East Gateway
Sector Development Plan

EPC Draft December 2009

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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.)

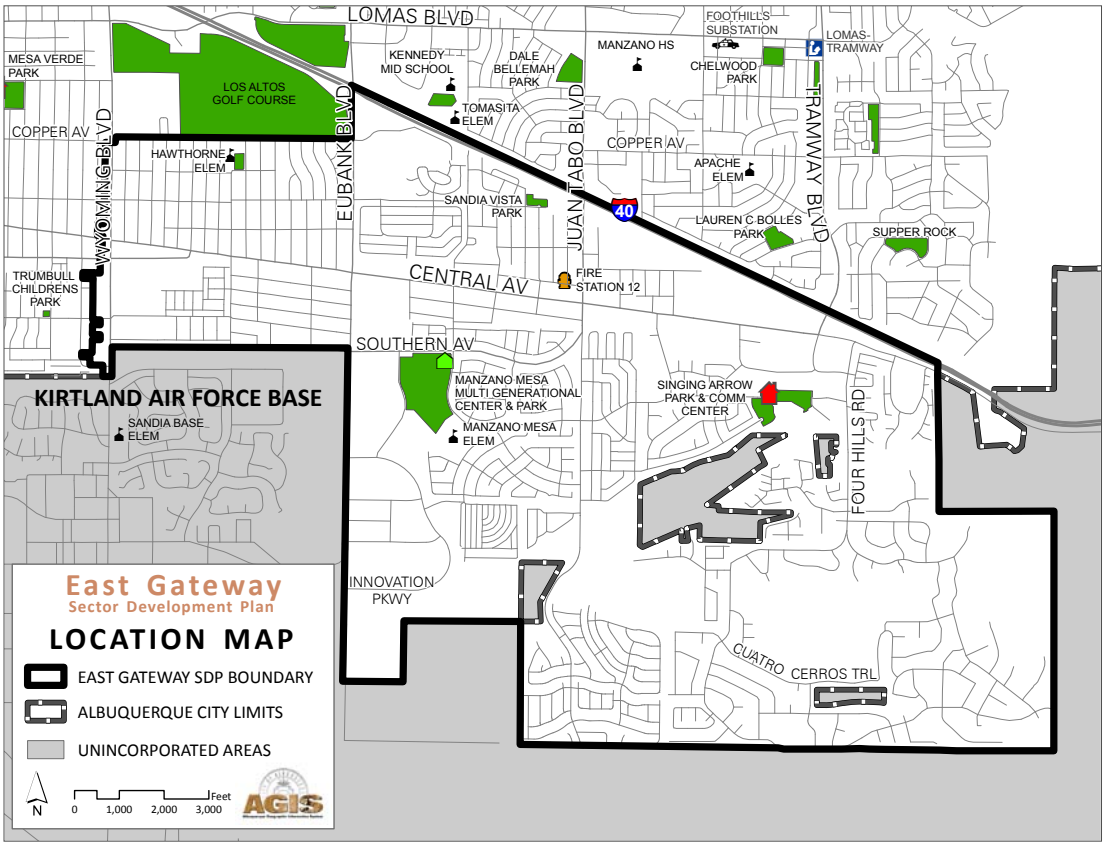


Figure 1.a: East Gateway Location Map

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 Plan of Action

2.2.1 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.

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

The Plan's four new 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/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.

2.2.3 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.

2.2.4 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.

2.2.5 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.

2.2.6 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.

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

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

2.2.8 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.

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.

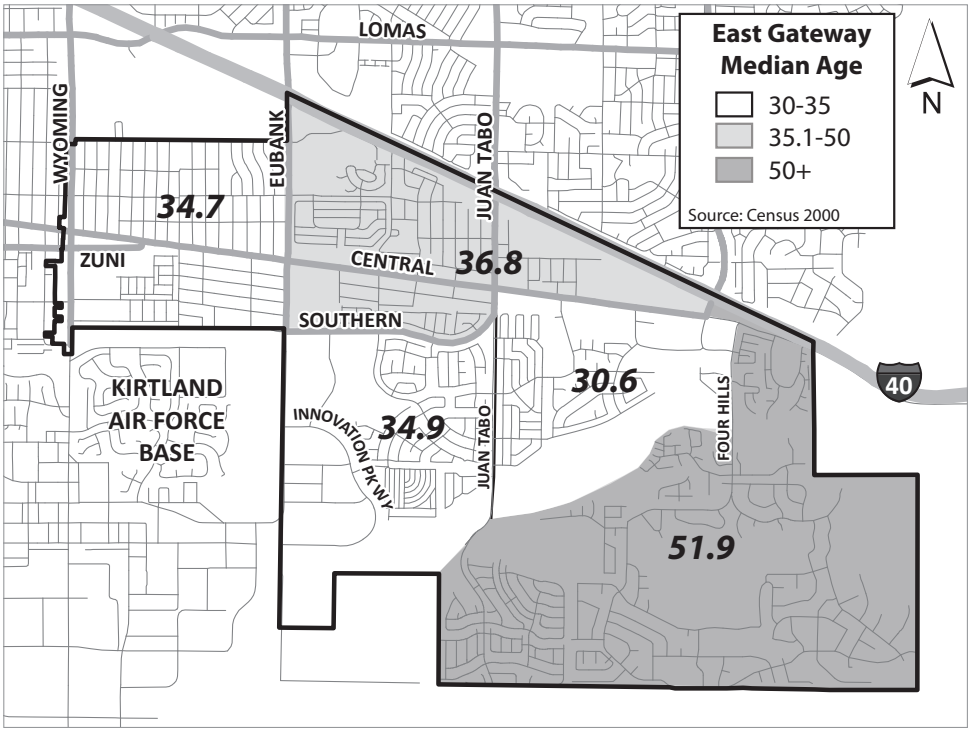


Figure 4.a: East Gateway Median Age

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.

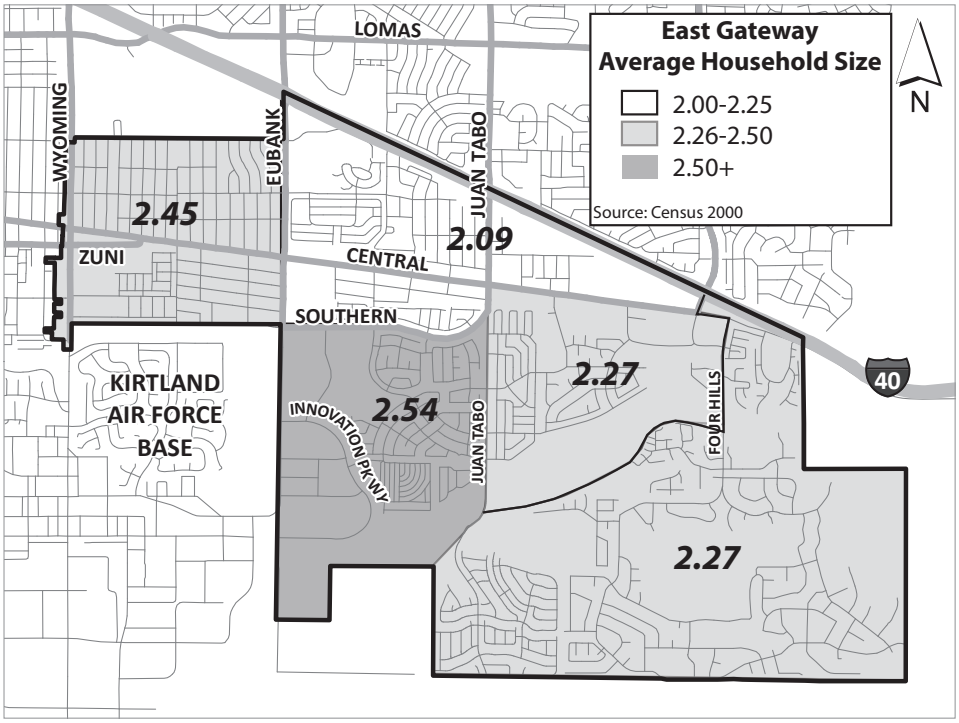


Figure 4.b: East Gateway Average Household Size

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

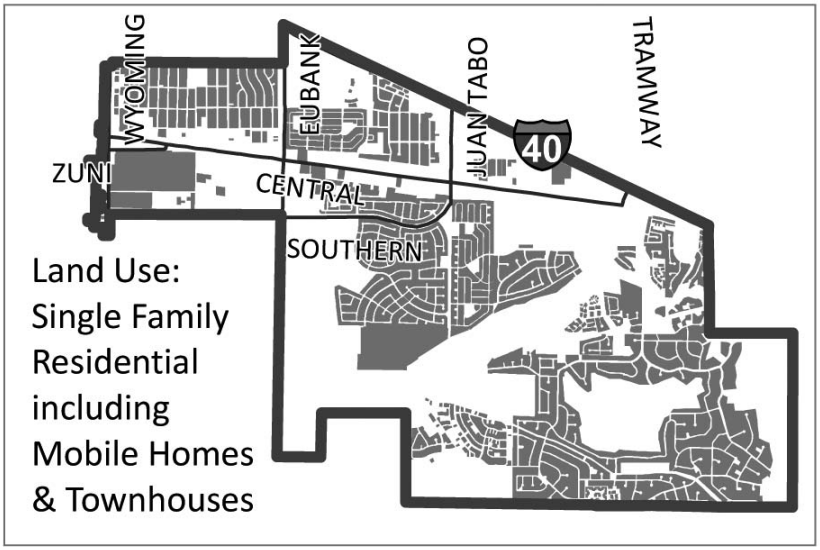
Figure 4.e: Acreage by Land Use Type

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.

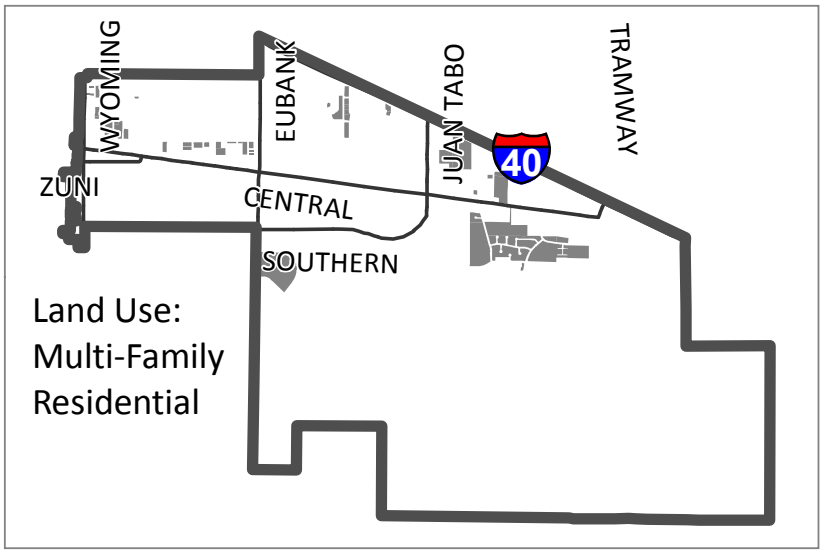
In 2009, single-family homes covered 68% of residentially used land. Another 18% consisted of mobile homes, 9% consisted of multi-family development and 5% consisted of townhouse development.

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

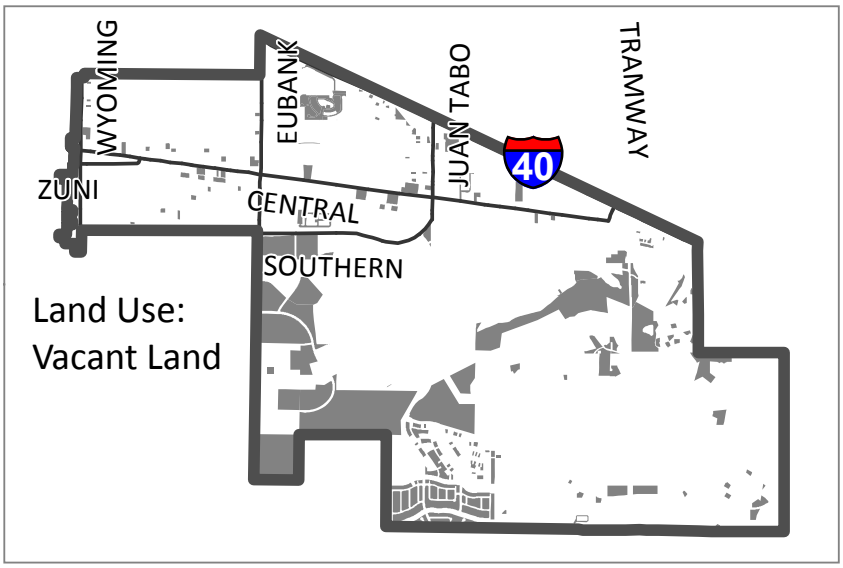
New Live-Work Units off Juan Tabo and Chico — Part of Lenkurt Redevelopment

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

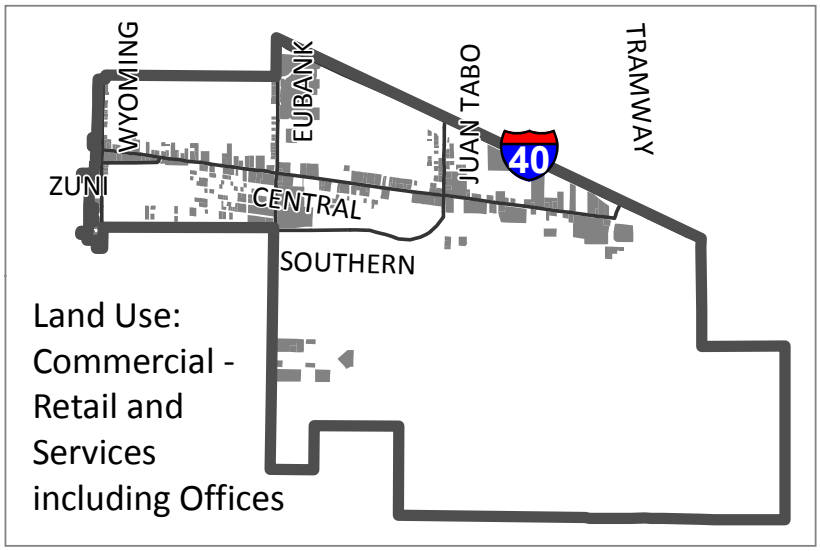
4.4.3 Commercial — Retail, Service and Office

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

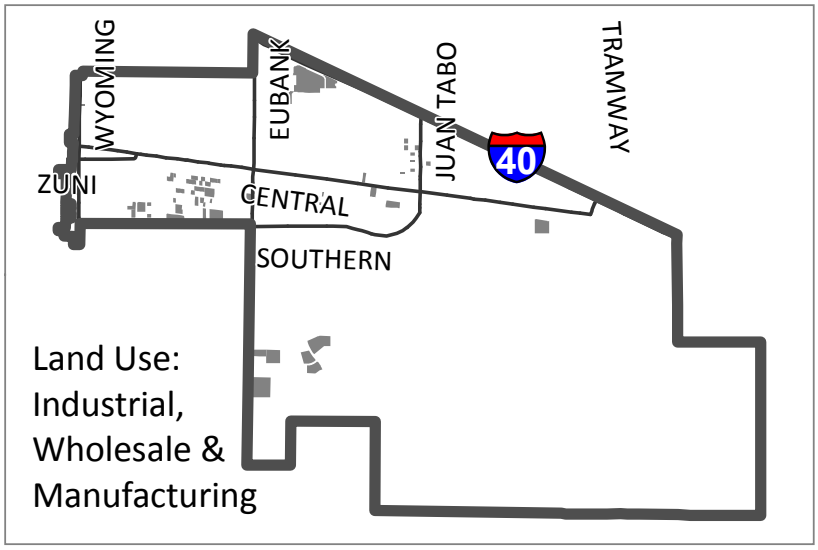
Costco

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 Mid-Region Council of Governments projects the East Gateway area to have a population of approximately 29,000 by 2015. The City of Albuquerque park acreage standard of 2.6 acre per 1,000 people may be met with parks north of I-40, but these parks are not easily accessible to East Gateway residents. For accessible parks, the City should be planning for a total of 75 acres of developed parkland for East Gateway.

In 2009, the East Gateway inventory showed 40.5 developed acres of parkland, 22.1 undeveloped acres and 7.6 acres for the Singing Arrow archeological site, which is suitable only for limited development. Using these numbers, the City should plan to improve its current undeveloped acreage and acquire and improve five to fourteen additional acres, depending on the extent of development feasible for the Singing Arrow archeological site and whether Four Hills Ravine is shifted from the parkland inventory to Major Public Open Space inventory.

Major Public Open Space

The City of Albuquerque has 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 are 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, nor is one planned for the near future.

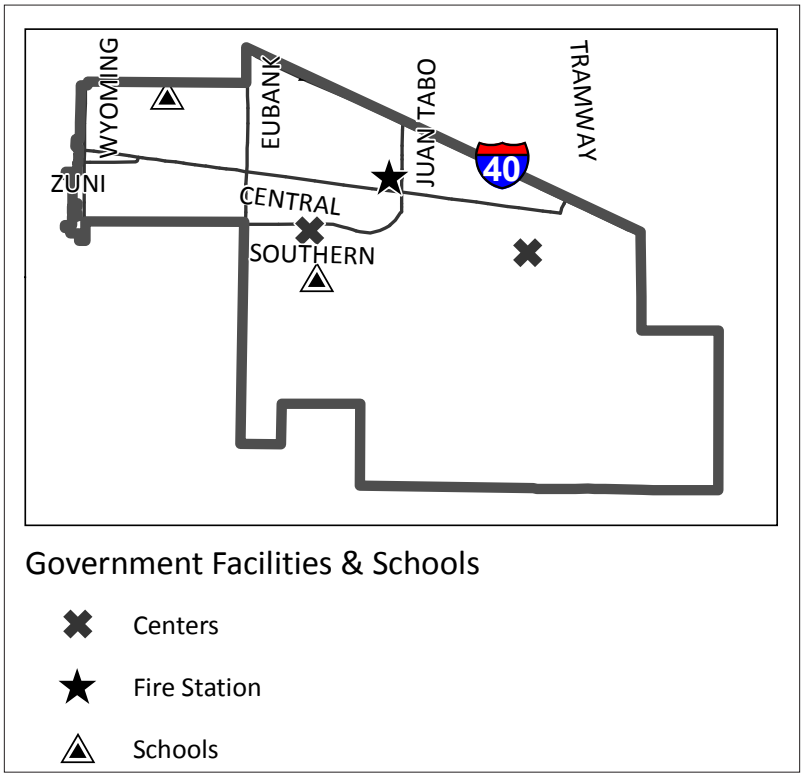
La Cañada Park: In 2009, this area was considered part of the Parks inventory, although the property had limited potential for development as a standard park. La Cañada is an area that abuts Four Hills Road and extends westward adjacent to the Tijeras Arroyo. In 2009, a streetscape and bicycle trail 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 develop 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. The Trust for Public Lands purchase option on the property will expire at the end of 2009, making the funding commitment a pressing issue.

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.

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 Boulevard 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:

Homeless People

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.

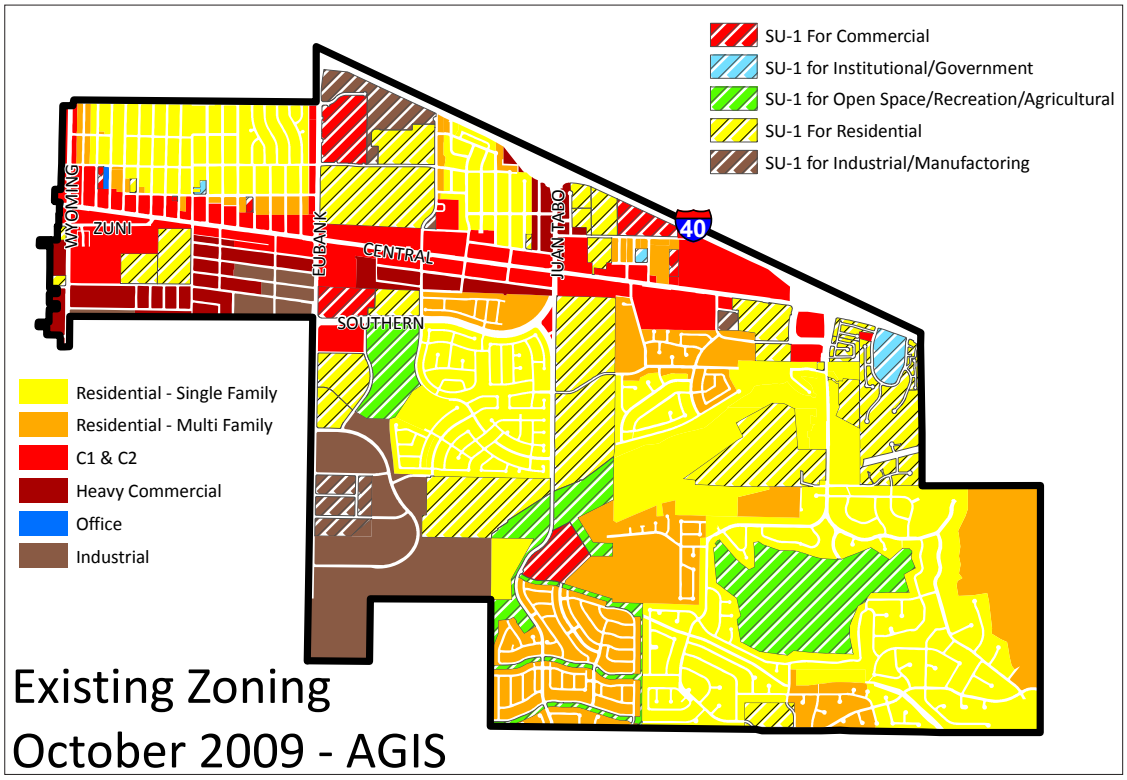


Figure 4.v: Existing Zoning

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

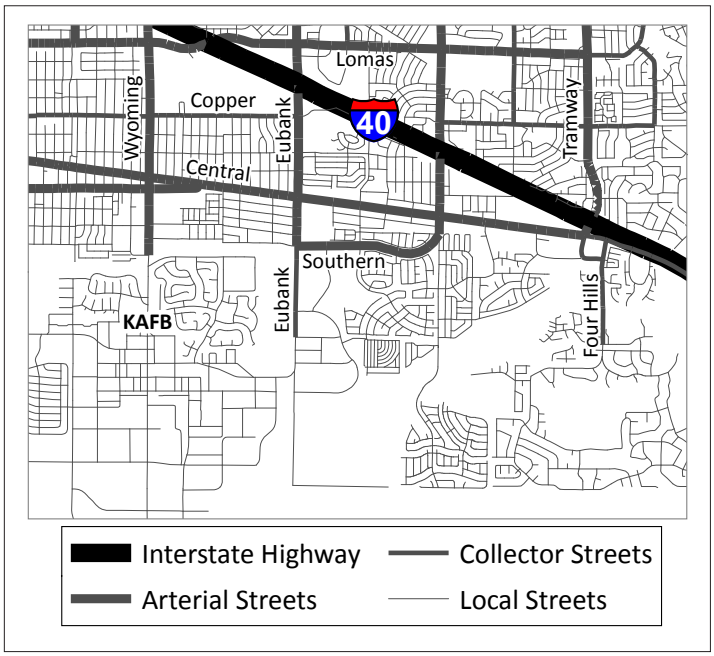
Note: The total acres zoned may differ slightly from net acres of land uses. Sometimes private streets are included in a designated zone.

Figure 4.w: Acreage by Zoning Type

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.

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.

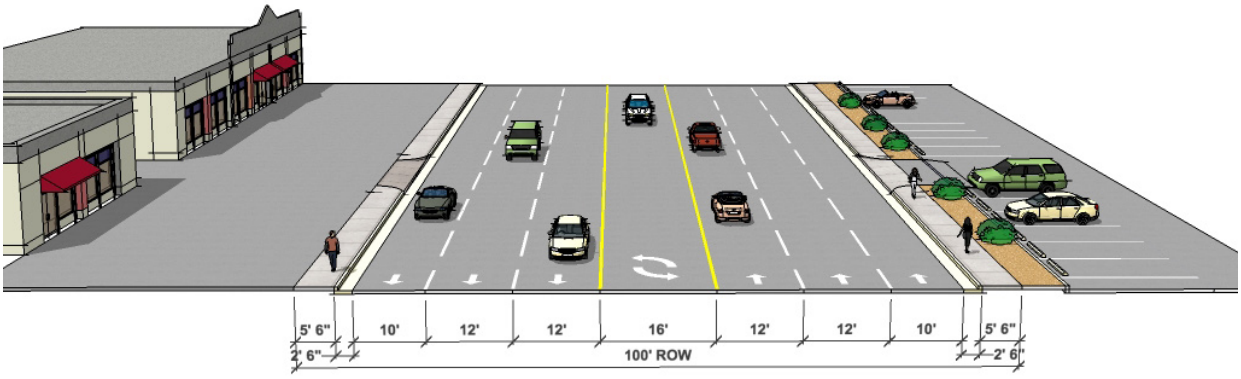


Figure 4.aa: Central Avenue's 2009 cross section

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.

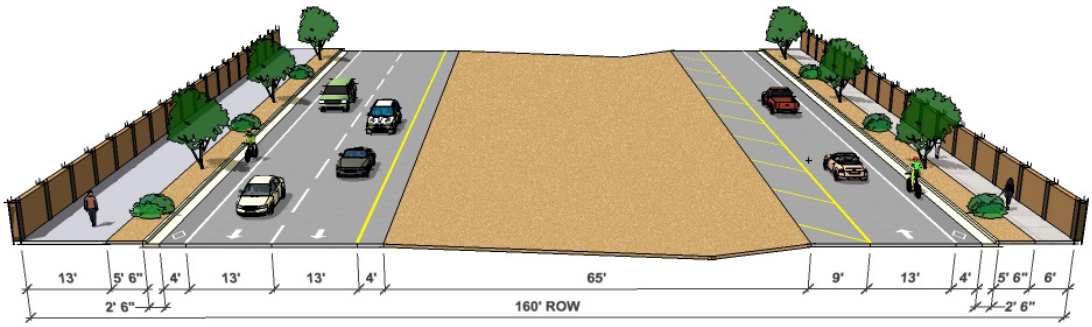


Figure 4.bb: Southern Avenue's 2009 cross section

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.

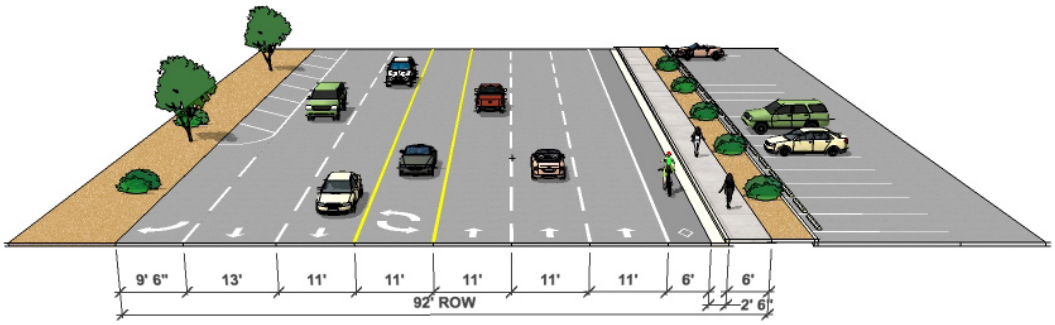


Figure 4.cc: Eubank Boulevard's 2009 cross section just north of Southern Boulevard

4.6.3 Cycling Network

In 2009, East Gateway's portion of the Albuquerque bicycle network consisted of 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.

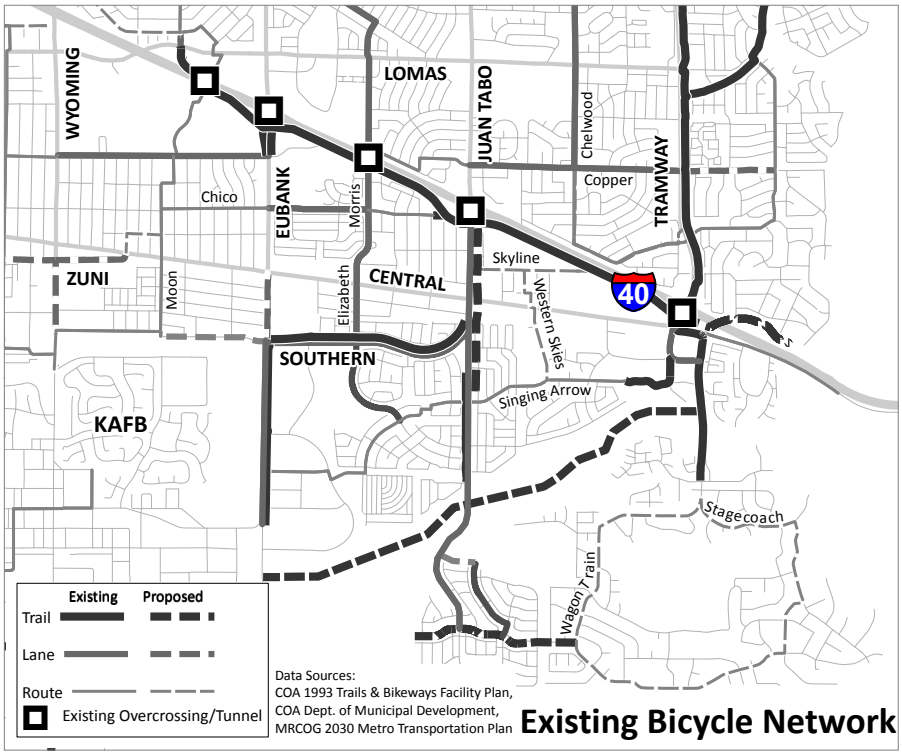


Figure 4.dd: 2009 Bicycle Network

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

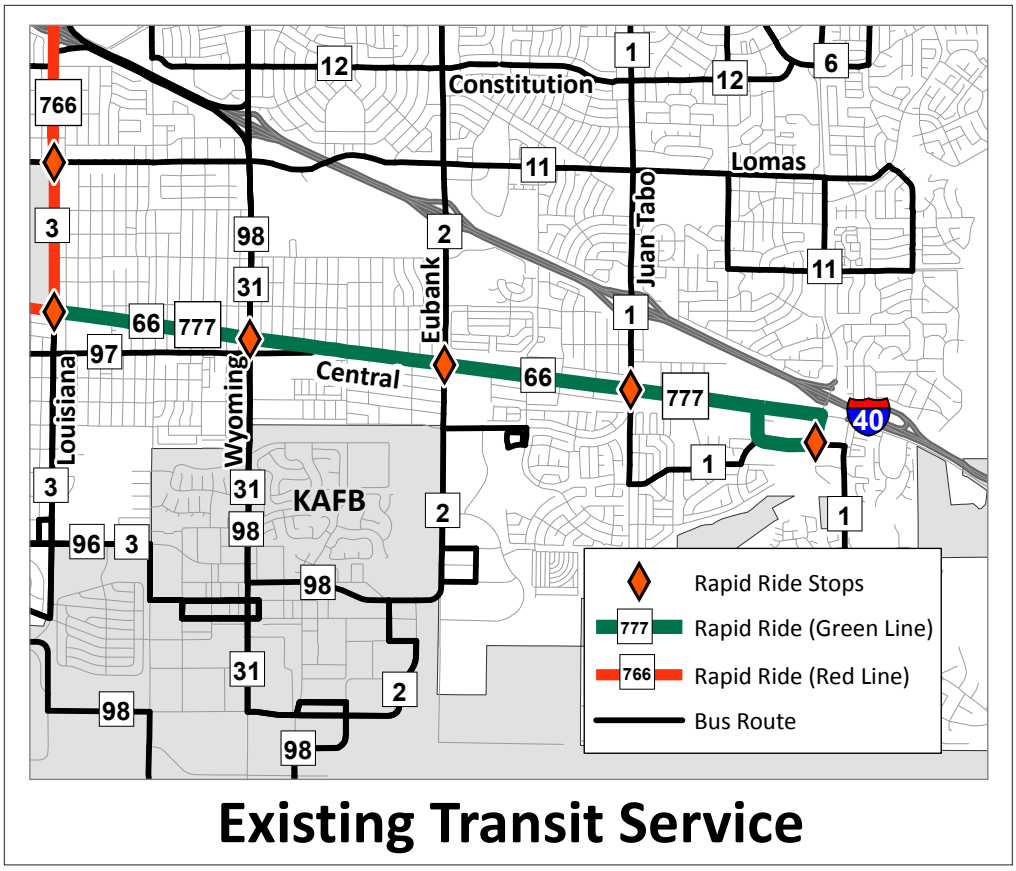
4.6.5 Public Transit

In 2009, ABQ Ride served the East Gateway community with several bus routes. Bus service on Central Avenue was the most frequent, 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. 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

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.

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.