

NON-CONFORMING USES

Non-conforming uses as identified in this Plan shall be in compliance with §14-16-3-4 Non-Conformance Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:

1. Unless otherwise provided, a building which is non-conforming as to use must be removed or converted to a conforming use within 5 years. The time period for the removal of a non-conformance shall be computed from the date the Downtown Neighborhood Area Sector Plan is adopted by the City Council.

DEMOLITION REVIEW

In order to limit the detrimental effect of demolition on the character of the Downtown Neighborhood Area, the following regulations provide the time necessary to determine whether a structure that meets certain criteria shall be designated as a City Landmark consistent with Article 14-12 R.O.A. 1994, or for owners of such structures to consider alternative strategies for the preservation, rehabilitation, or restoration of an historic building. City residents and the neighborhood association are required to be notified and asked to comment on the impending demolition of historic structures.

A. Procedure

1. No permit for the demolition of a structure in the Downtown Neighborhood Area which is in whole or in part 50 years or more old shall be issued without the following procedure. If a structure is of unknown age, it shall be presumed that the structure is over 50 years old for the purposes of these regulations.
2. An applicant proposing to demolish a structure shall file an application with the City and provide the following information:
 - a. The address of the structure to be demolished.
 - b. The owner's name, address, and telephone number.
 - c. A description of the structure.
 - d. The reasons for requesting demolition. A brief description of the proposed reuse, reconstruction, or replacement.
 - e. A photograph or photograph(s) of the structure.
 - f. A statement as to the age of the structure and the basis for that statement.If the applicant is not the owner of the premises upon which the structure is situated, the owner must indicate on or with the application his/her assent to the filing of the application.
3. The Chief Building Official shall forward the application to the Landmarks and Urban Conservation Commission (LUCC) staff. The LUCC staff shall, within 15 days after receipt of the application, make a written determination of whether the structure is subject to demolition review.

Any structure that the LUCC staff finds is or is presumptively more than 50 years old and as to which the LUCC staff finds that there is a likelihood that it meets the criteria of (H)(1) as set out below is subject to demolition review.

4. Upon determination by the LUCC staff that the structure is not subject to demolition review, the LUCC staff shall approve the application and the Chief Building Official may then issue the demolition permit.
5. Upon determination by the LUCC staff that the structure is subject to demolition review, the LUCC staff shall so notify the Chief Building Official and the applicant in writing. No demolition permit may be issued following a staff determination that the structure is subject to demolition review prior to a LUCC hearing. If the LUCC staff does not notify the Chief Building Official within 15 days of receipt of the application that the structure is subject to demolition review, the Chief Building Official may proceed to issue the demolition permit.
6. If the LUCC staff finds that the structure is subject to demolition review, the LUCC shall hold a public hearing within 60 days of the written notification to the Chief Building Official. The City shall publish notice of the place, time and subject matter of the public hearing and the City shall also post the property subject to the application to indicate that a demolition permit has been requested. The City will mail written notice to the applicant and the record owners of the property subject to the application and to recognized neighborhood associations. If the address of the property owner is not a matter of record, any failure to send notice by mail does not invalidate any proceedings on the permit application.
7. Parties at the hearing shall be limited to:
 - a. Applicants;
 - b. Owners and occupants of the subject property;
 - c. Owners and occupants of adjacent properties;
 - d. Neighborhood associations covering the subject property;
 - e. Other persons who so request and whom the Commission determines have due cause to be considered parties; and
 - f. The City.
8. The purpose of the public hearing is for the LUCC to decide whether a 180 day demolition review period shall be invoked. If agreed to in writing by the applicant, the determination of the LUCC may be postponed.
 - a. To invoke the 180 day review period, the LUCC must find that, in considering the public interest, it is preferable that the structure be preserved or rehabilitated rather than demolished. Factors for consideration include:
 - 1) The structure's historic, architectural, engineering or cultural significance;

- 2) The structure's potential to contribute to the city's economic development or tourism industry;
 - 3) The structure's potential to enhance the city's heritage and historical identity;
 - 4) Whether the structure is unique or one of the last remaining examples of its kind in the neighborhood, the city or the region; and
 - 5) The structure's condition.
- b. Upon a determination by the LUCC that the review period is to be invoked, the LUCC shall notify the Chief Building Official and applicant in writing. No permit for demolition, new construction or alterations on the premises shall be issued for a period of 180 days from the date of the determination. If the LUCC does not notify the Chief Building Official in writing within 21 days of the public hearing that the review period is to be invoked, the Chief Building Official may issue the demolition permit.
 - c. No permit for demolition of a structure determined to be subject to a review period shall be granted until all plans for future use and development of the site have been filed with the Chief Building Official and have found to comply with all laws pertaining to the issuance of a building permit or if for a parking lot, a certificate of occupancy for that site. All approvals necessary for the issuance of such building permit or certificate of occupancy including without limitation any necessary zoning exceptions or special permits must be granted and all appeals from the granting of such approvals must be concluded, prior to the issuance of a demolition permit under this section.
 - d. A "Determination of No Feasible Alternative" may be issued during the public hearing if the LUCC finds that as to a structure that otherwise meets the requirements for the 180 day demolition review period, there is no feasible alternative to demolition.
 - e. If the LUCC determines that the 180 day review period is not to be invoked, the LUCC shall so notify the Chief Building Official and applicant in writing. The Chief Building Official may then issue the demolition permit.
9. The Chief Building Official may issue a demolition permit or a building permit upon expiration of the 180 day review period, and if a City Landmark designation has not been initiated or some other means of preserving the structure intact has not been agreed to in writing by the LUCC and the applicant.
 10. During the demolition review period, the City and/or LUCC staff may take any action that it deems necessary and consistent with this regulation to preserve the structure, including, without limitation, consulting

with groups, public agencies, and interested citizens; recommending acquisition of the property by private or public bodies or agencies; exploring the possibility of moving structures that would otherwise be demolished; and salvaging materials. During the review period, the LUCC shall provide for the documentation of the historic resources.

B. Administration

The LUCC may adopt such rules and regulations as are necessary to administer the terms of these regulations. The LUCC is authorized to adopt a schedule of reasonable fees to cover the costs associated with the administration of these regulations.

C. Emergency Demolition

If, after an inspection, the Chief Building Official finds that a structure subject to this ordinance poses an immediate threat to public health or safety due to its deteriorated condition and that there is no reasonable alternative to the immediate demolition of the structure, then the Chief Building Official may issue an emergency demolition permit to the owner of the structure. The Chief Building Official shall then prepare a report explaining the condition of the structure and the basis for his decision, which shall be forwarded to the LUCC.

D. Conflicts

Nothing in these regulations shall be deemed to conflict with the provisions of the Landmarks and Urban Conservation Ordinance Section 14-12 R.O.A. 1994. If any of the provisions of these regulations do so conflict, the Ordinance shall prevail.



SECTION 7: ACTION AGENDA

A. Introduction

The Downtown Neighborhood Area Sector Development Plan provides numerous strategies and action steps that the City of Albuquerque should follow to ensure future community development that is consistent with the goals and objectives as expressed in the Plan. This Action Agenda is a summary of the strategies identified in the Sector Plan, and assigns responsibility, general time frames, and specific tasks for implementation. Objectives for implementing the Downtown Neighborhood Area Sector Development Plan include:

- Determining the short and long-term time frames for implementing the strategies and recommendations.
- Delegating responsibility for implementing the Sector Plan.
- Linking the City’s Infrastructure Capital Improvement Plan (ICIP) to the Sector Plan’s recommendations, where appropriate.
- Updating the Sector Plan as needed.

B. Implementation Tables

The implementation tables on the following pages are based upon the strategies and recommendations contained within the Sector Plan (see *Implementation Policies and Strategies, Section 5*). They represent a full range of action items, from construction of sidewalks to transportation studies and updates to existing planning documents. In addition to the action items and general timeframes, the tables also identify responsible entity and/or recommended partnerships the City can pursue to fully implement the Sector Plan. Ultimately, implementation depends on available funding, staff time, and the ability of the City to enter into and sustain partnerships. The entity responsible for the action item may also change depending on the available funding source.

ACTION AGENDA		
Action	Responsible Entity	Timeframe
1.1 Adjust Sector Plan Boundary	City Council	Occurs with Plan adoption
2.1 Create new zoning districts and development regulations	City Council	Occurs with Plan adoption
3.1 Provide incentives and encourage redevelopment of opportunity sites	Redevelopment Division	On-going
3.2 Pursue designation of Central Avenue as a Metropolitan Redevelopment Area	Planning Dept., City Council	Medium-term
4.1 Promote adaptive reuse of existing buildings	Redevelopment Division	On-going
5.1 Restrict commercial parking lots	City Council	Occurs with Plan adoption
5.2 Promote redevelopment of commercial parking lots	Redevelopment Division	On-going
6.1 Remove illegal offices	Zoning Enforcement	Short-term
6.2 Remove illegal parking lots	Zoning Enforcement	Short-term
7.1 Review and refine regulations that address historic preservation	Planning Dept., LUCC	Medium-term
7.2 Create regulations that support preservation of neighborhood character	City Council	Occurs with Plan adoption
7.3 Inform the public on historic preservation	Planning Dept., LUCC	On-going
7.4 Consider establishing historic overlay zones	City Council, LUCC	On-going
7.5 Pursue listing of individually eligible historic buildings	Planning Department, LUCC, private property owners	On-going
7.6 Preserve and acknowledge historic districts through signage	Planning Dept., and/or Dept. of Municipal Development	Short-term
8.1 Develop a street tree program	City Urban Forester	Short-term
8.2 Require street trees on local streets	City Council	Occurs with Plan adoption
8.3 Develop an education program on street trees	City Urban Forester	Short-term
9.1 Reduce and improve sidewalks, add new sidewalk sections, and remove sidewalk obstacles	Dept. of Municipal Development	Short/Medium-term
9.2 Improve curb ramps	Dept. of Municipal Development	Short-term
9.3 Preserve existing and develop new parkway strips	Dept. of Municipal Development and/or Planning Dept.	Short/Medium-term

ACTION AGENDA		
Action	Responsible Entity	Timeframe
10.1 Narrow roadways	Dept. of Municipal Development	Medium-term
10.2 Provide curb extensions	Dept. of Municipal Development	Medium-term
10.3 Initiate neighborhood traffic study	Dept. of Municipal Development	Short-term
11.1 Incorporate recommendations from West Central Avenue Corridor Concept Plan	City Council	Occurs with Plan adoption
11.2.a Improve 12th/Mountain intersection	Dept. of Municipal Development	Short-term
11.2.b Improve 12th/Lomas intersection	Dept. of Municipal Development	Short-term
12.1 Develop comprehensive streetscape plan for Lomas Blvd.	Dept. of Municipal Development, Parks and Recreation Dept.	Short-term
12.2 Provide traffic taming on Lomas Blvd.	Dept. of Municipal Development	Medium-term
12.3 Provide Lomas Blvd. sidewalk and lighting improvements	Dept. of Municipal Development	Medium-term
13.1 Provide traffic calming on 12th St.	Dept. of Municipal Development	Short-term
13.2 Provide pedestrian lighting along 12th St. south of Lomas Blvd.	Dept. of Municipal Development	Short-term
13.3 Repair sidewalks and improve curb ramps along 12th St.	Dept. of Municipal Development	Short-term
14.1 Expand transit service	Transit Dept.	On-going
14.2 Expand transit connectivity	Transit Dept.	Short-term
14.3 Provide physical improvements to transit stops	Dept. of Municipal Development	Medium-term
15.1 Add bicycle routes and lanes	Dept. of Municipal Development	Short-term
15.2 Add bicycle crossing push buttons	Dept. of Municipal Development	Short-term
15.3 Provide improvements along 14th St. Bicycle Boulevard	Dept. of Municipal Development	Short-term
15.4 Provide enhanced bicycle crossing at 14th St.	Dept. of Municipal Development	Short-term
15.5 Work with business community on providing bicycle facilities	Planning Dept.	On-going
15.6 Provide updates to the Bike-ways and Trails Master Plan	Dept. of Municipal Development	On-going

ACTION AGENDA		
Action	Responsible Entity	Timeframe
16.1 Conduct an inventory of alleys	Dept. of Municipal Development	Short-term
17.1 Pursue lower functional classifications for Marquette, west of Keleher St.; 12th St., south of Mountain Rd.; Central Ave.	Dept. of Municipal Development	Short-term



APPENDICES:

A: GLOSSARY

B: STREET TREES

**C: WEST CENTRAL AVENUE
CORRIDOR CONCEPT PLAN**

ACCESSORY BUILDING. A building detached from and smaller than the main building on the same lot; the use of an accessory building shall be appropriate, subordinate, and customarily incidental to the main use of the lot.

ACCESSORY LIVING QUARTERS. Living quarters within an accessory building containing one bedroom, one living room, one bathroom, one closet, one mechanical room, and kitchen facilities; to be occupied by no more than two persons and does not exceed 500 square feet in area. One parking space is required.

ADAPTIVE REUSE. The process of converting a building to a new use other than that for which it was originally designed.

ALTERATION. Any construction, modification, addition, moving or destruction that would affect the exterior appearance of a structure which has been designated a landmark, or which is located in a historic overlay zone, or which has been formally identified as worthy of preservation, or for which the City has received a preservation facade easement.

APARTMENT. Structures containing two or more dwelling units each, including dwelling units which do not have a separate entrance leading directly to the outdoors at ground level.

APPLICANT. Any person or entity that files an application to the City of Albuquerque for a demolition permit, conditional use, variance, zone map amendment, etc.

APPLICATION. A form required for submittal to the City for the demolition of a structure, conditional use, variance, zone map amendment, etc.

BAIL BOND OFFICE. An office that acts as a surety and pledges money or property as bail for the appearance of a criminal defendant in court. Bail bond agents provide a service to criminal defendants and their friends or family. The service is to secure the release of the defendant from jail for a fee.

BLOCK FACE. The properties abutting on one side of a single street and lying between the closest intersecting streets. A corner lot shall be part of the block face parallel to the lot's front lot line.

BUILDING MASS. The three-dimensional bulk of a building: height, width, and depth.

CENTRAL URBAN AREA. A designation as determined by the Albuquerque/Bernalillo County Comprehensive Plan; generally, redevelopment or rehabilitation is appropriate.

CERTIFICATE OF APPROPRIATENESS. The written approval of the Landmarks and Urban Conservation Commission or designated city staff indicating that a proj-

ect has been reviewed and determined to meet the applicable design criteria for projects located within a Historic Overlay Zone.

CHIEF BUILDING OFFICIAL. The person authorized to issue demolition permits.

COMMERCIAL PARKING LOT. An area of land used to provide parking, as a commercial enterprise, for four or more motor vehicles for a fee. Such parking is not primarily associated with any other use.

CONDITIONAL USE. Specific land use listed as conditional in a given zoning district requiring approval by the Zoning Hearing Examiner and subject to limitations and conditions. A conditional use shall be approved if, in the circumstances of the particular case and under conditions imposed, the use proposed will not be injurious to the adjacent property, the neighborhood, or the community and it will not be significantly damaged by surrounding structures or activities.

CONTRIBUTING BUILDING. A contributing building is one that adds to the historic architectural qualities of the district and possesses historic integrity reflecting the district's character.

DEMOLITION. Any act of pulling down, destroying, removing, dismantling, or razing a structure or commencing the work of total or substantial destruction with the intent of completing the same.

DEMOLITION PERMIT. The permit issued by the Chief Building Official for the demolition of a structure, excluding a permit issued solely for the demolition of the interior of a structure.

DEVELOPMENT REVIEW BOARD (DRB). A five member board comprised of City staff (Planning Director representative, Parks and Recreation Director representative, City Engineer, Traffic Engineer, and Albuquerque/Bernalillo County Water Utility Authority representative) charged with administering the Subdivision Ordinance and signing off on site development plans delegated by the Environmental Planning Commission (EPC) or delegated by a sector development plan.

ELECTRONIC DISPLAY SIGN. A sign whose alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed display screen composed of electrically illuminated segments. These types of displays may include: LED (Light Emitting Diodes), LCD (Liquid Crystal Display), PDP (Plasma Display Panels), pixel or sub-pixel technology, other fiber optics or illumination devices within the display area.

ENVIRONMENTAL PLANNING COMMISSION (EPC). A nine member commission charged with reviewing zone map and code amendments, site development plans, adoption or amendments to Rank I, II, and III plans including the Comprehensive Plan, area plans, and sector development plans.

FACADE. The external face of a building, including parapet walls and omitted wall lines.

FLOOR AREA RATIO. The heated gross floor area of a building divided by the area of the premises.

FULL SERVICE GROCERY. A retail establishment which primarily sells food, but may also sell other convenience and household goods, and which occupies at least 5,000 square feet but not more than 20,000 square feet of gross floor area.

MIXED-USE BUILDING. A structure with a vertical mixture of uses. The upper floors may be used for office, residential, lodging, storage, or parking; the ground floor (lot frontage at the street level) may be used for retail or office.

NON-CONTRIBUTING BUILDING. A non-contributing building is one that does not add to the historic architectural qualities of the district because it was built after 1945 or because it no longer possesses historic integrity reflecting the district's character due to alternations, additions, or other changes.

LANDMARKS AND URBAN CONSERVATION COMMISSION (LUCC). A seven member commission appointed by the Mayor whose primary function is to make decisions on applications for Certificates of Appropriateness for alteration, new construction, or demolition within Historic Overlay Zones. Two members must own property within an Historic Zone, one member must be a professional architect, one member must be a licensed real estate agent, one member must be a knowledgeable lay person, and the remaining members shall have expertise in architecture, law, graphic arts, planning, real estate, history, construction, or archaeology.

MID REGION COUNCIL OF GOVERNMENTS (MRCOG). A governmental agency representing the counties of Bernalillo, Valencia, Torrance, and Sandoval and providing planning services in the areas of transportation, agriculture, workforce development employment growth, land use, water, and economic development.

NATIONAL REGISTER OF HISTORIC PLACES. The official list of the nation's cultural resources worthy of preservation. The National Register is administered by the National Parks Service under the Office of the Secretary of the Interior. The associated programs for the National Register are administered by the New Mexico Historic Preservation Division. The National Register does not control the use, alteration, or demolition of any privately owned property unless federal money is used in the project.

NEW MEXICO REGISTER OF CULTURAL PROPERTIES. The official State of New Mexico list of cultural resources worthy of conservation and preservation. The list and associated programs are managed and administered by the State of

New Mexico Office of Cultural Affairs, Historic Preservation Division. The New Mexico Register does not control the use, alteration, or demolition of any privately owned property unless public money is used in the project.

NON-CONFORMING. A structure or use of structure or land which does not conform to this article and which was in conformity with any zoning ordinance in effect at the time it was created.

SENIOR HOUSING FACILITY. An age restricted residential complex which may be in a variety of housing forms - attached or detached dwelling units, apartments, private or semi-private rooms - occupied by senior citizens. Such facilities may include a congregate meals program in a common dining area, private recreational facilities, housekeeping assistance, medical services including but not limited to dietary and nutritional assistance, or incidental services that address the activities of daily living.

STATUS ESTABLISHED BUILDING. A building nonconforming as to use which is approved to maintain its nonconforming use status. Such approval shall apply only to a building for which the existing use is prohibited upon expiration of its nonconformance amortization period. Such approval shall not be available to nonconforming uses that resulted from Zoning Code text amendments. Approval of a status established building can only occur on or before the expiration of its nonconformance amortization period.

STRUCTURE. Anything constructed or erected above ground level which requires location on the ground or attached to something having a location on the ground, not including a tent, vehicle, vegetation, or public utility pole or line and for the demolition of which a permit is required from the City.

TANDEM PARKING. The placement of parking spaces arranged one behind the other inside a garage. Typical minimum length is 35 feet.

TATTOO PARLOR. Any room, space, or building where tattooing is practiced, or where the business of tattooing is conducted, or any part thereof.

TOWNHOUSE. One of a group of two to eight attached dwelling units divided from each other by common walls, each having a separate entrance leading directly to the outdoors at ground level, and each having at least one-fourth of its heated and unheated floor area approximately at grade. A townhouse building is one type of an apartment.

A. Introduction

The provision of street trees in the Downtown Neighborhood Area is one of the key character elements that define the area. Accordingly, the Zoning Regulations contained in this Plan require street trees to be provided for all new development, including residential and non-residential uses, without regard to the type of street where the development will occur. The trees provided in this list were selected for their ability to withstand an urban environment where the planting space is confined to a strip located between the back of curb and the public sidewalk. Planting details are also included in this section to ensure adequate tree root aeration, nutrient delivery, and prevent the uprooting of sidewalks as the trees mature. The street trees identified in this section are recommendations; other species may be appropriate as well. Selection of plant species should also consider adjacency to overhead utilities.

Recommended Street Trees

Trees appropriate for 3-4 foot wide planting strip

- Chinaberry ~ *Melia azedarach*
- Claret Ash ~ *Fraxinus oxycarpa*
- Decaisneana Locust ~ *Robinia ambigua* 'Decaisneana'
- Idaho Locust ~ *Robinia ambigua* 'Idahoensis'
- Lacebark Elm ~ *Ulmus parviflora*
- Maidenhair ~ *Ginkgo biloba* (male)
- Oklahoma Redbud ~ *Cercis reniformis* 'Oklahoma'
- Village Green Zelkova ~ *Zelkova serrata* 'Village Green'

Trees appropriate for 4-6 foot wide planting strip

- Arizona Sycamore ~ *Platanus wrightii*
- Chinaberry ~ *Melia azedarach*
- Chinese Pistache ~ *Pistacia chinensis*
- Horsechestnut ~ *Aesculus hippocastanum*
- Japanese Pagoda ~ *Sophora japonica*
- Lacebark Elm ~ *Ulmus parviflora*
- London Plane Tree ~ *Platanus acerifolia*
- Maidenhair ~ *Ginkgo biloba* (male)
- Modesto Ash ~ *Fraxinus velutina* 'Modesto'
- Western Soapberry ~ *Sapindus drummondii*

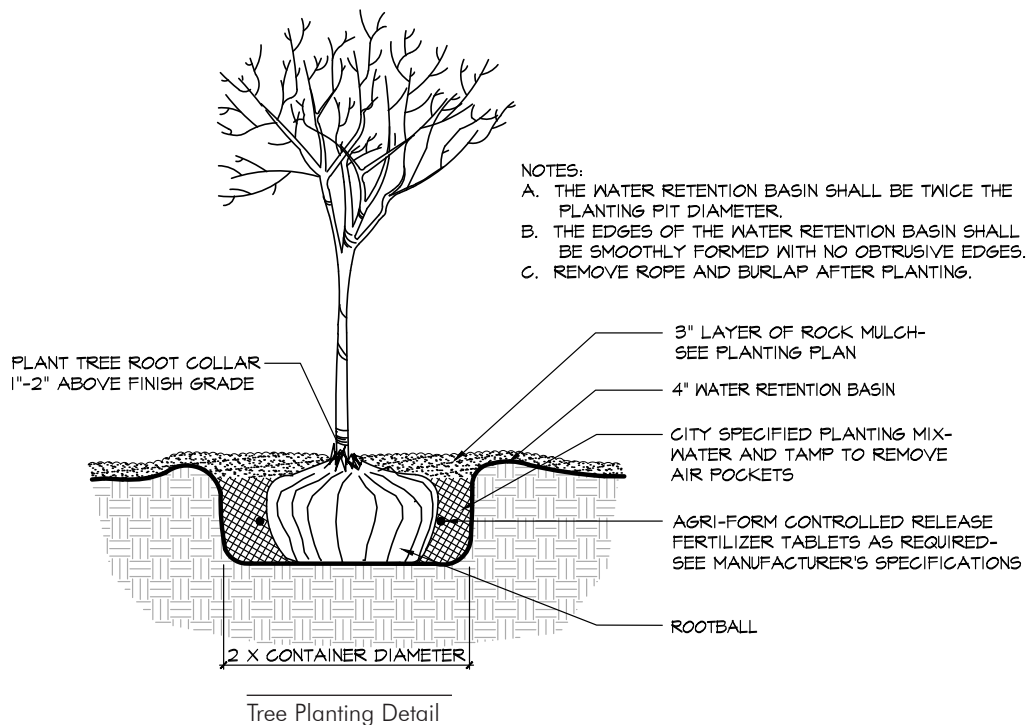
Trees in yards within 10 feet of sidewalk @ back of curb

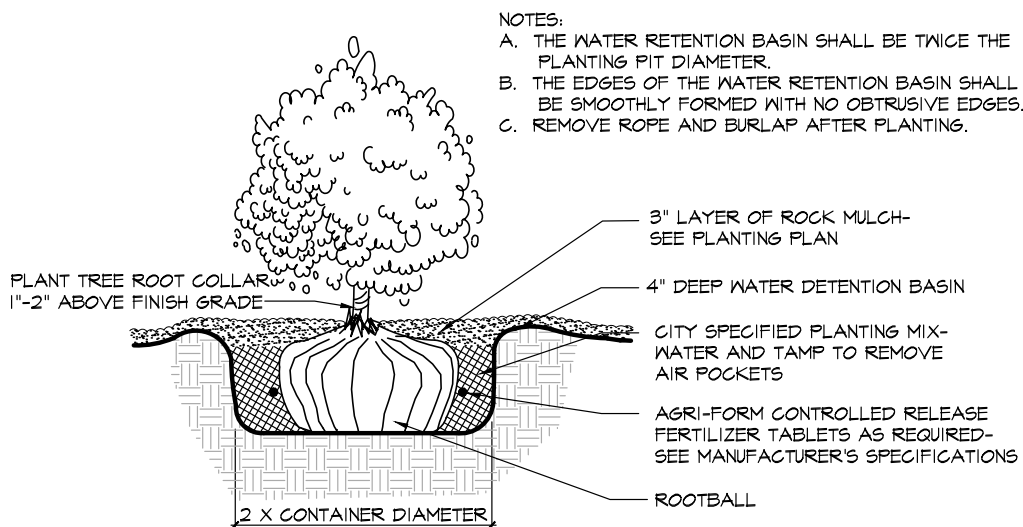
- American Sycamore ~ *Platanus occidentalis*
- Arizona Alder ~ *Alnus oblongifolia*
- Green Ash ~ *Fraxinus pennsylvanica*
- Honey Locust ~ *Gleditsia triacanthos inermis* 'Shademaster'
- Horsechestnut ~ *Aesculus hippocastanum*
- Lacebark Elm ~ *Ulmus parviflora*
- London Plane Tree ~ *Platanus acerifolia*
- Pin Oak ~ *Quercus palustris*
- Sycamore-leaf Maple ~ *Acer pseudoplatanus*
- Texas Oak ~ *Quercus texana*

Village Green Zelkova ~ *Zelkova serrata* 'Village Green'
Western Catalpa ~ *Catalpa speciosa*
White Ash ~ *Fraxinus americana*

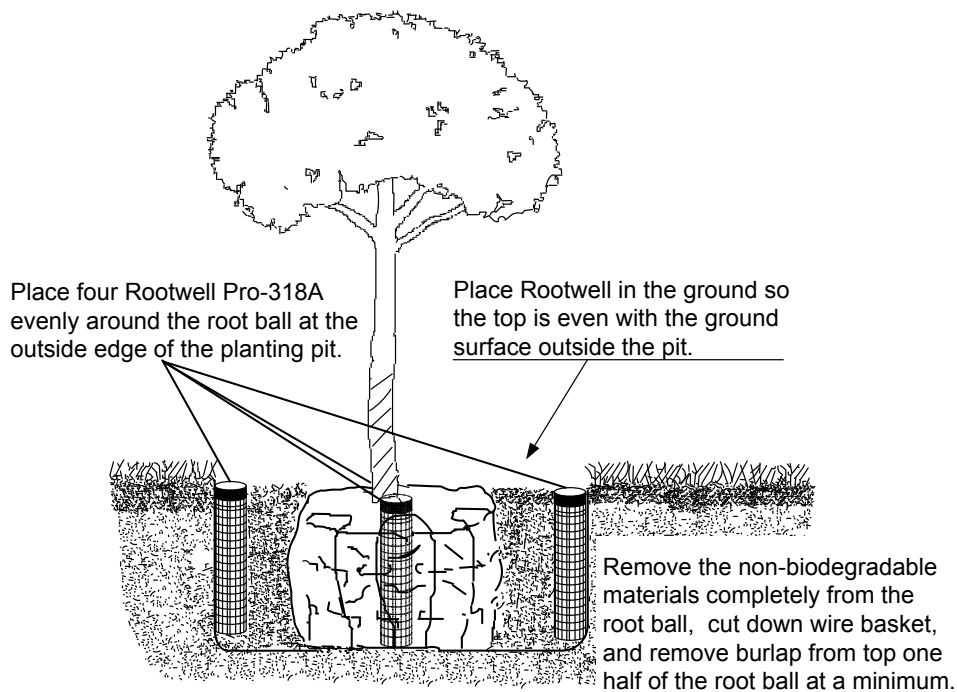
Planting Guide

Taking care with planting new trees and shrubs will help ensure the long term health of the plant. This section provides general guidance for new landscape, and includes tree and shrub planting details. Providing adequate aeration to tree roots, particularly in an urban environment, is also another key to healthy tree growth and will help prevent heaving of the adjacent sidewalk. It is recommended that for each tree installed in the planting strip between the back of curb and the public sidewalk that four aeration devices (Rootwell or equivalent product) be installed. This will encourage the tree roots to grow deeper instead of wider.





Shrub Planting Detail



Rootwell Installation Guide for Ball Based Trees
(for all tree species)

FOLLOWING PAGES ARE EXCERPTS FROM:

city of albuquerque
West
Central Avenue
Corridor
Concept Plan



Prepared for



Prepared by



Kimley-Horn
and Associates, Inc.



A. CENTRAL AVENUE ROAD DIET

Background and Existing Configuration

Between Lomas Boulevard and 8th Street, Central Avenue features two travel lanes in either direction, left turn lanes at most intersections and an approximate curb-to-curb width of 66 feet. The speed limit for this segment is 30 mph and on-street parking is provided in several areas. In order to improve the pedestrian and bicycle environment conforming to the vision for Central Avenue as a multi-modal corridor, preliminary plans were prepared for a “road diet” of Central Avenue between Lomas Boulevard and 8th Street. The proposed road diet project vicinity and key study intersections are presented in **Figure 1**.

A road diet typically involves a reduction in travel lanes to provide width for on-street parking, bicycle facilities and pedestrian improvements such as widened sidewalks, pedestrian refuges, curb extensions or “bulbouts” to shorten crossings, and landscaping. The benefits of a road diet include reduced conflicts at intersections, a reduction in certain types of crashes, improved visibility, and enhanced street activity for pedestrian-oriented businesses.

Reducing lanes on West Central Avenue was recommended in the West Central Streetscape Urban Design Master Plan (March 2001) which was adopted by the City Council in April of 2002. The resolution adopting the Master Plan (Council Bill No. R-02-24) required the lane reduction to be implemented in stages beginning with a low cost test (Demonstration Project) followed by the ultimate buildout of the plan when funding became available.

Road Diet General Design Elements

The design concepts are presented in the form of Near-Term Improvements and Ultimate Improvements. Near-Term improvements include new roadway striping along the entire corridor and intersection improvements at a few priority locations that could be implemented immediately with minor modifications to the street and intersections at relatively low cost. The Near-Term improvements meet the requirements for the “Demonstration Project” as discussed above. As a demonstration project the Near-Term improvements can be implemented, monitored and assessed without a significant long-term investment. The Near-Term improvements can be implemented entirely with paint restriping and relatively minor signalized intersection modifications. Lane striping will be in its ultimate location (reflecting future changes to curbs and bulbouts) to fully test the geometry of the street and reduce rework when implementing the ultimate improvements. **Table 1** provides an overview of the proposed design elements for the Central Avenue road diet.

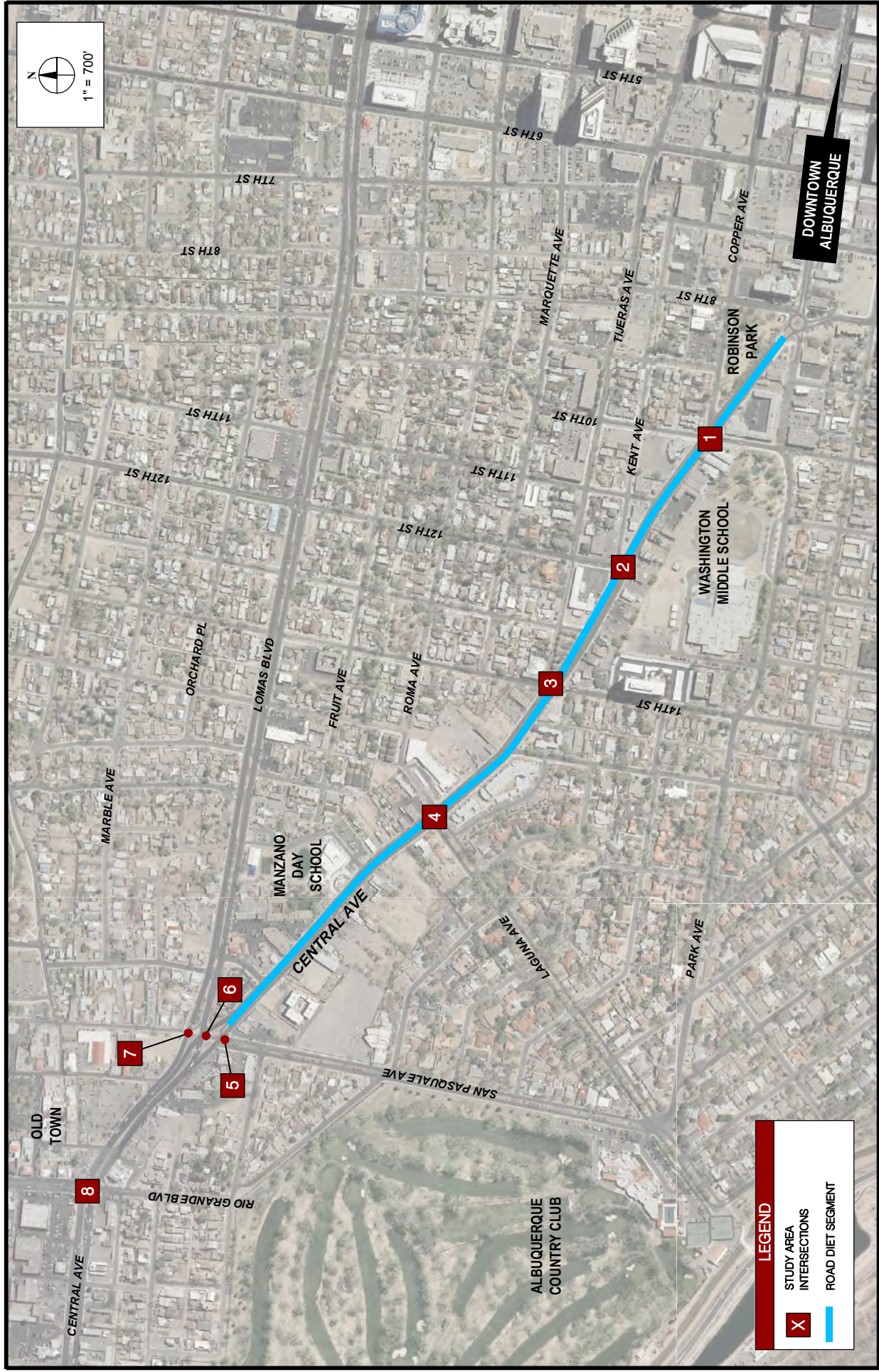


FIGURE 1
CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET
PROJECT VICINITY AND STUDY INTERSECTION LOCATIONS

WEST CENTRAL AVENUE CORRIDOR CONCEPT PLAN - 47TH STREET TO 8TH STREET



Table 1: Proposed Road Diet Design Elements

Proposed Design Elements	Near-Term Improvements (NT); Ultimate Improvements (ULT)
<i>Travel Lanes</i>	<p>Current: 2 lanes in each direction with left turn lanes at most intersections</p> <p>Proposed: 1 lane in each direction with two-way left turn lane and left turn lanes at intersections (NT)</p>
<i>Travel Lane Width</i>	<p>Current: 12 feet (inside lane and outside lane w/o parking); 16 to 22 feet (outside lane with shoulder/parking)</p> <p>Proposed: 11 feet (NT)</p>
<i>Bike Lanes</i>	<p>Current designation: Not designated as bicycle facility</p> <p>Proposed: 6 foot bike lanes in both directions (NT)</p>
<i>Parking</i>	<p>Current condition: Parallel on-street parking provided within shoulder along some segments of street</p> <p>Proposed: 7 foot parallel parking lane provided along majority of street (NT)</p>
<i>Bulbouts</i>	<p>Definition: Bulbouts are extensions of the curbline at intersections that extend into the parking lane</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Reduce roadway width from curb to curb • Shorten crossing distance for pedestrians • Improves motorist/pedestrian visibility • Create protected parking bays for on-street parking • Tighten curb radii at the corners reducing the speeds of turning vehicles • Provide space for landscaping <p>Proposed: bulbouts proposed in several locations (ULT).</p>
<i>Sidewalks</i>	<p>Current Conditions: Sidewalks typically range from 5 feet to 6 feet in width. In some locations, sidewalks are as narrow as 3½ feet</p> <p>Proposed: Sidewalks widened by 4 feet along several segments of the corridor – see Figure 3 for list of locations (ULT)</p>
<i>Landscaping</i>	<p>Current condition: Some landscaping treatments near Robinson Park and plaza at Central Ave / Lomas Blvd intersection; however, the majority of the corridor lacks landscaping</p> <p>Proposed condition: Landscaping and street trees along majority of corridor where there is sufficient right-of-way. Landscaping elements are incorporated into the proposed bulbouts. (ULT)</p>
<i>Curb Ramps</i>	<p>Proposed: New ADA compliant curb ramps where curb reconstruction is proposed for bulbouts. (ULT)</p>
<i>Bus Stops</i>	<p>Current conditions: There are 12 existing ABQ Ride stops between Lomas Boulevard and 8th Street</p> <p>Proposed: Retain existing stops and relocate some stops to far side of intersections where feasible. Explore opportunity for curb extension bus stops, or “bus bulbs” where space allows.(ULT)</p>



The existing, Near-Term and Ultimate cross-sections for the proposed concept are presented in **Figure 2**, **Figure 3** and **Figure 4**, respectively. An operational analysis for existing and future conditions with and without implementation of the road diet is included in the Appendix.

Specific Design Elements

In preparing the Central Avenue road diet design concepts, particular attention was given to evaluating options for the following locations:

1. Manzano Day School Pedestrian Crossing
2. Central Avenue / 15th Street Intersection
3. Central Avenue / 13th Street Intersection
4. Central Avenue / 11th Street Intersection
5. Central Avenue / 10th Street / Copper Avenue
6. Central Avenue segment from 10th Street to 8th Street roundabout

The recommended design elements for these locations are described in **Table 2**. Design concepts for Near-Term (Demonstration Project) implementation of the Central Avenue road diet are presented in **Figures 5-10**. The design concepts for Ultimate construction of the Central Avenue road diet are presented in **Figures 11-16**.

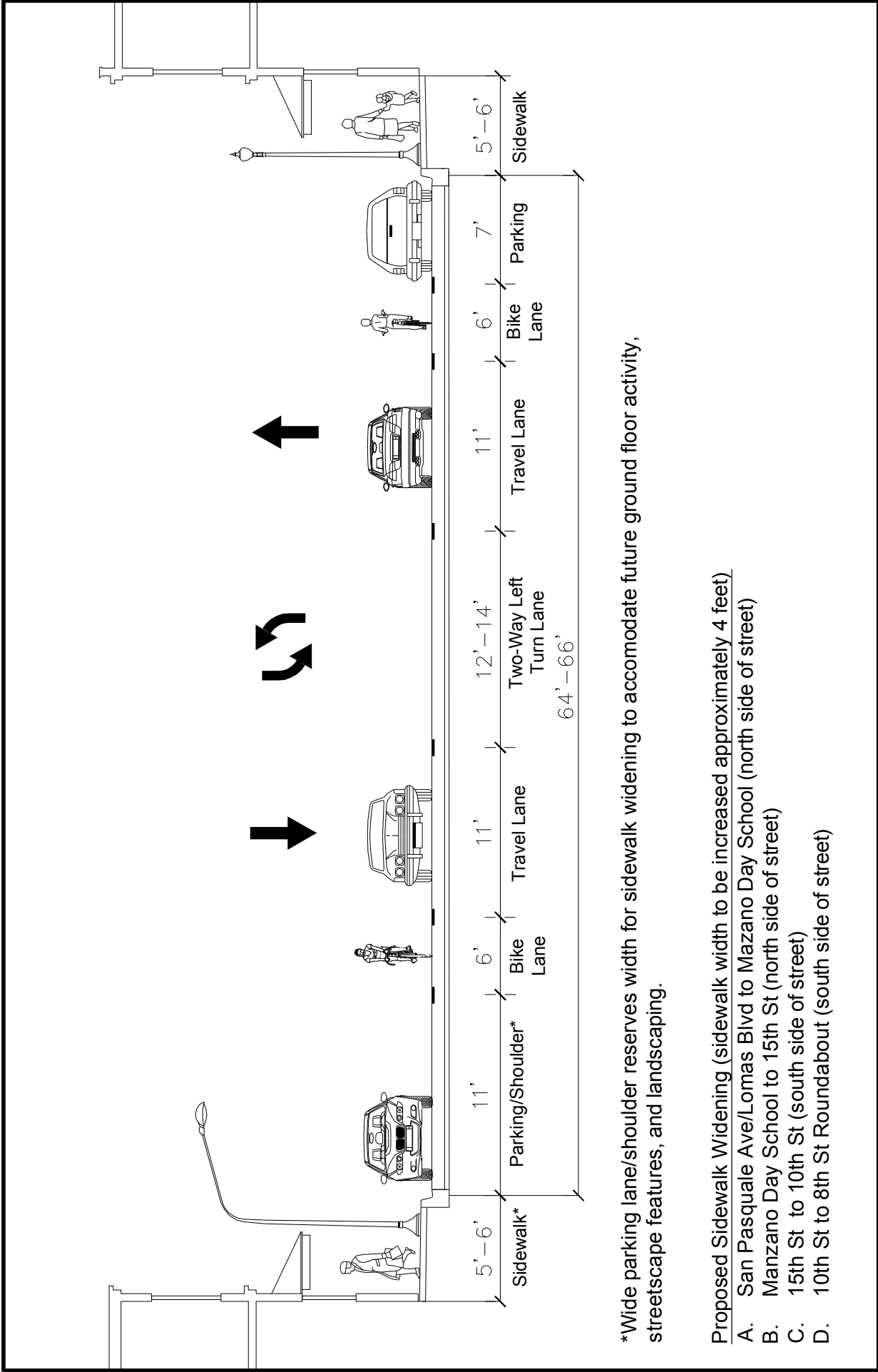


city of albuquerque
 West
**Central Avenue
 Corridor**
 Concept Plan

Table 2: Specific Road Diet Design Elements

Near-Term Improvements (NT); Ultimate Improvements (ULT)

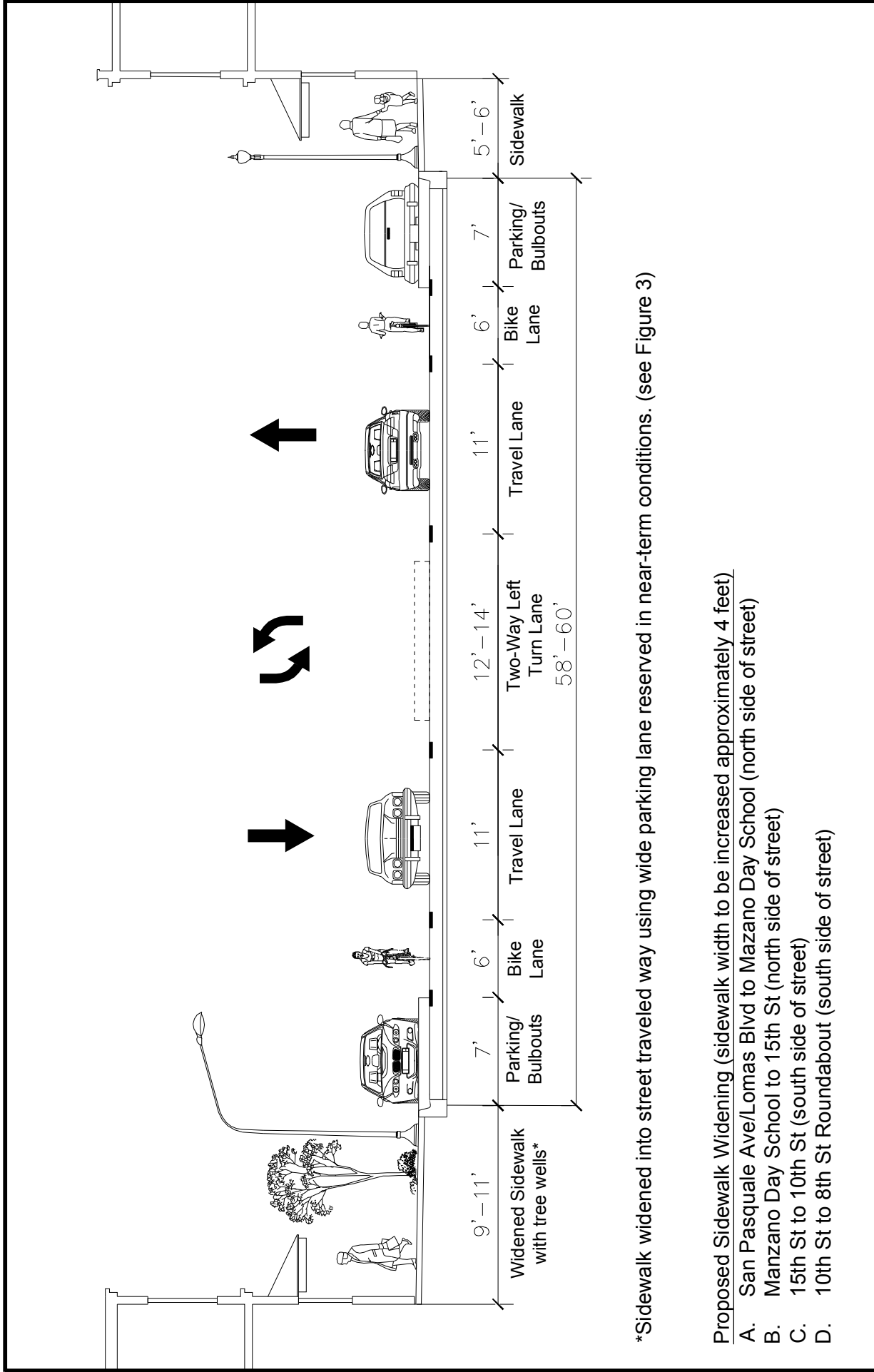
<i>Manzano Day School Pedestrian Crossing</i>	
<ul style="list-style-type: none"> Relocate existing crosswalk with painted pedestrian refuge islands to the west side of the bus turnaround (see Figure 6). (NT) 	<ul style="list-style-type: none"> Add curb extensions at the alternative crosswalk location to shorten crossing distance (see Figure 12). (ULT)
<i>Central Avenue / 15th Street Intersection</i>	
<ul style="list-style-type: none"> Provide new high-visibility pedestrian crosswalk with ladder style striping and a striped pedestrian refuge island (see Figure 7).(NT) 	<ul style="list-style-type: none"> Construct raised pedestrian refuge island with low landscaping at proposed crossing. (ULT) Add bulbouts at proposed crossing to shorten crossing distance (see Figure 13). (ULT)
<i>Central Avenue / 13th Street Intersection</i>	
<ul style="list-style-type: none"> Provide new high-visibility pedestrian crosswalk with ladder style striping and a striped pedestrian refuge island (see Figure 8).(NT) 	<ul style="list-style-type: none"> Construct raised pedestrian refuge island with landscaping at proposed crossing. (ULT) Add bulbouts at proposed crossing to shorten crossing distance (see Figure 14). (ULT)
<i>Central Avenue / 11th Street Intersection</i>	
<ul style="list-style-type: none"> Provide new high-visibility pedestrian crossing with ladder style striping and a striped pedestrian refuge island (see Figure 9).(NT) 	<ul style="list-style-type: none"> Construct raised pedestrian refuge island with landscaping at proposed crossing. (ULT) Add bulbouts at proposed crossing to shorten crossing distance (see Figure 15). (ULT)
<i>Central Avenue / 10th Street Intersection</i>	
<ul style="list-style-type: none"> Relocate stop bar at southeast leg of intersection and add pedestrian crosswalk with ladder style striping. Requires modification of the signal phasing to include protected left turn phasing for eastbound and westbound approaches of Central Avenue (see Figure 16) (ULT) 	<ul style="list-style-type: none"> Add bulbouts with landscaping at north-south crosswalks to shorten crossing distance (see Figure 16). (ULT)
<i>Central Avenue Segment from 10th Street to 8th Street Roundabout</i>	
<ul style="list-style-type: none"> Widen sidewalk by approximately 6 feet and provide tree wells approx. 25 feet on center along south side of Central Avenue. (see Figure 16) (ULT) 	<ul style="list-style-type: none"> Construct raised median with landscaping between 10th Street and the approach to the 8th Street roundabout. Provide median break for access to existing driveways along south side of Central Avenue (see Figure 16). (ULT)



*Wide parking lane/shoulder reserves width for sidewalk widening to accommodate future ground floor activity, streetscape features, and landscaping.

- Proposed Sidewalk Widening (sidewalk width to be increased approximately 4 feet)
- A. San Pasquale Ave/Lomas Blvd to Mazano Day School (north side of street)
 - B. Manzano Day School to 15th St (north side of street)
 - C. 15th St to 10th St (south side of street)
 - D. 10th St to 8th St Roundabout (south side of street)

FIGURE 3
 CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET
 NEAR-TERM TYPICAL STREET CROSS SECTION



*Sidewalk widened into street traveled way using wide parking lane reserved in near-term conditions. (see Figure 3)

Proposed Sidewalk Widening (sidewalk width to be increased approximately 4 feet)

- A. San Pasquale Ave/Lomas Blvd to Mazano Day School (north side of street)
- B. Manzano Day School to 15th St (north side of street)
- C. 15th St to 10th St (south side of street)
- D. 10th St to 8th St Roundabout (south side of street)

FIGURE 4
CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET
ULTIMATE TYPICAL STREET CROSS SECTION