Plan Chapter 3 recognizes both historic and archeological East Gateway sites. Chapter 7 recommends a project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park.

8. Developed Landscape

The Goal is to maintain and improve the natural and the developed landscapes' quality.

Policy b: Public facilities shall be designed to realize opportunities for City/County beautification.

Policy c: Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

Sector Plan Chapter 5 contains design regulations for public and private buildings and for the public right-of-way. Both emphasize safe and efficient pedestrian movement.

Policy d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

Properties within Sector Plan boundaries are required to follow Zoning Code General Regulations regarding landscaping. General Design Regulations in Chapter 5 of this Plan adds a requirement for water harvesting.

9. Community Identity and Urban Design

The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following: 1) The natural environment, 2) Built environment, 3) Local history, 4) Culture and traditions.

Sector Plan Chapters 5, 6 and 7 recommend policies, programs, projects and regulations that acknowledge the natural environment, built environment, and local history.

Policy c: The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community activity centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community.

Sector Plan Chapter 5 designates two neighborhood activity centers and acknowledges the existing community activity center at Central Avenue and Tramway Boulevard. The chapter establishes land uses and design regulations for these centers that are tailored for East Gateway. The regulations would result in urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City.

Policy d: Development projects within Community Activity Centers should contribute to the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Buildings designed and arranged to reflect local architectural; traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

Sector Plan Chapter 5 establishes activity center zoning that lists pedestrian oriented permissive uses that create synergy. Its form based building, site design and general design regulations ensure pedestrian linkage within centers and to surrounding neighborhoods, building styles appropriate to the area, and landscaping and public space design that allows flexibility, but clearly ties these areas to Central Avenue. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.

Policy e: Roadway corridors (collector and arterial streets, Enhanced Transit and Major Transit street corridors) within each community that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to minimize water use, screen parking areas, create useful and attractive signage and building facades and facilitate walking safety and convenience.

The Sector Plan avoids complete redesign of the Central Avenue public right-of-way because the community could not come to consensus about reducing travel lanes to capture right-of-way that could be used to improve safety and efficiency for walking, cycling and using transit. In the absence of complete redesign, Chapter 6 of the Plan recommends a spot median project, safe and efficient street crossing design at major street intersections, the addition of a traffic signal at Elizabeth Street and Central Avenue, and improved mid-block crossing designs at all bicycle network crossings.

Chapter 5 requires public right-of-way acquisition and development improvements to include wider sidewalks, landscaping and other improvements for pedestrians. Chapter 5's land use and design regulations place buildings closer to the public right-of-way and orient windows and entrances toward the street.

D. Community Resource Management

3. Energy Management

The Goal is to maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Policy b: Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste, and geothermal supplies shall be encouraged.

Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project that doubles as a gateway statement at the eastern edge of the Plan area.

4. Transportation and Transit

The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a: The (Comprehensive Plan) Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

Plan Chapter 5 establishes Activity Center locations, land uses, and building and site design regulations that are consistent with a Major Transit Corridor. The transportation recommendations for Central Avenue in Plan Chapter 6 stop short of complete redesign that would make it a safe and efficient street for pedestrians and cyclists, but do recommend improvements for major street intersections. Pedestrian

area improvements are found in public right of way regulations in Chapter 5 and are tied to new development.

Policy b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

Policy c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit Streets.

Plan Chapter 5 introduces four new zoning designations that allow a variety of multi-unit housing and some manufacturing in places that currently have C-2 zoning. All of the properties with these four new zoning designations are within walking distance to bus routes on Central Avenue or Wyoming, Eubank and Juan Tabo Boulevards. All properties with proposed zoning allowing multi-unit housing are outside single-family residential neighborhoods.

Policy d: The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 fee on minor arterials.

Site Design Regulation 5.6.1.A. Site Layout (Streets, Blocks, and Lots) for all East Gateway Properties abutting Central Avenue states: "New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks. New curb cuts for driveways are prohibited on Central Avenue."

Policy g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Building set back distances and lot design associated with building types described in Section 5.5 of Chapter 5 promote a safe pedestrian environment. Many regulations under 5.6.1 promote site design that creates a safe and efficient environment for pedestrians.

Policy h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Due to a lack of community consensus, the Plan does not recommend a bicycle lane on Central Avenue, but it does recommend improvements and added links to the existing East Gateway portion of the bicycle network.

Policy o: Peak hour demands on the circulation system should be decreased.

Sector Plan Chapter 6 recommends improvements for traffic flow at locations where motorists now experience a wait during peak hour:

Policy p: Efficient, safe access and transfer capability shall be provided

between all modes of transportation.

Sector Plan Chapter 5 proposes land regulations to protect pedestrians on sites and to bring them more efficiently and safely to the public right-of-way. Sector Plan Chapter 6 recommends pedestrian improvements at major street intersections, improved mid-block bicycle facility street crossings, and an additional traffic signal at Elizabeth and Central.

Policy q: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods.

Sector Plan Chapter 6 and 10 outline transportation project recommendations that include improvements to the Bicycle network, a Park and Ride/Transit Transfer Center, and Street Projects.

5. Housing

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low-income residents; and assure against discrimination in the provision of housing.

Policy a: The supply of affordable housing shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Policy d: Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

Two goals on Plan page 2-3 address these policies: 2.2.7 Ensure well-maintained, safe housing for low-income households and 2.2.8 Enable multi-family housing development close to public services, transit and shopping.

Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing. Plan Chapter 5 introduces four SU-2 zones that allow multi-unit housing. All four zones are close to transit, shopping and services on Central Avenue.

6. Economic Development

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Plan Chapter 5's SU-2 zones allow a wider range of uses than current C-2 zoning. New non-residential uses include most uses now allowed in the C-2 zone as well as live/work space, retail businesses in which products are manufactured, compounded, process, assembled or treated as an accessory use, and some manufacturing, assembling, treating, repairing or rebuilding articles permissive in the M-1 zone.

7. Education

The Goal is to provide a wide variety of education and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy c: Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Policy e: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

Plan Chapter 8, page 8-3, recommends a new library be located at a visible location on a busy street with good public transit. The Plan refers to the 2007 Library Facilities Master Plan, where the library system identifies a new full-sized library for the East Central area as its second priority after the construction of a West Central library.

Plan Chapter 8, page 8-2 recommends that the Singing Arrow Community Center be enlarged to better serve the community with classes and programs for local children and adults, indoor and outdoor recreation, commodities distribution and transportation services for children.

Facility Plan for Arroyos

The East Gateway Sector Development Plan includes recommendations for the Tijeras Arroyo consistent with its classification as a Major Open Space Arroyo in the adopted Rank 2 Facility Plan for Arroyos. Sector Plan recommendations include continued City land acquisition to form a continuous corridor of Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

2.3 Plan of Action

2.3.1 Create a safe, well-maintained, attractive community.

The Plan's Land Use and Transportation strategies could transform Central Avenue and other major streets into vibrant, successful places that attract more people engaged in legitimate activities.

The Plan introduces four new mixed-use zoning districts, form-based land regulations, and multi-modal street redesign to enable a physical environment that fosters personal safety and peer pressure to maintain properties.

The Plan recommends a community-wide public street lighting project and requires businesses to light alleys and building frontages as well.

The Plan also recommends initiating regularly scheduled proactive housing, zoning and building code enforcement to ensure safe rental housing and well-maintained commercial properties.

2.3.2 Enable the continued existence and development of thriving businesses to provide jobs and local services.

The Plan's four new SU-2/EG zoning districts enable the development of a variety of businesses. The new Corridor Zone continues to allow most C-2 uses and adds very light manufacturing, flex spaces, and multi-family housing.

The new SU-2/EG-C-2 zone continues to allow most C-2 uses on C-2 zoned properties within residential neighborhoods. It also legitimizes housing on these properties.

Plan zoning for the existing Community Activity Center and new Neighborhood Activity Centers enables the development of closely located businesses that allow customers to easily access a variety of stores, offices and services in one trip.

2.3.3 Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.

The Plan proposes projects to improve the East Gateway portion of the City bicycle network: Bicycle Boulevard development for some neighborhood streets, bicycle safety improvements at key bicycle facility/ street crossings, a new bicycle lane segment for a portion of Eubank Boulevard, trail entrance improvements, and consistent I-40 trail maintenance.

The Plan recommends that the City select, acquire and develop a site for an integrated park and ride lot and bus transfer station.

The Plan recommends street projects to improve multi-modal transportation: vehicular traffic movement improvements at key street intersections, Central Avenue spot median project extension west to Wyoming Boulevard, a Wyoming Boulevard median landscaping project, redesign of Southern Avenue and the Southern Avenue/Juan Tabo Boulevard intersection, design and installation of safe Pedestrian/Bicycle street crossings, and traffic calming techniques for selected streets.

2.3.4 Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.

The Plan proposes that street pedestrian realm improvements accompany new private development to support transit service and pedestrian comfort and safety along Central Avenue.

The Plan's zoning designations, building forms and general regulations for

properties abutting Central Avenue promote a mixture of employment, stores, and housing that relate directly to the street.

2.3.5 Provide accessible parks, major public open space, and community programs that serve the entire East Gateway community.

The Plan recommends improvements to existing parks, park additions, and Major Public Open Space acquisition and improvement to serve all community members.

The Plan also recommends improving or building a new community center and finding a site for an area library.

2.3.6 Support existing stable, thriving residential neighborhoods and transform others.

The Plan does not change existing residential neighborhood zoning.

Plan projects and regulations are intended to increase the vitality of the major streets that should be serving nearby neighborhoods.

The plan recommends public facility improvements to serve neighborhoods

The Plan's lighting program emphasizes neighborhood security.

2.3.7 Ensure well-maintained, safe housing for low-income households.

The Plan recommends proactive housing, building and zoning code enforcement of existing rental housing.

2.3.8 Enable multi-family housing development close to public services, transit, and shopping.

The Plan's new zoning categories enable the development of multi-family housing along Central Avenue.

3 Area History

East Gateway has a rich history. Its agricultural past, evidence of early Spanish settlement and strong Route 66 ties can be celebrated now and into the future with public art installations, neon elements, and historical signs.

People from many different cultures lived here thousands of years ago and continue to do so now. The Tijeras Canyon contains evidence of 9,000 years of human presence. An 18th century Spanish settlement archaeological site lies in Singing Arrow Park. Remnants of a Tijeras Arroyo dam and flume that date back to early 20th century once provided irrigation to farmlands in an area now occupied by Kirtland Air Force Base.

Early Albuquerque settlers travelled through this gateway to other settlements, pastures, and forests in Tijeras Pass and the Sandia Mountains. In 1937 Route 66 was aligned in New Mexico to run east/west on Central Avenue, East Gateway's spine. "Dust bowl" migrants used this route to reach California. Between 1941 and 1945, Route 66 was an important highway for transporting supplies and personnel for World War II efforts.

In the 1944 Albuquerque City Directory, there were no listings east of Louisiana Boulevard, but by 1958 the directory listed a variety of businesses on Central Avenue between Wyoming Boulevard and the Tijeras Pass. Some businesses were the kind often located at the edge of towns (a wrecking yard, fruit market, tree nursery and drive-in theater). Others served tourists (a trading post, curio shops, motels, the Western Skies Hotel under construction, gas stations, cafes, restaurants, trailer courts and apartments.)

In 1969 Interstate 40 was completed along the north end of the City, replacing Route 66 as a cross-town and cross-country roadway. By 1985, Route 66 was decommissioned and in 1999 Congress passed legislation to create a Route 66 Corridor Preservation Program.

Sales lots for cars, recreational vehicles, boats, and mobile homes dominated Central Avenue after Interstate 40 completion displaced tourist-oriented businesses. Only inexpensive short-stay motels were built where Central Avenue, Tramway Boulevard and I-40 converge. During the 2008-9 national economic downturn several sales lots were vacated. These businesses had few permanent structures making land redevelopment an achievable option for East Gateway.

Residential development has been filling in vacant land surrounding Central Avenue and other major East Gateway streets since the 1950's, with the most recent residential development at the southern end of Juan Tabo Boulevard south of the Tijeras Arroyo. Residential infill development could occur along Central Avenue as it continues to transform into a mixed-use destination for surrounding neighborhoods.

Area military operations date back to the World War II era. Since then, Kirtland

Air Force Base, Sandia National Laboratories and more recently, Sandia Science and Technology Park, have emerged as an important employment base at the southern edge of East Gateway.

The following historic buildings are still found in East Gateway.

The Enchanted Mesa Trading Post

The Enchanted Mesa Trading Post (9612 Central Avenue SE) is a specialty store and residence built in the Spanish-Pueblo Revival Architectural style. Margarete Chase, wife of an Indian art dealer and John Hill designed and built it in 1948. The building is a significant reminder of Historic Route 66 strip development designed to serve tourists after World War II. Many Albuquerque roadside buildings from this period were built in this style to offer tourists a ready identification with the Southwest and regional Indian arts they sought.

Neon Sign for La Puerta Lodge

La Puerta Lodge (9710 Central SE) is a motel built in the Southwest Vernacular style. Constructed in 1949, it consists of three one-story buildings with flat roofs, white stucco walls, parapets and southwest vernacular details. It has a striking neon sign. La Puerta Lodge is one of the best examples of a largely unaltered tourist court remaining along Route 66 in New Mexico. The neon sign is also historically registered.

Luna Lodge

Luna Lodge (9119 Central NE) is a motel built in segments from 1949 – 1952 in the Southwest Vernacular style. At the time, it was one of the easternmost motels along the East Central commercial strip. The Luna Lodge contains a café across the court from its office.

4 Area Character and Conditions

4.1 Location and Natural Features

East Gateway is spread across the Manzano Mountain foothills and alluvial fans. Manzano Mountain and Sandia Mountain form East Gateway's visual backdrop to the east — dark silhouetted forms at sunrise and pink granite drapes at sunset. East Gateway's rise in elevation provides great views to the east and west.

The area rises from nearly 5,400 feet above sea level at the Wyoming Boulevard/ Central Avenue intersection to over 5,700 feet above sea level just east of the Four Hills Road/Central Avenue intersection.

Winds from the Tijeras Canyon rush down Central Avenue (Route 66) and through the neighborhoods as weather shifts.

The Tijeras (Scissors) Arroyo, the largest arroyo in Bernalillo County, cuts through East Gateway south of Central Avenue. East of Four Hills Road, the arroyo's streambed is constrained in a steep-sided channel dotted by cottonwood stands. Between Four Hills Road and Kirtland Air Force Base the Tijeras Floodplain is sometimes over 1,000 feet wide.

4.2 East Gateway Demographics

4.2.1 Existing Conditions

Data Sources: The data collected for this analysis comes from two major sources: Census 2000 and the Mid Region Council of Governments (MR-COG) demographic estimates and projections for 2004, 2015 and 2030.

Census 2000 data indicates that the East Gateway Plan area and Kirtland Air Force Base housing just outside Plan boundaries was home to 22,688 people of different age groups, ethnicities, and incomes. The number of housing units was over 10,200, comprised of 74% single-family and 26% multi-family dwellings.

Age
The overall median age for East Gateway was 35, the same as the City's overall median age. However, median age differed dramatically in different parts of East Gateway.

Northwest of Eubank Boulevard and Central Avenue, and south of Central Avenue in the Singing Arrow neighborhood, the median age was approximately 26 years. Northeast of Central Avenue and Eubank Boulevard and in the Four Hills neighborhoods, median age was from middle to late fifties.

Young Children - Nine Years Old and Younger: Higher than average percentages of young children resided north of the Tijeras Arroyo, particularly near Central Avenue east of Eubank Boulevard.

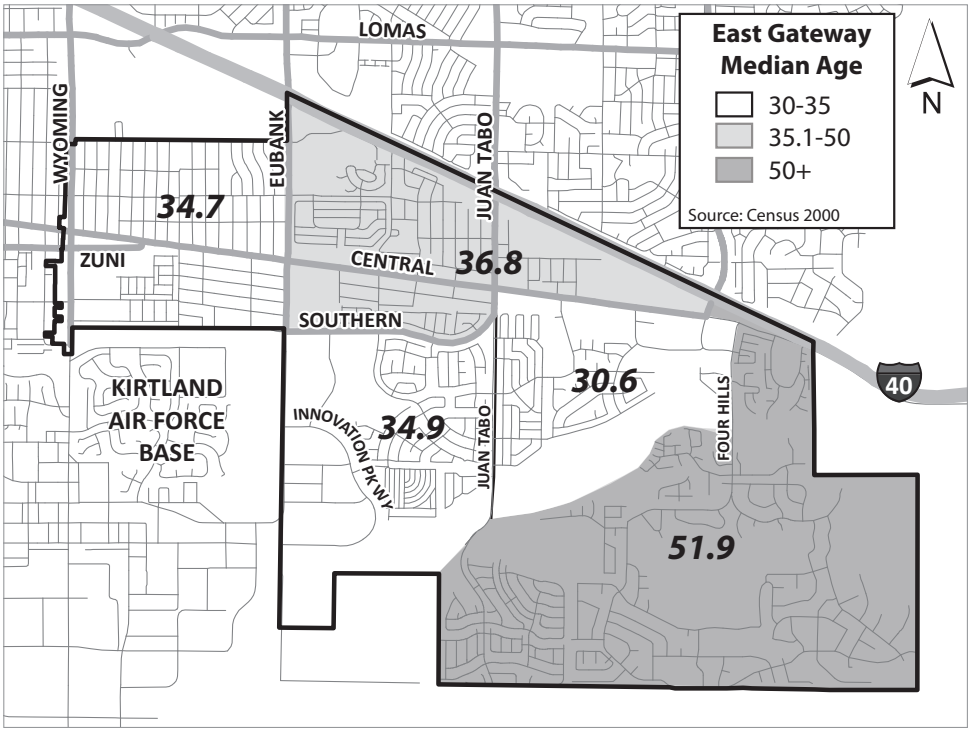


Figure 4.a: East Gateway Median Age

Household Size

Median household size for East Gateway was 2.3 people, ranging from a low of 1.7 people per household in a subarea northeast of Central Avenue and east of Eubank Boulevard to a high of 3.3 in the Kirtland Air Force Base housing area.

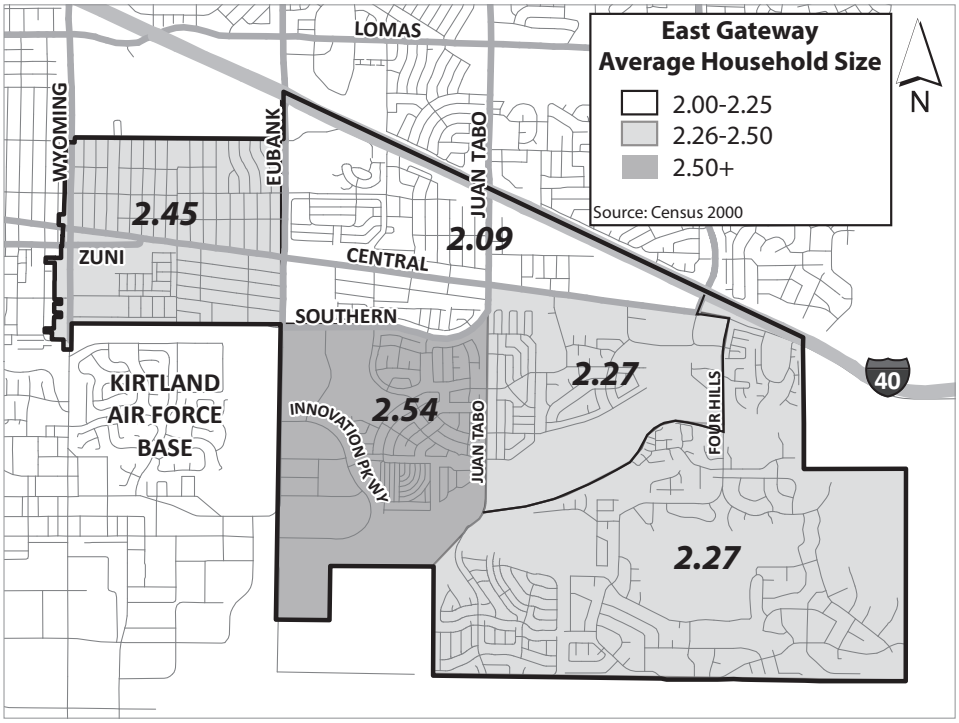


Figure 4.b: East Gateway Average Household Size

Income

While the median annual household income for East Gateway was just over $37,000, Census 2000 identified dramatic subarea variations. Areas close to Central Avenue had low median annual household incomes while the area south of the Tijeras Arroyo had higher incomes. Just northeast of Central Avenue and Wyoming Boulevard were households with the lowest incomes, with a median household income of $19,700. The portion of Singing Arrow neighborhood just south of Central Avenue also had low household incomes, with the median just above $21,000. South of Tijeras Arroyo neighborhoods had median household incomes ranging from $72,000 to over $75,000.

Employment

Using data from the 2000 Census, MR-COG reports that East Gateway had approximately 8,800 jobs in 2000:

East Gateway Existing Employment: 2000

Employment Sector	Approximate Number of Jobs	Percentage
Basic Employment (manufacturing and construction)	2150	24%
Retail Employment	4200	48%
Service Employment	2450	28%
TOTAL EMPLOYMENT	**8800**	

Sources: U.S. Census and MR-COG

Figure 4.c: East Gateway Existing Employment

4.2.2 Projections for Population and Employment

MR-COG prepares population, housing and employment projections for the Albuquerque region by subareas. This Plan uses projections for 2015 and 2030. The projections do not take into account the potential for major mixed-use redevelopment projects and multi-family housing that could potentially occur along major East Gateway streets.

Population

Between 2000 and 2015, population was projected to increase by approximately 6,400 people. New subdivisions built east of Eubank Boulevard and south of Southern Avenue account for half that growth. During Plan development, the Juan Tabo Hills Subdivision south of the Tijeras Arroyo also contributed to that growth.

Other areas are projected to experience population decline as residents age and their children move away. By 2015, most vacant East Gateway land zoned for residential uses will be developed. Between then and 2030, population is projected to remain generally stable.

Household Size
Household size is projected to decline slightly to 2.26 people per household in 2015 and to 2.15 by 2030. All subareas are projected to decline in household size, but the Kirtland Air Force Base housing area is projected to retain a population of over three people per household.

Housing
Between 2004 and 2015, East Gateway is projected to gain approximately 2,100 housing units, and an additional 850+ units between 2015 and 2030, for a total housing stock of 14,500 units. The proportion of single- family housing is projected to increase to nearly 75% of the total housing stock if current land use development patterns hold steady. Multi-family housing allowed along major arterial streets through this sector plan may affect future projections.

Employment
Job growth is projected to concentrate in the Sandia Science and Technology Park area through 2015, accounting for approximately 60% of the projected area increase of 3,700 jobs. After 2015, the number of jobs is projected to remain relatively flat. Service employment is expected to account for 82% of new jobs in East Gateway. Light manufacturing allowed along major arterial streets through this sector plan may affect future projections.

4.2.3 Observations

While economic differences are dramatic within East Gateway, the area shares the nationwide trend of an aging population that will require services including medical care, senior centers, transportation and personal assistance.

Subareas with the lowest incomes are also home to larger percentages of children whose families would benefit from child care services, after school programs, access to information resources, and expanded recreation services at community centers and parks.

4.3 Real Estate Market Summary

An East Gateway market study examined economic, demographic, and real estate trends to determine immediate, mid and long-term development opportunities for residential, retail, office, and industrial uses. (See Appendix B in a separate volume.)

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

East Gateway's location also positions it to provide stores that serve communities

east of the mountains and north of I-40. Interviews, community meetings and surveys reveal that residents living both inside and outside East Gateway perceive that it has public safety issues. (See Appendix A.iii.) Until the area's image changes, it may be unable to capture more retail spending from residents who live outside the area. If the area changes, additional retail and commercial services may be supported.

East Gateway's economically and culturally diverse residents and employees present a challenge to East Gateway businesses' ability to balance affordability and requests for more upscale shopping.

Initial signs of increased East Gateway investment were evident during the planning process with new retail shopping and restaurants at the Eubank Boulevard/Central Avenue intersection, major residential development south of the Tijeras Arroyo on Juan Tabo Boulevard, and other residential development near the Manzano Mesa Multi-Generational Center and near I-40 and Eubank Boulevard. Early 21st Century City-funded investments include the Manzano Mesa Multi-Generational Center and adjacent park. While the transformation of East Gateway may be a long-term effort, many of the area's characteristics are encouraging for impending improvement.

The key findings from the completed market analysis are as follows:

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

- **Retail:** Local employees and East Mountain households are overlooked sources of retail expenditures that could supply demand for at least one additional neighborhood or /community mixed-use activity center.

- **Office:** Low vacancies support new construction for local-serving offices. While higher regional vacancies may inhibit capture of regional office development in the near-term, long-term prospects are positive as more desirable office submarkets are built out and supportive land uses are built in East Gateway.

- **Industrial:** Proximity to Sandia National Laboratories is highly desirable, as evidenced by premium industrial lease rates in the area. To a large extent, most companies that need to be near the labs have already located there over the past 10 years, which may moderate industrial growth.

Near and Long-Term Market Opportunities

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

Source: RCLCO, July 2008

Figure 4.d: East Gateway Market Opportunities: Near and Long-Term

The study determined that retail and industrial uses are the strongest near term opportunities. While not within the scope of this market study, hospitality/lodging and meeting/conference space were identified as additional land uses that should be considered to support Sandia Science and Technology Park, Sandia National Laboratories and Kirtland Air Force Base activities.

The market study recommends six actions to attract and develop new uses in East Gateway:

1. Redevelopment in specific concentrated nodes rather than spread throughout the area
2. Development incentives such as reduced impact fees to jump-start development
3. Major Street redesign and landscaping to attract developers
4. Reasonable design requirements for developers to improve area appearance
5. An expedited development process to boost interest in the area
6. Assembled parcels for new development

4.4 Land Use

East Gateway Sector Development Plan boundaries encompass almost 4,267 acres or 6.7 square miles: 82% are properties containing a wide variety of land uses and the remaining 18% are streets.

In 2009, almost 50% of East Gateway's land use area was residential. The next large land use categories were vacant land at over 19% and parks and open space at 14%. Commercial retail and service were more than 11% of net land area while industrial, utilities and civic/institutional land uses comprised the remaining 7%.

Acreage by Land Use Type		
East Gateway Total Land Area	**4267 Acres**	
East Gateway Net Land Area (excludes streets)	**3485 Acres**	
Existing Land Use	**Acres**	**Percentage of East Gateway Net Land Area (excludes streets)**
Residential	**1661**	**47.7%**
68% Single Family	1136	32.6%
18% Mobile Home	295	8.4%
9% Multi-Family	146	4.2%
5% Townhouse	84	2.4%
Vacant and Agricultural	**682**	**19.7%**
Parks, Major Public Open Space and Golf Courses	**491**	**14.1%**
Commercial – Retail and Services	**400**	**11.6%**
Industrial, Wholesale and Warehousing	**142**	**4.1%**
Transportation, Utilities, Parking Lots, Drainage and Flood Control	**61**	**1.8%**
Institutional: Schools, Places of Worship and Government Facilities	**49**	**1.4%**

Source: Albuquerque Geographic Information System, July 2009

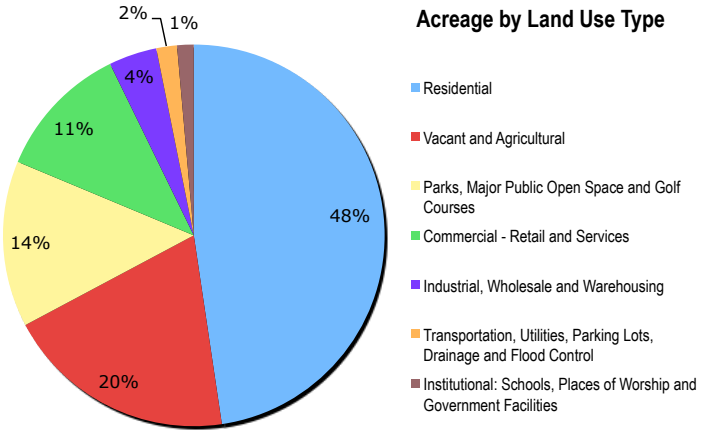


Figure 4.e: Acreage by Land Use Type

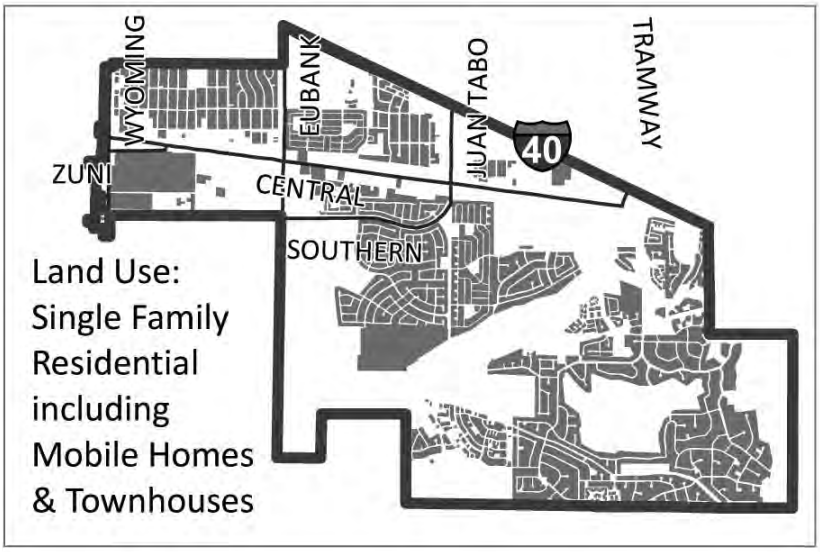
4.4.1 Residential

The area's first residential developments were built in the 1950s near Central Avenue between Wyoming and Eubank Boulevards. These neighborhoods have gridded street patterns. 21st Century housing includes developments around Manzano Mesa Multi-Generational Center, Juan Tabo Hills south of the Tijeras

Arroyo at the end of Juan Tabo Boulevard and infill development in Four Hills neighborhoods and adjacent to Eubank Boulevard and Interstate Highway 40. Neighborhoods are often separated from shopping and public transportation located on major streets by heavy commercial or industrial uses. Some neighborhoods are well maintained, while others could use improvement.

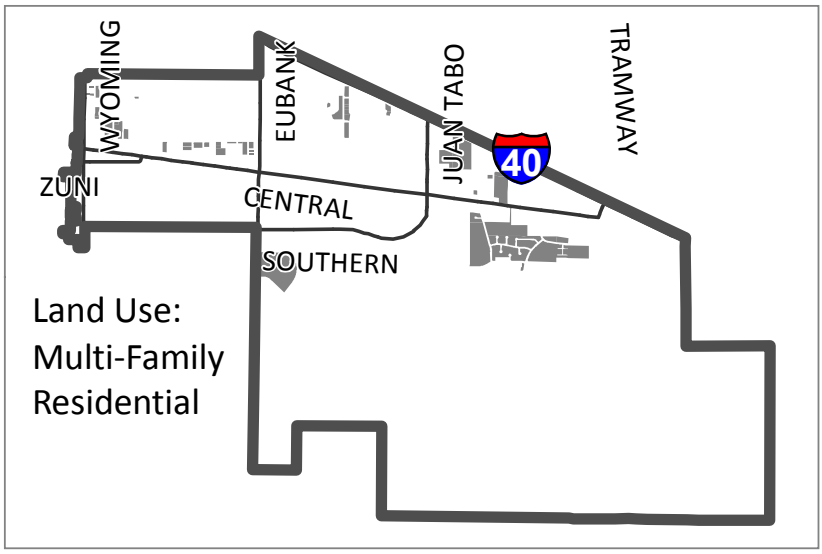
In 2009, single-family homes covered 68% of residentially used land. Another 18% consisted of mobile homes, 9% consisted of multi-family development and 5% consisted of townhouse development.

Area mobile home parks were established for many years. Multi-family housing consisted of apartment buildings, duplexes, and converted hotels and motels.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.f: Single Family Residential



Source: Albuquerque Geographic Information System, July 2009

Figure 4.g: Multi-Family Residential

New Housing North of Manzano Mesa Center

Four Hills Mobile Home Park

Multi-Family Housing in Manzano Mesa Area

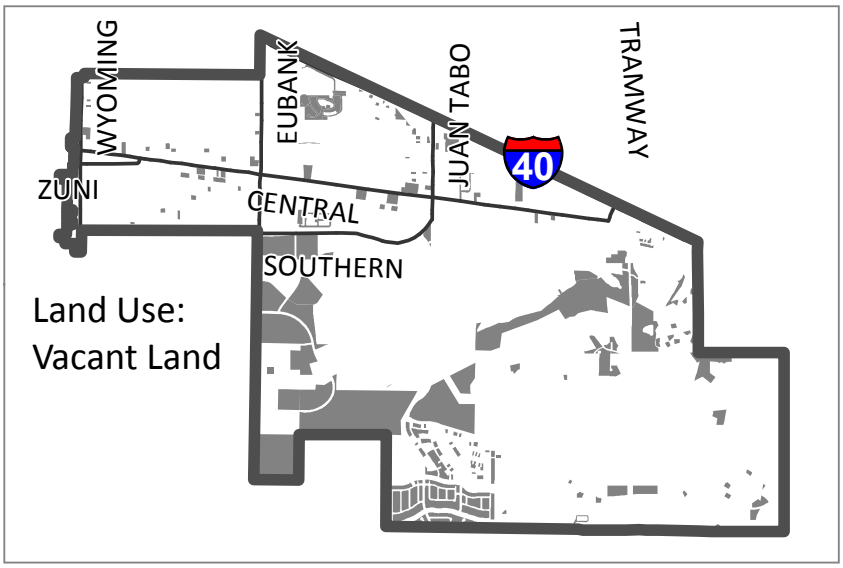
New Live-Work Units off Juan Tabo and Chico — Part of Lenkurt Redevelopment

Figure 4.h: Examples of Residential Development in East Gateway

4.4.2 Vacant Land and Abandoned Structures

In 2009, Albuquerque Public Schools and the State of New Mexico owned some of the largest vacant parcels. The vacant land category includes undeveloped land as well as abandoned structures.

The largest parcels are located within the Tijeras Arroyo and in or near Sandia Science and Technology Park. Abandoned structures at the Juan Tabo Boulevard/ Central Avenue intersection and the Eubank Boulevard/Central Avenue intersection offered redevelopment opportunities. Central Avenue properties vacated by businesses with few or no buildings provided opportunities for development that could enliven the street.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.i: Vacant and Agricultural Lands

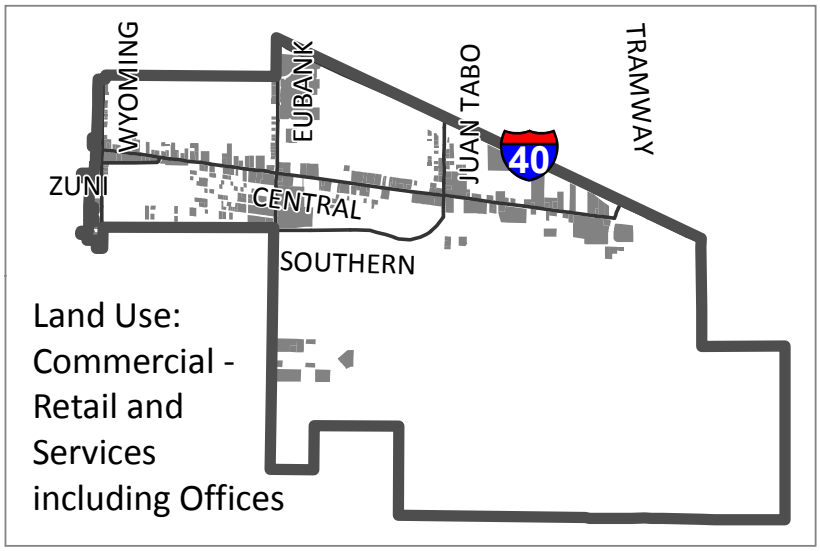
4.4.3 Commercial — Retail, Service and Office

During the planning process, two centers of relatively successful retail activity were located 1) along Eubank Boulevard south of Central Avenue and 2) in a City Comprehensive Plan designated Community Activity Center on the south side of Central Avenue at Tramway Boulevard. The first consisted of big box retail stores and the second was a community-sized retail shopping center that also contained a movie theater.

Other retail and commercial services along Central Avenue and the major north/south streets serving East Gateway were a mixture of automobile, boat, and mobile home sales, fast food restaurants, shopping center strips, convenience shopping, motels, and other uses.

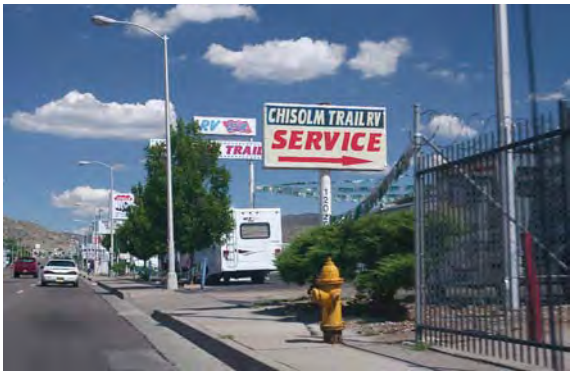
In the future, the shopping center at Tramway Boulevard could be further developed to offer a more compact, pedestrian-oriented one-stop shopping and entertainment experience. Other shopping and services could be clustered at major transit stop intersections associated with Rapid Ride service at Wyoming, Eubank, Juan Tabo, and Tramway boulevards. At the time of the study, area residents and employees needed to drive to individual destinations in East Gateway or leave East Gateway for basic shopping. Retail property vacancy rate and property disrepair posed a serious threat to investment.

East Gateway offices are often associated with Sandia National Laboratories or manufacturing businesses. Sandia National Laboratories and offshoot business created a significant employment base for East Gateway. A few other corporate offices such as Z-Coil Comfort Footwear were also located on Eubank Boulevard.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.j: Commercial - Retail and Services, Including Offices



12000 block of Central SE

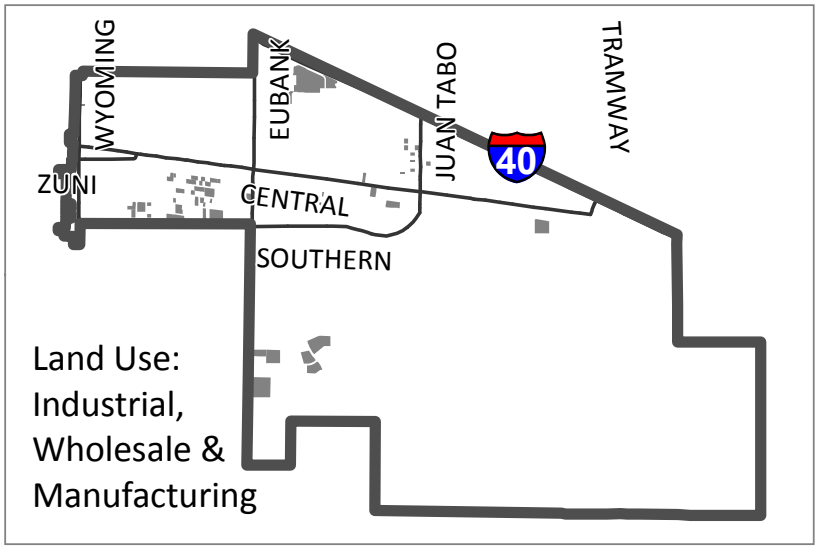
Costco

Small Shopping Center on Juan Tabo SE

Figure 4.k: Examples of Commercial Development in East Gateway

4.4.4 Industrial

In 2009, industrial uses were primarily laboratory- and research-based. Older light industrial buildings south of Central Avenue between Elizabeth Street and Wyoming Boulevard contained a variety of small manufacturing and warehousing businesses. Some supported the research effort in the area. Included in the industrial category are storage facilities and equipment rentals.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.l: Industrial, Wholesale and Manufacturing

Individual Office-Warehouse Buildings, Zoned C-3

Large Office-Warehouse Building, Zoned C-3

Figure 4.m: Examples of Industrial Development in East Gateway

4.4.5 Parks and Major Public Open Space

Source: Albuquerque Geographic Information System, July 2009

Figure 4.n: Parks, Major Public Open Space and Golf Courses

Sandia Vista Park

Singing Arrow Park

Figure 4.o: Examples of Parks in East Gateway

Parks

The following chart describes East Gateway's four developed and partially developed parks.

East Gateway Parks with Recreation Facilities

Name	Location	Total Acreage	Developed Acreage	Amenities	Notes
Hawthorne Elementary School Park	Copper and General Somervell NE	2.3 acres	2.3 acres	back stops, recreation field, shade structure	Leased from APS through 2019
Sandia Vista Park	Chico and Shirley NE	1.93 acres	1.93 acres	basketball court, play area, picnic tables	Adjacent vacant NMDOT land may be an opportunity
Manzano Mesa Park	Southern and Elizabeth SE	47.91 acres	27.89 acres	recreation fields, play area	Plans for additional playfields
Singing Arrow Park	Parking at Wenonah and Four Hills Road SE and at Singing Arrow Community Center	16 acres	8.4 acres	play area, shade structure, seating, recreation fields, basketball court, pathways	Fenced, undeveloped archeological site within park boundaries
Total Acreage		**68.14 acres**	**40.52 acres**		

Source: CABQ Parks & Recreation Facility Plan, Inventory, 2007 final draft

Figure 4.p: Parks with Recreation Facilities

In addition, in 2009, the Four Hills Ravine was part of the City parks inventory. Located to the east of Four Hills Road, this undeveloped 2.1-acre parcel follows an arroyo that flows into the Tijeras Arroyo. This parcel appears to have limited capacity to serve as a neighborhood park but may be an appropriate addition to Major Public Open Space.

La Luz de Amistad Park was a City-landscaped parcel located on the northeast Central Avenue/Tramway Boulevard corner. Created after a major reconstruction of I-40, this land contained a sculpture and deteriorated landscaping. It has never been easily or safely accessible by pedestrians or motorists. Site renovation was scheduled to begin in 2009 using State Legislature funding.

Park Needs Assessment

The very large Parks Impact Fee area within which the East Gateway Plan is located meets a park standard of 2.6 acres per 1,000 persons; however, many of the neighborhood parks are north of Interstate 40. A neighborhood park distribution goal of one park within one-half mile of every residence was in the City Park Dedication Ordinance that was replaced by the Impact Fee Ordinance. East Gateway parks certainly do not meet the old access standard for residents. This old standard would serve the many East Gateway low-income, elderly and child residents who depend on walking, cycling or transit use to reach destinations. Future consideration should be given to providing additional East Gateway parks that serve these populations.

Major Public Open Space

In 2009, the City of Albuquerque had significant Major Public Open Space in and close to East Gateway and was actively pursuing acquisition of additional parcels to assemble a continuous Major Public Open Space corridor in the Tijeras Arroyo as owners were willing to sell them.

Open Space sites include:

Tijeras Arroyo: The City designated a portion of this major land form a biological preservation zone. The intent is to preserve remaining native vegetation and wildlife habitat, restore native vegetation and wildlife habitat, and provide increased recreational opportunities to area residents. The City has developed the Resource Management Plan for the Tijeras Arroyo Biological Zone (TABZ), an area that extends for approximately 3.7 miles from the Carnuel Interstate-40 interchange west to the boundary of Kirtland Air Force Base.

Figure 4.q: Tijeras Arroyo West of Juan Tabo Bridge

The City has gradually been acquiring privately owned parcels within the arroyo. No formal trail system exists within the arroyo, but as the Major Public Open Space is acquired, an official trail network will be created.

La Cañada Park: In 2009, this area was considered part of the Parks inventory, although the property had limited potential for development as a standard park. La Cañada is an area that abuts Four Hills Road and extends westward adjacent to the Tijeras Arroyo. In 2009, a streetscape and bicycle trail extended along Four Hills Road for 500 feet, with the remainder of the sloping parcel undeveloped. The City Open Space Division did not have the ability to acquire the area, but believed that La Cañada had potential to become Major Public Open Space in the future.

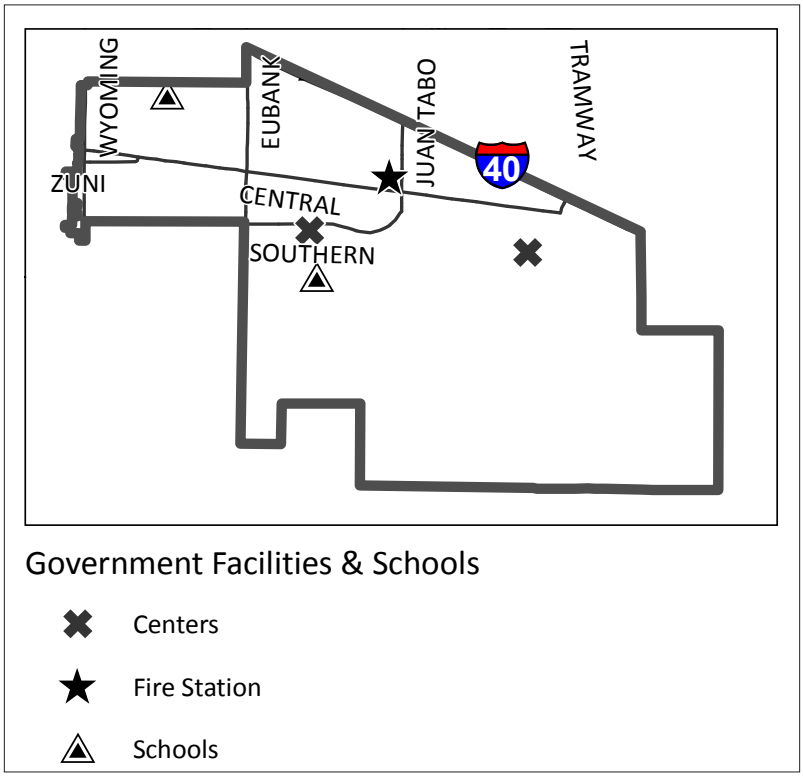
Proposed 45- to 60-acre land acquisition just east of City Limits: In 2009, the City and the Trust for Public Lands were developing strategies to acquire this property to create a gateway to and extension of Major Public Open Space. The estimated cost of the remaining 45 acres was $1.5 million. The City has appropriated $400,000 and the remaining funds would come from a variety of sources, including Bernalillo County.*

Archeological Site in Singing Arrow Park: The 7.6-acre Rancho de Carnuel Spanish Colonial archeological site, circa 1760, lies along the southern edge of Singing Arrow Park above the Tijeras Arroyo. The site was a village built to protect the town of Albuquerque against tribal raiding from the plains east of the Sandias. The site was placed on the National Register of Historic Places in 1977.

* Following the October 2010 adoption of this Plan, the City acquired this property.

The City purchased the property in 1976 and established Singing Arrow Park in 1983. For a number of years, two protective buildings covered the remains of two adobe structures and exhibit labels were installed. Both were removed after being vandalized. In 2000, the City assessed the feasibility of developing the site for public uses. The water from proposed grass soccer fields was considered destructive to the site. Picnic areas, trails, and low water-use plantings were considered possible if they avoided archeological structures. Portions of stone foundations and interpretive signs were also considered appropriate if carefully placed. In 2009, no park development had occurred, nor was any scheduled. The site was fenced with chain-link, but was frequently breached and the site was subject to vandalism.

4.4.6 Civic/Institutional Buildings and Services



Source: Albuquerque Geographic Information System, July 2009

Figure 4.r: Government Facilities and Schools

Schools, churches, community centers, a museum and a police station and fire station serve East Gateway. This section focuses only on major facilities and services provided by the City.

Community Centers: Services and Programs for Youth, Adults, and Seniors
The City Family and Community Services Department operates Singing Arrow Community Center. The City Department of Senior Affairs operates Manzano Mesa Multi-Generational Center.

In 2009***, Singing Arrow Community Center*** was a small facility located at the west end of Singing Arrow Park. Its major focus was on youth programs. It was constructed in the early 1990s, mainly of modular buildings with a small permanent core. Programs housed at the center included a year-round child development program, before- and after-school programs and summer youth programs. Community groups used the center as a meeting space, although its ability to accommodate these groups was limited.

The Singing Arrow area is home to significant numbers of new immigrants to the U.S., as well as low-income and elderly households. Many of these residents require community services that are not readily available in the immediate area. Singing Arrow Community Center did not have the space for needed services at its 2009 size.

It is difficult to find the center, particularly at night.

Singing Arrow Community Center

Manzano Mesa Multi-Generational Center

Figure 4.s: Community Centers in East Gateway

Manzano Mesa Multi-Generational Center is located on the southwest corner of Southern Avenue and Elizabeth Street SE. Completed in 2006, the Center is a large facility that provided programs and recreation for people of all ages, although there was a particular emphasis on services for seniors.

Manzano Mesa's gym doubled as a room for large meetings, and a variety of large and small rooms were used for meetings, classes, card playing, socializing, and exercise. Breakfast and lunch were served to seniors on a donation basis. The center's outdoor "sprayground" attracted young children. The Center anchored a series of playing fields that comprised most of Manzano Mesa Park. Manzano Mesa attracted users from well beyond East Gateway.

Even with its large size and wide variety of programs, in 2009 the demand for children's programs outstripped Manzano Mesa's capacity to provide them. Some children were referred to the undersized Singing Arrow Community Center.

Figure 4.t: Sprayground at Manzano Mesa

Public Libraries

The Albuquerque/Bernalillo County Library System operates public libraries in Albuquerque and Bernalillo County. In 2009, 17 libraries of varying sizes served community residents.

There were no public libraries within the East Gateway area. The closest libraries were:

- San Pedro Library, a small facility located at the corner of San Pedro Drive and Kathryn Avenue SE.
- Lomas/Tramway Library, located north of I-40 at the southwest corner of Lomas and Tramway Boulevards.

In 2008, the library system completed a needs assessment for Southeast and Near Northeast Albuquerque. This study identified a large gap in library services for neighborhoods near Central Avenue between Louisiana Boulevard and Juan Tabo Boulevard. The study recommended a full-sized library for this area, to be built on a visible site located on a busy street. The study also recommended consideration of an e-library kiosk in a busy location as a means to provide basic library services until a full-sized library can be built.

Library staff identified service needs particular to the East Gateway population that include programs on early literacy and expanded or flexible hours to meet the needs of the many area residents who do not work during typical business hours. Recent immigrants say they rely on Library Internet service for job searches and other basic information. Distance and inadequate bus service to libraries outside East Gateway present a hardship for this population.

Public Housing

The City of Albuquerque manages three public housing sites in or adjacent to East Gateway. These projects provide housing to lower-income, elderly and disabled residents, with the focus in East Gateway on family housing. Tenants of public housing units pay 30% of their income toward rent. Additional costs are subsidized with federal funding.

The Section 8 housing program, which subsidizes rents for private housing, also provides low-income housing. It operates throughout Albuquerque, but in declining quantities. The cost formula for tenants is similar to the public housing

formula. No data is available on the numbers of Section 8 houses that are located within East Gateway.

Public Housing on General Bradley NE

Public Housing north of Copper NE

Figure 4.u: Public Housing in East Gateway

Police Services

The Albuquerque Police Department (APD) Foothills Command located on Lomas Boulevard near Chelwood Park Drive NE, serves the East Gateway area. The Command offers full police services as well as a crime-free multi-housing program and school programs.

The Foothills Command identifies the following as some of the issues that affect East Gateway policing. It should be noted that these issues can be found citywide and are not unique to only the East Gateway area.

Homelessness

In 2009, East Gateway had significant numbers of homeless and transient people. Areas of particular concentration identified by police and neighborhoods included: Central Avenue, Juan Tabo Boulevard adjacent to I-40, the Eubank Boulevard/Central Avenue intersection, as well as various open space locations, including the Tijeras Arroyo and La Luz de Amistad Park.

Police officers who encounter transient people are instructed to assess whether intervention is needed. Actions include taking people for treatment, coordinating with temporary housing services or incarceration for illegal activities. When temporary housing is needed, the police coordinate with nonprofit organizations. APD also has a program called Crisis Outreach Support Team (COAST) that provides outreach and support for those in crisis, including the chronically homeless and those with mental illness.

Illegal Activities

In 2009, the Foothills Command handled a wide variety of problems stemming from illegal activities, which included:

Problems in the Major Public Open Space and Singing Arrow Park

The Tijeras Arroyo is an amenity for the East Gateway area and beyond, providing opportunities for low-impact recreation and visual relief. However, it was the site

of activities such as dumping and other illegal activities. As the City continues to acquire land parcels within the Arroyo and to develop trails and access points, more people will use the area, which will deter illegal activities.

During the planning process, local residents reported people pulling down fencing to access the Rancho de Carnuel archeological site to walk dogs.

In response to reports of illegal activities in the Foothills Major Public Open Space, the Stagecoach Road access gate in the Four Hills area was closed.

Vandalism and Break-ins / Problem Properties
Some of the reported problems are:

- Drinking and breaking glass bottles and stringing wire across the I-40 bicycle trail
- Break-ins and illegal occupation of the buildings at Juan Tabo Boulevard and Central Avenue.
- Poor street lighting, absentee landlords, poor property upkeep, no resident screening for crime prevention, and high volumes of calls for police service at many Singing Arrow neighborhood, Figueroa Street and Skyline Road apartment buildings

Prostitution
Through sweeps and working with the local motels, prostitution quieted down on Central Avenue between Tramway and Juan Tabo Boulevards.

Domestic Violence
Police responding to the many calls stemming from domestic violence immediately refer victims to Victim Advocates.

I-40 Closures
Albuquerque police are called for traffic control when I-40 is closed through the canyon. During the planning process, neighbors cited a major Albuquerque snowstorm that caused trucks to park in East Gateway for four days while the Interstate Highway was closed through Tijeras Canyon. In 2009, the City and NMDOT were working together to install electronic billboards at key locations along I-40 and I-25. These billboards will provide advance warning of crashes and weather events so that truckers and other motorists can exit the interstate highways well before reaching areas that are closed.

Fire and Emergency Services
In 2009, East Gateway had one fire station, located at 201 Muriel NE, east of Juan Tabo Boulevard. It was an engine and rescue company. Its approximate service area was from Moon Street to the eastern City limits and Lomas Boulevard to Kirtland Air Force Base. The Fire Department was able to respond to all calls with assistance from surrounding stations and other citywide services. All fire-fighting staff are trained in handling wildland fires that could occur at the eastern perimeter of East Gateway.

In 2009, the two other nearby stations that served East Gateway were located at 123 Dallas Street NE and on Indian School Road east of Tramway Boulevard.

In 2009, the City of Albuquerque also had a mutual services agreement for fire and emergency services with Kirtland Air Force Base. In the past, Kirtland provided services to Albuquerque and Albuquerque to Kirtland.

Service Calls: Approximately 80% of the calls handled by the Muriel station were for health-related emergencies, including accidents and age-related issues such as heart attacks and strokes.

Service Levels: The Albuquerque Fire Department is equipped to handle any service call it receives. However, as population increases, the Fire Department sees the benefit of an additional station. As part of the Juan Tabo Hills subdivision development agreement, a parcel of land was deeded to the City for use as a future site for fire and emergency services. In 2009, no capital funding was available for capital costs or operations.

Community Outreach: The Fire Department offers community outreach presentations on fire prevention and education when requested by a neighborhood association, school or community organization. They also provide safety seminars.

Other Major Public Facilities

Public Schools Serving East Gateway

In 2009, two Albuquerque Public schools were located in East Gateway, Manzano Mesa and Hawthorne elementary schools. Most students residing in East Gateway were assigned to schools outside of the area: four elementary, three middle and two high schools. In addition, students may attend other public and charter schools anywhere in the district, provided the schools have space available. Altogether, students residing in East Gateway attended 121 public schools or special programs in the 2008-09 school year, located throughout Albuquerque. Information about attendance at charter schools is not available.

School Lunch Programs: Receiving free or reduced-price school lunches is one indicator of children living in poverty or in low income households. To qualify for free lunches, income for a family of four must be less than $27,560 per year, and for a reduced price lunch, $39,220. During the winter of 2009, of the children who resided in East Gateway, 40% qualified for free lunches, 5% for reduced-price lunches and another 26% attended schools where all students received free lunches due to high overall poverty rates at those schools.

During the winter of 2009, the State of New Mexico opened a new campus for the Early Childhood program of the New Mexico School for the Blind and Visually Impaired. It is located just east of Eubank Boulevard SE within the Sandia Science and Technology Park.

National Museum of Nuclear Science and History

The National Museum of Nuclear Science and History opened in 2009 on the southwest corner of Eubank Boulevard and Southern Avenue. It is the nation's only congressionally chartered museum in its field and a place to learn the story of the Atomic Age, from early nuclear research and development through today's peaceful uses of nuclear technology.

4.5 Existing Zoning

The following map shows generalized zoning for East Gateway. Existing land uses are not always the permissive uses associated with existing zoning.

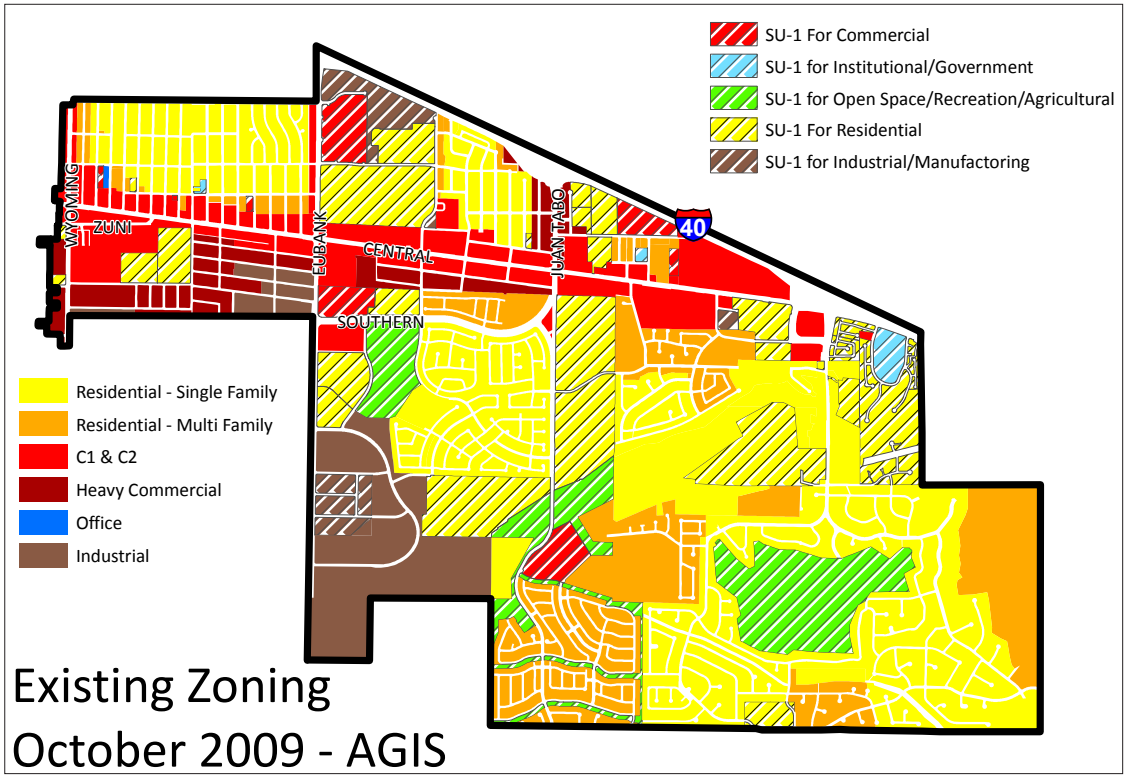


Figure 4.v: Existing Zoning

ACREAGE BY ZONING TYPE		
EXISTING ZONING	**ACRES 3585.4**	**% OF TOTAL**
RESIDENTIAL ZONES		
A-1 (County)	130.6	3.6
RA-2	51.1	1.4
R-1	919.4	25.7
R-LT	19.8	0.6
R-T	54.1	1.5
R-2	70.4	2.0
R-3	23.6	0.7
RC	5.1	0.1
R-D	413.9	11.6
SU-1 FOR RESIDENTIAL	571.6	16.0
TOTAL RESIDENTIAL	**2259.6**	**63.2**
OFFICE ZONE		
O-1	**1.2**	0.03
TOTAL OFFICE	**1.2**	**0.03**
COMMERCIAL ZONES		
C-1	20.8	0.6
C-2	353.6	9.9
C-3	145.6	4.1
SU-1 FOR COMMERCIAL	105.1	2.9
TOTAL COMMERCIAL	**625.1**	**17.5**
INDUSTRIAL ZONES		
IP	225.4	6.3
M-1	35.6	1.0
SU-1 FOR INDUSTRIAL/ MANUFACTURING	73.9	2.1
TOTAL INDUSTRIAL	**334.9**	**9.4**
INSTITUTIONAL ZONE		
SU-1 FOR INSTITUTIONAL/ GOVT	54.3	1.5
TOTAL INSTITUTIONAL	**54.3**	**1.5**
OPEN SPACE ZONE		
SU-1 FOR OPEN SPACE/ RECREATION/ AGRICULTURAL	310.3	8.7
TOTAL OPEN SPACE	**310.3**	**8.7**

Source: Albuquerque Geographic Information System, July 2009

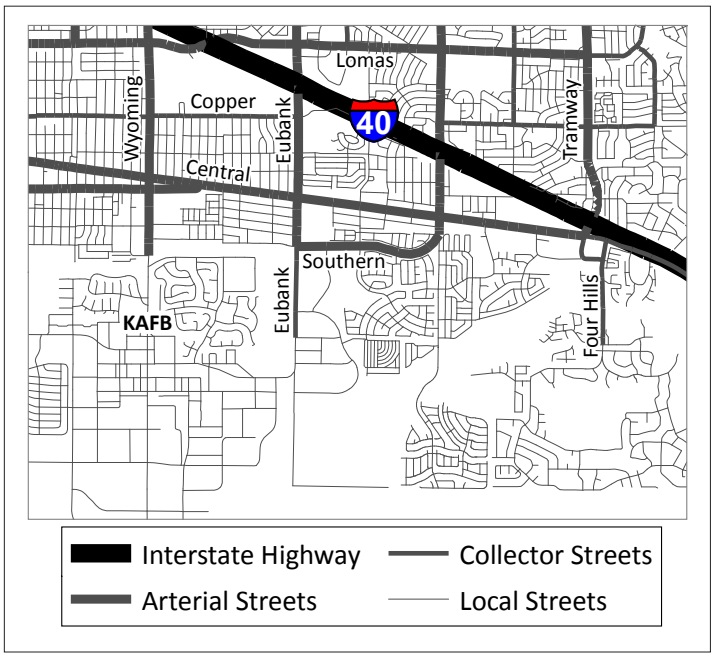
Figure 4.w: Acreage by Zoning Type

Note: The total acres zoned may differ slightly from net acres of land uses. Sometimes private streets are included in a designated zone.

4.6 Transportation Networks

Streets, trails and transit service play a critical role in defining the character of a community, as well as serving transportation needs. Street design, site development design and land use combinations all influence how a community functions and how people think about it. When these elements are combined successfully, they can transform a community.

4.6.1 Street Network



Source: Albuquerque Geographic Information System, July 2009

Figure 4.x: Street Network in East Gateway

Area collector streets are few in number, forcing neighborhood traffic to enter arterial streets directly from local streets.

Interstate 40 is East Gateway's northern boundary. It is a high-speed freeway spanning the United States from California to North Carolina, but is also used by Albuquerque drivers for in-city trips. The highway has four exits in East Gateway: Wyoming, Eubank, Juan Tabo and Tramway Boulevards.

Central Avenue is East Gateway's only east-west principal arterial street. Southern and Copper Avenues, Zuni Road, and Singing Arrow Boulevard provide additional east-west access to portions of East Gateway.

The north-south principal arterial streets are Wyoming, Eubank, Juan Tabo and Tramway Boulevards. Four Hills Road provides access to Four Hills subdivisions south of Central Avenue.

The rest of East Gateway's street network consists of local streets. The oldest neighborhoods are organized in grid patterns that offer a variety of travel routes, while newer neighborhoods are designed with dead ends and cul-de-sacs.

4.6.2 Traffic Circulation

Central Avenue carries both regional and local traffic. Juan Tabo and Eubank Boulevards largely carry traffic to and from Interstate 40 and Kirtland Air Force Base, Sandia National Laboratories, the Juan Tabo Hills residential development, and other neighborhoods in the vicinity. Juan Tabo and Eubank Boulevard intersections with Central Avenue have the greatest traffic congestion and movement delay in East Gateway.

Source: MRCOG, 2008

Figure 4.y: East Gateway Traffic Flow

Large portions of East Gateway that do not have a network of collector and arterial streets rely instead on a limited number of street connections to serve the vehicle traffic they generate. This causes some delay during peak travel periods. Community motorists also say they experience traffic congestion on Central Avenue and other arterial streets during peak travel times.

A comprehensive East Gateway traffic analysis used traffic volumes provided to the City by the Mid-Region Council of Governments (MRCOG). The results of the analysis of existing conditions indicate that most street intersections have an acceptable level of service, excepting Central Avenue intersections with Eubank and Juan Tabo Boulevards during peak travel times. Level of service is defined as the ratio of traffic volume to the vehicle-carrying capacity of the street. In general, other than Juan Tabo and Eubank Boulevard intersections with Central Avenue, major East Gateway thoroughfares carry traffic below their capacity.

Source: MR-COG, 2008

Figure 4.z: East Gateway Afternoon Peak Hour Levels of Service at Signalized Intersections

In the United States, vehicular traffic level of service D (a 35-55 second delay per vehicle) is a common goal for urban street intersections during peak travel hours. Travel patterns in urban areas often make this difficult to achieve. Traffic through an area must be balanced with access to local destinations. If a City goal is to balance travel by vehicle, bicycle, walking and using wheelchairs, then level of service for vehicles must be balanced with other street user needs.

In 2009, **Central Avenue** was a seven-lane principal arterial street. This street design was intended to carry traffic through Albuquerque on trips across the United States before the construction of Interstate 40. Numerous driveways interrupted both pedestrian movement and vehicular traffic flow. The street's narrow sidewalks were slanted across driveways and obstructed by utilities. The street had insufficient and poorly designed street crossings for pedestrians, and no facilities for bicycles. The corresponding land development pattern was auto-oriented and dominated by large regional commercial activities such as sales lots for mobile homes, boats, recreational vehicles and cars until the 2009 national economic recession.

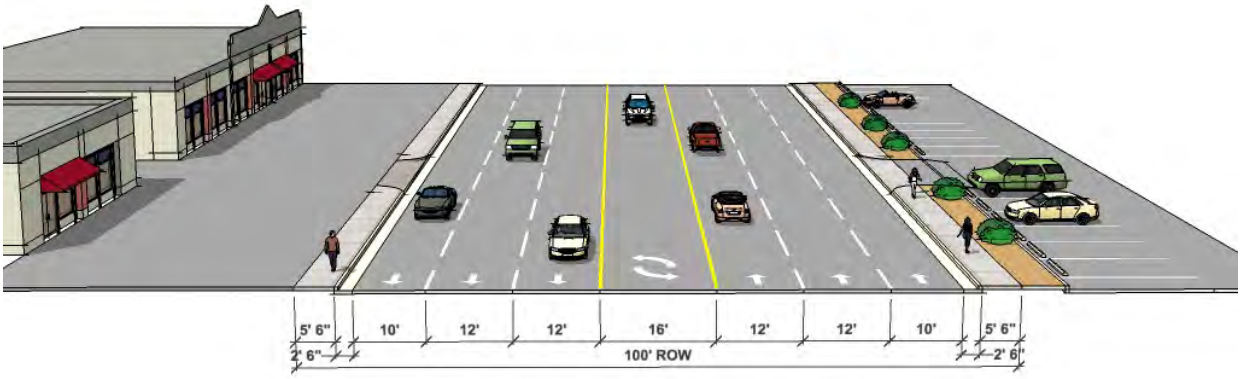


Figure 4.aa: Central Avenue's 2009 Cross Section

Since I-40 construction in the 1960s, Central Avenue ceased to be a heavily used cross-country or cross-city street. East Gateway travel patterns have shifted from Central to its north-south streets: Wyoming, Eubank, Juan Tabo, and Tramway Boulevards. Peak travel time delays were at these intersections with Central Avenue.

A comprehensive traffic analysis, with existing and future traffic volumes provided by the Mid-Region Council of Governments (MRCOG) provided three key findings for Central Avenue:

1. Central Avenue's overall vehicular traffic-carrying capacity accommodates the amount of existing and projected traffic.
2. Central Avenue's public right-of-way is sufficiently wide to provide better turning movements at major street intersections and better facilities for cyclists, transit users and pedestrians.
3. Street improvements could position the street for more job-creating businesses, shopping and residences that would improve the community and add stability to nearby residential neighborhoods.

Southern Avenue termini are Juan Tabo Boulevard and Moon Street. When it was built, this portion of Southern Avenue was envisioned to become part of a limited access, high-speed loop road around Albuquerque. Its right-of-way was reserved in a very wide median with constrained lanes on either side. Its limited-access design constrained traffic to and from businesses at Eubank Boulevard and nearby residential neighborhoods. Its lack of street lighting and strange configuration encouraged drag racing and other illegal activities.

The loop road will not be built. In 2009, City Council passed a resolution to request that Southern Avenue be reclassified by the Metropolitan Transportation Board as an urban collector street. This change will allow a street reconfiguration that serves traffic from local neighborhoods, Manzano Mesa Multi-Generational Center, Kirtland Air Force Base and Sandia National Laboratories.

Eastbound Southern Avenue peak period traffic was delayed turning north at Juan Tabo Boulevard. The Mid-Region Council of Governments travel forecasts indicated that reconfiguring Southern Avenue to two lanes in each direction would serve future traffic volumes, provided that improvements are made at the Juan Tabo Boulevard intersection.

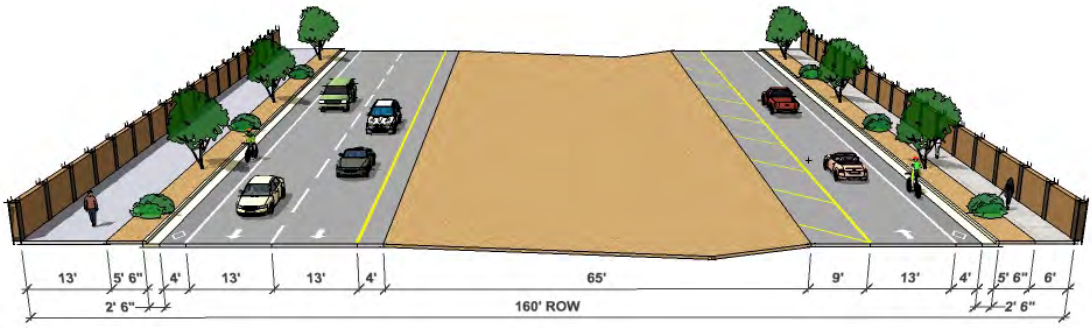


Figure 4.bb: Southern Avenue's 2009 Cross Section

The Major North/South Streets
Wyoming, Eubank, Juan Tabo and Tramway Boulevards carry traffic from Interstate 40 and Albuquerque's Northeast Heights.

Wyoming Boulevard is the western boundary of East Gateway. It leads to the Wyoming Gate of Kirtland Air Force Base, the only 24-hour access point to Kirtland and Sandia National Laboratories in 2009.

Eubank Boulevard carries traffic to Kirtland Air Force Base, Sandia National Laboratories, Sandia Science and Technology Park, a big box shopping area and the National Museum of Nuclear Science and History at Southern Avenue.

Juan Tabo Boulevard terminates south of the Tijeras Arroyo in the Juan Tabo Hills Subdivision.

Tramway Boulevard is Albuquerque's easternmost principal arterial. Just south of the junction of Interstate 40 and Central Avenue, Tramway Boulevard connects to the narrower Four Hills Road, which extends into the Four Hills Subdivision. The Tramway Boulevard intersections with Central Avenue and I-40 are confusing and dangerous.

Eubank and Juan Tabo Boulevards were designed with multiple lanes and two-way left turn lanes similar to those on Central Avenue. Eubank Boulevard was designed as a seven-lane section, although in places not all of its pavement width was used.

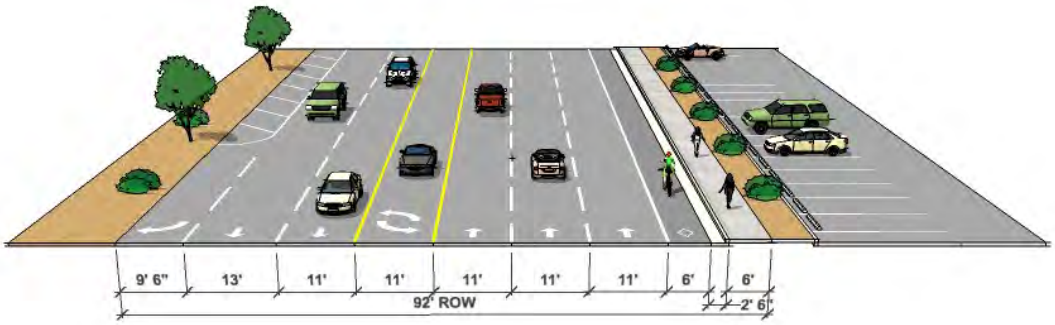


Figure 4.cc: Eubank Boulevard's 2009 Cross Section just North of Southern Avenue

4.6.3 Cycling Network

In 2009, East Gateway's portion of the Albuquerque bicycle network consisted of existing and proposed corridors, trails and on-street bicycle lanes and routes. Planning participants indicated that they would like more options for recreational and commuter cycling. The bicycle commuter network had the following problems: 1) gaps in the network and indirect routes to local shopping and employment (Central Avenue has no bicycle lanes, there is no direct access from the Four Hills Neighborhood to Kirtland Air Force Base, and no direct access to the I-40 trail from Eubank Boulevard), 2) difficult traffic areas (Four Hills Road/ Tramway Boulevard area) and dangerous street crossings, and 3) unmaintained trails hidden from public view (I-40 trail and Singing Arrow Park trail).

City-approved Juan Tabo Hills Subdivision plats show a network of bicycle lanes and trails. Completion of this network will enable Four Hills Village cyclists to avoid long routes and traffic they encounter when commuting to Kirtland Air Force Base, Sandia National Laboratories, and Sandia Science and Technology Park.

The subdivision plans show on-street bicycle lanes on Juan Tabo Boulevard, Gulfstream and Timonium and a new bike route on streets that will be built in a new town center east of Juan Tabo Boulevard and just south of the Tijeras Arroyo. A multi-purpose trail was proposed in a Major Public Open Space easement adjacent to Gallant Fox Drive. This trail will connect Four Hills Village bicyclists to Juan Tabo Boulevard if a bicycle exit from Raton Drive in Four Hills Village is improved.

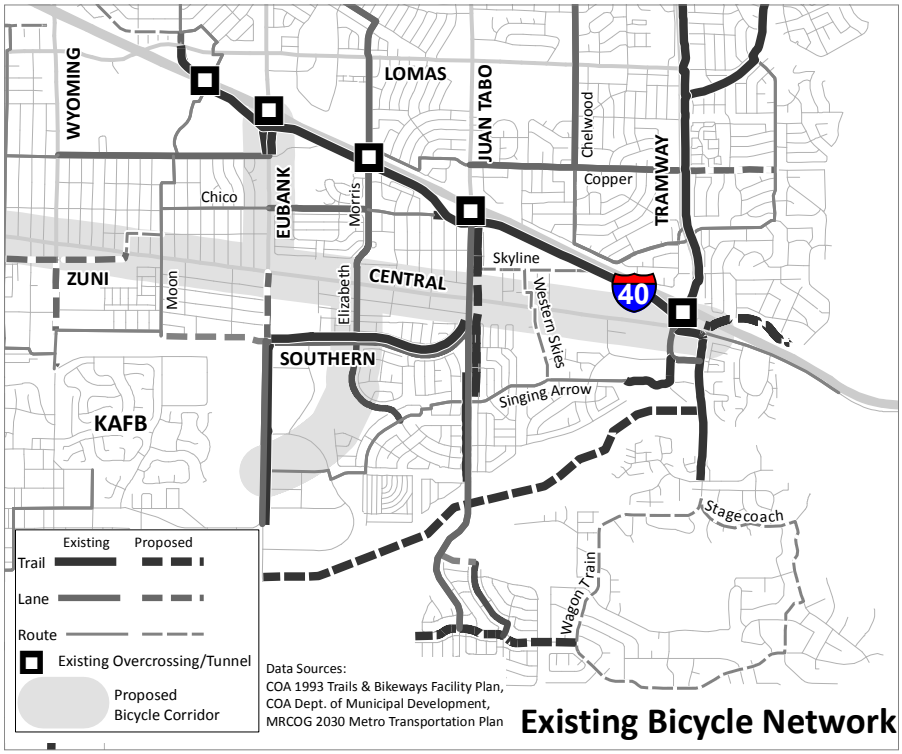


Figure 4.dd: 2009 Bicycle Network

4.6.4 Walking Network

In 2009, pedestrians faced challenging and dangerous conditions on Central Avenue, Eubank Boulevard, Juan Tabo Boulevard, Tramway Boulevard and Four Hills Road.

Pedestrian-activated street crossing signals did not provide sufficient crossing time or protection from turning vehicles, and narrow sidewalks were located next to the curb without any protection from vehicular traffic. Sidewalks tilted across driveways and utilities in the sidewalk obstructed movement for people with physical disabilities. The public right-of-way was a harsh and uninviting environment for people walking or using wheelchairs. Street lighting was insufficient for pedestrian safety.

Planning for pedestrian safety, efficiency and interest would result in a more livable East Gateway, and directly enhance opportunities for successful transit service. Walking could become the most practical travel choice if the streets are redesigned for all travel modes and enhanced with coordinated land uses that serve community needs.

Figure 4.ee: Central Avenue Sidewalks

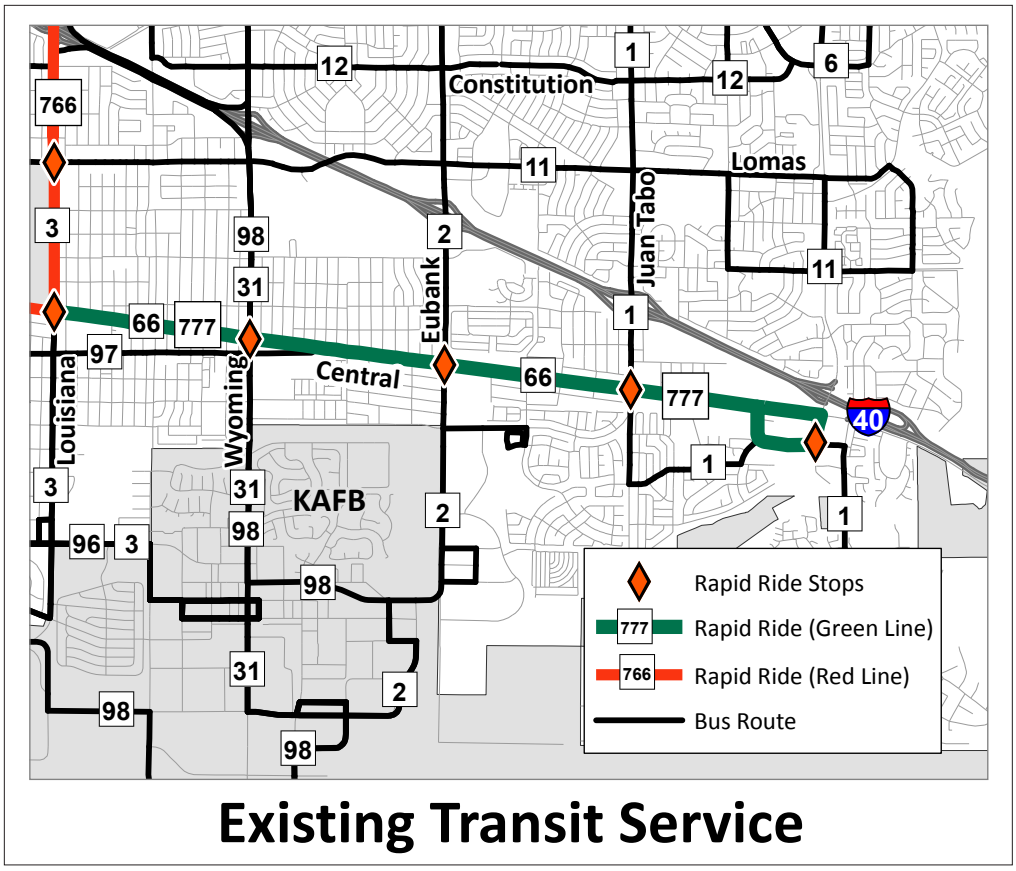
4.6.5 Public Transit

In 2009, ABQ Ride served the East Gateway community with several bus routes. Bus service on Central Avenue was the most frequent. Connecting north/south bus routes were on Wyoming, Eubank and Juan Tabo Boulevards. The Wyoming and Eubank routes went to Kirland Air Force Base and Sandia National Laboratories. The Juan Tabo route provided connecting service to the Singing Arrow Neighborhood and Four Hills Mobile Home Park.

Recent international immigrants to Albuquerque interviewed during the planning process indicated that they rely on buses for travel. The lack of bus service on Tramway Boulevard and infrequency of other north/south routes hampered their ability to reach employment, education, services and the closest library with computer Internet service on Tramway Boulevard.

While bus routes did provide direct service to major community destinations such as Manzano Mesa Multi-Generational Center (Route 2) and the Four Hills Shopping Center (Route 1), the schedules had limited runs and ended service before 6:30 p.m.

In 2009, ABQ Ride's Rapid Ride initiated the 777 Greenline with limited-stop service on Central Avenue from downtown to Tramway Boulevard. This expanded transit service should trigger a reclassification of Central Avenue from Louisiana Boulevard to Tramway Boulevard from an Enhanced Transit Corridor to a Major Transit Corridor.



Source: Albuquerque Geographic Information System, October 2009

Figure 4.ff: 2009 Transit Service

4.7 Utilities: Electrical Service, Natural Gas and Alternative Energy

Electrical Service

The Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM responds to City growth by adding or expanding the capacity of its electric facilities and plans improvements based on system demands.

Transmission facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the Rank II Plan, 1995 Facility Plan: Electric Service Transmission and Subtransmission Facilities (1995-2005).

Existing Conditions

The electric transmission system that serves the East Gateway area consists of four 115 kV transmission lines, two substations and one switching station. The transmission voltage is "stepped down" to lower voltages at distribution substations and distribution lines called feeders provide electric service to business and residential customers. The current Plan area switching station and associated transmission lines may require future expansion.

Source: PNM, 2009

Figure 4.gg: PNM Facilities within East Gateway

Utility Easements

Utility companies place their lines across others' property in public utility easements (PUEs). The landowner who grants an easement usually cannot build structures within it, use fencing that would hinder access, or plant some types of trees and bushes.

Numerous public utility easements exist within East Gateway. Overhead and underground electric distribution lines are typically located within PUEs. They are compatible with other "dry" utilities such as cable, telephone and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety. Water lines, sewer lines and storm water drainage or "wet" utilities are not compatible with "dry" utilities and separation is required for safety purposes.

Development Considerations

PNM's landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, trees and shrubs should be planted to minimize effects on facilities maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure.

All screening and vegetation surrounding ground-mounted transformers and utility pads must allow 10 feet of clearance for access and to ensure the safety of the work crews and public during maintenance and repair. As redevelopment occurs within the East Gateway Sector Development Plan area, it will be necessary to coordinate with all utility providers to allow for adequate width, clearance and appropriate locations for PUEs and utility rights-of-way. Coordination is necessary to address:

- the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities
- projections such as canopies, portals, stoops, balconies, shop fronts and awnings in PUEs to be compatible with existing utility infrastructure
- parking areas and alleys to allow for adequate utility access
- utility easements within rear lot lines to allow adequate clearances for safe operation, repair and maintenance purposes
- tree variety height at maturity and necessary distance from existing and proposed electric utility easements
- Screening design to allow access to utility facilities

Developers will pay for electric utility relocation, changes or realignment associated with new development. In some cases, relocation or changes to existing facilities may not be feasible due to physical, use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric power systems.

Natural Gas
In early 2009, the New Mexico Gas Service acquired and began operating PNM's natural gas service. Natural gas service is available to all parts of East Gateway. For new service, the company has a series of location criteria that must be followed to ensure safe placement of lines and meters.

Alternative Energy
Through the AlbuquerqueGreen initiative, the City is demonstrating its commitment to a sustainable future. Winds regularly channel through Tijeras Canyon and Albuquerque receives over 300 days of sunshine per year. Coupled with the alternative energy expertise of Sandia National Laboratory and other local alternative energy businesses, East Gateway could become a demonstration area for sustainable energy projects.

4.8 Street Lighting

Street lighting is an essential municipal service that provides safety for pedestrians, bicyclists and motorists. Adequate levels of lighting can serve as a deterrent to crime.

The community and City department representatives discussed insufficiently lit areas during the planning process.

Southern Avenue: Southern Avenue is a major traffic reliever in the East Gateway area with a multimodal trail that runs along the north side of the roadway. There currently exists no street lighting along Southern Avenue. Street lighting is needed in order to improve safety and visibility for all users.

Singing Arrow Neighborhood: In 2009, Singing Arrow continued to have some long-standing issues with inadequate lighting. Problem areas included Singing Arrow Avenue from Juan Tabo Boulevard to the Singing Arrow Community Center, streets serving multi-family housing, and streets leading to Central Avenue. In 2004, bond issue proceeds were allocated to improve neighborhood lighting. In 2009, approximately $87,000 remained from that source. With streetlights ranging in cost from $3,000 to $5,000 each, this amount could purchase between 17 and 29 streetlights.

Cochiti and Acoma Roads: This commercial area south of Central Avenue and east of Eubank Boulevard is home to many small businesses. Due to concerns with crime, property owners were working with City Council on a project to install four new streetlights during 2009, at a cost of approximately $5,000 per light.

Area near Figueroa Street and Skyline Road NE: Housing in this area consisted of apartment complexes primarily owned by out-of-state investors. The Albuquerque Police Department noted an unusual number of calls for service from this area. They observed that the area was unusually dark and could benefit from improved lighting.

Approaches to Juan Tabo Bridge: Neighbors reported difficulty in crossing the bridge at night because existing streetlights were inadequate to illuminate the curving approaches to the bridge from the north.

Other Areas within East Gateway: Chapter 8 of this Plan contains maps showing both existing and proposed lighting.

5 The Plan – Land Regulations

5.1 Introduction

This Plan establishes land use and design regulations that enable East Gateway to become a more complete community — one with conveniently located housing, employment, shopping, services, and recreation served by multi-modal transportation. The residential development and employment allowed with Sector Development Plan zoning will place existing and future residents and employees within a convenient walk, bike ride or drive to shopping, services, Rapid Ride and other transit service.

This chapter establishes SU-2 zoning for all properties within the General Design Regulations boundary. Unlike SU-1 zones that are each tailored to special uses on individual public and private properties, SU-2 zones are created to help achieve the specific goals of a sector development plan and apply to many properties within sector development plan boundaries.

All properties within the General Design Regulations boundary are given the "SU-2" designation in order to clearly indicate that they are subject to special controls as set forth in this Plan. Four special SU-2 zones have been created for the East Gateway area. The SU-2/EG-CAC, SU-2/EG-NAC, and SU-2/EG-C zones allow a wide variety of uses for properties abutting or close to Central Avenue or Eubank Boulevard. The SU-2/EG-C-2 zone allows a more limited list of uses for properties that, before the adoption of this Plan, were zoned for community commercial uses inside residential neighborhoods near Central Avenue. Properties that carry the simple "SU-2" designation rather than "SU-2/EG" retain their existing zoning.

Most properties with residential, light manufacturing, heavy commercial, or SU-1 zoning established before the adoption of this Plan are not rezoned by this Plan. SU-1 zoned properties may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2/EG zone uses described for the SU-2/EG zone also assigned to that property. (See Existing Zoning Map in Section 4.5 and East Gateway Zoning Maps on pages 5-12 through 5-22.)

Besides allowing a wide variety of uses, the Plan establishes building form, lot layout and site design to help make East Gateway work better for people walking, cycling, taking transit or driving. This approach enables predictable development outcomes for the developer, property owner, City review authorities and the community.

The Plan allows a wide variety of building types for new development and redevelopment on properties in the SU-2 zones. Each building type is associated with site development standards.

The Plan establishes General Design Regulations to address site, building, and public right-of-way aesthetics and function. Most general design regulations apply to the SU-2 zoned properties. A few apply to other non-residential properties.

This Plan also rezones City-owned Major Public Open Space parcels to SU-1 for Major Public Open Space to ensure their future use for these purposes. (See East Gateway Plan Zoning Map on page 5-6.)

5.2 Navigating the Zoning Regulations

1. Examine the following maps to determine whether your property is within the General Design Regulation boundary. If it is, then go to Section 5.3 of this chapter. Subsection 5.3.1 will help you determine if your development proposal triggers compliance with general design regulations in Section 5.6. Subsections 5.3.2 and 5.3.3 describe the approval process and approval process exceptions. If your property is not within the General Design Regulation boundary, Chapter 5 of this Plan does not apply.

2. Examine the following maps again to determine whether your property is designated SU-2/EG-CAC (Community Activity Zone), SU-2/EG-NAC (Neighborhood Activity Zone), SU-2/EG-C (Corridor Zone), or SU-2/EG-C-2 (Community Commercial Zone). If your property is located within one of these zoning districts and your development proposal triggers compliance with the uses established in one of these zoning districts, then go to the pertinent zone in Section 5.4 to determine the allowed uses. If your property does not meet the tests established by the City of Albuquerque Comprehensive City Zoning Code for nonconforming uses, then the uses listed under the pertinent zoning district apply.

3. If your property is zoned SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, or SU-2/EG-C-2 and your development proposal triggers compliance with building type and lot indicated in Subsection 5.3.1, then go to Section 5.5 to choose the appropriate building type, building frontage and lot design for your development.

4. If your development proposal meets the threshold for the development compliance triggers in Section 5.3.1 of this Plan chapter and your property is zoned SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, or SU-2/EG-C-2 or retains the zone established before Plan adoption, but is within the General Design Regulation boundary, then go to Section 5.6 to determine the design regulations for site, building and/or public right-of-way that apply to your property.

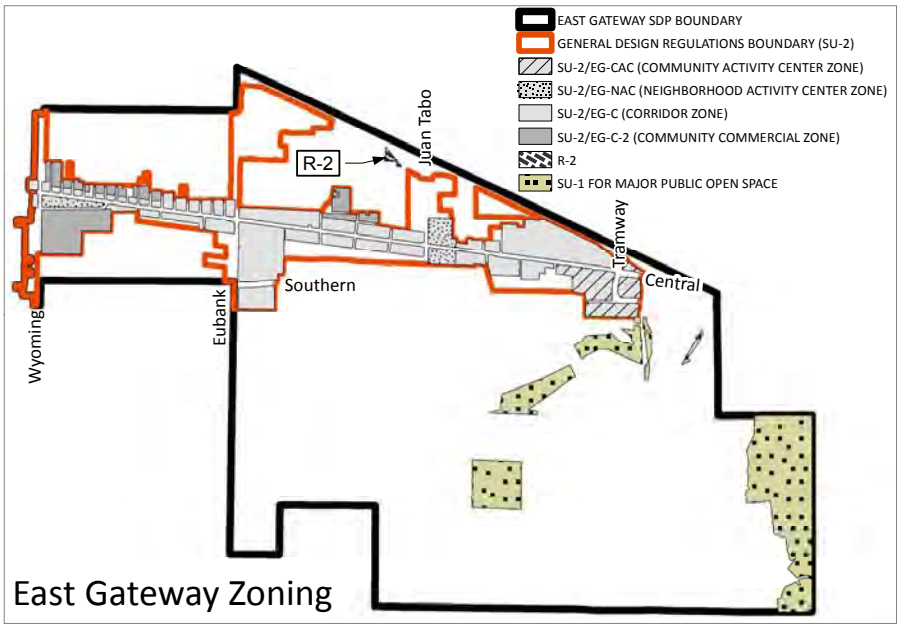


Figure 5.a: East Gateway Plan Zoning Map

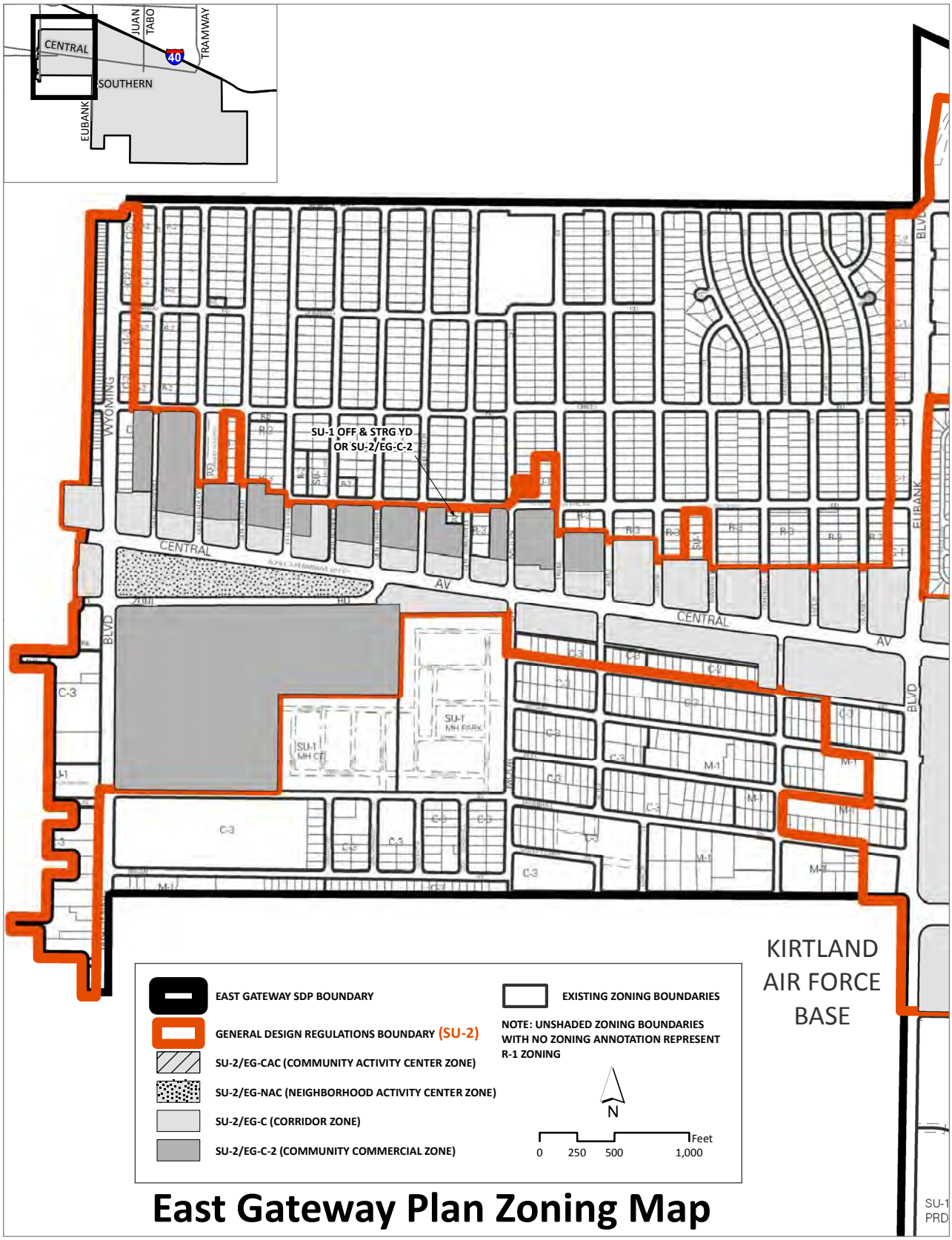


Figure 5.b: East Gateway Plan Zoning Map
(Wyoming Boulevard - Eubank Boulevard)

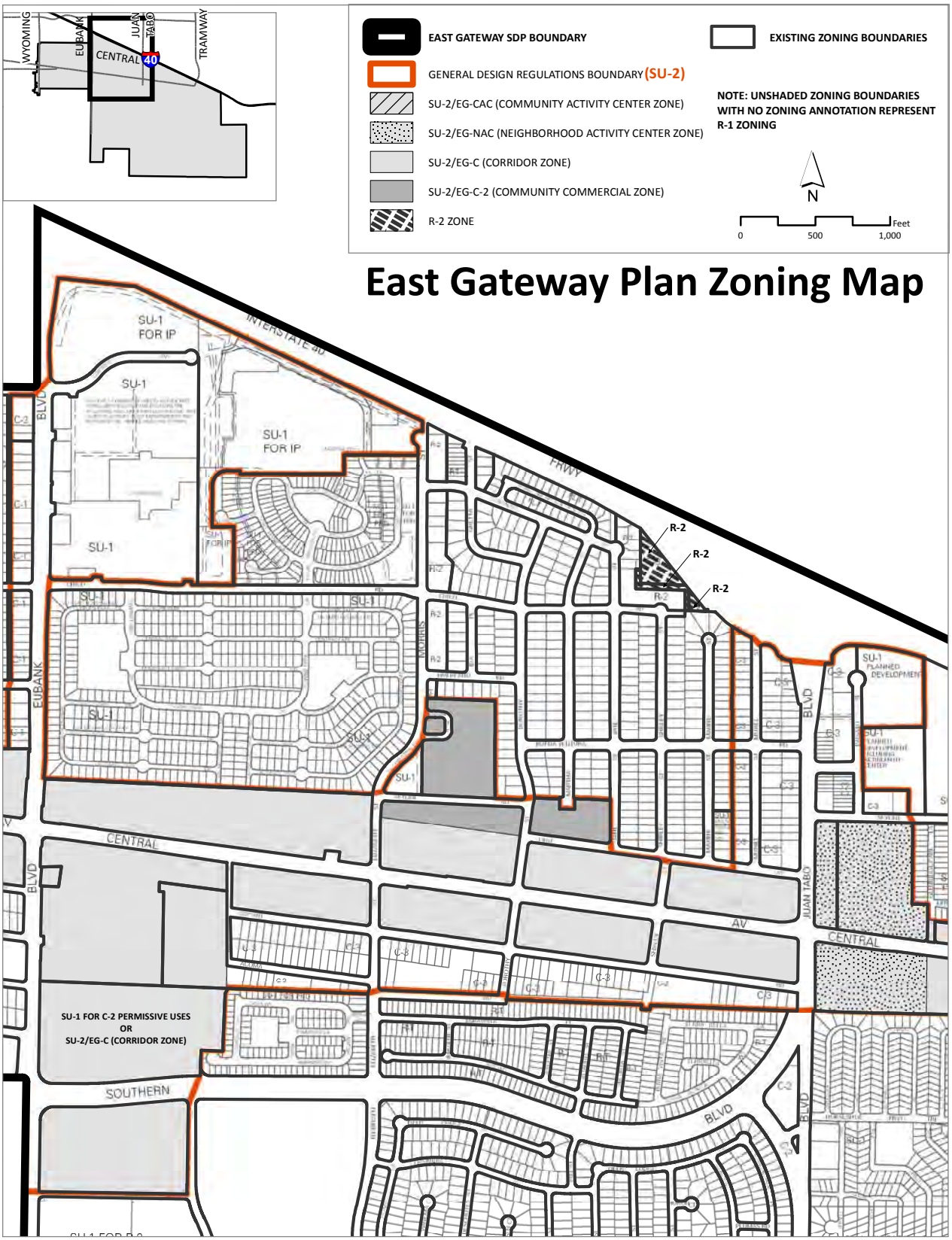


Figure 5.c: East Gateway Plan Zoning Map
(Eubank Boulevard - Juan Tabo Boulevard)

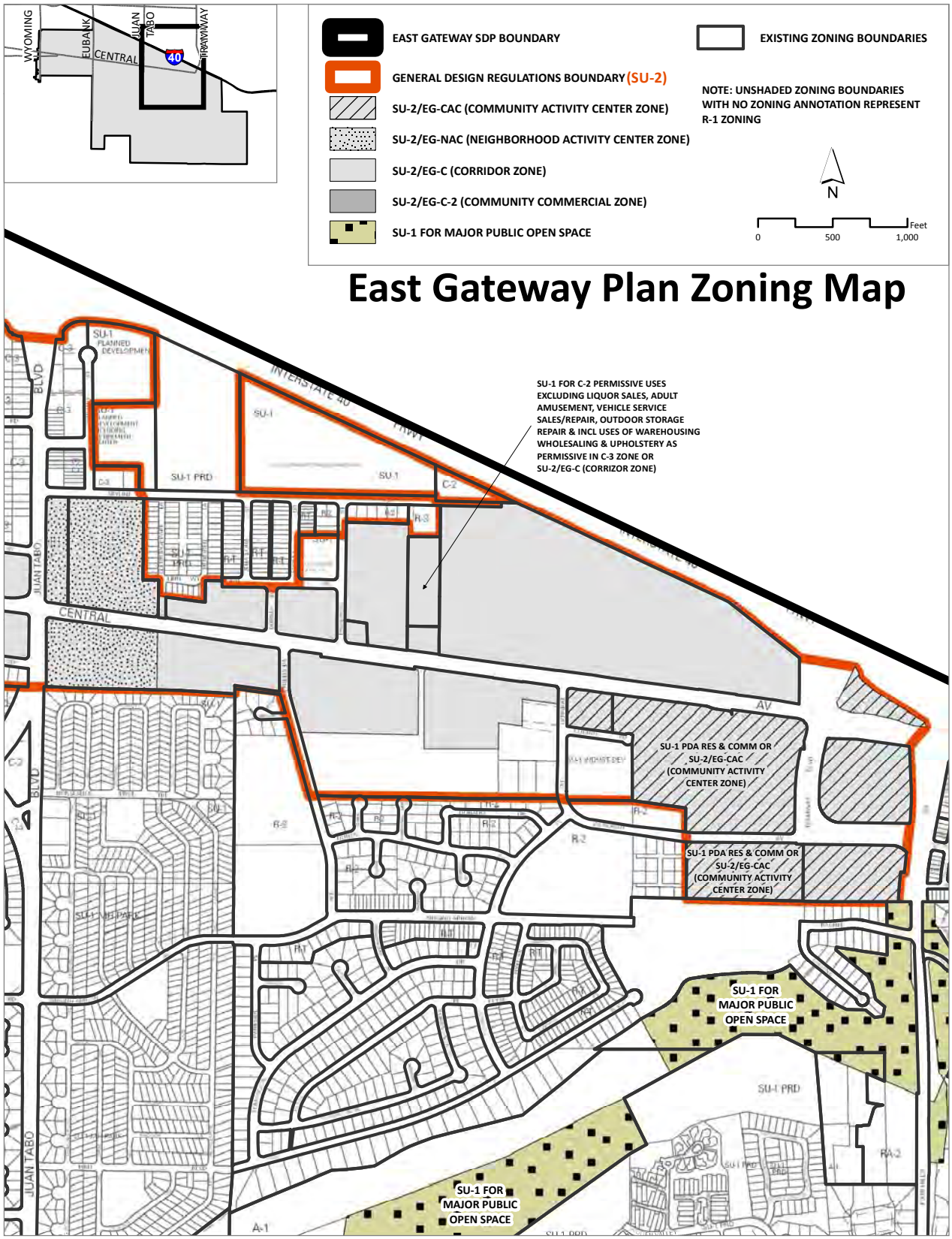


Figure 5.d: East Gateway Plan Zoning Map

(Juan Tabo Boulevard - Four Hills Road)

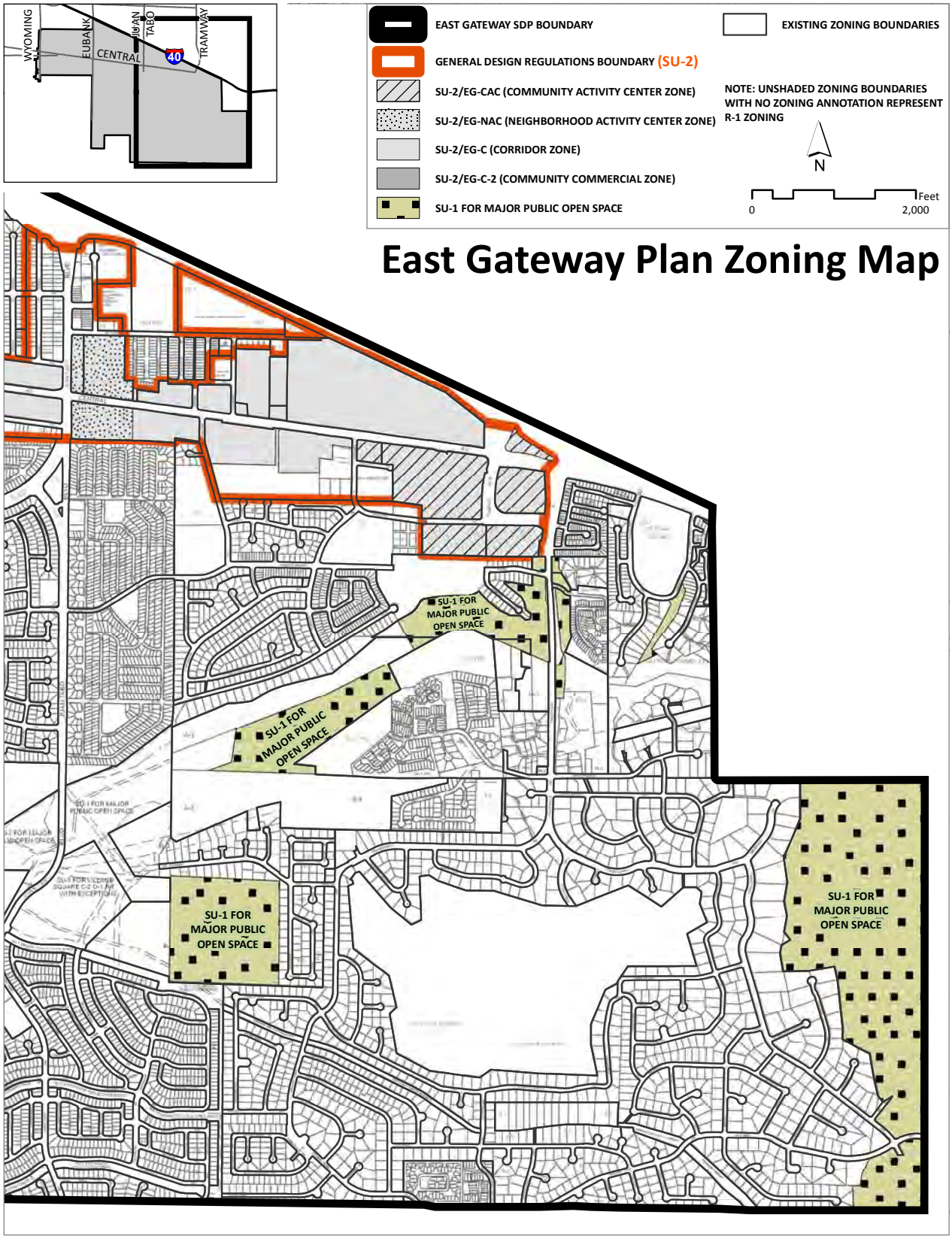


Figure 5.e: East Gateway Plan Zoning Map
(SU-1 for Major Public Open Space)

5.3 Development Approval Process

This Section includes the conditions that trigger development compliance with East Gateway regulations, the development review process, and the approval process for requesting development modifications to Sector Development Plan design regulations.

5.3.1 Development Compliance Triggers

A. The following development requests within East Gateway SU-2 Zones shall comply with pertinent East Gateway Sector Development Plan regulations in Sections 5.5 and 5.6 of this chapter:

1. New development

2. Building additions of 15% or more of existing building gross square footage

3. Buildings replacing existing buildings including buildings that are destroyed by flood, fire, or natural catastrophe

4. Amendments to approved SU-1 site plans that include additions of 15% or more of existing building square footage

B. The following activities are exempt from compliance with the regulations of Sections 5.5 and 5.6 of this Plan, but shall adhere to pertinent regulations of the City of Albuquerque Comprehensive City Zoning Code:

1. Repairs, remodeling and maintenance of existing structures and/or buildings including additions less than 15% gross square footage. The terms "repair" and "remodeling" shall be defined as follows:
   a. Repair: to restore or replace elements of a structure that are broken
   b. Remodeling: to update, replace or alter elements of a building

2. Façade improvements to existing buildings

3. Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage)

C. East Gateway Sector Development Plan SU-2 Zone designation may cause some permissive and conditional uses existing at the time of Plan adoption to become nonconforming uses. (NOTE: SU-2 zones other than SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, and SU-2/EG-C-2 retain their underlying zoning without any limitation on use and are only given the "SU-2" designation to clearly indicate that they are subject to the General Design Regulations in this Plan.) These uses shall be considered nonconforming uses as provided in the City of Albuquerque Comprehensive City Zoning Code.

5.3.2 Development Approval Process

Development occurring within the East Gateway General Design Regulations boundary requires approval as outlined below.

Approval Body	Development Type	Notification
Building Permit Staff	All three of the following conditions are necessary: • Site less than 5 acres excepting site with SU-1 zoning • Proposed Use is a Permissive Use • Development complies with Building and Lot Standards in Section 5.5 of this chapter and General Design Regulations in Section 5.6 of this chapter	No Public Notification is required
Administrative Review and Approval by Planning Director or Designee preceded by Pre-Application Meeting with the Pre-Application Review Team (PRT)	Site 5 acres or greater except for a Large Retail Facility as defined in the City Zoning Code	No Public Notification is required
ZHE	Conditional Use	Public Notification is required
EPC	One or more of the following conditions: • Site with SU-1 zoning that meets the thresholds for EPC review in 14-16-2-22 of the City Zoning Code • A Large Retail Facility as defined in the City Zoning Code • Not a Permissive Use • Development that deviates 10% or more from dimensional Building and Lot Standards in Section 5.5 of this chapter • Development does not comply with General Design Regulations in Section 5.6 of this chapter	Public Notification is required

5.3.3 Requests to Deviate from Sector Development Plan Building and Lot Standards in Section 5.5 of this Chapter and General Design Regulations in Section 5.6 of this Chapter

The building and lot standards in Section 5.5 of this chapter and General Design Regulation in Section 5.6 of this chapter are specific and prescriptive to provide certainty for applicants, neighborhoods, and City development reviewers. It is not the intent of these regulations to limit design creativity or ignore unusual site conditions. As such, the following two levels of modifications to the zoning regulations are allowed:

A. Minor: The Planning Director or his/her designee may approve, or choose to refer to the EPC, deviations from non-dimensional standards or of less than 10% from any dimensional standard.

B. Major: Any deviation of 10%-20% from any dimensional standard shall be reviewed by the EPC via the site development plan approval process; deviations of 20% or more are not allowed. In order for the EPC to grant the deviation(s) and approve the site development plan, the applicant must demonstrate that 1) the original standard(s) cannot be reasonably met without substantial hardship, due to the uniqueness of the site, and 2) applicable goals, policies and intents of the East Gateway Sector Development Plan are still met, even with the proposed deviation(s).

5.4 The SU-2/EG Zoning Districts

Chapter Subsection 5.4 contains four SU-2/EG zoning districts for community activity centers, neighborhood activity centers, major street corridor segments between activity centers, and formerly C-2 zoned land within residential neighborhoods. The zoning districts establish permissive and conditional uses for properties that do not meet the requirements to be nonconforming uses. Building, lot, and building façade types for new construction in these zones are located in Section 5.5 of this Plan chapter. General regulations for site, building and public right-of-way are located in Section 5.6 of this chapter. General regulations apply to properties zoned in Section 5.4 of this Plan.

The four SU-2/EG zones established by this Plan are 1) East Gateway Community Activity Center Zone (SU-2/EG-CAC), 2) East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC), 3) East Gateway Corridor Zone (SU-2/EG-C), and 4) East Gateway Community Commercial Zone (SU-2/EG-C-2).

Properties already zoned SU-1 may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2/EG zone uses described for the SU-2/EG zone also assigned to that property. However, previously approved site development plans that add 15% or more gross building square footage to previously approved building gross square footage shall comply with pertinent parts of Sections 5.5 and 5.6 of this Plan.

5.4.1 SU-2 East Gateway Community Activity Center Zone (SU-2/EG-CAC)

ZONE INTENT

This zoning district enables future mixed-use redevelopment of an area at the Central Avenue/Tramway Boulevard intersection already designated a Community Activity Center by the Albuquerque/Bernalillo County Comprehensive Plan. (See maps of these properties following permissive uses of this zone.)

Community Activity Centers are usually between 30 and 60 acres. They can be larger. Their buildings, streets, and walkways are pedestrian-oriented in design and are intended to provide a mixture of some or all of the following uses: stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, and other public services.

Community Activity Centers are generally spaced to serve people living within a radius of up to three miles. Community Activity Centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

(Albuquerque / Bernalillo County Comprehensive Plan Table 22: Policy, a. Types of Activity Centers)

PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C -2 Community Commercial Zone, with the following exceptions:
   a. Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code.
   b. Vehicle washing is allowed only when located within a parking structure.
   c. Wireless Telecommunications Facility is allowed only if it is attached to a building.

2. Apartments as defined in the City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).

3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
   a. Office
   b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
      - Arts and crafts objects and supplies
      - Books, magazines, newspapers, stationery
      - Cosmetics, notions, hobby supplies
      - Flowers and plants
      - Jewelry
      - Clothing
   c. Services:
      - Barber, beauty
      - Day care center
      - Instruction in music, dance, fine arts or crafts
      - Photography, except adult photo studio
      - Tailoring, dressmaking
   d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less of space. See the Uniform Administrative and Technical Codes (Chapter 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).
   e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.
   f. Units and buildings shall comply with 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
   g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.
   h. Signs may be no more than 8 square feet in area and shall be located on the building wall no higher than the first floor.

4. Transit stops and transit facilities

5. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.

PROHIBITED USES

1. Adult store and adult amusement establishment
2. Drive-up and drive-in facilities
3. Gasoline, oil, and other liquid vehicle fuel sales
4. New off-premise signs
5. Parking lots as an individual use rather than required on-site parking
6. Taxidermy services
7. Vehicle sales, rental, service repair or storage
8. Vehicle washing, unless located within a parking structure

CONDITIONAL USES

No conditional uses are listed.

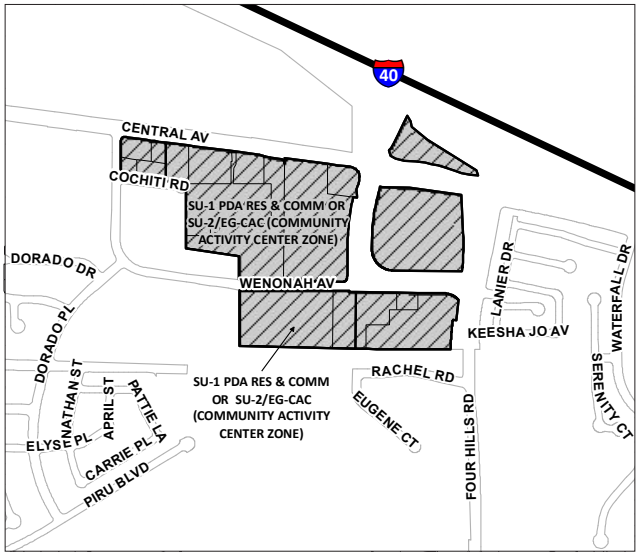


Figure 5.f: East Gateway Sector Development Plan SU-2/EG-CAC (Community Activity Center) Zone

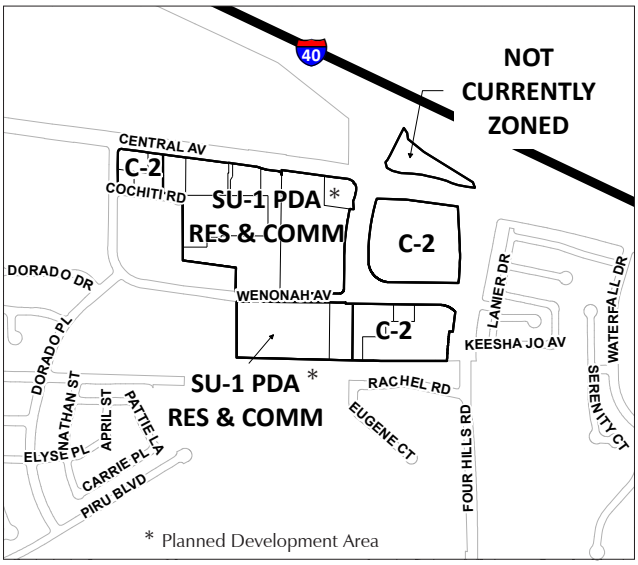


Figure 5.g: Zoning Predating the East Gateway Sector Development Plan

5.4.2 SU-2 East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC)

ZONE INTENT

This zoning district enables the future development of two areas this Plan designates as Neighborhood Activity Centers: one at the Central Avenue/Juan Tabo Boulevard intersection and another at the Central Avenue/Wyoming Boulevard intersection. (See maps of these properties following the description of permissive uses of this zone.)

Neighborhood Activity Centers are usually between 5 and 15 acres. Their buildings, streets, and walkways are pedestrian-oriented in design. They are intended to provide mixtures of services and residential building types not found within single-family residential neighborhood interiors.

Buildings in Neighborhood Activity Centers are smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.

(Albuquerque / Bernalillo County Comprehensive Plan Table 22: Policy, a. Types of Activity Centers)

PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-16 C-1 Neighborhood Commercial Zone, with the following exceptions:
   a. Residential Uses permissive in the R-3 zone are allowed, but are not required to comply with the C-1 zone minimum acreage requirement.
   b. Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code.
   c. Wireless Telecommunications Facility is allowed only if it is attached to a building.

2. Townhouses and Apartments as defined in the City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).

3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
   a. Office
   b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
      - Arts and crafts objects and supplies
      - Books, magazines, newspapers and stationery
      - Cosmetics, notions, hobby supplies
      - Flowers and plants
      - Jewelry
      - Clothing

c. Services:
- Barber, beauty
- Day care center
- Instruction in music, dance, fine arts or crafts
- Photography, except adult photo studio
- Tailoring, dressmaking

d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).

e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.

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

g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.

h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.

4. Transit stops and transit facilities

PROHIBITED USES

1. Adult store and adult amusement establishment
2. Drive-up and drive-in facilities
3. Gasoline, oil, and other liquid vehicle fuel sales
4. New off-premise signs
5. Taxidermy services

CONDITIONAL USES

No conditional uses are listed.

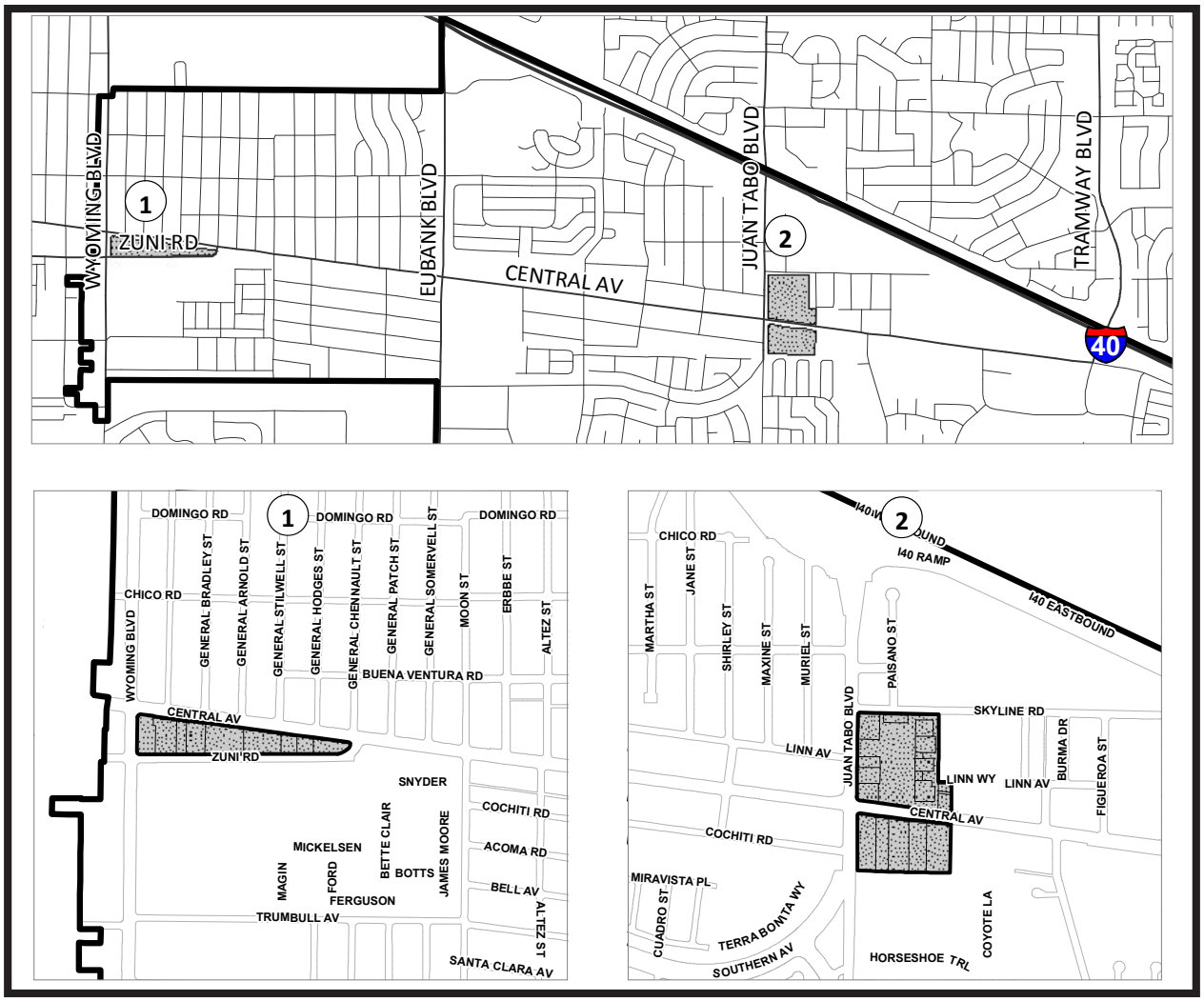


Figure 5.h: East Gateway Sector Development Plan SU-2/EG-NAC (Neighborhood Activity Center) Zone

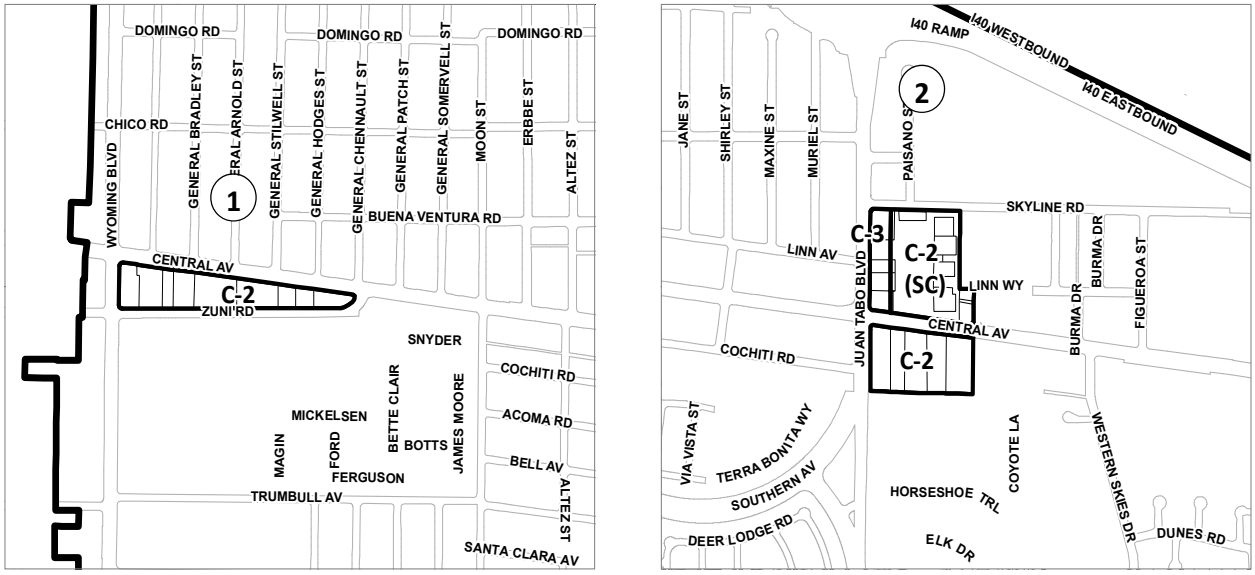


Figure 5.i: Zoning Predating the East Gateway Sector Development Plan

5.4.3 SU-2 East Gateway Corridor Zone (SU-2/EG-C)

ZONE INTENT

The SU-2/EG-C (Corridor Zone) enables the future development of a mixture of non-residential and residential uses that should support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. This zoning district is applied to most Plan area properties adjacent to Central Avenue or abutting the east side of Eubank Boulevard from Central Avenue through Southern Avenue. (See maps of these properties following permissive uses of this zone.)

The Corridor Zone allows existing businesses to continue. In addition to a wide variety of commercial uses, it allows residential and manufacturing uses not allowed in these locations before the adoption of this Plan.

PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C -2 Community Commercial Zone, with the following exceptions:
   a. Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code.
   b. Wireless Telecommunications Facility is allowed only if it is attached to a building.

2. Townhouses and Apartments as defined in the City of Albuquerque Comprehensive City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).

3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
   a. Office
   b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
      - Arts and crafts objects and supplies
      - Books, magazines, newspapers, stationery
      - Cosmetics, notions, hobby supplies
      - Flowers and plants
      - Jewelry
      - Clothing
   c. Services:
      - Barber, beauty
      - Day care center
      - Instruction in music, dance, fine arts or crafts
      - Photography, except adult photo studio
      - Tailoring, dressmaking
   d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter

14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).

e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.

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

g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.

h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.

4. Retail business in which products are manufactured, compounded, processed, assembled or treated, as an accessory use, including carpentry, plumbing, sheet-metal working, upholstering, sign painting, making of metal stamps, catering, baking, confectionery making, or jewelry or curio making, provided:
   a. All activities are conducted within a completely enclosed building.
   b. Activities or products do not produce odor, dust, smoke, noise, or vibration outside the building.

5. Manufacturing, assembling, treating, repairing, or rebuilding articles permissive in the M-1 zone, provided:
   a. All activities are conducted within a completely enclosed building.
   b. Activities or products do not produce odor, dust, smoke, noise, or vibration outside the building.

6. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.

7. Transit stops and transit facilities

PROHIBITED USES

1. Adult store and adult amusement establishment
2. New off-premise signs
3. Parking lots as an individual use rather than required on-site parking

CONDITIONAL USES

No conditional uses are listed.

Figure 5.j: East Gateway Sector Development Plan SU-2/EG-C (Corridor) Zone

Figure 5.k: Zoning Predating the East Gateway Sector Development Plan

5.4.4 SU-2 East Gateway Community Commercial Zone (SU-2/EG-C-2)

ZONE INTENT

The SU-2/EG-C-2 (Community Commercial Zone) is applied to Plan area properties located away from major arterial streets, but zoned C-2 or SU-1 for community commercial purposes before the Sector Plan was adopted. This zoning district excludes some C-2 uses that are not compatible within residential neighborhoods. It allows existing mobile home parks that were nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses that will provide a better transition between properties lining East Gateway's major streets and residential neighborhoods. (See maps of these properties following conditional uses of this zone.)

PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C-2 Community Commercial Zone, with the following exceptions:
   a. Residential uses permissive in the R-3 zone are allowed, but are not required to comply with the C-1 zone minimum acreage requirement.
   b. Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code.
   c. Wireless Telecommunications Facility is allowed only if it is attached to a building.

2. Townhouses and Apartments as defined in the City of Albuquerque Comprehensive City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).

3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
   a. Office
   b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
      - Arts and crafts objects and supplies
      - Books, magazines, newspapers, stationery
      - Cosmetics, notions, hobby supplies
      - Flowers and plants
      - Jewelry
      - Clothing
   c. Services:
      - Barber, beauty
      - Day care center
      - Instruction in music, dance, fine arts or crafts
      - Photography, except adult photo studio
      - Tailoring, dressmaking
   d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter

14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).

e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.

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

g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.

h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.

4. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.

PROHIBITED USES

1. Adult store and adult amusement establishment
2. Alcoholic drink sales
3. Antennas
4. Circus or carnival operations
5. Off-premise signs
6. Parking lots as an individual use rather than required on-site parking
7. Vehicle sales, rental, service, repair and storage

CONDITIONAL USES

1. Mobile Home Parks as regulated in the City Zoning Code in the MH zone. Existing mobile home parks are considered approved conditional uses.

Figure 5.l: East Gateway Sector Development Plan SU-2/EG-C-2 (Community Commercial) Zone

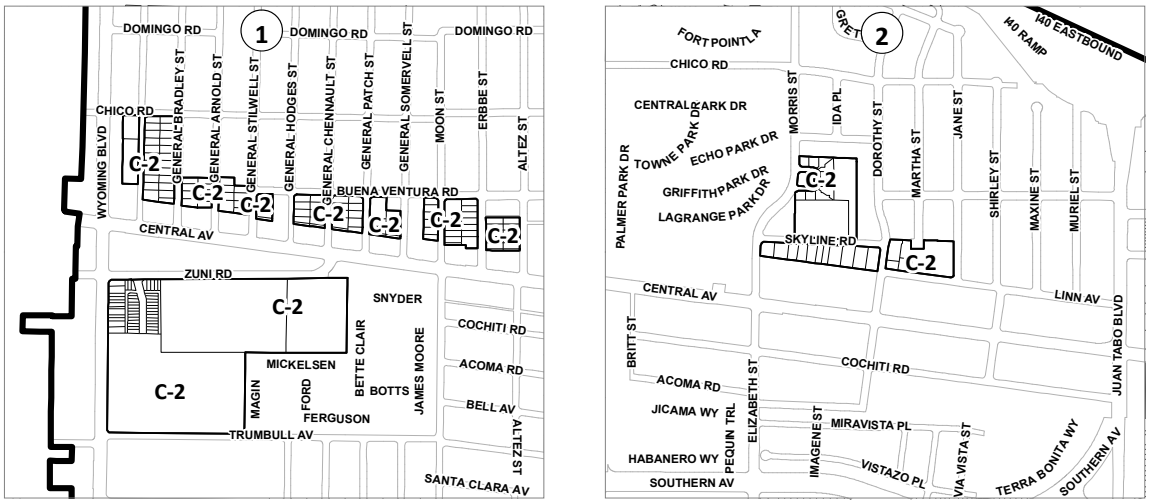


Figure 5.m: Zoning Predating the East Gateway Sector Development Plan

5.5 Building Types

The following basic building types are allowed for new development and redevelopment on East Gateway SU-2/EG zoned properties. The following pages provide details of each building type, lot requirements, building lot coverage, building height and size, on-site parking locations, building front façade types and front yard requirements associated with them.

BUILDING TYPES	COMMUNITY ACTIVITY CENTER ZONE (SU-2/EG-CAC)	NEIGHBORHOOD ACTIVITY CENTER ZONE (SU-2/EG-NAC)	CORRIDOR ZONE (SU-2/EG-C)	COMMUNITY COMMERCIAL ZONE (SU-2/EG-C-2)
Townhouse		x	x	x
Apartment Buildings (Apartment House, Courtyard Apartment Building and Other Apartment Buildings)	x	x	x	x
Apartment Complex			x	x
Live/Work Building	x	x	x	x
Mixed Use Building	x	x	x	x
Commercial Building	x	x	x	x
Liner Building	x	x	x	x
Institutional or Civic Building	x	x	x	x
Industrial Building			x	x

Townhouse Lot

Townhouse lots are located side by side and designed to accommodate a building with more than one dwelling unit. Each dwelling unit is on a separate lot and has a private rear yard. Front yards may be shared across lots.

TOWNHOUSE BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	18	32 or 42 for lots with side yard abutting street right-of-way
Lot Depth (linear feet)	98	120
Lot Size (square feet)	1,760	5,040
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	360 per dwelling unit	No Requirement
Building Front Façade Lot Width Coverage (%)	70	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	15
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	No requirement
Side Yard Setback from shared lot line (linear feet)	None, except 10 feet between residential buildings and 10 feet from a lot with another use. (See SU-2 General Regulation 5.6.1.A.2)	No requirement
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building (linear feet)	10	No requirement
Side and Rear yard setback (See City Zoning Code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625 Maximum building footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot.
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	No requirement	38
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Rear Yard, however, minimum usable open space shall be provided on the lot.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Common Yard (no driveways, vehicle storage or movement between front building façade and street) or Porch and Wall (no driveways, vehicle storage or movement between front building façade and street)		
ADDITIONAL REQUIREMENTS		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue.		

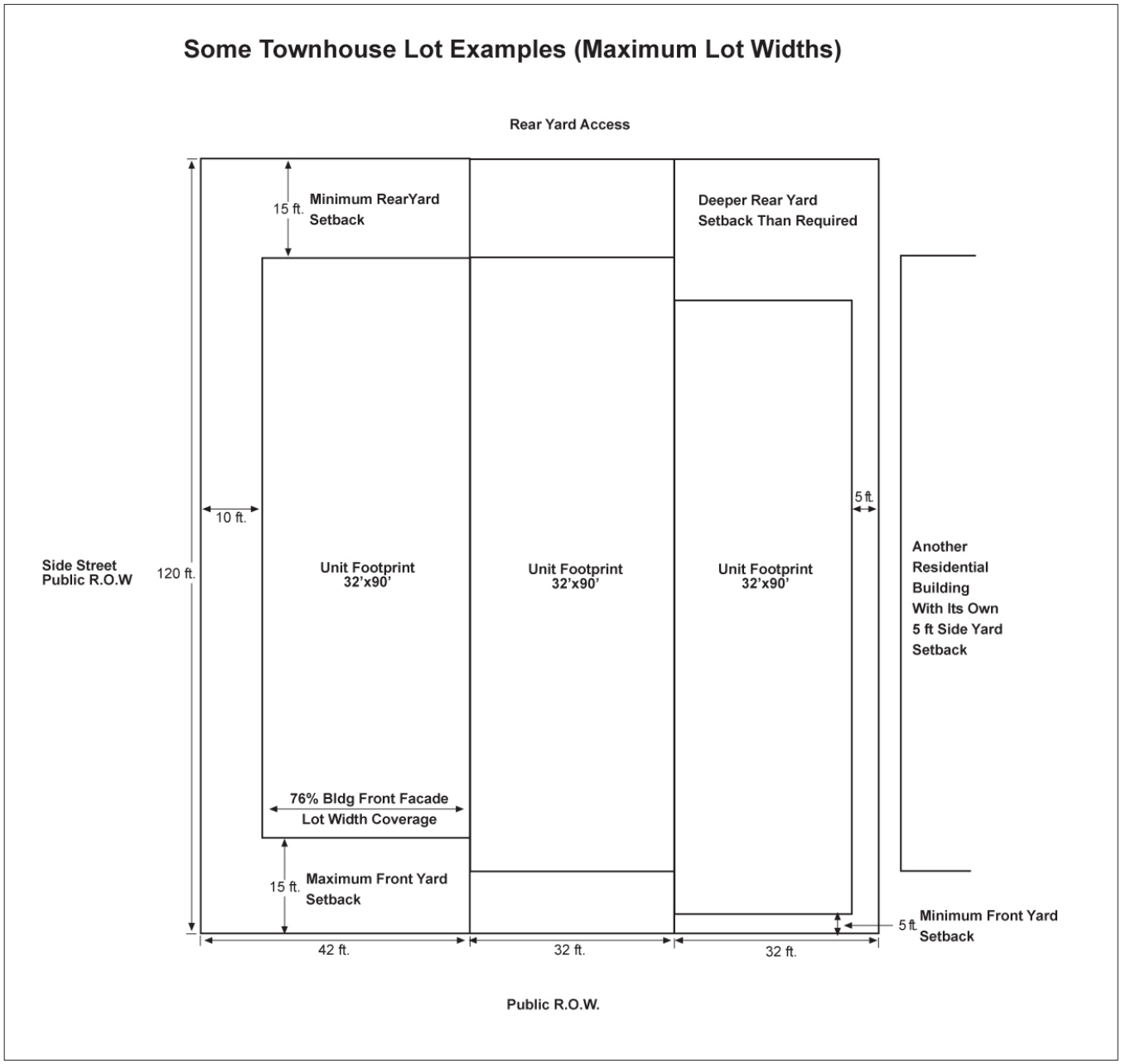


Figure 5.n: Townhouse Lot Example

Apartment House, Courtyard Apartment Building and Apartment Building Lots

An Apartment House lot is located and designed to accommodate a building that resembles a large house, but contains multiple dwelling or lodging units. A Courtyard Apartment Building lot is located and designed to accommodate multiple dwelling or lodging units above or beside each other, facing onto a shared courtyard that is partly or wholly open to the street. Each unit has direct access or shares a common access from a porch or stoop facing the courtyard or the street. An Apartment Building lot is located and designed to accommodate multiple dwelling or lodging units above or beside each other in a building that is located close to the front property line and that occupies most of its building lot width.

APARTMENT HOUSE, COURTYARD APARTMENT BUILDING AND APARTMENT BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	50	300
Lot Depth (linear feet)	100	300
Lot Size (square feet)	5,000	90,000
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	400 for each efficiency apt. or one-bedroom apt. 500 for each two-bedroom or larger apt.	No requirement
Building Front Façade Lot Width coverage (%)	70, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard to meet required off-street parking	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	15, except for building portions set back in a courtyard
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10
Side Yard Setback from shared lot line (linear feet)	5	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building (linear feet)	10	No requirement
Side and Rear yard setback (see City Zoning Code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	26	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Common Yard (no driveways, vehicle storage or movement between front building façade and street) Porch and Wall (no driveways, vehicle storage or movement between front building façade and street), Forecourt or Stoop		

APARTMENT HOUSE, COURTYARD APARTMENT BUILDING AND APARTMENT BUILDING AND LOT STANDARDS
ADDITIONAL REQUIREMENTS AND NOTES
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue. **2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.**

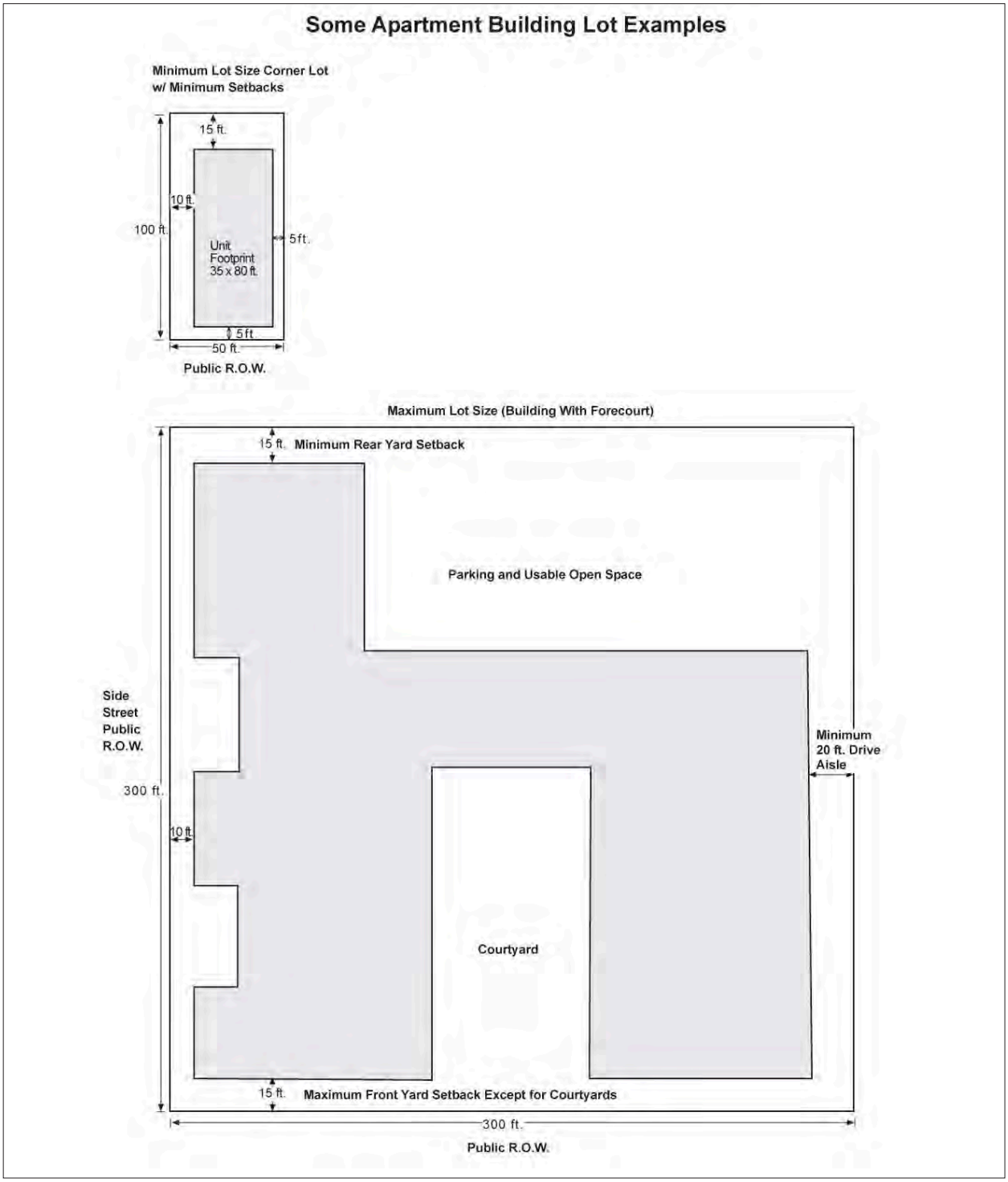


Figure 5.o: Apartment Lot Examples

Apartment Complex Lot

An Apartment Complex lot is located and designed to accommodate multiple buildings with multiple dwelling or lodging units above and/or beside each other.

APARTMENT COMPLEX BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	No Requirement	500
Lot Depth (linear feet)	No Requirement	500
Lot Size (square feet)	No Requirement	250,000
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	400 for each efficiency apt. or one-bedroom apt. 500 for each two-bedroom or larger apt.	No requirement
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	25
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	25
Side Yard Setback from shared lot line (linear feet)	5	No Requirement
Rear Yard Setback (linear feet)	15	No Requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Common Yard (no driveways, vehicle storage or movement between front building façade and street), Porch and Wall (no driveways, vehicle storage or movement between front building façade and street), Forecourt or Stoop.		
ADDITIONAL REQUIREMENTS		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue. 2. Front building façades shall face streets, not including alleys, and may also face interior common yards.		

Live/Work Building Lot

A Live/Work Building lot is located and designed to accommodate attached or detached units or buildings with office, retail, arts and crafts production and residential uses.

LIVE/WORK BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	16	60
Lot Depth (linear feet)	80	120
Lot Size (square feet)	1,280	7,200
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	80 per unit	No requirement
Building Front Façade Lot Width Coverage (%)	70, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard to meet required off-street parking	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	10, except for building portion set back in a courtyard or other type of forecourt
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10
Side Yard Setback from shared lot line (linear feet)	5	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building	10	No requirement
Side and Rear Yard setback (see City Zoning code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625 Maximum building footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot.
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	26	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned excusively for residential uses
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Forecourt, Storefront with Awning, Arcade or Gallery Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum of 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.		

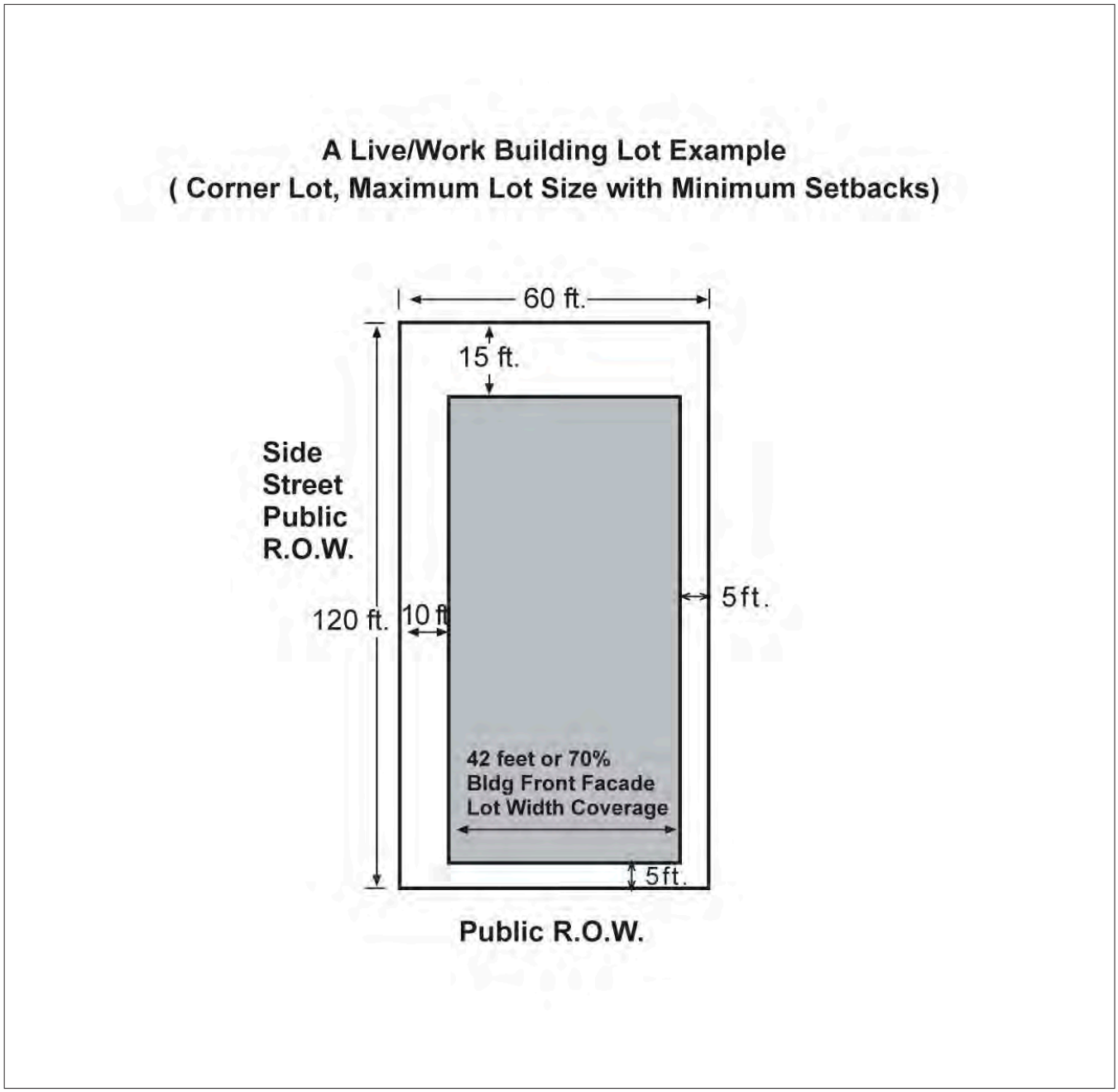


Figure 5.p: Live/Work Building Lot Example

Mixed-Use Building Lot

A Mixed-Use Building lot is located and designed to accommodate a multi-story building with various commercial uses on the first story and commercial uses and/or dwelling units on upper stories.

MIXED-USE BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	16	300
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	150,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	10, except portions of the building set back in a forecourt
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Side Yard Setback from shared lot line (linear feet)	5	No requirement
Rear Yard Setback (linear feet)	15	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	26	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Forecourt, Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.		

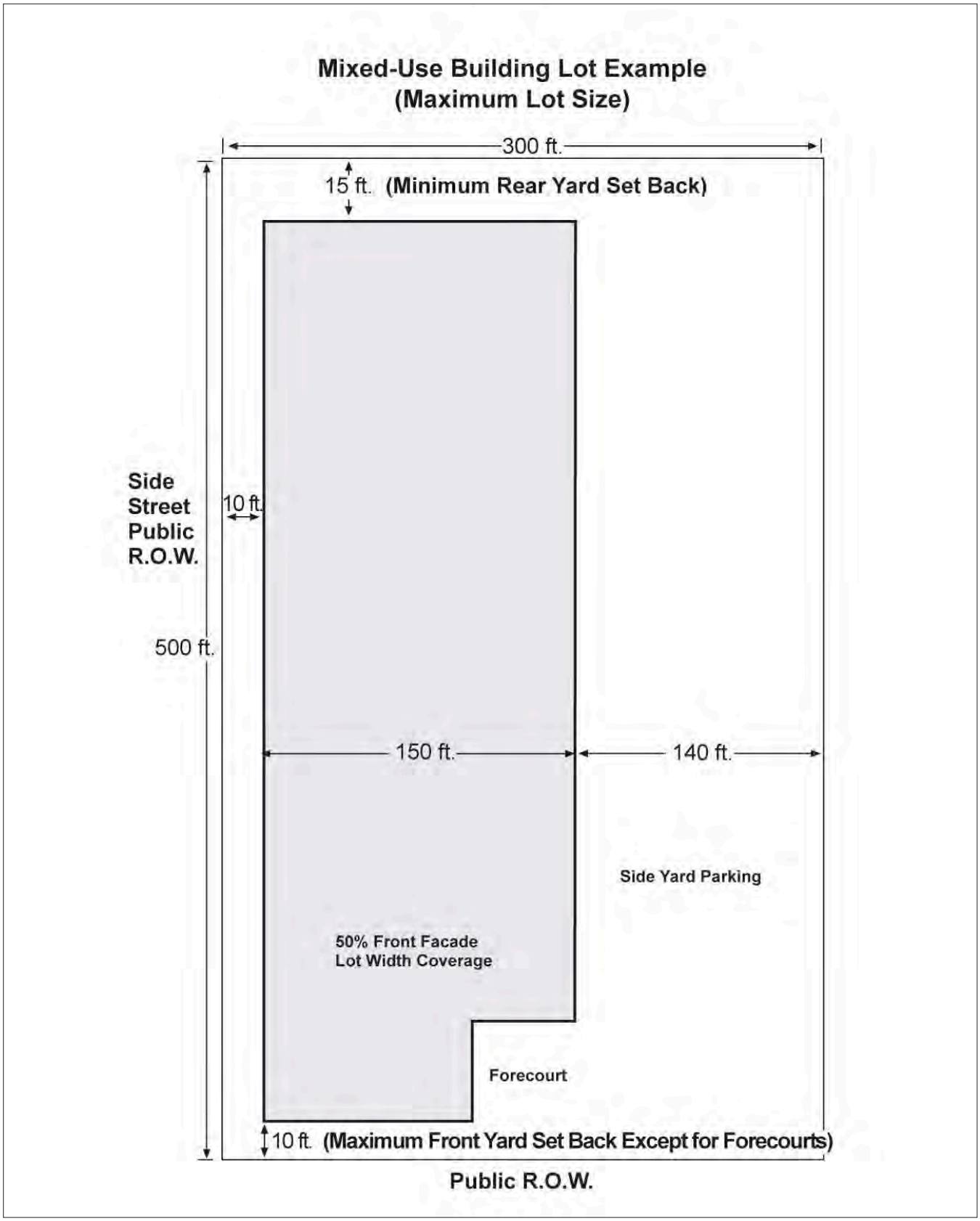


Figure 5.q: Mixed-Use Building Lot Example

Commercial Building and Lot

A Commercial Building lot is located in a non-residential complex and is designed to accommodate office or retail uses.

COMMERCIAL BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	50	300
Lot Depth (linear feet)	100	300
Lot Size (square feet)	5,000	90,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum required side yard setbacks
Front Yard Setback (linear feet)	0	10
Side Yard Setback from property line abutting street right-of-way (linear feet)	0	10
Side Yard Setback from shared property line	0 from a shared property line with a nonresidential use. 5 from a shared property line with a residential use.	No requirement
Rear Yard Setback (linear feet)	15	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.		

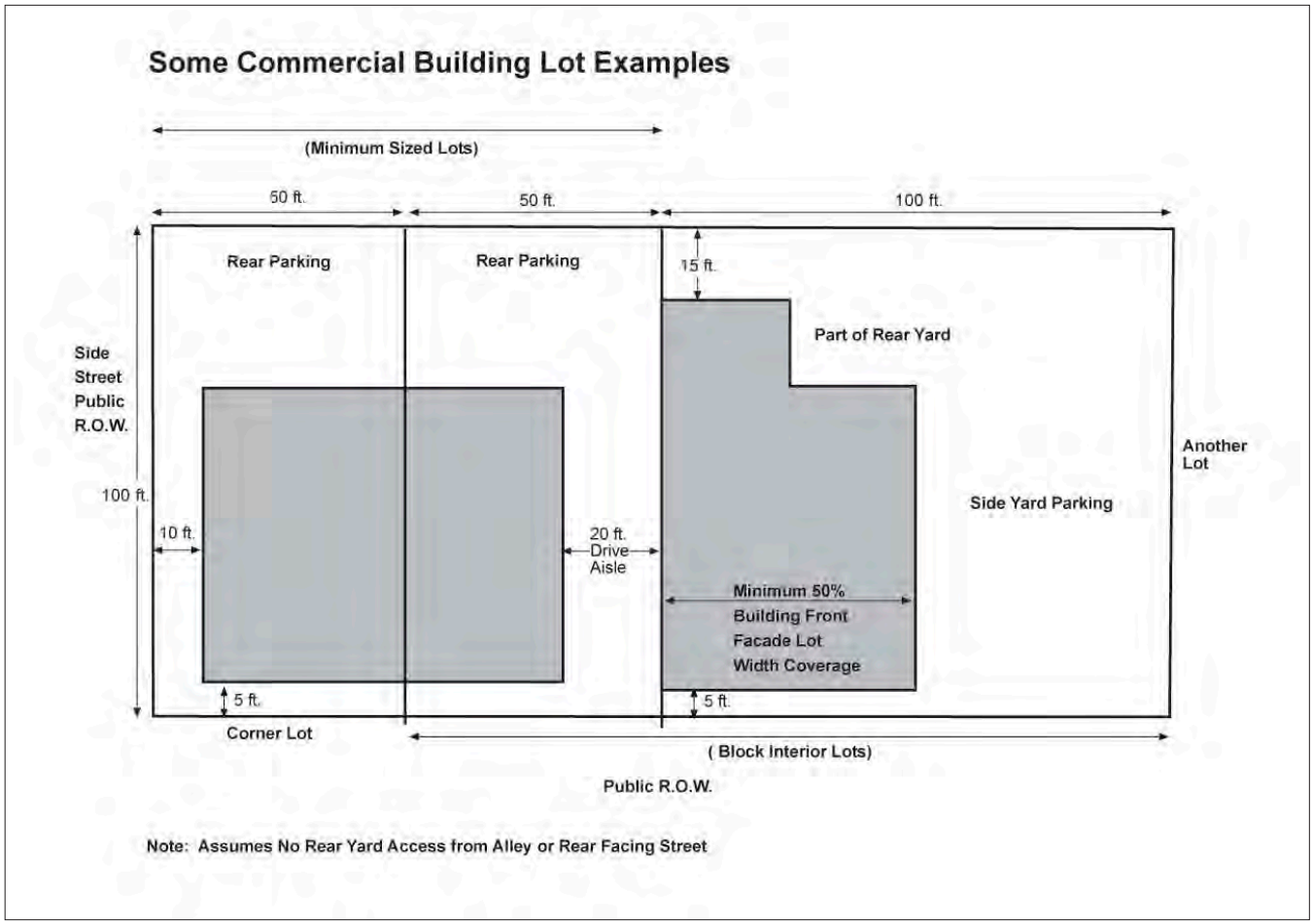


Figure 5.r: Commercial Building Lot Examples

Liner Building Lot

A Liner Building lot is located and designed to accommodate a large footprint building such as a parking garage, cinema, supermarket, or other use requiring a large building and a liner building that surrounds the larger building to conceal its blank walls and provide windows and doors that face the street.

LINER BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	No requirement	500
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	250,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width coverage (%)	90, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard parking	No requirement
Front Yard Setback (linear feet)	0	5
Side Yard Setback from property line abutting street right-of-way (linear feet)	0	No requirement
Side Yard Setback from shared lot line (linear feet)	0	No requirement
Rear Yard Setback (linear feet)	10	No requirement
LINER BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line, in Rear Yard, or attached parking structure		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may decrease the percentage of building front façade lot width coverage.		

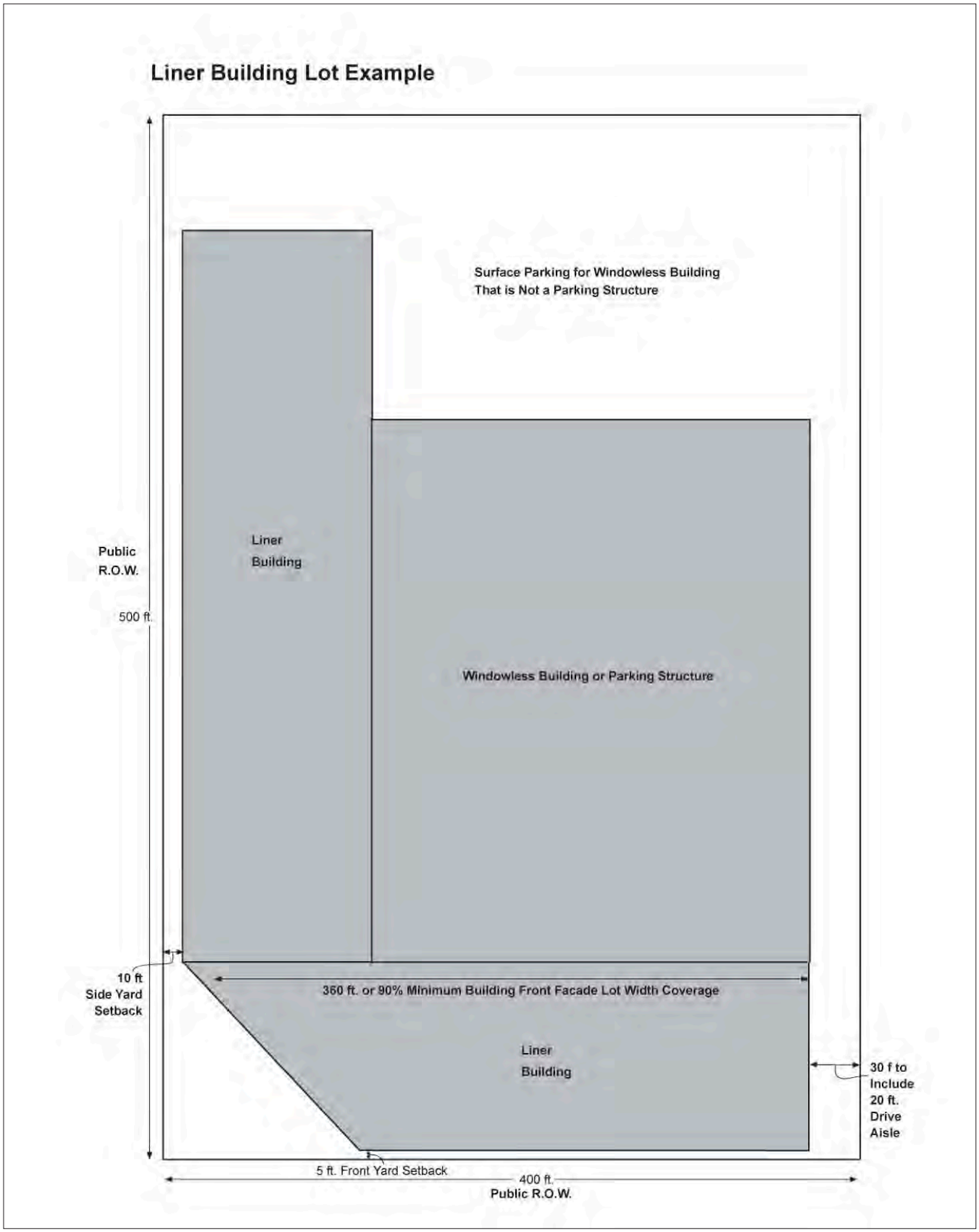


Figure 5.s: Liner Building Lot Example

Institutional or Civic Building Lot

An Institutional or Civic Building lot is located and designed to accommodate a building or buildings containing public uses or quasi-public uses such as day care, education, government services, community services, social services or a religious institution.

INSTITUTIONAL or CIVIC BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	No requirements, except that a lot shall not exceed the maximum block size allowed in Section 5.6.1.F.1 of this Plan.	
Lot Depth (linear feet)		
Lot Size (square feet)		
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	No requirement
Front Yard Setback (linear feet)	No requirement	No requirement, except 10 feet for lots abutting arterial streets
Side Yard Setback (Street and shared lot line) (linear feet)	No requirement	No requirement
Rear Yard Setback (linear feet)	10	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
Side Yard or Rear Yard for lots abutting arterial streets.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
No requirement, however front entrance and windows shall be located on building façade facing the front property line		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard.		

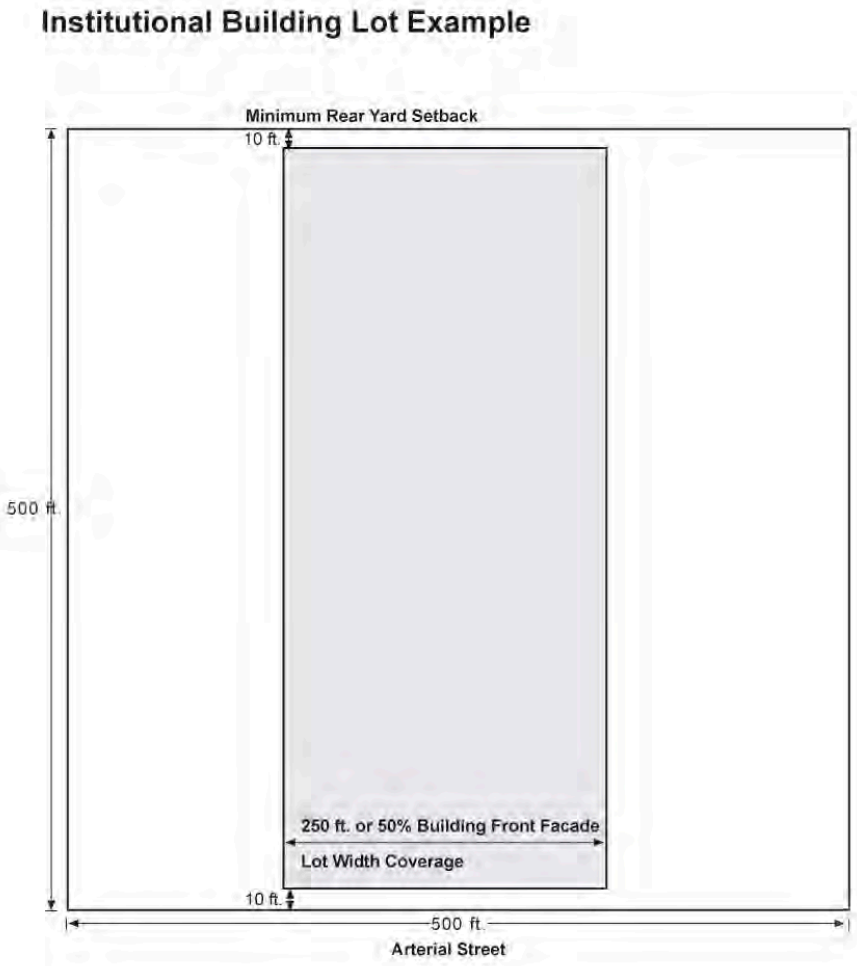


Figure 5.t: Institutional Building Lot Example

Industrial Building Lot

An Industrial Building lot is located and designed to accommodate a building intended for storage or manufacturing.

INDUSTRIAL BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	No requirement	500
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	250,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	No requirement, except 50% for lots abutting arterial streets	No requirement
Front Yard Setback (linear feet)	10	No requirement
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	No requirement
Side Yard Setback from shared lot line (linear feet)	10	No requirement
Rear Yard Setback (linear feet)	25	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	38
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Forecourt, Storefront and Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue		

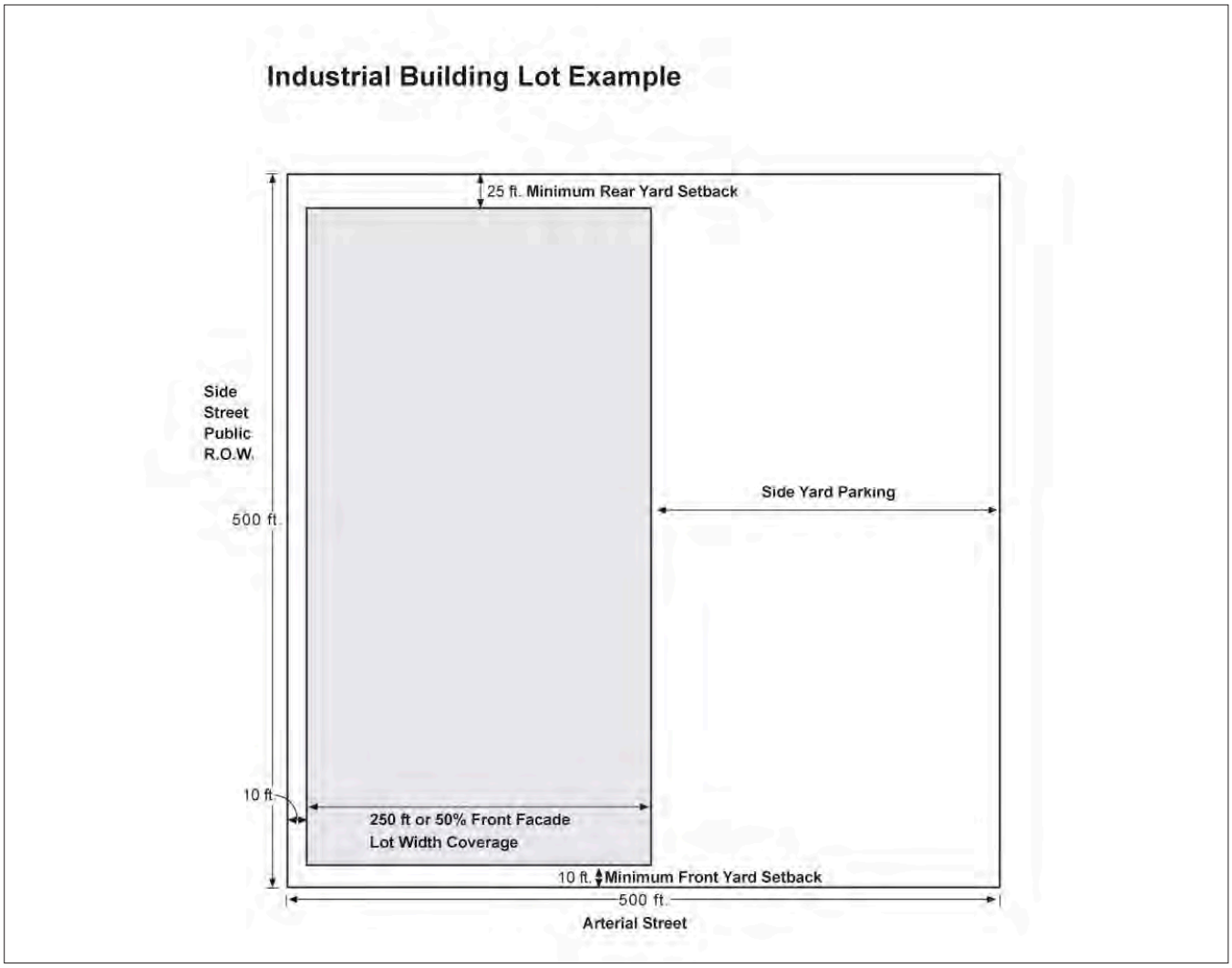


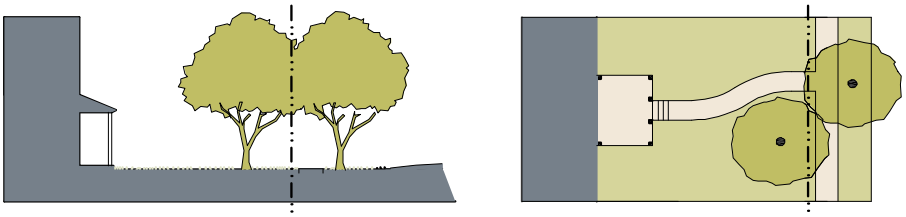
Figure 5.u: Industrial Building Lot Example

PRIVATE LOT FRONTAGE **PUBLIC R.O.W.** **PRIVATE LOT FRONTAGE** **PUBLIC R.O.W.**

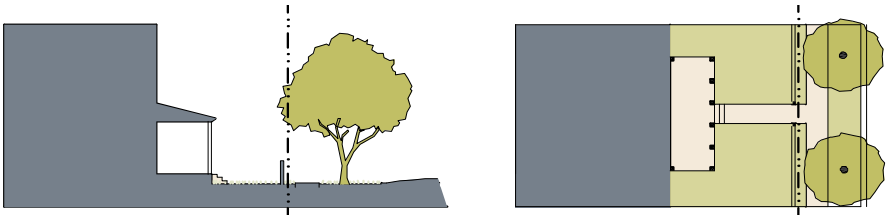
BUILDING FRONT FAÇADES SHALL FACE THE PUBLIC RIGHT-OF-WAY

The following illustrations are not regulatory. They are provided as examples.

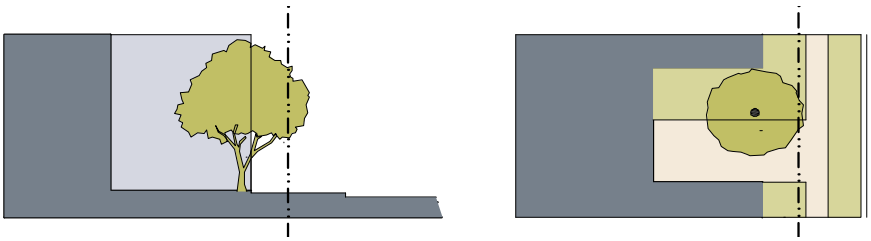
PRIVATE LOT FRONTAGE **PUBLIC R.O.W.** **PRIVATE LOT FRONTAGE** **PUBLIC R.O.W.**



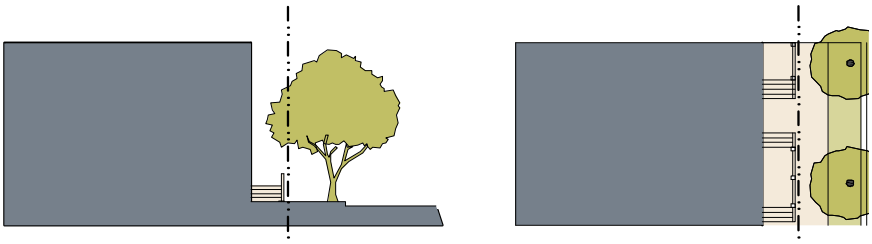
1. **COMMON YARD**: APPROPRIATE FOR TOWNHOUSE, APARTMENT HOUSE, APARTMENT BUILDING AND APARTMENT COMPLEX – Consists of 1) An unfenced landscaped front yard shared by more than one dwelling unit and visually continuous from unit to unit, 2) Maximum building setback distance to allow a buffer from traffic on arterial or collector streets.



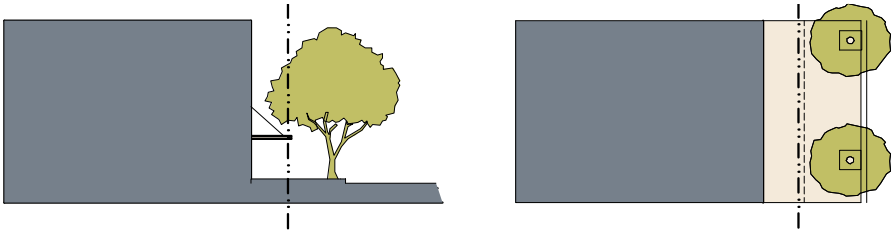
2. **PORCH & SHORT WALL OR FENCE:** APPROPRIATE FOR TOWNHOUSE, APARTMENT HOUSE, AND APARTMENT BUILDING – Consists of 1) An 18" to 36"-high wall or fence at the property line abutting the public right-of-way, 2) Landscaped front yard, 3) Building façade with an attached front porch no less than 8 feet deep.



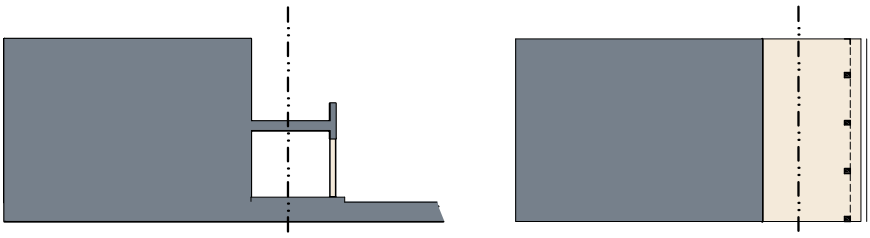
3. **FORECOURT:** APPROPRIATE FOR COURTYARD APARTMENT BUILDING, APARTMENT BUILDING, AND APARTMENT COMPLEX – Consists of 1) A portion of the building façade close to the property line abutting the public right-of-way, 2) Remainder of front building façade set back resulting in a forecourt suitable for vehicular drop-offs or a landscaped courtyard, 3) Large trees within the forecourt that may overhang the public sidewalk *(Ordinance 6-6-2-5(F) City of Albuquerque Street Tree Ordinance requires 7 feet of clearance over a sidewalk and 14 feet of clearance over a street).*



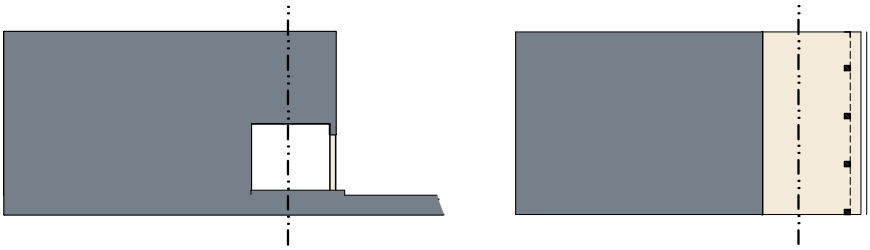
4. **STOOP:** APPROPRIATE FOR COURTYARD APARTMENT BUILDING, APARTMENT BUILDING, AND APARTMENT COMPLEX – Consists of 1) Building façade close to the property line abutting the public right-of-way, 2) Building entrance accessed by exterior stair and/or ramp and landing.



5. **STOREFRONT WITH AWNING:** APPROPRIATE FOR LIVE/WORK, MIXED-USE, COMMERCIAL, AND LINER BUILDINGS – Consists of 1) Building façade close to the property line abutting the public right-of-way, 2) Building entrance adjacent to public sidewalk, 3) Substantial glazing on first story as provided in Section 5.6.14 of this Plan, 4) Awnings overhanging the sidewalk by at least 5 feet. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.



6. **GALLERY:** APPROPRIATE FOR LIVE/WORK, MIXED-USE, COMMERCIAL, AND LINER BUILDINGS – Consists of a building façade with an attached minimum 10-foot deep cantilevered shed or lightweight colonnade. This portion of the building may or may not extend into the public right-of-way to cover a public sidewalk, but may not extend into the required landscaped sidewalk setback area in the public right-of-way. First story contains many windows. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.



7. **ARCADE:** APPROPRIATE FOR LIVE/WORK AND MIXED USE BUILDINGS WITH COMMERCIAL USES ON THE FIRST FLOOR – Consists of a building façade with an attached minimum 12-foot deep colonnade supporting habitable space. This portion of the building may or may not extend into the public right-of-way to cover a public sidewalk, but may not extend into the required landscaped sidewalk setback area in the public right-of-way. First story contains many windows. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.

5.6 General Design Regulations

General Design Regulations for site design, building design, and public right-of-way design are applicable to properties within the General Design Regulations Boundary established on East Gateway Zoning Maps on pages 5-2 through 5-6. Some regulations apply only to properties abutting Central Avenue, some apply only to properties designated as activity centers or abutting major streets, and the rest apply to all properties within the East Gateway General Design Regulations boundary. East Gateway properties outside the General Design Regulations boundary are required to follow regulations in the City of Albuquerque Comprehensive City Zoning Code. The illustrations in the remainder of this chapter are examples and should not be considered regulatory.

Site Design

5.6.1 Site Layout (Streets, Blocks, and Lots)

The following requirements are intended to ensure a safe, efficient and connected community.

A. For all East Gateway Properties abutting Central Avenue:

1. New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks or to replace existing driveways. Subject to approval by the City Engineer or his designee, new driveways can be built in a different location on a property, but shall not cause the number of driveways to that property to increase. Replaced driveways shall be closed and rebuilt with sidewalk, landscaping area, and stand-up curb.

B. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, or C Zones:

1. Building façades shall occupy at least 50% of the street frontage. If a greater percentage of building façade coverage is required by building type, that requirement prevails.

2. For new development with a minimum 300 feet of street frontage on blocks longer than 500 feet, intersecting Pedestrian Access Routes (as described in the *Development Process Manual*) shall be built to allow pedestrian and bicycle access a maximum linear distance of every 500 feet. Alleys and Pedestrian Access Routes are not considered block termini.

C. For all Properties within the East Gateway General Design Regulations boundary:

1. Rear yards shall not face a public or private street except an alley, trail, park, green or square.

2. Lots abutting or across a public or private right-of-way or alley from lots zoned for or developed with single-family detached housing shall be required to meet the following provisions:

a. New buildings that are not single-family detached houses, townhouses, or duplexes shall be permitted across a public or private

right-of-way from single-family detached house side yards or where their rear yard abuts a single-family detached house rear lot line, alley or service drive.

b. New buildings that are not single-family detached houses, townhouses or duplexes shall be a maximum of 100 feet wide.

c. The space separating each new building that is not a single-family detached house, townhouse or duplex shall be a minimum of 25 feet.

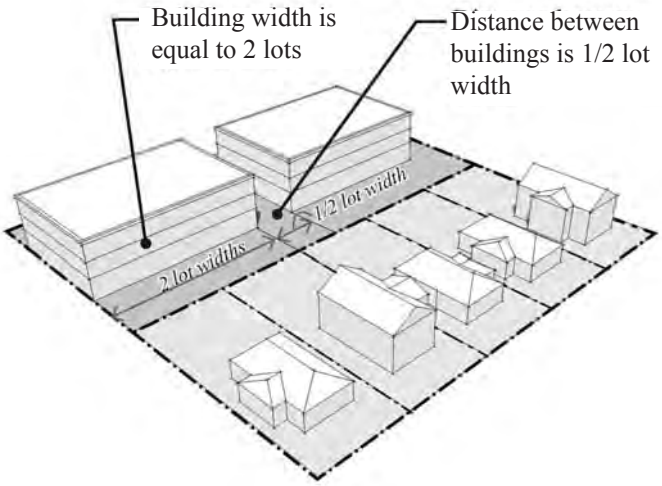


Figure 5.v: Site Layout

3. Parcels 5 acres and larger shall be designed to provide a block structure that enables efficient pedestrian travel and is defined by an internal network of streets that connect to the existing street network:
   a. The entire site shall be planned and platted into maximum 125,000 square foot blocks. Maximum block length is 500 feet. Pedestrian connections shall be provided through the width of the block every 250 feet.
   b. Primary and secondary driveways (as defined in the City Zoning Code) or platted streets that separate the blocks shall be between 60 feet and 85 feet wide and shall include the following:
   a. Two 10-foot wide travel lanes;
      i. Two minimum 6-foot wide landscaped buffers with shade trees spaced approximately 30 feet on center;
      ii. Two minimum 7-foot wide pedestrian walkways constructed of material other than asphalt that meets ADA accessibility guidelines;
      iii. Pedestrian-scale lighting that is between 12 to 15 feet high and a maximum distance of 100 feet apart; and
      iv. Standup curb.

4. Pedestrian Site Circulation and Design
   a. All sites shall be designed with well-lit 6-foot minimum pedestrian

pathways physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separations or other means to protect pedestrians from vehicular traffic.

b. Pedestrian Access Routes (direct pedestrian and bicycle pathways) shall be designed as required in the *Development Process Manual* and provided between buildings and adjacent parcels, and to existing public bicycle trails, lanes, and routes and pedestrian trails and sidewalks. Pedestrian connections shall occur at a minimum distance of 500 feet.

c. Flat, ADA-accessible crosswalks shall be required across all driveways, drive aisles or other vehicular areas.

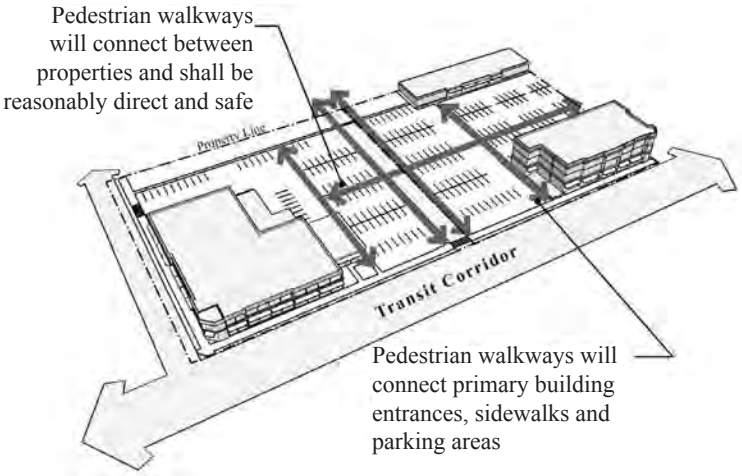


Figure 5.w: Site Layout, Pedestrian Circulation

5.6.2 Parking

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

The General Parking Regulations of the City's Zoning Code, Section 14-16-3-1 shall apply, with the following exceptions:

1. Parking shall be distributed on the site to minimize visual impact from the adjoining street.

2. The maximum parking permitted shall be the minimum parking allowed in the Zoning Code per use, plus 10%.

3. Shared parking shall be strongly encouraged.

4. Parking shall be screened from the street, excepting an alley, by buildings or a combination of 18 to 36-inch high wall and a minimum 6-foot wide landscape strip.

5. A 5-foot wide, clear paved path shall be maintained between building and parking areas for pedestrian access.

5.6.3 Parking Structure

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. Direct pedestrian access shall be provided from parking structures to each adjacent street.

2. Liner buildings shall surround the street sides of parking structures unless the structure is separated from the street by another building, or a minimum 30-foot deep landscaped area.

3. Parking structures shall comply with all building design standards for building façade, mass, scale, building features and lighting as described in the Building Design Section of these SU-2 General Regulations.

5.6.4 Landscaping

A. For all Properties within the East Gateway General Design Regulations boundary:

The General Landscaping Regulations of the City's Zoning Code, Section 14-16-3-10 shall apply with the following exception:

1. Water Harvesting Areas: Surface runoff including runoff from roofs shall be directed into depressed, water collection areas located in landscape areas.

5.6.5 Outdoor Space

A. For East Gateway Properties abutting Central Avenue (the following outdoor space regulations for properties abutting Central Avenue are in addition to the General Landscaping Regulations of the City's Zoning Code, Section 14-16-3-10):

1. The following general requirements shall apply to all sites abutting Central Avenue:

a. All sites abutting Central Avenue shall provide a minimum 5% of the net site as outdoor space.

b. The Landscaping Zone and the Walking Zone in the Pedestrian Realm, as described in the Street Design Section of these SU-2 General Regulations are not eligible to be considered for meeting the outdoor space requirement.

c. All outdoor space shall connect to pedestrian walkways/sidewalks.

d. A minimum of 35% of the outdoor space shall be shaded from the summer sun with trees and/or permanent or temporary shade structures.

e. A minimum of one seat shall be provided for every 200 gross square feet of outdoor space provided.

f. The use of gravel or crusher fines as ground cover is limited to a maximum of 5% of any outdoor space. Crusher fine walkways are not considered a landscaping ground cover.

g. If a site contains multiple buildings and/or multiple lots, the required outdoor space may be combined into larger usable outdoor space.

h. The property owner shall maintain outdoor space.

2. For sites 5 acres and larger, any of the following shall be considered outdoor space:

a. A Green is a public space consisting of pathways and landscaping bounded on at least two sides by streets. The space is available for unstructured recreation. Building fronts face at least three sides of a green.

b. A Square is a public space consisting of paved walkways, vegetation, trees and ornamental structures such as fountains or gazebos. A square is generally located at the intersection of streets, is bounded on at least two sides by streets and has building fronts facing at least two of its sides.

c. Courtyards have at least two of the following elements: landscape, hardscape, water feature, and/or seating. Outdoor seating consists of chairs and benches and may include tables and covered umbrella seating.

d. A Community garden consists of garden plots available to residents for small-scale cultivation.

5.6.6 Fences and Walls

Walls clearly visible from the public right-of-way that define a site perimeter or that define outdoor spaces within the site shall meet the requirements in §14-16-3-19 of the City's Zoning Code with the following exceptions:

A. For all East Gateway Properties abutting Central Avenue:

1. Knee walls (walls 18 to 36 inches high) and a minimum of 6-foot wide landscaping strip shall be located at the street-facing property line to define the property edge and provide a screen only where parking or service areas

area located. They are not required to define private outdoor space.

a. Knee wall height shall be 18 inches minimum and 36 inches maximum.

b. Gates for pedestrians and vehicles are permitted to interrupt the wall.

B. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. Freestanding walls and fences within 20 feet of the property line adjacent to a public right-of-way, excepting walls required to screen outdoor storage, shall not exceed 3 feet in height above grade.

2. All wall sides facing the public right-of-way shall be finished. The following finish materials are permitted for site perimeter and space-defining walls and fences: Native or regional stone or an equivalent imitation stone, metal (wrought iron, welded steel or aluminum), brick, stucco, or a combination of any two of the above materials. Chain link fencing, barbed wire and razor wire are not permitted.

3. The following wall and fence materials are prohibited: chain link fencing, barbed wire, and razor wire.

5.6.7 Service, Loading and Outdoor Storage Screening

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. Service, loading and storage areas shall not be visible from any public right-of-way or adjacent residential area.

2. Service, loading, and outdoor storage areas shall be incorporated into the overall design of the principal building on site using screening walls of compatible material, style, color, texture, pattern, trim and details.

3. Ground-mounted mechanical and electrical equipment shall not be located adjacent to a building's front façade and shall be placed out of view from public or private rights-of-way and residential uses. In addition, the ground-mounted equipment shall be screened from view by fencing, walls, or vegetation in coordination with public and private utility agencies.

4. Mechanical equipment located on a roof, excepting solar panels, shall be screened from view.

5. Service and loading lanes shall be designed as part of site circulation and shall not use dedicated lanes that add impervious surface.

6. The Recycling Bin Regulations of the City's Zoning Code, Section 14-16-3-15 shall apply.

5.6.8 Lighting

A. For all Properties within the East Gateway General Design Regulations Boundary:

1. Lighting shall comply with Section 14-16-3-9 of the City's Zoning Code with the following exceptions:

   a. All on-site lighting shall be fully shielded to prevent fugitive light from encroaching onto adjacent properties.

   b. Building-mounted lighting shall be mounted between 7 feet and 15 feet above grade or no higher than 7 feet above the floor of a stoop or porch.

   c. All lots abutting alleys shall provide exterior lighting fixtures within 5 feet of the alley right-of-way to illuminate the alley. Maximum fixture height above alley grade shall be 15 feet and shall not cause glare onto adjacent properties. Where possible, lighting shall be attached to a building.

   d. Lighting for parking structures shall evenly light the interior space to prevent hiding places.

   e. No flashing, traveling, animated or intermittent lighting shall be used.

5.6.9 Signage

A. For all Properties within the East Gateway General Design Regulations Boundary:

1. Signage shall comply with Sign Regulations in the SU-2/EG zones of this Plan and Section 14-16-3-5 of the City's Zoning Code with the following exceptions:

   a. Off-premise signs are not permitted.

   b. Signage may be placed on awnings, canopies and shade structures attached to the building.

   c. Signage that is on a mixed use development property or abuts or is across the street or alley from property that is zoned for or developed with residential uses shall not be illuminated.

5.6.10 Utilities

A. For all Properties within the East Gateway General Design Regulations Boundary:

1. All screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5 to 6 feet of clearance on the remaining three sides for access and to ensure work crew and public safety during maintenance and repair, or as specified in the Facility Plan: Electric Service Transmissions and Subtransmissions Facilities.

BUILDING DESIGN

5.6.11 Building Materials

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. A minimum of 75% of the building façade shall be made of primary building materials.

2. The following materials are prohibited as primary building materials: 1) Standard unfinished or painted CMU block, 2) Corrugated sheet metal, and 3) Wooden sheet material. Standard unfinished or painted CMU block and corrugated sheet metal may be used as secondary materials or trim.

5.6.12 Building Height

A. For all Properties within the East Gateway General Design Regulations Boundary:

1. The Supplementary Height, Area and Use Regulations of the City Zoning Code, Section 14-16-3-3, shall apply.

2. Structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses as indicated in City Zoning Code Section 14-16-2-15, the O-1 Zone.

5.6.13 Building Articulation

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. Building façades facing streets (not including alleys) or a private outdoor space as described in Section 5.6.5 of the Plan shall change the height, setback or material a minimum of every 50 feet.

2. All buildings shall use at least two of the following design features to provide visual relief on building façades:
   a. Divisions or breaks in materials or textures.
   b. Window bays and/or dormers
   c. Entrances with entry treatments distinct from the building façade – recessed or protruding
   d. Variation in roof-lines
   e. Awnings, canopies, overhangs or covered porch entries
   f. Multiple entrances for buildings with multiple first floor tenants

3. Art murals shall not require coordination with the City Arts Program.

4. Encroachments into the public right-of-way such as awnings, galleries and arcades shall comply with the City's review and approval process for Encroachment Agreements.

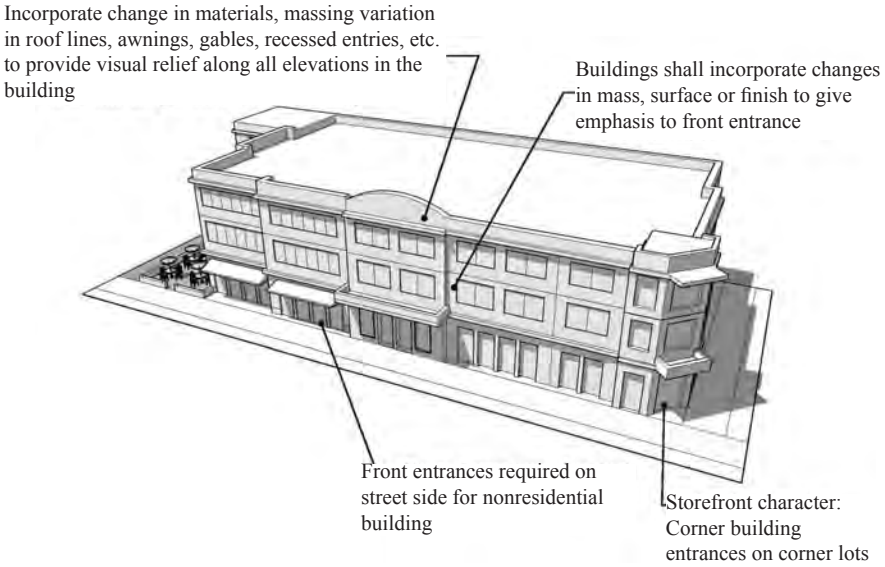


Figure 5.x: Building Articulation

5.6.14 Building Orientation/Entrances

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. A primary accessible entrance for every building excepting courtyard buildings where primary entrances may face a central courtyard, shall directly face a street, excepting an alley.

2. Street-facing entrances shall be clearly defined with façade variations, porticos, roof variations, recesses or projections, or other integral building forms.

3. Buildings on Corner Lots shall address the street corner in one of the following ways:

a. Locate the main entrance at the street corner; or
b. Curve, angle, step back or project the corner of the building at the street corner

4. Drive-up windows, ordering panels and gas pumps shall be located only at the rear of a building. When rear location is impossible due to site constraints, side location is permissible provided the following requirements are met:

a. Drive-in facilities (pick up windows, ordering panels), other than gas pumps, shall be screened from abutting lots and the public right-of-way, excepting alleys, by a masonry wall and landscaping. The wall shall be a maximum of 3 feet high on all sides where access is not needed.

b. No portion of queuing lanes, access lanes or driveways shall be located within 40 feet of the street-facing façades of a building or between the building and the street, excepting an alley.

c. For corner lots, the drive-in facility shall be located on the side of the building furthest from the corner.

d. Gas station pumps shall be located at the side or rear of the primary building and shall not be visible from the public right-of-way.

5.6.15 Windows and Doors

A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

1. Windows and doors shall provide interest on the street and safety for pedestrians using the following standards:

a. For all building types except residential, industrial, and institutional/civic, a minimum of 40% of the area of the ground story between the sidewalk elevation and 9 feet in height above it shall be windows that are clear and allow light transmission between exterior and interior.

b. For all building types except industrial and institutional/civic, a minimum of 30% of the area of each floor above the ground story shall be windows.

c. Maximum windowsill height for non-residential buildings shall be 36 inches above sidewalk elevation.

d. Windows over 10 square feet shall be divided into multiple panes to enhance the building façade.

e. Industrial buildings with less than 25% of the ground story between sidewalk elevation and 9 feet in height above it covered by clear, light-transmitting windows, shall line the street sides of the building with liner buildings or shall screen the blank portions of these building sides with landscaping. Streets do not include alleys.

2. Commercial, Mixed Use and Liner Buildings shall express a storefront character using the following elements:

a. Regularly spaced and similar-shaped windows with trim on all building stories

b. Display windows on the ground floor of all building façades facing parks, plazas, and streets, excepting alleys covering a minimum of 50% and a maximum 80% of the surface area. The bottom edge of display windows on the ground floor façades shall be no more than 36 inches above sidewalk elevation. Mirrored glass, obscured glass and glass block shall not count toward the minimum display window required.

Public Right-of-Way Design

5.6.16 Central Avenue Street Design

A. New development and redevelopment triggering other East Gateway Sector Development Plan land regulation compliance also trigger compliance with regulations listed for the Pedestrian Realm of Central Avenue.

B. Pedestrian Realm

1. The public pedestrian realm shall include the public utility easement, edge zone, landscaping zone and walking zone. Where right-of-way is constrained, the edge and landscape zones may be combined provided that a minimum 6-foot-wide clear walking zone sheltered from the street with a landscape zone remains. A 10-foot wide walking zone is preferable.

a. Public Utility Easement Width (PNM and others) shall be a minimum of 10 feet.

b. Edge Zone shall be a minimum of 2 feet wide to accommodate parking meters, regulatory signs and wayfinding signs. The edge zone may include landscaping.

c. Landscaping Zone shall be a minimum of 7 feet wide, but may include the 2-foot wide edge zone. The landscaping zone shall be located between the clear walking zone and the curb:
- Street trees shall be a maximum height of 25 feet at maturity if under utility wires.

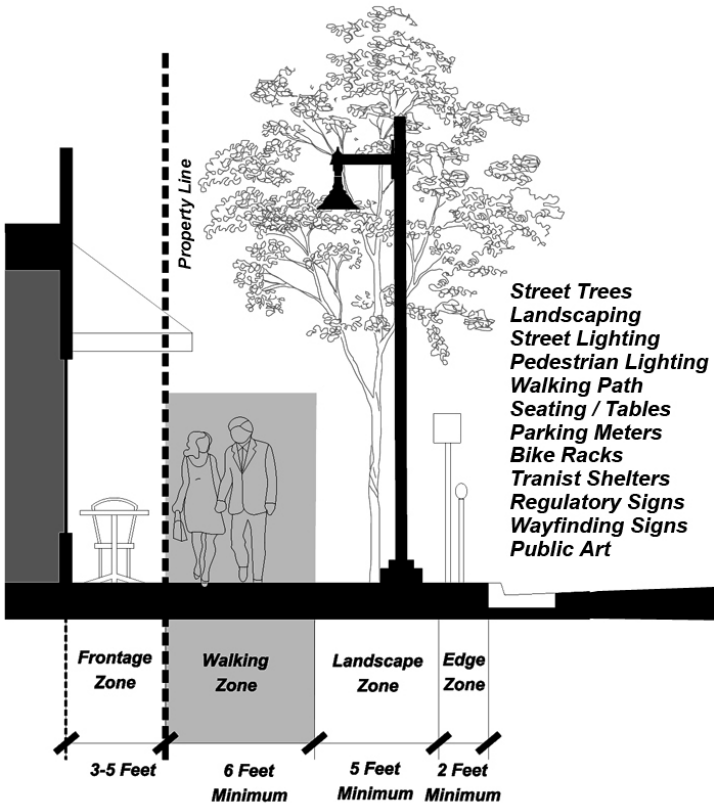


Figure 5.y: Pedestrian Realm Design

- Transit stops shall be 90 feet long at signalized street intersections and 50 feet long mid-block and at unsignalized street intersections.
- Street Lighting shall be 30 feet high.
- Pedestrian Lighting shall be 12-15 feet high.

d. Walking Zone width shall be a minimum of 6 feet on Central Avenue, however a 10-foot or greater width is preferable:
   - Cross slope shall be 1% or less including sections over driveways.
   - Running slope maximum shall be 5%.
   - When possible, ADA ramps shall be perpendicular to the curb.

6 The Plan – Transportation

6.1 Introduction

The following recommendations are intended to improve walking, cycling, transit use and driving conditions in East Gateway. Implementing these recommendations and regulations contained in Chapter 5 should enable more East Gateway residents, employees and visitors to be out and about using East Gateway stores, services, and recreation.

This chapter recommends 1) Projects to improve the East Gateway portion of the City bicycle network, 2) Park and Ride/Transit Transfer Center site selection and development, and 3) Street project proposals to improve traffic movement during peak traffic periods, control driver behavior, beautify the area, and enable safe and efficient pedestrian and cyclist travel.

Design regulations for Central Avenue between the curb and building frontages (Pedestrian Realm) will be implemented with development projects abutting Central Avenue right-of-way. Design regulations are found in Chapter 5 of this Plan.

Plan Appendix C includes Central Avenue design proposals that the community may wish to discuss in the future. Due to a lack of consensus concerning the effect of the proposals on vehicular traffic, this Sector Development Plan does not propose major street redesign for Central Avenue.

6.2 Plan Goals Addressed by Recommendations

Goal 3 - Design and build a network of streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.

Goal 4 - Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.

6.3 Bicycle Network Recommendations

This Plan recommends 1) Bicycle Boulevard development for several streets; 2) Bicycle safety improvements at key bicycle street crossings; 3) A new bicycle lane segment to fill a bicycle network gap; 4) Trail entrance improvements at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road/Raton Avenue bicycle entrance; and 5) Consistent I-40 trail maintenance. Although adding bicycle lanes on Central Avenue was discussed, the community did not wholly support them during Sector Plan development. The community may wish to discuss bicycle lanes and Central Avenue design in the future. (See Appendix C.)

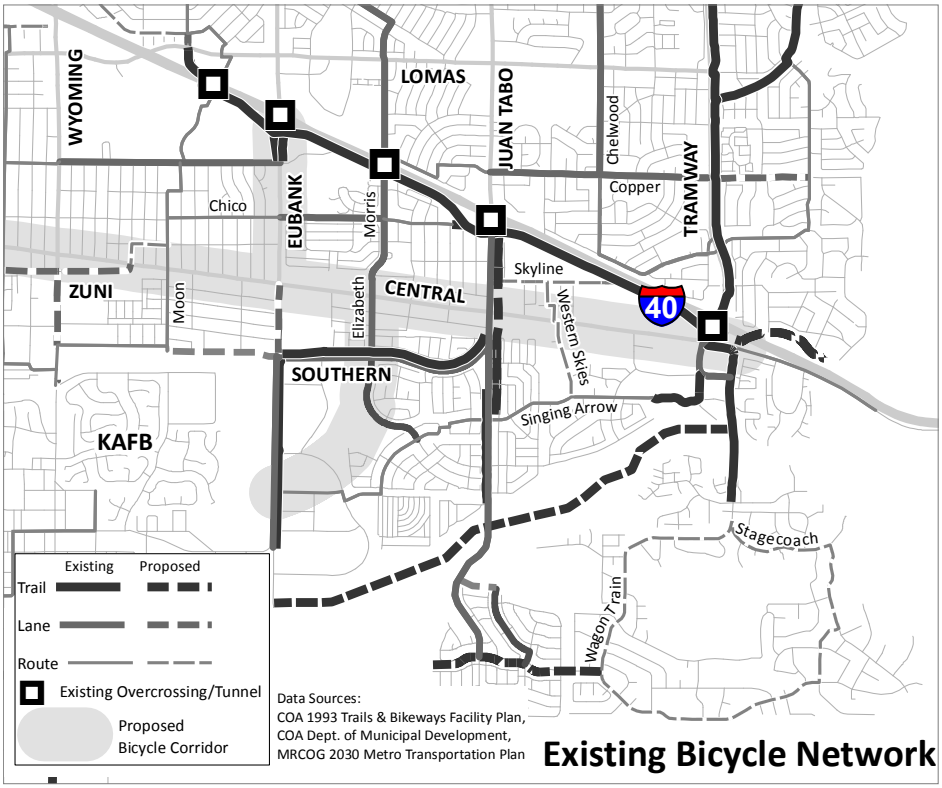


Figure 6.a-1: 2009 Existing Bicycle Network

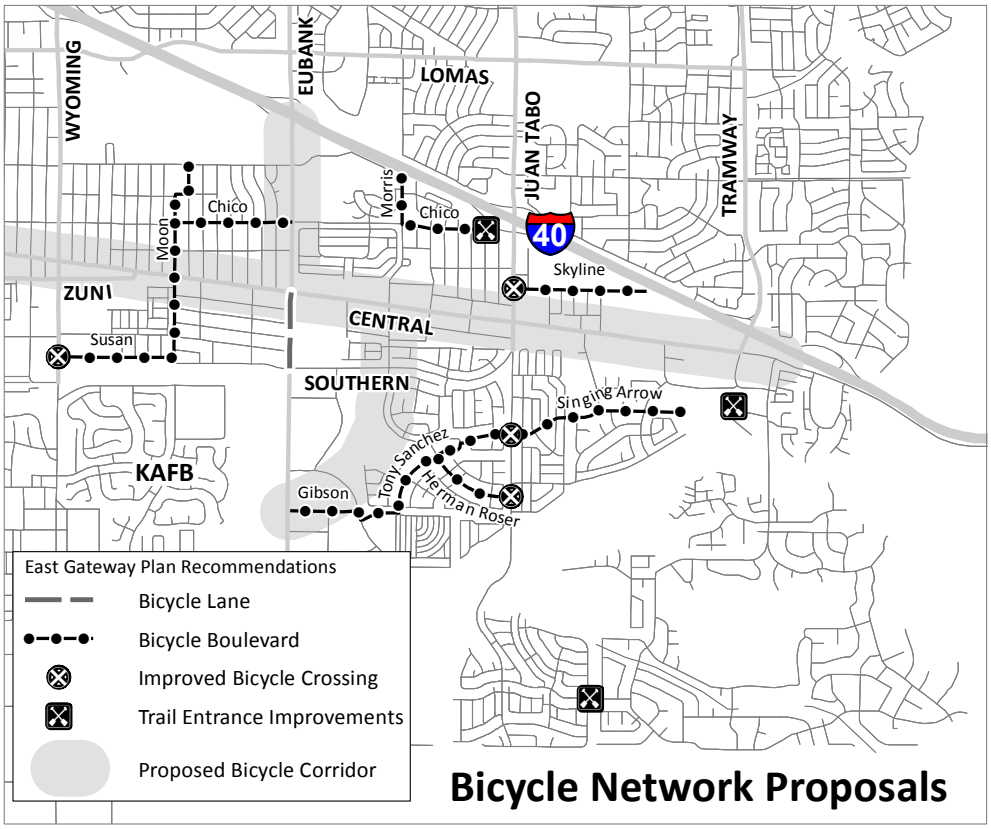


Figure 6.a-2: Bicycle Network Proposals

6.3.1 Bicycle Boulevards

This Plan recommends Bicycle Boulevard designation and design to improve and complete portions of the bicycle network on Chico and Skyline Roads, Moon Street, Susan Street, Morris Street, Singing Arrow Avenue, Herman Roser Street, Tony Sanchez Street and Gibson Boulevard. Some of these streets are planned or existing bicycle routes. The Bicycle Boulevard designation and design will make them more usable by calming traffic. (See the map above.)

A Bicycle Boulevard is a shared roadway optimized for bicycle traffic. Bicycle Boulevards discourage cut-through motor vehicle traffic, but allow local traffic. They are designed to give priority to cyclists as through traffic. Experienced cyclists enjoy lower traffic volumes without significant increases in trip time and less experienced cyclists use them to gain some experience sharing the roadway with motorized vehicles. Chico and Skyline Roads are wide enough to accommodate striped bicycle lanes.

Bicycle Boulevard traffic-calming elements help achieve a safe environment:

- Low traffic volumes
- Only local vehicular traffic
- Free-flow travel for bicycles
- Safe arterial street crossings
- A distinctive look to encourage cyclist use and alert motorists that the street is a priority route for cyclists

(See Section 6.5.7 of this chapter for information on traffic-calming techniques.)

Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan's recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance and minimal disruption.

6.3.2 Arterial Street Crossing Safety Improvements

This Plan recommends traffic signal installation at the Central Avenue intersection with the Elizabeth Street Bicycle Lane. (See figure 6.g.) The traffic signal would serve vehicular traffic, pedestrian traffic and a bicycle lane and route that connect neighborhoods south of Southern Avenue, the Manzano Mesa Multi-Generational Center at Southern Avenue, bus service on Central Avenue, neighborhoods north of Central Avenue, the I-40 Bicycle Trail, an I-40 Bicycle overpass, and Tomasita Elementary School and Kennedy Middle School just north of I-40.

The Plan also recommends that the City evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the Plan area — both existing and proposed (see Figures 6.a-1 and 6.a-2) — to determine the appropriate type of safe crossing features needed; then program, fund and install them.

Some safe crossing features to consider are as follows: median refuges, traffic

control devices including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian-activated signal upgrades, and sight distance improvements.

6.3.3 Other Bicycle Network Links

This Plan recommends completing the bicycle lane on Eubank Boulevard from Central Avenue to Southern Avenue.

6.3.4 Trail Entrances

To increase personal safety, the Plan proposes that the City evaluate all East Gateway trail entrances (at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road / Raton Avenue bicycle entrance) for cyclist safety and then plan and implement improvements to make entrances highly visible from adjoining properties or public rights-of-way. This Plan recommends that the City negotiate with the New Mexico Department of Transportation to acquire land between Sandia Vista Park and the I-40 trail to develop as part of the park with better access to the I-40 Bicycle Trail.

6.3.5 Trail Maintenance

The City Parks and Recreation Department has many miles of bicycle trails to maintain. Gravel, broken glass and other dangerous impediments to riding need to be regularly swept. Invasive tree removal should also be part of bicycle trail maintenance. Perhaps volunteers and the City Parks and Recreation Department can work jointly to accomplish regularly scheduled maintenance.

6.4 Transit Recommendations

Albuquerque's new Rapid Ride transit service to East Gateway service began August 2009. It provides 15-minute service at stops located at major Central Avenue intersections (Wyoming, Eubank, Juan Tabo and Tramway Boulevards).

Rapid Ride and Local Bus Shelters
Bus shelters are an important amenity that serve and contribute to the comfort of transit riders. This Sector Plan recommends that bus shelters and associated amenities be installed at all Rapid Ride stops and, where possible, local service stops within the East Gateway area.

Park and Ride /Transit Transfer Center
The City uses a shopping center overflow parking area located at Wenonah Avenue and Tramway Boulevard just south of Central Avenue as an interim park and ride lot. The City began renting the space during Sector Plan development. Waiting buses use a former turning lane on Tramway Boulevard and a westbound lane on Wenonah Avenue across the street from a residential apartment complex. A bicycle trail entrance to Singing Arrow Park is located at the southern end of the park and ride lot.

This Sector Plan recommends that the City select, acquire and develop a site for an integrated park and ride lot and bus transfer station. The site needs to be visible from the street, safe, and highly accessible for pedestrians and cyclists. Idling buses should be located away from residential buildings. The site needs good vehicular access from Central Avenue and pedestrian proximity and access to East Gateway services and shopping. The City Transit Department indicates that locations as far west as Western Skies Drive would work for transit operations. The Rapid Ride bus route would still terminate at Tramway Boulevard or Four Hills Road.

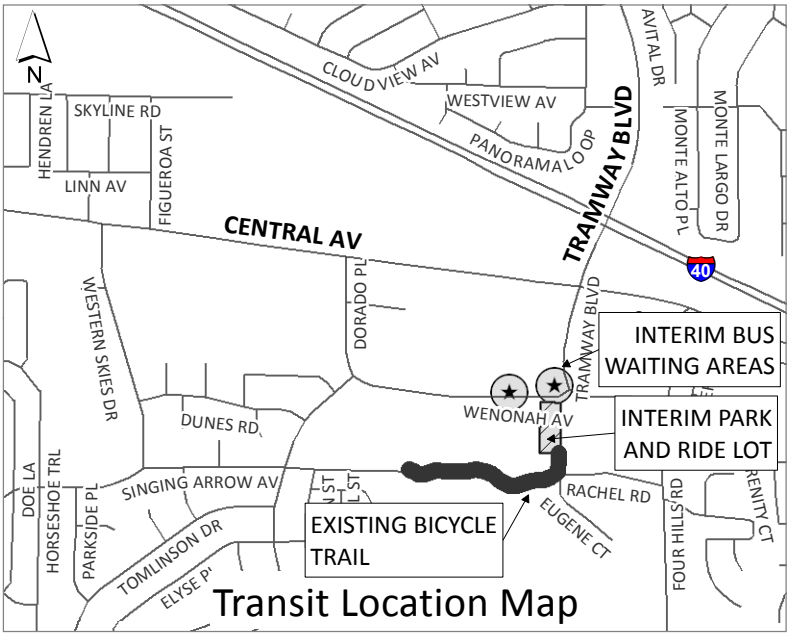


Figure 6.b: Transit Location Map

6.5 Street Project Recommendations

This plan recommends street projects to 1) Improve vehicular traffic movement at key street intersections, 2) Extend a Central Avenue spot median project, 3) Landscape Wyoming Boulevard medians to calm traffic and improve area aesthetics, 4) Redesign Southern Avenue to improve traffic flow and finish the street, 5) Improve traffic movement at the Southern Avenue/Juan Tabo Boulevard intersection, 6) Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings, 7) Use traffic-calming techniques on proposed Bicycle Boulevards, and 8) Create and maintain adequate facilities for transit services.

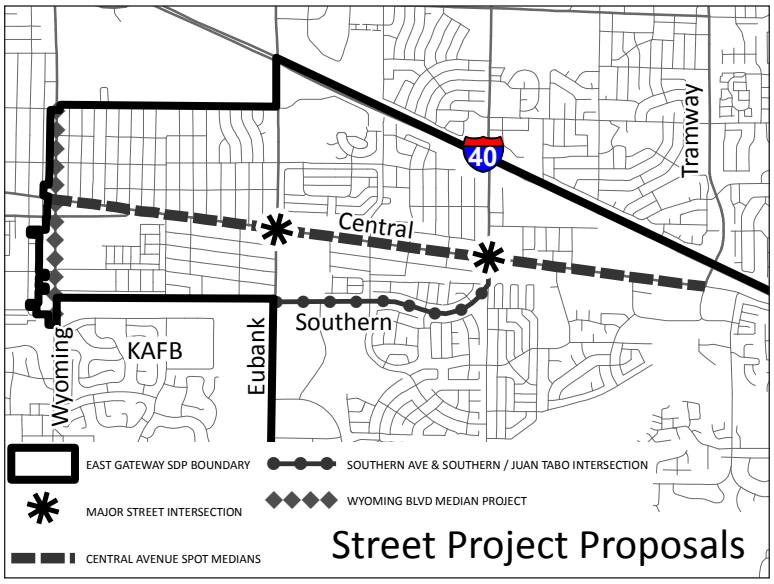


Figure 6.c: Street Project Proposals

6.5.1 Central Avenue Major Street Intersections

This Plan recommends evaluating turning movements and constructing street projects to add turning lanes to alleviate rush hour vehicular congestion and delay at Central Avenue/Eubank Boulevard and Central Avenue/Juan Tabo Boulevard intersections.

- ***Central Avenue/Eubank Boulevard Intersection***
  The project is in the design phase with construction scheduled for 2012.

- ***Central Avenue/Juan Tabo Boulevard Intersection***
  This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection in conjunction with design for Southern Avenue and the Juan Tabo Boulevard/Southern Avenue intersection.

- ***Central Avenue/Tramway Boulevard Intersection***
  This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection to improve safety and efficiency for motorists, cyclists and pedestrians.

6.5.2 Central Avenue Spot Medians

During the Sector Plan process, a City project was initiated to design, build and landscape spot medians at key locations on Central Avenue. The medians were positioned to create the least disruption to turning movements from Central Avenue to streets and driveways between Elizabeth Street and Tramway Boulevard.

This Sector Plan recommends initiating a second phase of this project on Central Avenue between Eubank and Wyoming Boulevards. This Plan also recommends

that the turning lane between medians be colored to differentiate it from through-traffic lanes. These two changes will improve driver behavior and vehicle flow. The medians may also create some pedestrian and bicycle refuges.

If future land development creates a regular pattern of cross streets and blocks, this too will influence driving behavior on Central Avenue. Then the community may determine that further public right-of-way investment would help to add vitality to the street and the community.

6.5.3 Wyoming Median Project

This Plan recommends landscaping the existing Wyoming Boulevard medians between I-40 and Central Avenue to enhance corridor aesthetics and calm traffic speeds. The Plan also recommends that median noses be extended where possible to create pedestrian refuges at intersections with cross streets.

The Plan recommends replacing the continuous left turn lane south of Central Avenue with spot medians and a textured and colored left turn lane. Very few southbound left turns are needed south of Zuni Road.

6.5.4 Southern Avenue Project

The Plan recommends providing four continuous travel lanes on Southern Avenue — two in each direction between Eubank and Juan Tabo Boulevards. Travel demand forecasts for the next twenty years indicate that Southern Avenue will not carry traffic volumes to justify more than four lanes.

The recommendation for Southern Avenue between Elizabeth Street and Juan Tabo Boulevard is to leave the wide median and design the street as a parkway. Between Eubank Boulevard and Elizabeth Street, the recommendation is to narrow the median to capture land for development on the south side of Southern Avenue. Redesign should include median openings at Stephen Moody Boulevard to allow left turns and better neighborhood access to and from shopping at Eubank.

In 2009, the District 9 City Councilor requested that City Council support a request to the Metropolitan Transportation Board to reclassify Southern Avenue as an urban collector street and remove its proposed limited access status. This would improve access to existing and proposed businesses and neighborhoods near the Eubank Boulevard/Southern Avenue intersection. Collector streets are usually narrow. When reclassification is executed, it should include a special exception to accommodate Southern Avenue's existing right-of-way. The Metropolitan Transportation Plan no longer includes Southern Avenue as part of a loop road system requiring limited access.

Figure 6.d: Southern Avenue Proposal (Elizabeth Street to Juan Tabo Boulevard)

6.5.5 Southern Avenue/ Juan Tabo Boulevard Intersection

This Plan proposes that a roundabout be evaluated as one possible option to improve traffic operations at the Southern Avenue/Juan Tabo Boulevard intersection. A roundabout would allow room for a landscaped entrance to Juan Tabo Boulevard or a park for the surrounding neighborhoods. The large, triangular right-of-way existing at this intersection in 2009 was intended to accommodate free-flowing vehicular movement from southbound Juan Tabo Boulevard to westbound Southern Avenue. A roundabout would allow greater traffic flow from both streets without the delays that currently occur at the intersection.

If a roundabout design is selected, it should be located as far south as possible to maximize the storage length for queuing northbound traffic at the Juan Tabo Boulevard/Central Avenue intersection so that the queue does not extend into the roundabout's circulating roadway. Due to projected traffic volumes, a two-lane circulating roadway with two-lane approaches would be necessary.

A potential roundabout design for the intersection of Southern Avenue and Juan Tabo Boulevard.

Figure 6.e: Roundabout Option

6.5.6 Morris Avenue Bridge Study

This Plan recommends that the Department of Municipal Development study the feasibility of constructing a bridge over Interstate 40 connecting the segments of Morris Street north of I-40 to the segments within the East Gateway Plan area. The success of a commercial district, such as the kind proposed for Central Avenue in the East Gateway Plan, is related to the size of the trade area within a 5-minute walk, bike ride or drive and the level of household income within that area. Connecting the north and south segments of Morris Street expands the trade area for Central Avenue between Eubank and Juan Tabo Boulevards from I-40 to as far north as Montgomery Boulevard. North of Lomas Boulevard, household income levels increase substantially.

6.5.7 Pedestrian Street Crossing Improvements

This Plan recommends the following pedestrian street-crossing improvements:

- Traffic signal installation at the Central Avenue/Elizabeth Street intersection (see 6.3.2)

- Street crossing redesign at all signalized intersections using for guidance the Institute of Transportation Engineers manual, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, and the United States Department of Transportation / National Highway Safety Transportation Administration's manual, *Designing Sidewalks and Trails for Access*.

- Street crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards

Some arterial street crossing elements to consider are as follows:

Median refuges, raised intersections, traffic control devices (including new or upgraded traffic signals, directional handicap accessible curb ramps, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated signal upgrades), and sight distance improvements

This mid-block example contains elements that can be modified for a street intersection.

Figure 6.f: Median Refuge and Striped Pedestrian Crossing

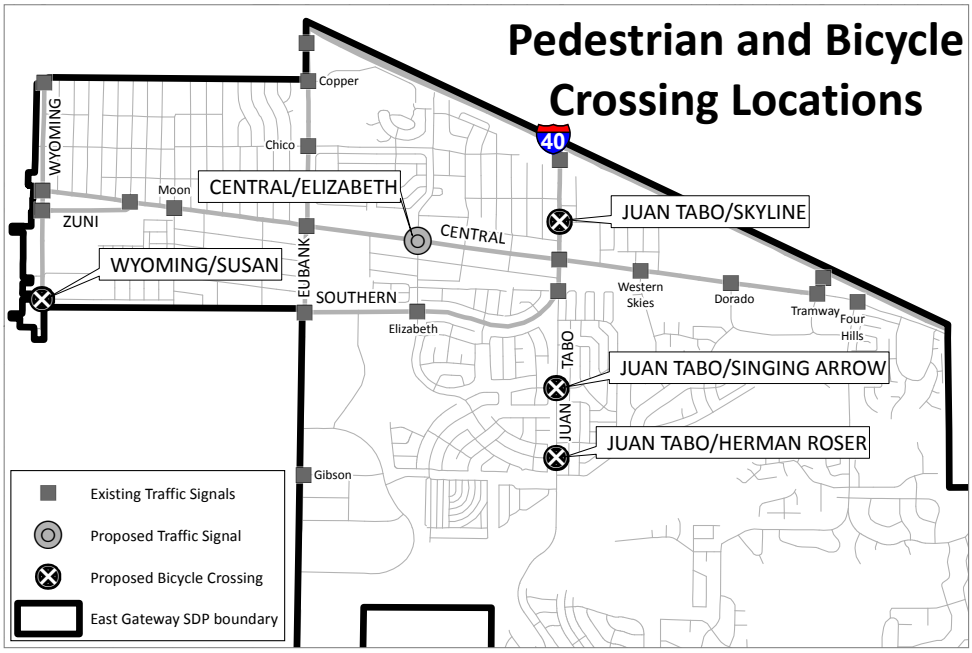


Figure 6.g: Pedestrian and Bicycle Crossing Locations

6.5.8 Traffic Calming

This Plan recommends street design modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets, and along arterial streets, as well.

Traffic-calming measures either trick the eye or physically alter street width or alignment. The intent is to encourage drivers to slow down, focus their vision field, and become more aware of pedestrians, bicyclists, and other vehicles. Techniques generally fall into three categories: 1) physically narrowing the street or introducing visual elements to create a sense of enclosure or to break up views, 2) deflecting the vehicle path vertically, and 3) deflecting the vehicle path horizontally. Common techniques for arterial streets include narrowing the total roadway width, narrowing the travel lane width, and creating a sense of visual enclosure with medians and landscaped strips behind the curb.

Traffic-calming plans should always address emergency vehicle response time and safety for cyclists. In areas where traffic-calming devices currently exist and are having a negative impact on emergency times or cyclist safety, those devices should be removed and alternative traffic-calming methods should be studied and implemented if it is determined that a need for them exists. Traffic-calming plans have the greatest benefit when used throughout a district rather than in isolated locations. In fact, installation of a single device may divert traffic to neighboring streets, shifting the problem rather than resolving it.

Visual and Physical Techniques to Narrow a Street
Surface Striping, Change in Pavement Color, Landscaping, and Placing Buildings close to the Street are techniques to visually narrow the roadway. These techniques can make drivers more aware of surroundings and cause them to drive more slowly. Visual tools, particularly striping and landscaping, are often combined with physical changes to the roadway to maximize traffic calming.

Streets can be physically narrowed at intersections (curb extensions) and mid-block (chokers). Intersection narrowing helps to reduce pedestrian crossing times and distances and to meet Americans with Disabilities Act (ADA) requirements. Street medians can also be used to narrow street crossings by providing a refuge for cyclists and pedestrians as they negotiate one-way traffic on each 1/2 of the street width. These techniques are particularly useful near school zones, in areas with high elderly and disabled populations, at bicycle crossings, bus stops or other areas with pedestrian movement. Mid-block narrowing is used primarily to slow down traffic. Many narrowing techniques require landscaping to give motorists advance warning and to enhance the calming effect.

Medians or Center Islands slow traffic in three ways: visually tightening the road, slowing turn speeds, and creating narrow channels. When combined with crosswalks and divided to provide a crossing entirely at street level they are called Refuge Islands for pedestrians. The minimum preferred width for medians with a refuge is 8 feet. Medians represent one of the most affordable and least intrusive tools.

Curb Extensions (Bulb-outs) slow speeds at intersections and mid-block locations. They can be used mid-block to create chokers or chicanes and to provide discrete on-street parking areas that do not disrupt emergency vehicle access to critical streets. On streets with high vehicular traffic volume and a bicycle route, boulevard or lane, they must include a channel between the curb and extension.

Chokers (Neckdowns) reduce traffic speeds by narrowing passageways to a one-way entry or exit point, and can be very attractive when properly landscaped.

Vertical Deflection
In the East Gateway area, vertical deflection devices shall not be used on primary emergency response routes, as determined by the Albuquerque Fire Department.

Speed Humps are both inexpensive and effective (a 14′ parabolic hump can slow traffic to about 22 mph), but can be noisy, devalue a neighborhood, and affect emergency response times.

Speed Tables are a special form of speed hump that feature flat tops. They are the best tool for pedestrian and bicyclist crossings, and are typically used on local streets. They are more suitable for collector streets than traditional speed humps, but should not be used where volumes exceed 10,000 vehicles per day, on bus routes, or on prime emergency response routes. Speed tables can be placed mid-block (used as raised cross-walks) or at intersections.

Raised Intersections are flat, raised areas covering an entire intersection, with ramps on all approaches and often with brick or other textured materials on the flat section. They slow traffic in three ways: creating a distinct shape that draws a motorist's attention, creating a vertical deflection that forces a low-speed approach, and highlighting the area as a pedestrian space. Raised intersections can be used with narrow intersections in commercial areas, but are relatively costly.

Horizontal Deflection

Chicanes are used mid-block by incorporating curb extensions, striping, islands, or even on-street parking to divert traffic from a straight course. Also called "slow points," chicanes hold speeds to 15 to 20 miles per hour and may result in a volume reduction. On low volume streets, no treatments are needed for bicycles, but on higher volume avenues and bicycle boulevards, channels should be made for bicycles between the curb and the chicane.

Mini-roundabouts act as both traffic-calming devices and intersection control devices in place of four-way stops or traffic signals. They can be designed for arterial and collector streets or for local streets, particularly bicycle boulevards.

Project Recommendations

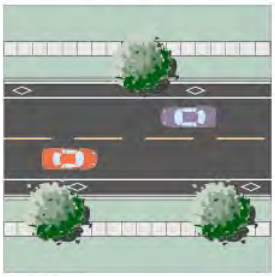
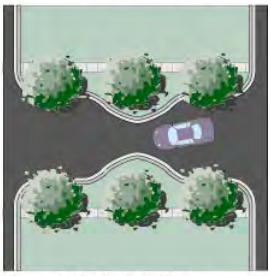
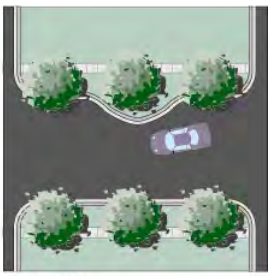
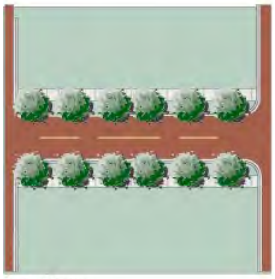
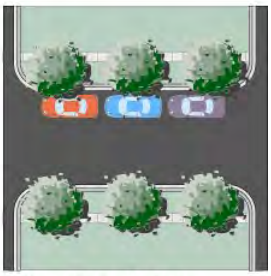
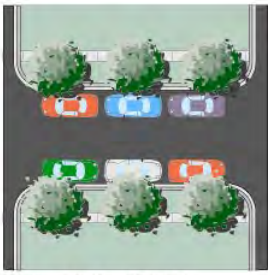
Planning participants indicated that Chico Road, Skyline Road, and Singing Arrow Avenue need techniques to control the high-speed traffic they convey through residential neighborhoods. These three streets and others noted in section 6.3.1 of this chapter need traffic-calming techniques. Each street will require study to determine appropriate methods. The following are suggestions.

Chico Road and Skyline Road are both wide enough to accommodate on-street bicycle lanes. If bicycle lanes are added, speed tables can be fit between the bicycle lanes. If traffic calming is implemented before bicycle lanes, care should be taken to continue bicycle lane striping over the speed table surface to separate vehicle lane space from bicycle lane space. Wide bicycle lanes are used so that cyclists can avoid the slopes at the curbside ends of the speed table that are often used to allow curb-and-gutter drainage to function properly.

Singing Arrow Avenue is a residential street used as a cut-through street for drivers avoiding Central and Southern Avenues. It is an existing bicycle route, but this Plan recommends that it be designated and designed as a bicycle boulevard. Speed tables are a balanced approach for calming traffic while continuing to let bicycles move. Chicanes may also slow moving traffic to speeds that allow cyclists to comfortably share the lane with other vehicles.

Chico Road, Skyline Road and Singing Arrow Avenue: The Plan recommends that all three streets be evaluated during a public hearing process for designation and design as Bicycle Boulevards.

Figure 6.h: Examples of Traffic Calming

Narrowing the Street	Deflecting the Vehicle Path	Sharing the Pavement
 Striped Lanes	Chicane	 Centered Midblock Yield Point
Parking	Modified Intersection	 Offers Yield Point
 Paving Texture	Neckdown	Intersection Yield Point
Bulb-Out Midblock	Roundabout	 On-Street Parking: One Side
Bulb-Out Intersection	Traffic Circle	 On-Street Parking: Both Sides

7 The Plan – Parks and Major Public Open Space

7.1 Introduction

East Gateway's Public Parks and Major Public Open Space open space are essential to community health and well-being, providing spaces for exercise, recreation and visual relief within the urban fabric.

7.2 Plan Goal Addressed by Recommendations

Goal 5 – Provide Accessible Parks, Major Public Open Space and Community Programs that serve the entire East Gateway community.

This Plan recommends expansions and further development of existing parks to improve outdoor recreation opportunities for East Gateway residents.

This Plan recommends the City consider development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks.

This Plan recommends continued acquisition of Major Public Open Space to create a continuous Major Public Open Space corridor in the Tijeras Arroyo and access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.

This plan recommends habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo as indicated in the *Resource Management Plan for Tijeras Arroyo Biological Zone*, City of Albuquerque, Parks and Recreation Department Open Space Division, September 2008. (See Appendix D.)

7.3 Recommendations

Parks
This Sector Development Plan recommends the following projects to provide a broader range of parks and recreational amenities in East Gateway:

- ***Expand Sandia Vista Park:*** The New Mexico Department of Transportation owns land just south of the I-40 Bicycle Trail adjacent to Sandia Vista Park. This parcel is appropriate for park expansion, including playfields and a better entrance to the I-40 Bicycle Trail to the north. The City should explore the feasibility of a land trade or purchase. Additional funding will be required for site improvements.

- ***Expand Park Uses at Singing Arrow Park:*** Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor furnishings.

- ***Continue to Develop Manzano Mesa Park:*** Continue ongoing development of playfields and recreational amenities at the park.

- ***Construct a Four Hills Subdivision Park:*** Acquire an approximately 2-acre site that includes a well from Four Hills Country Club. Develop the site as a neighborhood park.

- ***Develop an additional park adjacent to or near Central Avenue east of Eubank Boulevard:*** Determine the feasibility of acquiring state-owned land near the Central Avenue/Eubank Boulevard intersection. The State owns parcels north and south of Central Avenue. Both sites were leased to mobile home park owners. Area residents have suggested that one of the sites with many mature trees could be appropriate for a park. If these sites are not appropriate, consider other sites to provide recreation and visual relief for local residents, employees, and shoppers. Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption.

Major Public Open Space

This plan recommends the following projects to improve the East Gateway Major Public Open Space experience for Albuquerque residents:

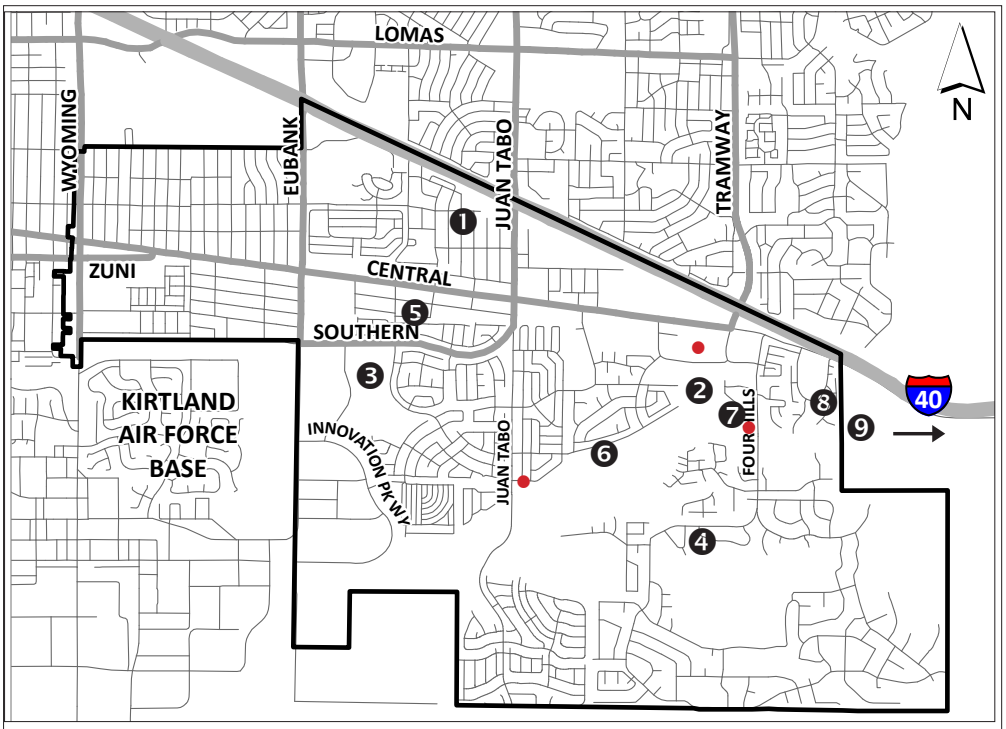
- ***Tijeras Arroyo Biological Zone (TABZ) Major Public Open Space (MPOS):*** Continue to acquire private land parcels within the arroyo to create a Major Public Open Space corridor that conserves natural resources, wildlife, environmental features and cultural resources; provides opportunities for education and low-impact recreation; and enhances vegetative biodiversity habitat.

- ***La Cañada Park:*** Develop La Cañada Park as Major Public Open Space, using a portion of the land to accommodate a small number of parking spaces, as well as a formal trailhead/access point to the Tijeras Arroyo. Acquire additional land if necessary. Minimize negative impacts on surrounding private property.

- ***Ravine Park:*** Transfer Ravine Park from the Public Parks inventory to the Major Public Open Space inventory. Develop Ravine Park as Major Public Open Space.

- ***Major Public Open Space property to the east of the East Gateway plan area:*** Continue City collaboration with the Trust for Public Lands and Bernalillo County to acquire lands to create access between the Manzano and Sandia Mountain Major Public Open Space lands.

- ***Access Points to Tijeras Arroyo:*** Formalize public access to the Tijeras Arroyo at Four Hills Road and Juan Tabo Boulevard after a continuous Major Public Open Space corridor is established. Evaluate the costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Singing Arrow Park.



PUBLIC PARKS AND MAJOR OPEN SPACE

Recommended sites for expansion and development:

1 Sandia Vista Park
2 Singing Arrow Park
3 Manzano Mesa Park
4 Four Hills Park
5 Approximate location: new park east of Eubank Boulevard
6 Tijeras Arroyo
7 La Cañada Park
8 Ravine Park
9 Land acquisition east of plan boundaries

● Potential Tijeras Arroyo access points

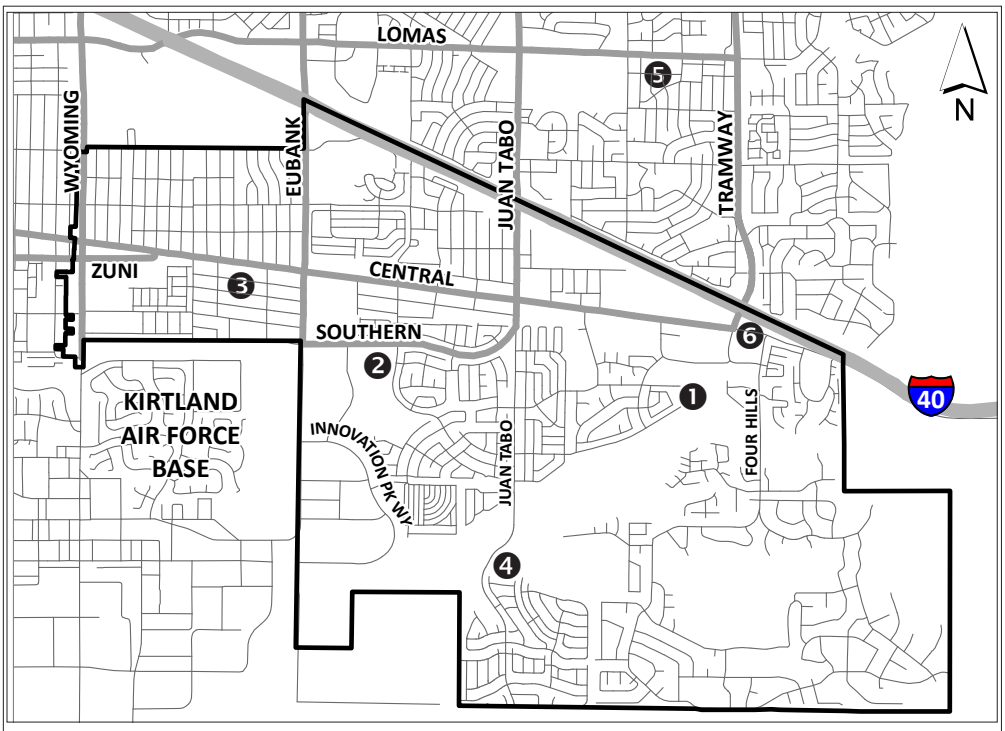
Note: locations are approximate.

Figure 7.a: Map of Public Parks and Major Open Space

8 The Plan – Public Buildings, Street Lights and Alternative Energy Demonstration Projects

8.1 Introduction

The following recommendations are intended to improve the existing community center, provide local library services, ensure good emergency services response time, provide a safe level of street lighting, and explore the feasibility of alternative energy demonstration projects.



Public Buildings and Alternative Energy Demonstration Recommendations

1 Singing Arrow Community Center
2 Manzano Mesa Multi-Generational Center
3 New public library (approximate location)
4 Additional fire station
5 Foothills Substation
6 Alternative energy demonstration project

Note: locations are approximate.

Figure 8.a: Map of Facility Recommendations

8.2 Plan Goals Addressed by Recommendations

Goal 2 – Create a safe, well-maintained, attractive community.

Goal 6 – Support existing stable thriving residential neighborhoods and transform others.

This Plan recommends expansion and/or possible long-term replacement of Singing Arrow Community Center to better serve neighborhood needs.

This Plan recommends construction of a full-service library to meet East Gateway needs, to be located at a high-traffic, visible location that is accessible by public transit.

This Plan recommends future construction of an additional fire station.

This Plan recommends a feasibility study to identify a visible location for an alternative energy demonstration project, such as small vertical axis wind turbines or a solar energy project.

This Plan recommends additional street lighting in key areas to improve neighborhood safety.

8.3 Recommendations

This Sector Development Plan recommends the following projects to address East Gateway needs.

Community Centers

- ***Singing Arrow Community Center***: To function as a vibrant community hub, Singing Arrow Community Center must be enlarged. The Plan recommends a study of community needs to determine how they might be addressed at an expanded Singing Arrow facility. The study should consider: classes and programs for local children and adults, indoor and outdoor recreation, a commodities distribution program, and transportation services for children. The needs assessment should consider building expansion, modular building retention and long-term replacement of the existing structures.

- ***Manzano Mesa Multi-Generational Center***: The Department of Senior Affairs does not anticipate any major changes to the facility, nor does it anticipate construction of any other senior-serving facilities in East Gateway. Expansion of the adjacent playing fields will continue, however, as part of the Parks and Recreation program.

Libraries

New Library: In its 2007 facilities master plan, the Library System identifies a new full-sized library for the East Central area as its second priority, after the

construction of a West Central library. This new library should be located at a visible location on a busy street with good public transit.

Fire

Additional Fire Station: As part of the development agreement for the Juan Tabo Hills subdivision, 1.25 acres were donated to provide a site for a new fire station. No capital funding was available or programmed in 2009. An additional East Gateway station could provide more emergency medical services and fire protection coverage in the future. The Albuquerque Fire Department determines where fire stations will be located using Fire Department criteria. The Juan Tabo Hills site will be studied by the Albuquerque Fire Department to determine if it meets community needs.

Police

Substation Renovation: The Foothills Substation on Lomas Boulevard NE requires some renovations but the Albuquerque Police Department deems it otherwise adequate to serve the needs of the area. Renovations should be programmed through funded and scheduled facility maintenance cycles.

Utilities

Alternative Energy Demonstration Project: East Gateway is uniquely positioned to take advantage of the wind that channels through Tijeras Canyon. Some community residents have suggested that the New Mexico Department of Transportation land between La Luz de Amistad Park and I-40 be used for a wind or solar energy demonstration project. Other prominent locations should also be considered as part of a feasibility study for a project of this type.

New turbines are beautifully designed, quiet and designed to fit in an urban environment. This type of installation could enhance the East Gateway to Albuquerque, a demonstration of the City's commitment to innovation in green energy production.

Figure 8.b: Conceptual Design for Dongtan Eco-city, Shanghai, Arup, Showing Small-Scale Wind Turbines

Streetlights

Additional Streetlights: Areas identified for attention in the near term are:

- ***Singing Arrow Neighborhood:*** Bond funding was available in 2009 and should be expended to ensure lighting improvements.

- ***Cochiti/Acoma area:*** A project was underway in 2009 to install four new streetlights.

- ***Skyline Road/Figueroa NE***: Funding should be secured no later than FY 2010 to install streetlights needed for safety and security.

In addition, funding should be secured over two to three years after Plan adoption to improve street lighting in other locations. See maps on the following pages. Mid-block street lighting may require additional easements to connect with existing electric distribution lines located along rear lot lines.

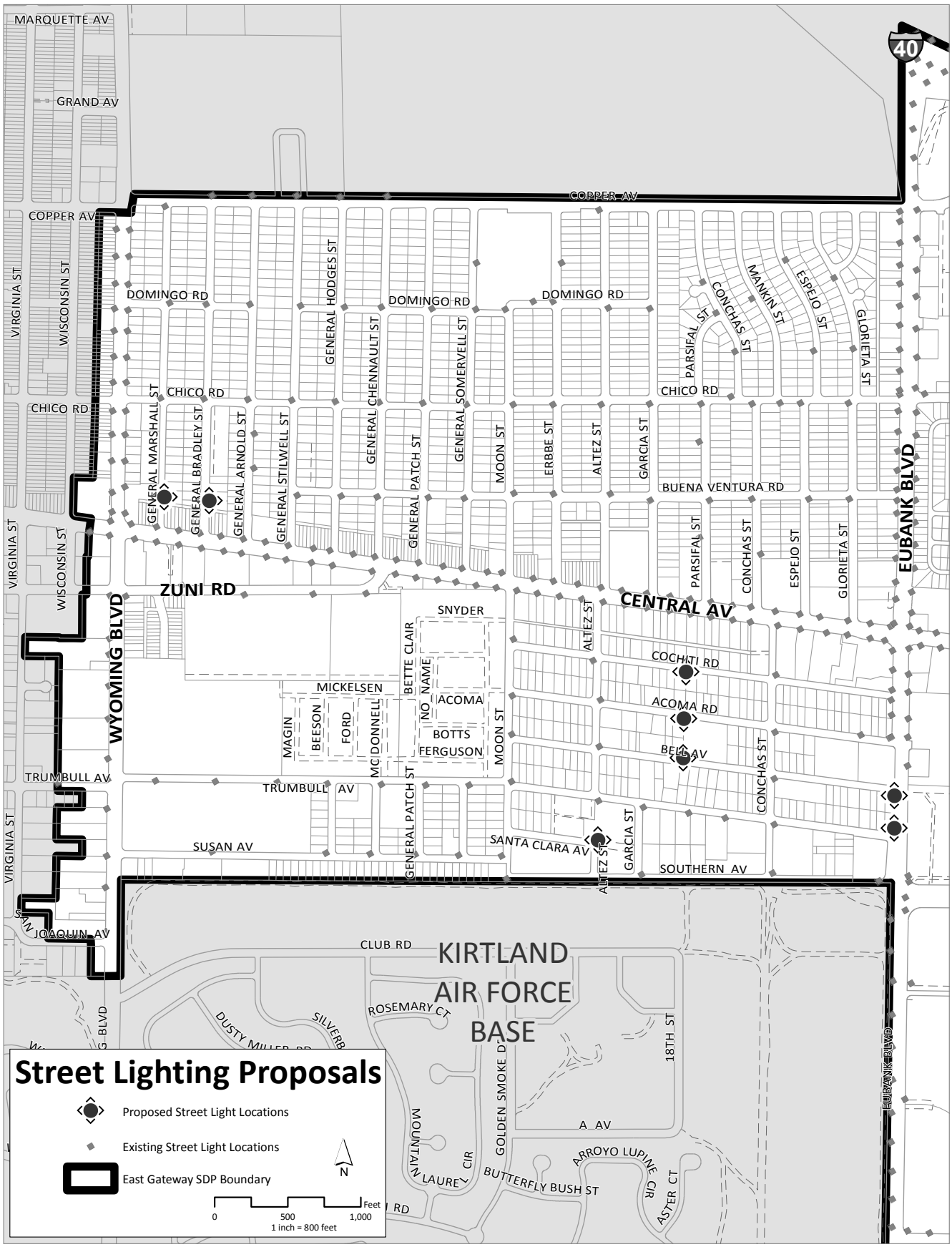
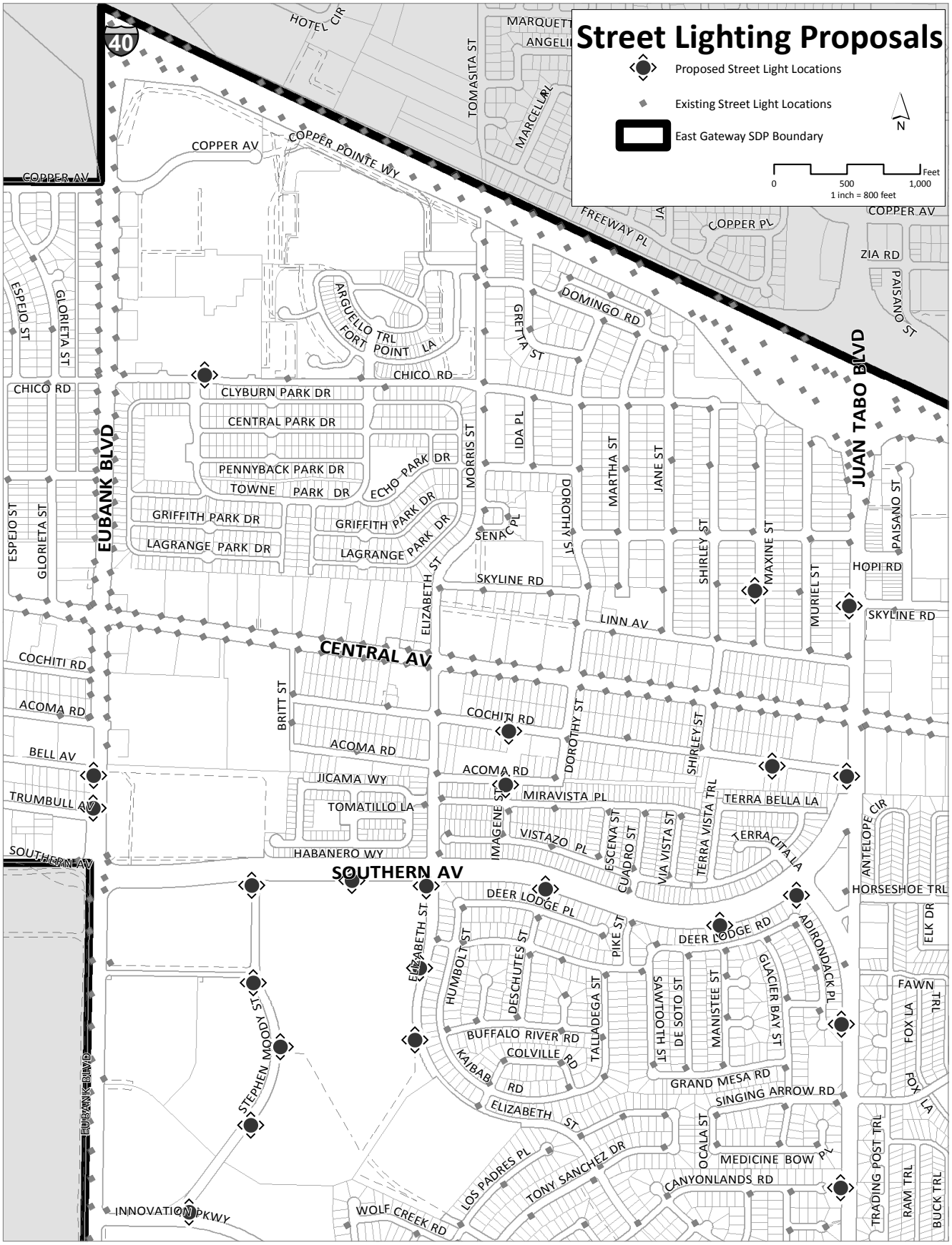
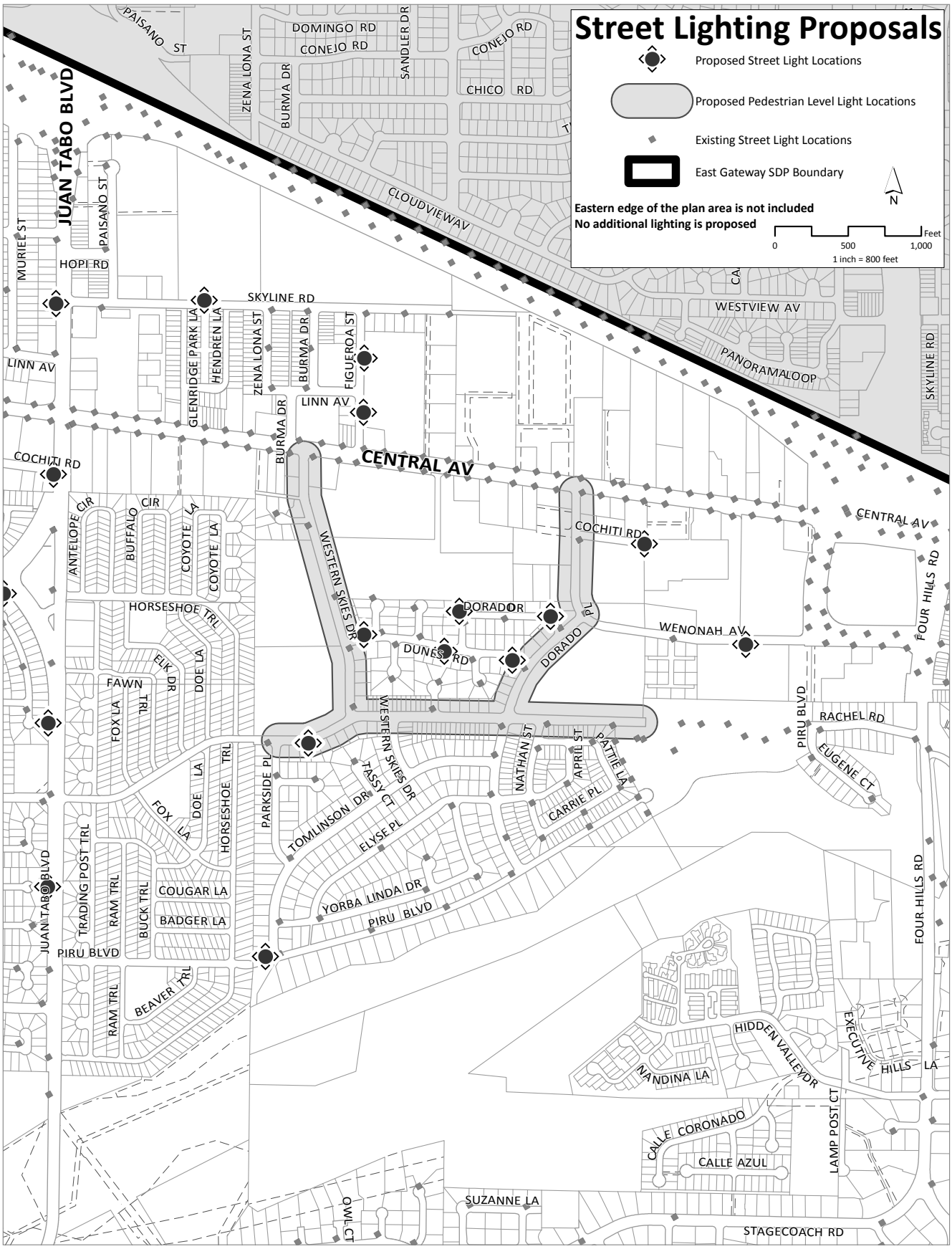


Figure 8.c: Maps of Street Lighting Proposals


Street Lighting Proposals
Proposed Street Light Locations
Existing Street Light Locations
East Gateway SDP Boundary
N
0
500
1,000
Feet
1 inch = 800 feet
40
HOTEL CIR
MARQUETT
ANGELI
TOMASITA ST
MARCELLA
COPPER AV
COPPER POINTE WY
FREEWAY PL
COPPER PL
ZIA RD
PAISANO ST
ESPEJO ST
GLORIETA ST
ARGUELLO TRL
FORT POINT LA
GRETTA ST
DOMINGO RD
CHICO RD
CLYBURN PARK DR
CENTRAL PARK DR
PENNYBACK PARK DR
TOWNE PARK DR
ECHO PARK DR
GRIFFITH PARK DR
LAGRANGE PARK DR
MORRIS ST
IDA PL
DOROTHY ST
MARTHA ST
JANE ST
SHIRLEY ST
MAXINE ST
MURIEL ST
EUBANK BLVD
JUAN TABO BLVD
SENAC PL
ELIZABETH ST
SKYLINE RD
LINN AV
HOPI RD
CENTRAL AV
COCHITI RD
ACOMA RD
BRITT ST
BELL AV
JICAMA WY
TRUMBULL AV
TOMATILLO LA
MIRAVISTA PL
TERRA BELLA LA
TERRA VISTA TRL
TERRACITA LA
MAGENE ST
VISTAZO PL
ESCENA ST
CUADRO ST
VIA VISTA ST
ANTELOPE CIR
SOUTHERN AV
HABANERO WY
HORSESHOE TRL
DEER LODGE PL
DEER LODGE RD
PIKE ST
ADIRONDACK PL
ELK DR
HUMBOLT ST
DESCHUTES ST
TALLADEGA ST
SAWTOOTH ST
DE SOTO ST
MANISTEE ST
GLACIER BAY ST
FAWN TRL
FOX LA
BUFFALO RIVER RD
COLVILLE RD
KAIBAB RD
GRAND MESA RD
SINGING ARROW RD
STEPHEN MOODY ST
ELIZABETH ST
OCALA ST
MEDICINE BOW PL
LOS PADRES PL
TONY SANCHEZ DR
CANYONLANDS RD
TRADING POST TRL
RAM TRL
BUCK TRL
INNOVATION PKWY
WOLF CREEK RD


Street Lighting Proposals
Proposed Street Light Locations
Proposed Pedestrian Level Light Locations
Existing Street Light Locations
East Gateway SDP Boundary
N
Eastern edge of the plan area is not included
No additional lighting is proposed
0
500
1,000
Feet
1 inch = 800 feet
JUAN TABO BLVD
PAISANO ST
DOMINGO RD
CONEJO RD
SANDLER DR
CHICO RD
ZENA LONA ST
BURMA DR
CLOUDVIEW AV
MURIEL ST
HOPI RD
SKYLINE RD
WESTVIEW AV
PANORAMA LOOP
LINN AV
GLENRIDGE PARK LA
HENDREN LA
FIGUEROA ST
CENTRAL AV
COCHITI RD
ANTELOPE CIR
BUFFALO CIR
COYOTE LA
HORSESHOE TRL
ELK DR
DOE LA
FAWN TRL
FOX LA
WESTERN SKIES DR
DORADO DR
DORADO PL
DUNES RD
WENONAH AV
FOUR HILLS RD
PIRU BLVD
RACHEL RD
EUGENE CT
NATHAN ST
APRIL ST
PATTIE LA
CARRIE PL
TASSY CT
TOMLINSON DR
ELYSE PL
PARKSIDE PL
YORBA LINDA DR
TRADING POST TRL
RAM TRL
BUCK TRL
COUGAR LA
BADGER LA
BEAVER TRL
HIDDEN VALLEY DR
EXECUTIVE HILLS LA
NANDINA LA
CALLE CORONADO
CALLE AZUL
LAMP POST CT
SUZANNE LA
OWL CT
STAGECOACH RD

9 Recommended City Actions

9.1 Introduction

This chapter recommends actions that will help fulfill East Gateway Sector Development Plan goals: 1) To create a safe, well-maintained and attractive community; 2) To enable the continued existence and development of thriving businesses to provide jobs and local services; 3) To design and build streets and trails that offer multiple efficient, safe transportation choices; 6) To support existing stable, thriving residential neighborhoods and transform others, and 7) To ensure well-maintained, safe housing for low-income households.

Included are recommendations to initiate proactive crime prevention programs and code enforcement in East Gateway, to reclassify Central Avenue as a major transit corridor, to continue actions to reclassify Southern Avenue as a collector street, and to limit additional vehicular access to Four Hills Road.

9.2 Recommendations

Safe, Attractive Residential Neighborhoods and Rental Housing

- ***Crime Prevention:*** This Plan recommends targeting East Gateway areas the Police Department has identified as high crime areas with substandard housing. The Plan recommends a combination of City police initiatives and non-profit agency programs that include the Crime-Free Multi-Housing Program, the Safe City Strike Force, Neighborhood Watch programs, Crime Prevention through Environmental Design (CPTED), and Albuquerque Family Advocacy Center programs.

- ***Housing, Zoning and Building Code Enforcement:*** This Plan recommends proactive investigation and enforcement of housing, zoning and building codes at least every two years to ensure safe rental housing. Include all East Gateway area public housing and all privately owned East Gateway rental housing.

  The Plan also recommends that Albuquerque Housing Services assess and improve the landscaping and physical condition at the three East Gateway public housing projects.

Attractive Businesses

- ***Zoning and Building Code Enforcement:*** This Plan recommends proactive enforcement of zoning and building codes for all non-residential property to occur at least every two years.

Street Improvement

- ***Corridor Reclassification:*** This Plan recommends that the City of Albuquerque/Bernalillo County Comprehensive Plan's Figure 30 (a map of Development Areas with Activity Centers and Transportation Corridors) be amended to reclassify Central Avenue from Louisiana Boulevard to

Tramway Boulevard from an Enhanced Transit Corridor to a Major Transit Corridor. This action will be initiated by the City to acknowledge Rapid Ride service on this stretch of Central Avenue.

- ***Street Reclassification:*** This Plan recommends that the City Council resolution to reclassify Southern Avenue to a collector street without access control be taken to the Metropolitan Transportation Board for action.

  This action will be initiated by the City and be done in cooperation with the Mid-Region Council of Governments. It acknowledges the changed conditions that eliminate the future development of Southern Avenue as a connecting segment of a loop road extending through Kirtland Air Force Base. With reclassification, Southern Avenue can be redesigned as an urban collector street to serve local needs.

Four Hills Village Road

- ***Vehicular Access Control Policy:*** This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four Hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.

10 Plan Implementation

The following charts summarize the Plan's project, program and policy recommendations. Where possible, they include project descriptions and locations, lead agency, estimated cost, possible funding, and implementation phasing. Policy proposals include a policy description and lead agency.

Note: Feasibility and/or design studies will be required before cost estimates are developed.

All Land Use Regulation changes are contained in Chapter 5.

General Obligation Bonds = G.O. Bonds

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
	Transportation							
6.3.1	Designate and design bicycle boulevards to improve and complete portions of the bicycle network, to include Chico Road, Skyline Road, Moon Street, Morris Street, Herman Roser Avenue, Tony Sanchez Drive, Singing Arrow Avenue, and Gibson Boulevard.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.2	Install traffic signal on Central Avenue at intersection with Elizabeth Street Bicycle Lane.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.3.2	Evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the plan area, both existing and proposed, to determine the appropriate safe crossing features needed. Fund and install.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.3	Complete the bicycle lane on Eubank Boulevard from the I-40 overcrossing to Southern Avenue.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations			x	
6.3.4	To increase personal safety, evaluate all East Gateway trail entrances for cyclist safety. Plan and implement improved entrance visibility.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
6.3.4	Negotiate with the NMDOT to acquire land between Sandia Vista Park and the I-40 trail for park development, and to ensure better access to the I-40 Bicycle Trail.	Department of Municipal Development, NMDOT	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.5	Improve bicycle trail maintenance, working with volunteers and City Parks and Recreation to accomplish regularly scheduled maintenance.	Department of Municipal Development	See Note.	City operational budget, grants		x	x	x
6.4	Identify, acquire and develop a visible and accessible site for a park and ride lot and Rapid Ride transfer center on or near east Central Avenue between Western Skies Drive and Tramway Boulevard.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.4	Install bus shelters and associated amenities at all Rapid Ride, and where possible, local service stops.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Use traffic calming techniques on proposed Bicycle Boulevards.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Create and maintain adequate facilities for transit services.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5.1	Redesign Central Avenue/ Eubank Boulevard intersection to minimize intersection delay.	Department of Municipal Development	Funded	G.O. bonds, State Legislature, Council appropriations	Construction scheduled to begin late 2010	x		
6.5.1	Study, design and build improvements at the Central Avenue/Juan Tabo Boulevard Intersection in conjunction with design for Southern Avenue and Juan Tabo intersection.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations	Planned for next several years	x	x	

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
6.5.1	Study, design and build improvements to the Central Avenue/Tramway Boulevard intersection to improve safety and efficiency for motorists, cyclists and pedestrians.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.2	Initiate a spot median project on Central Avenue between Eubank and Wyoming Boulevards. Ensure that the appearance of the turning lane between medians is designed to differentiate it from through-traffic lanes, using a different-colored finishing material.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.3	Redesign and landscape Wyoming Boulevard medians to improve safety and aesthetics.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.4	Redesign and reconstruct Southern Avenue between Eubank and Juan Tabo Boulevards to reflect changes resulting from reclassification as an urban collector street and removal of limited access status.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.5	Study the feasibility of a roundabout or alternative intersection design at the junction of Southern Avenue and Juan Tabo Boulevard to assist traffic flow and decrease delays.	Department of Municipal Development	See Note.	Council appropriations		x		
6.5.6	Improve safety of pedestrian street-crossings through the following measures: traffic signal installation at Central Avenue and Elizabeth Street intersection (see also 6.3.2), crossing redesign at all signalized intersections and crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	x

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
6.5.6	Study the feasibility of contructing a bridge over I-40 connecting the segments of Morris Avenue north and south of I-40 to improve access to the East Gateway trade area.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.7	Design and construct street modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	x
6.5.7	Assess areas with existing traffic-calming devices for negative impacts, replacing them with alternative methods if needed and considering district-wide approaches if appropriate.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.7	Evaluate Chico Road, Skyline Road and Singing Arrow Avenue for designation and design as Bicycle Boulevards. Ensure a public hearing process.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations				
	Parks							
7.2	Consider development of additional neighborhood parks for neighborhoods not easily accessible parks.	Parks and Recreation	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
7.3	Work with NMDOT to acquire property adjacent to Sandia Vista Park for park playfields and other park amenities. (See also 6.3.4.)	Parks and Recreation, NMDOT	See Note.	Trade, G.O. bonds, State Legislature, Council appropriations				
7.3	Expand park uses at Singing Arrow Park. Protect, but develop the archeological site with natural vegation, carefully placed trails, interpretive signage, and outdoor furnishings.	Parks and Recreation	See Note.	G.O. bonds, Council appropriation		x	x	
7.3	Continue development of Manzano Mesa Park to meet community needs for recreation facilities.	Parks and Recreation, Department of Municipal Development	See Note.	G.O. bonds		x	x	

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
7.3	Acquire two-acre parcel of land from Four Hills Country Club for use as a neighborhood park and well site.	Parks and Recreation, Department of Municipal Development	See Note.	G.O. bonds, Council appropriation		x	x	
7.3	Develop an additional park adjacent to or near Central Avenue. Explore potential sites that may include State-owned land parcels near Central Avenue and Eubank Boulevard.	Parks and Recreation, Department of Municipal Development	See Note.	Trade, G.O. bonds, Council appropriation		x	x	
	Major Public Open Space							
7.3	Continue to acquire private lands within Tijeras Arroyo to consolidate public ownership, provide opportunities for education and low-impact recreation, and improve and enhance habitat.	Open Space Division	See Note.	G.O. bond, Council appropriation		x	x	x
7.3	Develop La Cañada Park as Major Public Open Space. Develop a small parking lot and a trailhead/access point.	Open Space Division	See Note.	G.O. bond, Council appropriation			x	
7.3	Transfer Ravine Park from the Parks inventory to the Major Public Open Space inventory for appropriate development as open space.	Open Space Division	Administrative action	None		x		
7.3	Enable pedestrian connections between the Sandia and Manzano Mountains and complete public ownership of Tijeras Arroyo through Tijeras Canyon.	Open Space Division	See Note.	G.O. bond, Council appropriation, legislative appropriation		x	x	
7.3	Formalize access to Tijeras Arroyo at Juan Tabo Boulevard and Four Hills Road. Evaluate costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Signing Arrow Park.	Open Space Division	See Note.	G.O. bond, Council appropriation, legislative appropriation		x	x	

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
	Community Centers							
8.3	Prepare a feasibility study to expand or replace Singing Arrow Community Center to address unmet needs for programs, indoor recreation, medical services, and other programs.	Family and Community Services	See Note.	G.O. bond, Council appropriation, legislative appropriation		x		
	Library							
8.3	Acquire land, plan and construct a full service library in a visible and accessible location within East Gateway to address a library service gap.	Albuquerque/ Bernalillo County Library System	Approximately $9 million plus land acquisition and materials purchases	G.O. bond, Council appropriation, legislative appropriation		x	x	
	Fire and Emergency Services							
8.3	Consider construction of an additional fire station to improve East Gateway service coverage.	Albuquerque Fire Department	See Note.	G.O. bond, Council appropriation, legislative appropriation			x	
	Police							
8.3	Schedule needed refurbishment to the Foothills Substation as part of ongoing facility maintenance.	Albuquerque Police Department	See Note.	Maintenance funding		x	x	x
8.3	Use the existing multi-agency process to coordinate "strike force" approaches to address crime, housing conditions and other community safety and appearance issues.	Albuquerque Police Department, other agencies	Operational funding	Operational funding		x	x	x

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
	Street Lighting							
8.3	Install additional street lights in the Singing Arrow neighborhood to improve safety and visibility.	Department of Municipal Development	$87,500	Funding secured	Installation anticipated for late 2009	x		
8.3	Install additional streetlights in the Cochiti/Acoma SE area to improve safety.	Department of Municipal Development	See Note.	Funding secured	2010	x		
8.3	Install streetlights for safety and crime prevention in the area near Figueroa and Skyline NE.	Department of Municipal Development	See Note.	G.O. bonds, Council appropriations		x		
	Alternative Energy							
8.3	Examine the feasibility of an alternative energy demonstration project for East Gateway that focuses on either wind or solar energy for electric generation, and also provides a unique gateway project to showcase Albuquerque's commitment to green energy.	Department of Municipal Development	See Note.	G.O. bonds, grants		x	x	
	Program and Policy Changes							
9.2	Target high crime areas that have substandard housing for initiatives that could include the following programs and others: Crime-free Multi-housing Program, Crime Prevention through Environmental Design and Albuquerque Family Advocacy Center programs.	Albuquerque Police Department, other agencies		Administrative, programmatic funding, grants		x	x	x
9.2	Ensure safe rental housing through consistent proactive investigation and enforcement of housing, zoning and building codes.	Albuquerque Police Department, other agencies		Administrative, programmatic funding		x	x	x

						Timing (estimated)		
Location in Plan	**Project Name and Location**	**Agency(ies)**	**Cost (if known)**	**Funding Source(s)**	**Project Elements Underway**	**Near-Term**	**Mid-Term**	**Long-Term**
9.2	Assess, improve and consistently maintain the landscaping and physical conditions at three East Gateway public housing projects.	Albuquerque Housing Services		Maintenance and operations funding		x	x	x
9.2	Enforce zoning and building codes for all non-residential property, to occur at least every two years.	Planning Department, Albuquerque Police Department		Administrative, programmatic funding		x	x	x
9.2	Amend the Comprehensive Plan to reclassify Central Avenue between Louisiana and Tramway Boulevards as a Major Transportation Corridor.	Planning Department, Council approval		Administrative		x		
9.2	Take the City Council resolution to reclassify Southern Avenue as a collector street to the Metropolitan Transportation Board for action.	City Council action / DMD		Administrative		x		
9.2	Rescind Singing Arrow Neighborhood Plan upon adoption of East Gateway Sector Development Plan.	Planning Department, Council approval		Administrative		x		
9.2	Prohibit roadways that would expand the area currently served by Four Hills Road, while ensuring emergency access to the area or any bicycle and pedestrian trail, lane or route access.	Planning Department		Administrative		x	x	x