

Central Avenue Streetscape

Urban Design Master Plan

From 8th Street to the top of "Nine Mile Hill"

Agency:

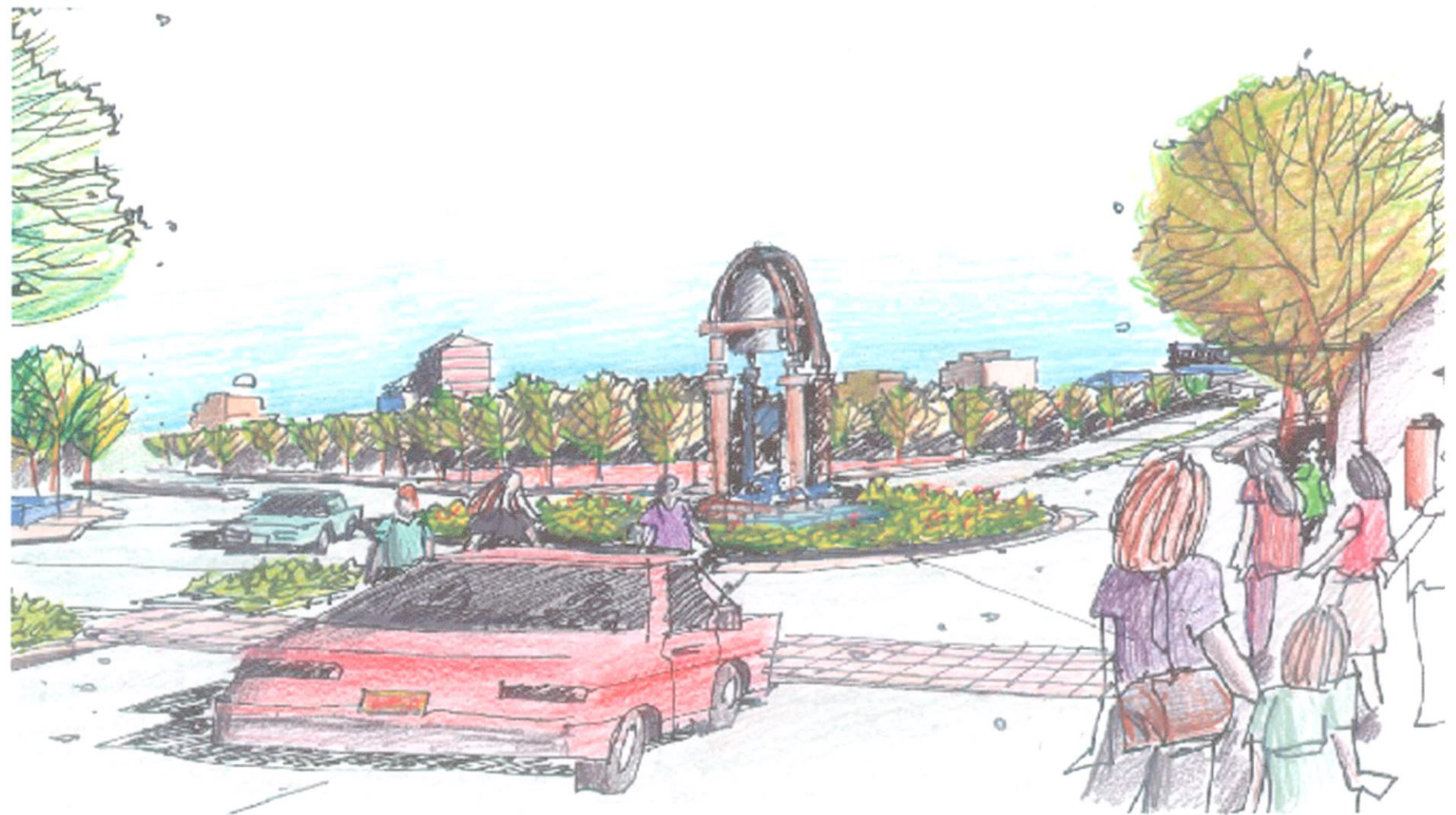
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Planning Department

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March 2001



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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-24 ENACTMENT NO. 21-2002

SPONSORED BY: Eric Griego, by request

RESOLUTION

01225-00474/99280-00066, ADOPTING THE *CENTRAL AVENUE STREETSCAPE MASTER PLAN*, 8TH STREET – WESTERN CITY LIMITS, SPECIFICALLY, IMPROVING THE PUBLIC RIGHT-OF-WAY, PROVIDING GUIDANCE AND RECOMMENDATION FOR CAPITAL IMPLEMENTATION PROGRAM, STREETSCAPE IMPROVEMENTS, INCLUDING: PEDESTRIAN AND BIKE IMPROVEMENTS, AESTHETIC DESIGN, STREET DESIGN, LAND USE, AND ECONOMIC DEVELOPMENT.

WHEREAS, the City Council began appropriating funds in 1995 specified for Central Avenue improvements; and

WHEREAS, the City Council has the authority to adopt such a master plan for planning, design, and construction; and

WHEREAS, the *Central Avenue Streetscape Master Plan* was developed by the Planning Department, with their prime consultant, Sites Southwest, and the sub consultants of Bohannon-Huston, Inc., Dekker/Perich/Sabatini Architects, Moule-Polyzoides, and David Kammer, Historian; and

WHEREAS, the *Central Avenue Streetscape Master Plan* was developed in consultation and advisement with the general public, neighborhood associations, advisory committees, and a Technical Team comprised of city, county, regional, and state government agencies and non-government agencies; and

WHEREAS, on April 11, 2001 the Landmarks and Urban Conservation Commission, in its advisory role on historic preservation and urban conservation matters, recommended approval of the *Central Avenue Streetscape Master Plan* to the City Council; and

WHEREAS, on May 10, 2001, the Environmental Planning Commission, in its advisory role on land use and planning matters, voted to forward the *Central Avenue Streetscape Master Plan* to the City Council with NO RECOMMENDATION; and

WHEREAS, the *Central Avenue Streetscape Master Plan* is a Capital Improvements Master Plan, which contains strategies for aesthetic design, pedestrian and bike improvements, land use, street design, and economic development of Albuquerque's Central Avenue from 8th Street west to the city limits; and

WHEREAS, the proposed *Central Avenue Streetscape Master Plan*, furthers the applicable Goals and policies of the *Albuquerque/Bernalillo County Comprehensive Plan* by proposing a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and choice in housing, transportation, work areas and life styles; and

WHEREAS, the *Central Avenue Streetscape Master Plan* furthers the intent and policies of the *West Side Strategic Plan*, the *Trails and Bikeways Master Plan*, the *Downtown 2010 Plan*, the *Downtown Neighborhood Area Plan*, the *Huning Castle/Raynolds Addition Sector Plan*, the *West Old Town Sector Plan*, the *Rio Grande Boulevard Corridor Plan*, and the *H-1 Zone* by recommending improvements, as suggested in each of the above listed plans, for the whole project area; and

WHEREAS, the *Central Avenue Streetscape Master Plan* meets the requirements of and fulfills the policies of Resolution 270-1980: the proposed change is not in conflict with the *Albuquerque/Bernalillo County Comprehensive Plan*; the applicant has demonstrated that the proposed Master Plan is more advantageous to the community, as articulated in the *Albuquerque/Bernalillo County Comprehensive Plan*; and

WHEREAS, the Landmarks and Urban Conservation Commission found the *Central Avenue Streetscape Master Plan* was in conformance with all applicable plans including the *Albuquerque/Bernalillo County Comprehensive Plan*; and

1 WHEREAS, the Environmental Planning Commission found the *Central*
2 *Avenue Streetscape Master Plan* was in conformance with all applicable plans
3 including the *Albuquerque/Bernalillo County Comprehensive Plan* but had
4 mixed opinions on whether the street section from 8th Street to Lomas
5 Boulevard should be three or four lanes. The cost of storm drainage for a
6 three lane section, the impact of three lanes on adjoining neighborhoods, and
7 the impact on transit service and the traffic flow, and other considerations are
8 weighted against the advantages to pedestrian/bicycling and the commercial
9 character of the street. The Environmental Planning Commission found that
10 adequate funds for the ultimate build-out of the *Central Avenue Streetscape*
11 *Master Plan* have not been identified; therefore,

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

14 Section 1. CENTRAL AVENUE STREETSCAPE ADOPTED. The zone maps
15 adopted by Section 14-16-1-1 et. seq. ROA 1994 are hereby amended
16 establishing the *Central Avenue Streetscape Master Plan* area, from 8th Street
17 to the western City Limits, as shown in the Master Plan document.

18 Section 2. FRAMEWORK FOR PUBLIC INVESTMENT.

19 (A) The Central Avenue Streetscape Master Plan provides a framework
20 for the continued public investment of the right-of-way development,
21 addressing the economic revitalization of Central Avenue. That the western
22 boundary for the Central Avenue Streetscape project shall be the city limits.

23 Section 3. SPECIFIC PROVISIONS ACCEPTED.

24 (A) Before construction begins on the 8th Street to Lomas Section, a test
25 of the two lane, with center turn lane option be analyzed for performance and
26 functionality for a period of one year. This temporary improvement shall be
27 executed with lane striping, bollards, or other traffic control device that will
28 indicate clearly the driving lanes and bike lanes to the drivers, bicyclists, and
29 pedestrians. Testing shall commence by November 1, 2002.

30 (B) The proposed roundabout at the intersection of Central
31 Avenue/Lomas Boulevard/San Pasquale Avenue shall be further analyzed and
32 designed before construction to safely accommodate automobiles, transit

1 vehicles, cyclists and pedestrians, and to ensure that it does not adversely
2 impact the properties and land uses adjacent to the intersection.

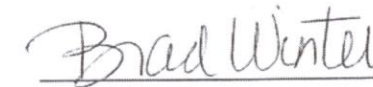
3 Section 4. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
4 clause, word or phrase of this resolution is for any reason held to be invalid or
5 unenforceable by any court of competent jurisdiction, such decision shall not
6 affect the validity of the remaining provisions of this resolution. The Council
7 hereby declares that it would have passed this resolution and each section,
8 paragraph, sentence, clause, word or phrase thereof irrespective of any
9 provisions being declared unconstitutional or otherwise invalid.

10 Section 5. EFFECTIVE DATE AND PUBLICATION. This resolution shall
11 become effective five or more days after publication in full.
12

1 PASSED AND ADOPTED THIS 1st DAY OF APRIL, 2002
2 BY A VOTE OF: 7 FOR 0 AGAINST.

3
4 Yes: 7

5 Excused: Payne, Winter
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12 Brad Winter, President

13 City Council
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17 APPROVED THIS 10th DAY OF April, 2002

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19 Bill No. R-02-24
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22 
23 Martin Chávez, Mayor

24 City of Albuquerque
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26 ATTEST:

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28 City Clerk
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32

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1. introduction

The Central Avenue Streetscape Urban Design Master Plan is part of a revitalization strategy that encompasses the entire length of old Route 66 through the City of Albuquerque. This long-term project envisions Central Avenue as a new center of civic life and commerce, building on the successes of redeveloped districts such as Nob Hill and Downtown. This project, the Central Avenue Streetscape from 8th Street to the western city limits, provides direction to this design team and other future teams so that street redesigns maintain a consistent vision. This plan includes an overview of the areas and separate but related analyses and plans for three aspects of the area - urban design and design criteria, economic activity, and transportation. The Master Plan also covers funding, implementation, and management strategies.

1.1 vision statement

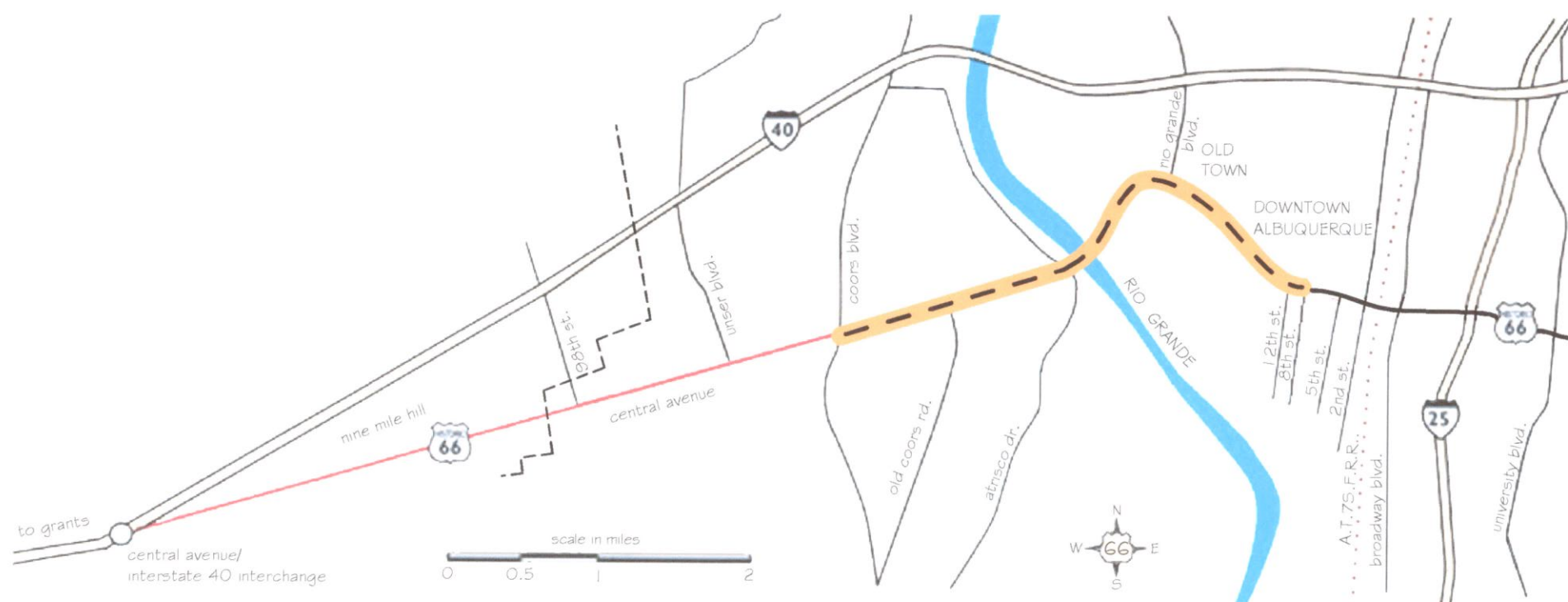
More than twenty people from various walks of life and disciplines met together in late August 1998 to forge a vision for the Central Avenue Streetscape project. The meeting matched City of Albuquerque staff and consultants with members of affected neighborhoods and the business community in imagining what a future Central Avenue would be. The results of that meeting have been consolidated into the following vision statement for the street.

First and foremost, Central Avenue should be a model of diversity. The people and uses along the street truly need to represent the "Cultural Corridor" of the city. The street, along with its neighborhoods, must represent the heritage of the area. Historic preservation and promotion will be key elements of design themes. The Atrisco Land Grant, Old Town, Route 66, and the Indian trading posts of the past are a few of the important historical aspects associated with the corridor. Design must provide a

consistent scale and aesthetic quality while representing the individuality and history of each district. Gateways, starting from the west, are envisioned to orient traffic toward the city from the interstate, using transitional gateways to define each district. Art and environmental quality must be promoted throughout the project. Central Avenue ultimately represents a unified statement which celebrates neighborhood diversity via common themes and elements.

Social interaction and community ownership of the project are invaluable keys to a successful project. Central Avenue must be a place where residents and business owners alike can have a sense of ownership and pride. Any redevelopment along Central Avenue should consider neighborhoods and their activities comprehensively. Central Avenue should be designed for use beyond daylight hours, where appropriate. It should facilitate safety and services for all neighborhoods as well as for visitors. Central Avenue must serve neighborhoods with centers of commerce and civic activity. Mixed uses of housing, office and retail development will stimulate the public use of the street. Zoning changes and infrastructure improvements must be implemented to provide fairness, stability and promote economic development for merchants along the entire length of the corridor. In essence, the corridor must be an effective economic and infrastructure system to promote and manage future development.

Finally, Central Avenue should serve as a link along and across itself. The intersection of Central Avenue with the Rio Grande must be highlighted as the significant feature and link that it is. The new Central Avenue should facilitate use by pedestrians, bicyclists, cruisers, shoppers, and commuters. Links to and across the river as well as links to other open space or parks along the entire corridor must be developed to promote alternative transportation uses and a vibrant street life.



1.2 overall project purpose and approach

Because of its length, streetscape improvements on Central Avenue from 8th Street to the west City limits will be built over many years. This project is intended to provide the City of Albuquerque with a blueprint to guide the redevelopment of the street over time. The Central Avenue Streetscape Urban Design Master Plan is a physical design master plan for the area within the Central Avenue public right-of-way and includes recommendations for redevelopment projects that would also be the City's responsibility. The Master Plan provides guidance for City capital improvements expenditures within the City limits. The Master Plan is adopted by the City Council to ensure that all future roadway and streetscape projects are consistent with an overall vision for Central.

The design objective of this plan is to create an attractive corridor that provides for multiple transportation modes. This is not simply a master plan for the roadway; pedestrians, bikes and transit are equally important to automobiles. In activity nodes and near downtown the master plan emphasizes improvements that make the street more attractive and comfortable for pedestrians.

Costs are always a factor to be considered in the design of roadway corridors. The amenities desired by residents and businesses and the improvements that will make this corridor truly special may increase the cost of Central Avenue improvements above the cost of a basic roadway. The stakeholders in the neighborhoods along Central have made it clear that the benefits of these improvements justify the costs.

The master plan is conceptual, and the actual improvements to be funded and built will be determined at final design. Acquisition of private properties for enhancements will occur if the properties are needed to accomplish the final design and as funding is available.

The planning process for this redevelopment, following a scoping effort, began with site investigations to allow the team to gain a full understanding of the issues and opportunities. This phase of planning was augmented with a public process which included focus group and other meetings with neighborhood and community leaders followed by a series of urban design charrettes. Concurrently the team analyzed economic and business opportunities within the corridor by conducting an exhaustive inventory of commerce, as well as a business survey. The Urban Design Plan generated at the charrette was then studied in detail from a transportation standpoint to develop the final streetscape design. The last step in this ambitious plan is the city approval process. The goals of the design are to:

- ◆ Provide travel mode choices
- ◆ Support regional multi-modal travel
- ◆ Support the economic vitality of the region
- ◆ Create pedestrian and bicycle accessibility
- ◆ Support public social contact
- ◆ Provide orientation and identity to the region

1. introduction

- ◆ Provide a safe environment
- ◆ Provide for physical comfort
- ◆ Provide spatial definition by orienting buildings to street
- ◆ Provide high quality construction and design
- ◆ Maintain quality of the environment
- ◆ Provide an aesthetic focus for the street

Completion of the entire streetscape will take many years. Funding that has been identified for the project to date will only build a small segment of the entire project. The Master Plan contains implementation strategies that identify specific districts or zones that can be built as funds are appropriated to Central Avenue. The design and implementation portion of the Central Avenue Streetscape will need to be coordinated with other improvement projects that are planned by public and private sectors such as private developers, City Capital Implementation Program, Public Works Department, Parks and Recreation or other city divisions.

It is anticipated that in the future, the City could expand to the west. The design guidance and funding priorities for Central Avenue will apply as properties are annexed into the City.

1.3 subarea definition

From the beginning, it became obvious to the planning team that this reach of Central Avenue was made up of very distinct subareas or neighborhoods, each with its own set of issues. Each district is characterized by a very different set of conditions and attitudes, each has existing neighborhood centers. Therefore, throughout the planning process each area was studied separately but still considered as a whole. The distinct subareas include the following:

- ◆ *West Downtown Park District* – the portion of the corridor from 8th Street to the Lomas/Central intersection
- ◆ *Old Town/Bosque District* – the reach of the project surrounding Old Town from the Lomas intersection across the Rio Grande to Atrisco Drive.
- ◆ *Southwest Vista District* – the project reach from Atrisco Drive to the Coors Boulevard intersection.
- ◆ *Route 66 Mesa District* – the portion of the project from Coors Boulevard to the western city limits.

Planning, and potentially design and construction, of this project will be handled in phases as funding becomes available. The connection between the communities east of the Rio Grande with those west of the river will strengthen as the project is built out.

1.4 plan organization

The Urban Design Master Plan for the Central Avenue Streetscape, west of downtown, is organized into six chapters: Chapter 1, Introduction; Chapter 2, Area Overview; Chapter 3, The Urban Design Master Plan; Chapter 4, The Transportation Plan; Chapter 5, The Economic Development Plan; and finally Chapter 6, The Implementation Plan. The focus of the document is Chapter 3, the Urban Design Master Plan, which presents the concepts and criteria that will become the Streetscape after construction plans are developed. Other chapters furnish background information and data that helps substantiate the urban design.

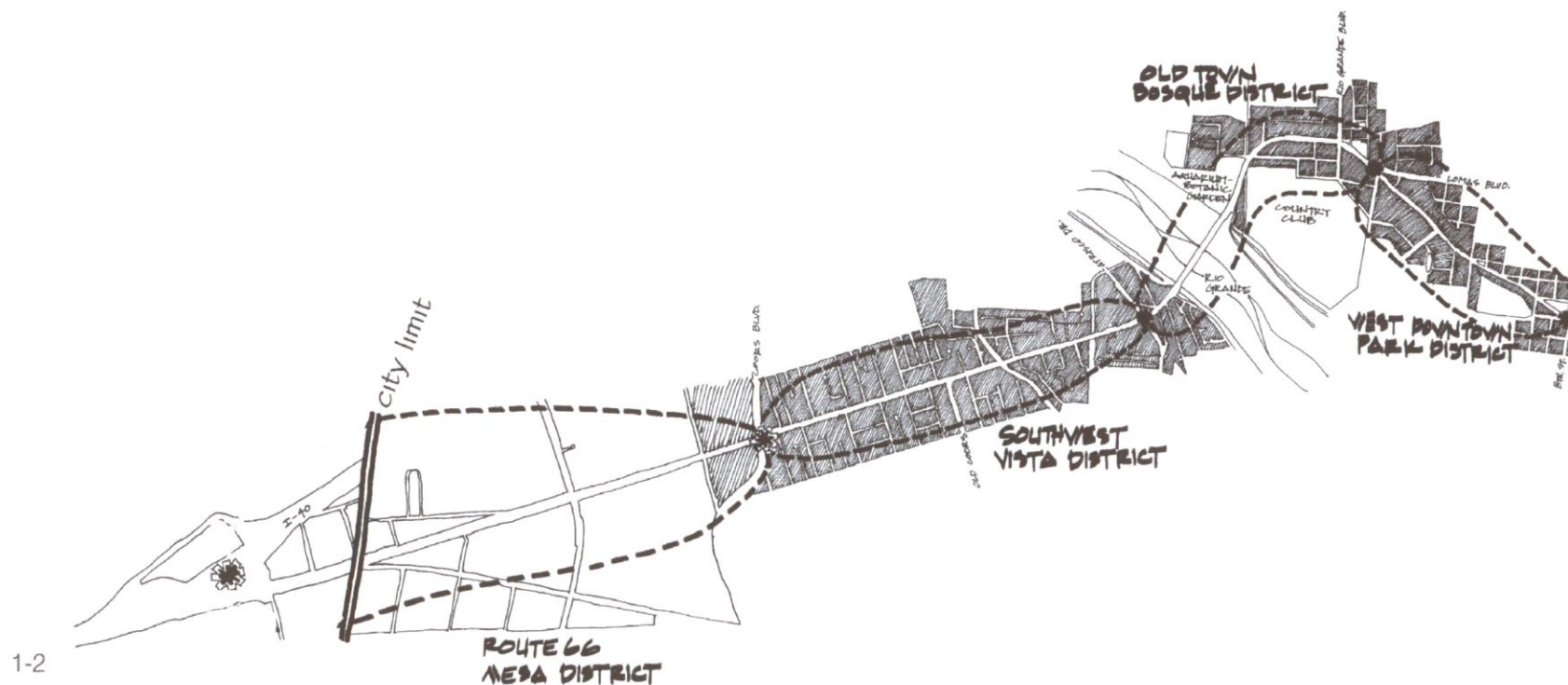
The Introduction includes information about our vision for the project, our approach from a planning perspective, and the definition of the subareas or districts that the corridor was divided into. The project vision was developed through an intense one-day workshop which included members of the consultant team, staff, the technical team, and neighborhood and business participants. Chapter 2, the Area Overview, includes a brief history of the corridor, a synopsis of each plan that might affect the streetscape, and issues that were uncovered at a series of focus groups which were conducted for the project. Last, there is a section on the purpose of the plan and process of approval as well as an analysis of extant issues and opportunities.

Chapter 3, the Urban Design Master Plan, has been developed as a stand-alone document intended to capture and integrate the big ideas or concepts from all of the components of the project and present them to the reader. There are three subsections: the Master Plan, the Design Criteria, and a Plant List. The Master Plan provides a district-by-district description of proposed improvements and concepts illustrated by plans, details, sections, and any options that should be considered. The Design Criteria are provided as a guideline for each district with illustrations to help complete the picture. The plant list is provided to act as the basic menu for the landscape.

Chapter 4, the Transportation Plan, summarizes the results of a transportation analysis for the entire corridor. This chapter presents a summary of existing roadway and intersection conditions in each district and recommends ways to correct deficiencies. Options are presented and discussed for roadway modifications from downtown to Lomas Boulevard. Roadway modifications for the remainder of the corridor are described. Intersection options, an evaluation of each option, and the preferred option are described for the Lomas/San Pasquale/Central intersection. Recommendations for improvements to the Central Avenue bridge over the Rio Grande are also presented.

Chapter 5, the Economic Development Plan, describes the business climate along the corridor. The intent of this chapter is to determine what actions by the City, private landowners or businesses, and other public or private entities would help realize the broad goals of the City to improve the corridor. This chapter describes the purpose and methodology of the economic analysis, issues identified through field surveys and public meetings, and the demographic character and commercial climate of the trade area. For each district, the plan includes analyses of existing land use, potential development or redevelopment sites, and business mix. Specific recommendations and action steps are proposed for each district.

The last chapter in the document, Chapter 6, The Implementation Plan, is intended to describe assumptions that could be used to grade or prioritize phasing strategies, implementation strategies, cost projections, and policies for construction and management of the projects.



2. area overview

This chapter recounts the history of Central Avenue, summarizes pertinent plans and reports, and describes the process used to develop the master plan. It also notes the neighborhood issues identified by focus groups.

2.1 area history

The history of Central Avenue is inextricably tied to that of America's best known highway—Route 66—of which it formed a small but crucial link. From its designation in 1926 to the beginning of its decline after 1956, the highway

came to represent the collective tourist experience, a "symbol of individual mobility and auto adventure on the open road." (Kammer 1992). The rise and fall of its fortunes left west Central in its current condition. Route 66 originated in dirt and gravel wagon roads that paralleled the railroads and linked railroad settlements. In Albuquerque, it began as a dirt

road connecting the old Spanish villa founded in 1706 with the new town created by the railroad in 1880. Route 66 eventually united a series of discrete roadways in eight different states from Los Angeles to Chicago by a two to four-lane paved highway.

In the pioneer period from 1926 to 1933, Americans took to the highway in increasing numbers and began traveling west by car. Various businesses originating in the railroad and wagon era altered their forms to meet the new motorist demands.

Hotels, restaurants, livery stables and trading posts located in towns to serve railroad patrons became inconvenient or expensive for many motorists. Newly created public and private roadside campgrounds offered another option. Curbside gas pumps and modest

gas "houses" emerged to service cars. Food stands and cafes along the highway offered tourists an alternative to preparing their own meals in campgrounds or dining in downtown cafes or hotels.



During this time period, entrepreneurs also recognized the potential the highway created for trade in southwestern artifacts. Curio shops or trading posts,

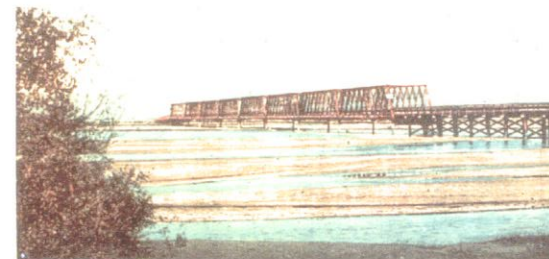
some offering other tourist services, began to dot the Route 66 roadside. By offering crafts to motorists, traders could earn a quick cash return for goods they traded to the Native Americans for their blankets, rugs, jewelry and pottery.



Route 66 initially passed through Albuquerque on a north-south axis along

the AT&SF Railroad on its way from the Laguna Pueblo and Los Lunas to Santa Rosa through Santa Fe and Las Vegas. Consequently, most of the early campgrounds, tourist cabins, cafes and garages surfaced along Fourth Street.

During the Depression years from 1933 to 1941, Route 66 became a lifeline for towns situated along the road. Businesses served a migrant stream fleeing the dust storms of the plains as well as those who kept their jobs and continued to take vacations. Massive public spending on roads to provide displaced workers with jobs resulted in a proliferation of businesses to serve them. Former Albuquerque mayor Clyde Tingley drew on his friendship with President Roosevelt to secure many New Deal projects.



In this period, campgrounds began providing freestanding cabins with a bed, stove and garage, which gradually evolved into attached L- or U-shaped tourist or motor courts. A few sold gas and groceries as well. Those in urban areas tended to directly face the street to save the costs of frontage property. Western construction was of frame and stucco, and later concrete block, many reinforcing a southwestern vernacular style. Some offered small patio gardens with grass, trees and a swing or slide for children, helping to create a fleeting sense of community. Common to all were neon signs designed to attract patrons cruising by at 35 miles an hour.

Curios and trading posts also adopted a regional style designed to inform tourists of their link with the southwest and Indian cultures. Urban curios were less diversified, often relying exclusively on the sale and creation of crafts. Two in Albuquerque included a manufacturing area to the rear of showrooms where Native Americans worked with silver, turquoise and petrified wood. By contrast, gasoline companies in the 1930s sought to win customers based on a standard design that motorists would associate with a specific product. They began developing streamlined, functional structures in response both

to Depression-era limitations and the scientific era of highway improvements.

Trucking also emerged as an important transportation mode which by the late 1930s could offer overnight services to anywhere within New Mexico.

The year 1937 marked a turning point in Central Avenue's history: Route 66 was straightened, realigned, and paved to trim the mileage from 506 to 399 miles across N.M., and pass through Albuquerque on an east-west axis. The new alignment sparked development in the East Mesa. It also created the first direct link from Route 66 to the Rio Grande Bridge built in 1931. The El Vado Court opened in 1936 with other businesses soon forming the nucleus of a west Central commercial strip.

During the World War II interval from 1942-45, Route 66 languished. Trucks hauling war materials, neglect of repairs, and quick but poor original road construction combined to cause deterioration. Roadside businesses survived by serving military personnel and their families.

The highway sprang back to life after the war, however, in what is considered its Golden Age, 1946-56. Travel guides of the era enthusiastically described how Route 66 brought the motorist into the true west, traveling across cattle ranges, mountains, volcanic lava flows, and Indian Reservations. Bobby Troupe wrote his famous song, "Get Your Kicks on Route 66", on a cross-country trip in 1946, finding adventure in moving across the landscape, and eating and

sleeping at cafes and courts that called out with flashy neon.



Two lanes were becoming inadequate and even dangerous to serve the increasing stream of motorists. Several projects to improve the highway began in 1949. Long stretches leading into and through major towns were widened to four lanes with gutters and curbs. Both edges of Albuquerque were widened to four lanes, the portion traveling up Nine Mile Hill and the portion through Tijeras Canyon. At the same time, a second span was added to the Rio Grande Bridge. By the 1950s,

2. area overview

average daily traffic on Central Avenue rose to 24,000 vehicles as it struggled to serve as both a business street and a cross-town route. Urban commercial strips became longer— Albuquerque’s extended over ten miles.

The success of the highway eventually led to its demise. Increasing congestion on the road made it clear that further improvements would mandate separating the road from its commercial roadside through a divided, limited-access road that would by-pass towns and cities. The Interstate Highway Act that became law in 1956 provided the user taxes to underwrite most of the construction of a new highway system. Clusters of investor-owned, tourist-related businesses located at exit and entrance ramps replaced the old roadside commerce. Route 66 began to decline as the new highway system was built and was finally decertified in 1985.

Today, Central Avenue from 8th Street to the city limits and beyond faces a challenging competitive environment. Businesses along much of the corridor struggle to survive as consumers increasingly gravitate to shopping centers, big box retailers and discount superstores. Moreover, rapid population growth beyond Coors Boulevard is pulling Central Avenue commercial activity away from older commercial centers. Some parts of Central Avenue will gain new vitality from these trends. The challenge for the rest of Central Avenue will be to find a new identity and function within a changing urban pattern.

Several recent actions will aid in that process. The New Mexico Legislature in 1994 designated Historic Route 66 a State Scenic Byway, making related projects eligible for State and Federal Scenic Byway funding. The City of Albuquerque followed suit in 1999 by designating the road an historic roadway of the City of Albuquerque. In the same year, the U.S. Congress passed a bill to designate remaining roadway portions of Historic Route 66 in the eight states it traverses as a National Scenic Byway. The bill authorized up to \$1 million a year for ten years to be shared by the eight states which include New Mexico. The funds provide matching grants for projects intended to preserve, interpret, and manage the Historic Route 66 corridor.

significant dates in the history of central avenue

1926	Fourth Street in Albuquerque becomes part of Route 66 when the official route from Chicago to Los Angeles is designated.
1931	Rio Grande Bridge is built, connecting Central east and west through Albuquerque.
1936	The El Vado Court opens for business.
1937	Route 66 is straightened and realigned to pass through Albuquerque on an east-west axis, sparking commercial development along Central Ave. It becomes the state’s first completely oil-surfaced road.
1950s	The segment of Central Avenue traveling up Nine Mile Hill is widened to four lanes.
1951	A second span is added to the Rio Grande Bridge.
1955	At the peak, 98 tourist courts flank Route 66 in Albuquerque.
1956	The Interstate Highway Act becomes law.
1985	Route 66 is decertified.
1994	Route 66 is designated a state scenic byway.
1996	Downtown Central Avenue Streetscape completed.
1999	Route 66 is designated National Scenic Byway and historic city roadway.

2.2 policy context

The Sites Southwest team reviewed a number of plans and policies adopted by the City of Albuquerque and Bernalillo County that bear on the development of the Central Avenue Streetscape Urban Design Master Plan. The most pertinent are summarized below.

albuquerque/bernalillo county comprehensive plan, 1988

This plan established broad policy for the future development of the urban area. The portion of Central Avenue from 8th Street to the western city limits runs through three subareas designated in the plan: central, established and developing urban. It contains the following policies:

- ◆ **Land Use:** Create a quality urban environment in the established and developing urban areas that perpetuates the tradition of identifiable, individual but integrated communities and offers a variety of housing, transportation, work areas and life styles within a visually pleasing built environment. Promote the central urban areas as a focus for the arts, cultural and public facilities and activities while enhancing residential neighborhoods.
- ◆ **Historic Resources:** Protect, reuse or enhance significant historic buildings and districts.
- ◆ **Landscape:** Maintain and improve the quality of the natural and developed landscape through respecting features unique to Albuquerque, designing facilities to realize opportunities for beautification, and encouraging landscaping within the public and private right-of-ways.
- ◆ **Transportation:** Provide a balanced circulation system through efficient placement of employment and services and encouragement of bicycling, walking and use of transit while providing sufficient roadway capacity. Promote and integrate pedestrian opportunities including parallel paths and safe crossings into development to create safe and pleasant conditions. Construct an area-wide recreational and commuter bicycle and trail network that emphasizes connections among activity centers.
- ◆ **Economic Development:** Achieve steady and diversified economic development, particularly tourism, balanced with other important social, cultural and environmental goals.
- ◆ **Public Safety:** Develop a safe and secure community in cooperation with the public and other government agencies.

area plans

West Side Strategic Plan

Central Avenue is a “very special part of the West Side which must be treasured and enhanced,” states this area plan. It

observes that the streetscape needs such improvements as better lighting, new sidewalks, street trees, and curb/ drainage. The traffic patterns need defined median cuts and turn lanes, better signage, improved signalization, and better access. It also calls for an aggressive revitalization program, social improvements, and land use and zoning changes. Adopted policies include

- ◆ Amending the zoning to allow jewelry manufacturing along West Central again
- ◆ Committing to making necessary streetscape and roadway travel improvements
- ◆ Creating a task force to study methods of solving social problems on the street
- ◆ Supporting a full range of higher density, mixed land uses along both sides of the corridor
- ◆ Encouraging West Central merchants and property owners to organize themselves to strengthen existing businesses, attract new ones, redevelop existing buildings and properties, and market the corridor as a regional shopping and service destination.
- ◆ Protecting views to the east from the bluffs above the river in the residential area north of West Central. Allowing no buildings taller than two stories along the river’s edge.

sector plans

The City of Albuquerque approved a series of Sector Development Plans since the late 1970s that covers this portion of Central Avenue.

Downtown Neighborhood Sector Plan, 1976

This plan covers an area roughly bounded by Mountain Road on the north, Central on the south, 19th Street on the west and 6th Street on the east. Its goal was to rehabilitate and redevelop one of Albuquerque’s oldest residential areas while preserving and reusing selected buildings and areas that gave the city its individuality and cultural richness. It rezoned the area SU-2 Special Neighborhood Zone, Redeveloping Area, to maintain the historical single family development pattern while allowing for high-density residential uses along the eastern boundary. It called for a set of pedestrian and transit improvements to connect downtown with Old Town, installing bicycle routes and creating a small neighborhood park.

Old Town Sector Development Plan, 1977

Excluding Old Town Plaza itself, this plan embraced another of the oldest residential areas in the city just west of Rio Grande Boulevard. It recommended no zoning changes, but called for traffic improvements at the intersection of Central Avenue and Rio Grande Boulevard to relieve the volume of vehicles on eastbound Central Avenue turning left onto northbound

2. area overview

Rio Grande and on southbound Rio Grande Boulevard turning left onto eastbound Central Avenue. It also called for a signal at the intersection of New York Avenue at Central, as well as Central Avenue access to San Gabriel Park.

Huning Castle and Raynolds Addition, 1981

This plan covered the Albuquerque Country Club and adjacent areas south of Central Avenue, and west of the river to 8th Street. Among its objectives were to encourage mixed-use, neighborhood-oriented development and to implement an economic development strategy for commercial areas along Central Avenue. It changed zoning in the Raynolds Addition to SU-2, Special Neighborhood Zone, to maintain the existing scale of the neighborhood and front yard landscaping. It rezoned Central Avenue property adjacent to the Huning Castle subdivision from C-2 to SU-2 for low density apartments or limited commercial development that would have less impact on the neighborhood. It also called for trying a traffic plan that would slow traffic on local streets and divert it to a more streamlined Central Avenue and other arterials.

West Route 66 Sector Development Plan, 1988

This plan specified infrastructure requirements, new zoning, a design overlay zone and a transportation plan for the 6.63 miles of Central Avenue from the Rio Grande west to the I-40 interchange. Its goals were to enhance the negative community image of Central Avenue west and to instill community confidence in the area as a developable segment of the city. A major objective was to create a strong, positive visual impression along the street. Research indicated that current zoning established a mix of land uses that failed to make Central attractive for development. Important changes included:

- ◆ Segment one (Rio Grande to North Coors Boulevard): Rezoned much of the C-3 areas to C-2 to stabilize types of uses and better serve the goal of creating a business area along Central to serve adjacent neighborhoods.
- ◆ Segment two (North Coors Boulevard to 106th Street): Generally downzoned the industrial areas to eliminate unsightly uses such as wrecker yards and to allow more compatible uses such as a mix of office and limited commercial. More SU-1 zoning was designed to insure site design addressed all surrounding land uses and to encourage development of large parcels.
- ◆ Entire length: Recommended a six-lane divided roadway from the river to Unser Boulevard and a four-lane divided roadway west of Unser to the I-40 interchange with potential for later expansion. Ultimate design would be for an urban section with curb, gutter and sidewalk.

Tower/Unser Sector Development Plan, 1989

This plan was initiated to address a relatively undeveloped area at the edge of the city where multiple land ownership and split city/county jurisdiction inhibited cohesive and orderly develop-

ment. It proposed annexation and replatting of the land, initial development of larger parcels under one ownership and a mixture of land uses at the neighborhood scale with only limited high-density residential development.

other studies and reports

Transportation Evaluation Study (TES), July 1987

This exhaustive study was designed to develop a strategic action plan to guide Albuquerque in developing an efficient transit system and supporting pedestrian-oriented and environmentally sound land use and transportation development and decision making. It recommended concentrating activity in regional centers and along corridors linking the centers to support both a compact urban form and the transportation alternatives. It also promoted development of high capacity corridors along the most heavily traveled roadways as well as overall transit, bikeway and pedestrian improvements. A subsequent joint resolution adopted by the city and Bernalillo County called for encouraging increased densities and mixed uses in centers and corridors and restructuring the capital improvements program to support this. It directed the city to plan for long-term development of high capacity corridors, giving the highest priority to those such as Central Avenue and Coors Boulevard.

Albuquerque Biological Park, Master Plan, March 1991

This document compiled the master planning efforts that created the Albuquerque Biological Park Master Plan, which comprises the Tingley Aquatic Park, the Albuquerque Aquarium, and the Rio Grande Botanic Garden. It described the project background, existing conditions, and opportunities and constraints, and presented the master plan concepts and policies.

Trails and Bikeways Facility Plan, July 1993

This document identifies trails and bikeways in the urban area. Central Avenue is a designated bike route from Old Coors West, and is a trail study corridor.

Central Avenue Design Overlay Zone, Eighth Street thru Rio Grande River, draft.

This City of Albuquerque report proposes design requirements and guidelines for Central Avenue from Eighth Street to the river. It seeks to define an image and character for Central by establishing guidelines that address five aspects of development: community image, signs, architecture, site design, and landscaping. Recommendations that apply to the public right-of way were incorporated into the West Central streetscape design project.

Planned Growth Strategy Findings Report, draft, January 1999.

An outgrowth of the TES, this report examined the costs and benefits of three potential growth scenarios for Albuquerque: the

current trend, a “balanced” scenario that would create more compact growth by concentrating infill along key corridors and the even more compact “downtown” scenario that would stress higher densities in corridors and centers such as downtown, the University of New Mexico and Uptown.

How to Create Village and Community Centers , draft February 1999.

This draft document proposes design standards and guidelines for village and community centers aimed at creating high quality, sustainable, pedestrian environments that are also economically viable. It recommends removing the Central Avenue community center from its purview and relying instead on recommendations of the West Central Streetscape Master Plan.

Center and Corridors Study, draft

The City of Albuquerque is in the process of defining centers and corridors within the City, which will serve as magnets for focusing development to foster transit, walking, and compact, mixed use neighborhoods. The centers and corridors framework will provide a strategic basis for targeting public infrastructure investment, streetscape, transit and pedestrian improvements as well as incentives for private development to create a more efficient and sustainable urban form. The current plan targets Central Avenue as a major transit corridor. Major corridors offer the most frequent bus service and possibly dedicated lanes and aim to promote higher densities and employment consistent with walking and transit use.

The High Capacity Transportation System Project

The project is developing a high capacity transit plan, with an emphasis on light rail, for the next 25 to 30 years for the Albuquerque area. Consultants are analyzing potential corridors and will select a locally preferred alternative for the first segment to be built.

2. area overview

2.3 plan purpose and process

Central Avenue fulfills many roles: neighborhood traffic access/collector, major arterial for downtown traffic, and river crossing and collector for storm drainage to name a few. This project was designed to provide the City of Albuquerque with a blueprint for the redevelopment of Central Avenue from downtown west to the city limits, based on analyses of both the physical and the economic conditions.

Objectives of the Central Avenue improvements within the public right-of-way are as follows:

- ◆ To create a safe and comfortable environment for pedestrians along this high traffic volume street.
- ◆ To improve the appearance of Central Avenue throughout the area.
- ◆ To improve the safety of Central Avenue through better traffic signals, signs, and facilities.

The recommendations of the Central Avenue Streetscape Urban Design Master Plan will meet these objectives in two ways. First, the conceptual streetscape design and associated design criteria will provide the design component. Second, the transportation strategies will improve the environment along the street for people.

The consultants used a variety of methods to gather information pertinent to the design of the streetscape. These are summarized below in chronological order.

digital mapping/geographic information system

Color aerial photography and mapping for the Central Avenue streetscape project were provided by Bohannon Huston. With parameters controlled by computer, aerial photographs documented the corridor from 8th Street to Coors Boulevard. Planimetric maps were then created to provide base information for the urban design work. Maps for the portion of the project east of the Rio Grande include detailed information on elevation. Information on elevation will be added to maps west of the Rio Grande prior to construction design.

field inventory

In mid-June 1998, a meeting and field visit kicked off the initial step in developing an understanding of the street and people with a vested interest in its success. Planners, designers, business owners, and residents along Central Avenue met at Garcia's Restaurant to introduce and discuss the project scope. Subsequently, the group split into teams that walked the street and documented both its positive and negative elements. Local business owners or residents guided the design team members. Notes were recorded by hand on maps. During subsequent field visits more inventory information was collected.

plan and document review

- 1) **Policies and Plans**—The team conducted an extensive review of existing plans, documents, and as-built drawings prior to starting the Central Avenue streetscape design process. Additional materials were collected and used during the course of the planning and design process.
- 2) **Technical Documents**—Concurrently, the team conducted an exhaustive study of more technical documents to glean the most up-to-date information about Central Avenue west of downtown. These included land use, zoning, and water and sewer plans. Maps from the Albuquerque Geographic Information System (AGIS) were also used in the economic analysis section, and documents from utility companies were gathered. Finally, a search of current city projects and construction plans identified city roadway projects affecting this area, planned utility improvement projects above and below ground, and other construction activity.

public involvement process

- 1) **Focus Groups**—Two focus group discussions were conducted at the Albuquerque Biological Park on July 15, 1998. The groups were made up of invited representatives from neighborhood and business associations with ties to Central Avenue from 8th Street to Paseo del Volcan. The meeting was led by a team from Sites Southwest consisting of George Radnovich, Patrick Gay, and Andrew Sussman with assistance from Peg Aguilar, Michelle Rosenberger, and Christine Pope. Participating from the City of Albuquerque were planning staff Richard Sertich, Diego Jordan, and Randy Romero. Participants voiced their likes and dislikes and spoke of economic concerns, community desires, and the physical conditions along the corridor and within its neighborhoods. Their observations and suggestions underpin the analyses and recommendations in this plan and are summarized below.

- 2) **Workshops and Charettes**—A visioning workshop on August 27, 1998, initiated the urban design phase of the streetscape plan. The meeting immersed city staff, consultants, neighborhood residents, and business associations in a brainstorming session. Participants explored these questions: What will the guiding concepts be? How should the improvements take shape? What will it all look like? The visioning team worked to answer these and other questions as a precursor to the urban design charettes.

On October 8, 9, and 10, City Planning, Sites Southwest, and the Central Avenue Streetscape Design team held the first of a two-part urban design charrette (design workshop) at the Route 66 Mercado. This charrette gathered together a diverse group of planners, landscape architects, engineers, architects and interested individuals to establish broad conceptual design approaches for the streetscape. An open house was also held during the charrette to garner input from the general public.

A second urban design charrette or workshop and public presentation was held during the last week of October 1998. The goal was to spend several days of intensive work developing the urban design ideas for the future of Central Avenue from downtown to the top of Nine Mile Hill. The team used the history and culture of the corridor and adjoining communities to drive aesthetic design while considering present and future transportation and infrastructure needs of the city. A goal was to balance the historic functions of the street as a public place and people-moving corridor. The charrette included representatives from local neighborhoods and businesses along with members of a technical team from many city offices. At the culmination of the work session, the project design was presented at the recently restored Ramada Downtown on Central Avenue. Approximately 70 people attended, including Albuquerque Mayor Jim Baca.

Besides the charrette public presentations, the project was presented in December 1998 at both a meeting of Old Town business owners and residents and also an Environmental Planning Commission Study session. Representatives of all the neighborhood and business associations along the corridor have been involved throughout the process as members of the design team. Also a database of names and mailing addresses of all concerned parties has been developed so they can be sent timely information about the project.

- 3) **Student Interaction**—Several students and their professor from the University of New Mexico Department of Architecture and Planning have been involved in the urban design process as part of the design team. Students from Professor Steve Borbas’ urban design class who were involved with the project received class credit for their work and were able to use the work generated for class projects.
- 4) **Agency Review Process**—A 17-member technical group composed of city state, and federal staff and private utility representatives met for the first time on September 15, 1998. Through a series of meetings and workshops the technical team supplied the project team with information ranging from upcoming related projects to insights into the review process.

The Public Works Department, the Transit Department, and others reviewed the draft and final plans for the Central Avenue Streetscape project. This review consisted of written comments, meetings and telephone conferences with the design team. It is important to document this correspondence because it led to substantial changes in the master plan from its original version. These included the following:

- ◆ **Transit Lane**—The outside lane west of Atrisco Drive was modified from its original use as a transit and bike only lane to a lane used by transit and accelerating or decelerating vehicles with a separate bike lane. The proposal to use this lane as parking during off-hours was deleted.
- ◆ **West Downtown Park District**—The preferred approach was modified from the original three-lane configuration to a four-lane option after a very long process of review by many city departments. A traffic study, conducted at EPC’s request, indicated that the three-lane configuration would function at an acceptable level of service. The technical team, however, continued to prefer the four / five-lane configuration based on traffic capacity needs. Since the traffic study has shown that the three-lane option operates adequately, the design team saw no need to revise the traffic study to model and analyze the four-lane option. It should be noted that the traffic model used by the MRGCOG distributes traffic throughout the system once significant congestion is detected. Therefore, the model consistently indicates that the transportation system as a whole functions properly. This is the basis for the design team’s assumption that any section with three or more lanes will operate at an acceptable level of service.

2.4 issues

Two focus groups composed of representatives from neighborhood and business associations identified general economic, urban design, and transportation issues along Central Avenue west. The focus groups, held July 15, 1998, at the Albuquerque Biological Park also suggested various solutions. The issues and suggestions are presented in the following chart.

summary of comments from west central focus groups table			
topic character	issues	suggestions	
general condition	◆ "Heart" or "backbone" of city	◆ More markets, festivals to unite city	
	◆ Important transportation corridor	◆ Link downtown, Old Town, west Central	
	◆ Entertainment source, destination	◆ More cultural attractions	
	◆ Symbolizes problems in city	◆ Make more pedestrian-friendly	
	◆ Street life is source of entertainment		
	◆ Poor physical condition	◆ Comprehensive commitment, investment needed	
	◆ Poor lighting	◆ Better lighting, limit light pollution	
	◆ Run-down buildings	◆ Economic revitalization, business owners should take responsibility for property	
		◆ Improve physical area, beautify, more trash cans	
	◆ Dirty areas	◆ More police	
services/ retail	◆ Illegal activities	◆ More housing	
	◆ Neighborhoods have disappeared	◆ Library, day care, marked jogging path	
	◆ Inadequate services	◆ Movie theaters, bowling, amusement park	
	◆ Lack of retail variety and quality	◆ Skateboard/skating park, arcade, miniature golf	
	◆ Lack of opportunities for youth	◆ Businesses that meet everyday needs	
	◆ Neighborhood restaurants gone	◆ Grocery, video rental, sewing shop, cleaners, fast food west of river	
	◆ Limited grocery stores, eateries	◆ No more bars, drive-up liquor windows	
		◆ More police on bicycle and on foot	
safety/ crime	◆ Prostitution and drug dealers	◆ Better lighting, improved sidewalks	
	◆ Cruisers on Friday, Saturday nights, potential for violence	◆ Install benches uncomfortable to sleep on	
	◆ Perceived lack of safety, especially at night	◆ Economic revitalization	
	◆ Transients, homeless	◆ No specific suggestions	
	◆ Motels harbor crime	◆ More parking lots, more free parking	
	◆ Traffic congestion, especially at rush hour	◆ Bus pull-off areas, more buses, better bus signage,	
transportation	◆ Parking problems	◆ Well-marked crosswalks and sound alerts, enlarge and	
	◆ Disappearance of buses, bus system hard to use	◆ Link Central to bike path	
	◆ Sidewalks scary and dirty	◆ Historic markers, public art, improved landscaping, bridge	
	◆ Dangerous bicycle corridor	◆ More pedestrian-oriented, like Nob Hill	
	◆ Lack of aesthetics in landscaping	◆ More mixed-use development to enhance nodes	
	◆ Lost human scale	◆ Fill vacant lots with parks, unique shops	
urban design	◆ "Spooky" and deserted areas		
	◆ Large, vacant parking lots		

2. area overview

2.5 analysis of existing issues and opportunities

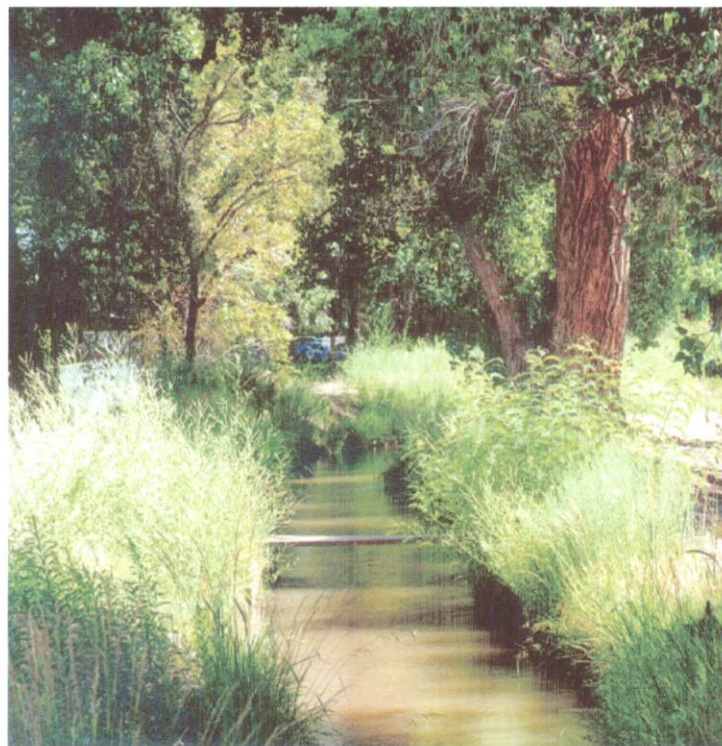
Existing physical conditions and opportunities for the streetscape were identified through the field work and public process. The conditions and opportunities for Central Avenue are summarized section by section following a description of general opportunities common to the entire streetscape. These general opportunities derive from the configuration of Central, existing land uses, and other features of the roadway and include the following:

conservation/preservation opportunities

- ◆ Conserve and preserve vintage and historic buildings and other features that convey the history of the corridor. Many historic and unique non-historic buildings along Central Avenue contribute to the character of each district and the corridor as a whole. Many buildings along the street have been officially placed on the historic registry. There are many other buildings that are recognized by locals as architectural landmarks. In addition to buildings, pieces of historic Route 66 still exist and should be incorporated into the streetscape.
- ◆ Integrate the



acequias, laterals and other greenways that cross the corridor into the streetscape. The acequias and laterals that cross the Central Avenue corridor have a unique place in the history and urban patterns of Albuquerque. These elements should be celebrated by the streetscape design. Interpretation of their history and present use through signs and other markers would be points of interest along the street for visitors. Coordination with Middle Rio Grande Conservancy District, AMAFCA, and/or the Army Corps of Engineers should be undertaken to enhance these areas as trails and open space within the urban fabric. Connections to these areas along Central Avenue should be established and used wherever possible. Other important greenways connect with the Central Avenue corridor from 8th Street to Nine Mile Hill, with the most important being the Rio Grande Bosque. Every opportunity for connection to greenways and open space areas should be developed along the streetscape.



catalytic opportunities

- ◆ Build on existing civic and public spaces and institutions. Civic and public spaces/institutions such as parks, museums, libraries, and post offices should be capitalized on and connected with along the corridor. Civic and public spaces should be established, particularly in the district west of the Rio Grande. Existing civic uses such as the branch library must be enhanced or expanded. These types of nodes or pedestrian pockets will bring life to the street and stimulate private development.

- ◆ Link Central Avenue with other economic activity. Downtown and Old Town centers of economic activity along the corridor can benefit from streetscape improvements. A close link between the street and adjacent economic activity can improve the business environment along the corridor. The streetscape should maximize these opportunities.
- ◆ Create gateways. The key intersections along the corridor



provide opportunities for major streetscape improvements that enhance the identities of the neighborhoods along the corridor through the creation of gateway features.

- ◆ Develop vacant land or redevelop existing but underused or vacant buildings. A significant amount of vacant land exists along the western portions of the corridor. A successful streetscape project will stimulate development in many of these areas. The streetscape design should consider these areas carefully and show how potential future access will be allowed into the parcels without significant impacts on streetscape aesthetics.



3. urban design master plan and criteria

This chapter presents the Central Avenue Streetscape Urban Design Master Plan. The street is divided into four districts which are discussed. Design criteria follows district discussions.

3.1 west downtown/ park district– 8th street to lomas boulevard

function and character

This district functions as the main connector between “Downtown” and Old Town as well as the access corridor for the Albuquerque Zoo. It also borders both Robinson Park and Soldiers and Sailors Park. The theme is somewhat reminiscent of a traditional “main street” with a mixed-use pattern of one- and two-story buildings at a pedestrian scale. Parks define triangular shapes where Central Avenue intersects east-west streets extending the influences of Central Avenue further beyond its public rights-of-way. Significant adjacent land uses include the Fourth Ward Historic District, Albuquerque Little Theatre and the Albuquerque Country Club. Nearby neighborhoods include Huning Castle, the Raynolds Addition and the “Downtown” Neighborhoods.

physical conditions

- ◆ Streets intersecting Central Avenue at awkward angles at 8th Street and at Lomas Boulevard create difficulties for pedestrians trying to cross.
- ◆ Streets are wide with narrow sidewalks placed directly next to curbs.
- ◆ A typical street section is four through lanes of asphalt with sporadic on-street parking lanes. A fifth left turn lane is added at signalized intersections.
- ◆ Multiple drive pads for many individual lots pose as obstacles for pedestrians.
- ◆ Power poles aligned on narrow sidewalks impede pedestrians.
- ◆ Pedestrian crosswalks at many intersections lack ramps where they end at the curb.
- ◆ Large asphalt parking lots exist adjacent to the street and sidewalk without screens or buffers.
- ◆ The vacant lot at the Huning Castle site has no sidewalk along Central Avenue.
- ◆ Vendor-utilized lots are evident throughout the corridor.
- ◆ Redevelopment opportunities exist throughout the district.
- ◆ Typical right-of-way width is believed to vary between 75 feet and 90 feet. The most common width is believed to be 80 feet in this district.

opportunities

conservation and preservation

- ◆ **Vintage and Historic Buildings.** Many of the registered historic properties on Central Avenue between 8th Street and Coors Boulevard lie in the West Downtown/Park District. These include the Washington Apartments at 1002-1008 Central Avenue SW, Robinson Park, the H.B. Weiller House at 1228 Central Avenue SW, Manzano Day School at 1801 Central Avenue NW, and the John Milne House at 804 Park Street NW. The district boundary generally overlaps the 4th Ward Historic District (bounded by Lomas to the north, 8th to the east, Copper to the south, and 15th to the west). Eligible or proposed buildings for nomination to the National Register of Historic Places are the Bell Trading Post at 1503 Central Avenue NW—particularly suited for redevelopment—and the Horn Oil Co. and Lodge (Mexico Lindo) at 1720 Central Avenue SW.

catalytic opportunities

- ◆ **Civic and Public Spaces and Institutions.** The existing public parks along Central Avenue are key features which should be used to invigorate the streetscape throughout this district. The park-like boulevards to the southwest—Laguna Boulevard and San Pasquale Avenue—link with Park Avenue at the Country Club and contribute to making this a “Park” District. The trilateral connection of axes here is a unique urban pattern which plays a large part in the overall definition of this special district.
- ◆ **Extension of “Downtown”.** Drawing on the success and population of the “Downtown” core will be an important key to the success of Central Avenue to the west. The design theme already established between 1st and 8th streets “Downtown” can be used along Park Avenue West to 10th Street, given its alignment and sight lines. Improving the connections between Park Avenue and Central Avenue at 8th Street will help draw users down the street into the Park Avenue area. Additionally, this approach would highlight the design theme for the Central Avenue “Downtown” and stimulate connections west to Old Town.
- ◆ **Gateways.** Key intersections that serve as gateways along Central Avenue in this district are the crossroads at 8th Street (the Park Avenue District), 10th (the Zoo gateway), and Lomas Boulevard (the eastern gateway to Old Town). The Lomas and Central intersection must serve as an efficient traffic mover as well as an important aesthetic gateway both for “Downtown” and Old Town. This intersection also serves as an important pedestrian node for two districts. Any reconfiguration of this intersection must place the aesthetic, pedestrian and economic consequences on an equal level with transportation issues.

- ◆ **Vacant and Redevelopable land.** Vacant land is relatively scarce in this district, although there are several large parcels ready for redevelopment and several smaller vacant parcels. One of the larger vacant parcels at the southeast corner of Laguna Boulevard and Central Avenue is slated for mid-rise apartments. Land assembly could create the opportunity to redevelop nearly the entire street section on the south side of Central Avenue from Laguna Boulevard to San Pasquale Avenue. A large parcel containing the Bell Trading Post offers an opportunity for both historic preservation and redevelopment.

design objectives

- ◆ Create a safe and comfortable environment for pedestrians
- ◆ Reflect a theme reminiscent of the traditional “Downtown”
- ◆ Encourage redevelopment throughout the corridor
- ◆ Create linkages between “Downtown”, Old Town and the neighborhoods surrounding Central Avenue

The streetscape design includes several features to achieve these objectives:

- ◆ Slow vehicular traffic on Central Avenue. On-street parking shall be provided where possible on both sides of the street.
- ◆ Widen sidewalk areas where possible, depending on the right-of-way (75 to 90 feet).
- ◆ Add pedestrian amenities and street trees where possible to create a formal, urban ambiance (see design criteria).
- ◆ Add bike lanes to the street section.
- ◆ Reduce or consolidate excess curb cuts and driveways.

Comment: Reducing traffic speeds and widening the sidewalks will increase pedestrian comfort and safety as well as encouraging small business redevelopment. Like the downtown section of Central Avenue, it is recommended that this portion could be declassified to a collector.

Within the West Downtown/Park district two distinct street sections are presented; a four lane section with left turn lanes at intersections and a three lane option with a continuous left turn lane. Through discussions with the technical team, the four lane section was determined to be preferred based primarily on traffic issues. In addition, two alternative intersection configurations were explored for the Lomas Boulevard and Central Avenue intersection. At the end of this section (sheet 3-10) we have provided pros and cons for a comparison of both street sections and the intersection alternatives.

3. urban design master plan and criteria

8th to 10th street

The street pattern at the intersections of Central Avenue, 8th Street and Gold Avenue is confusing and should be redesigned as a return to the straight right angle grid. This portion of Central Avenue will serve as the extension of downtown and transition to Old Town.

design options for park ave. and central:

- ◆ Close Park Avenue at the Central Avenue/8th Street intersection.
- ◆ Place a landmark or gateway feature at the intersection of 8th Street and Central Avenue to define the pedestrian-oriented Park Avenue District
- ◆ Connect 9th Street north from Park Avenue to Central Avenue, creating a small triangular park or building site south of Robinson Park
- ◆ Extend aesthetic solutions from the "Downtown" Central Avenue Streetscape to 10th Street along Park Avenue

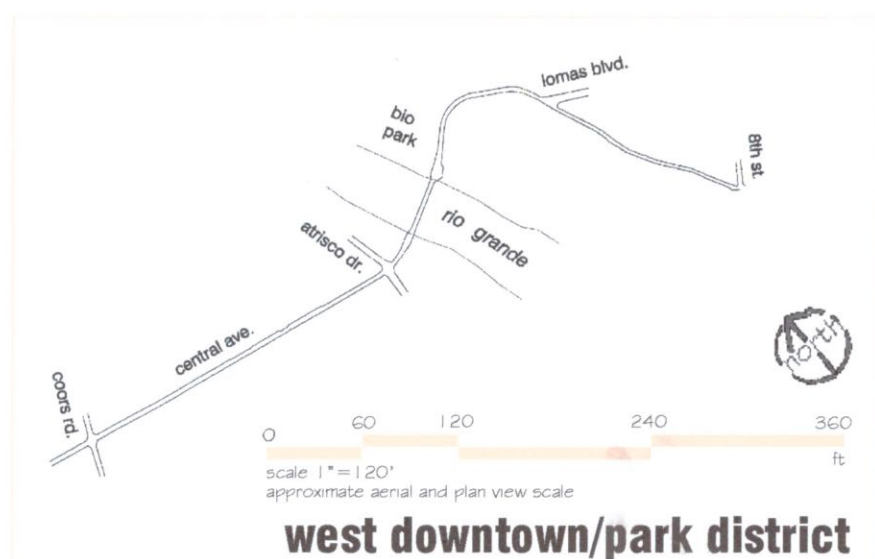
Comment: These steps will provide easy vehicular access to the Park Avenue District while providing multiple opportunities for "Downtown" development. In addition, this will serve in facilitating pedestrian connections and helping to create a pedestrian-friendly shopping district with expanded on-street parking, while maintaining a contiguity with Central Avenue "Downtown".

8th - 10th aerial - existing condition



3
P-1

perspective of park avenue district landmark/plaza



3. urban design master plan and criteria

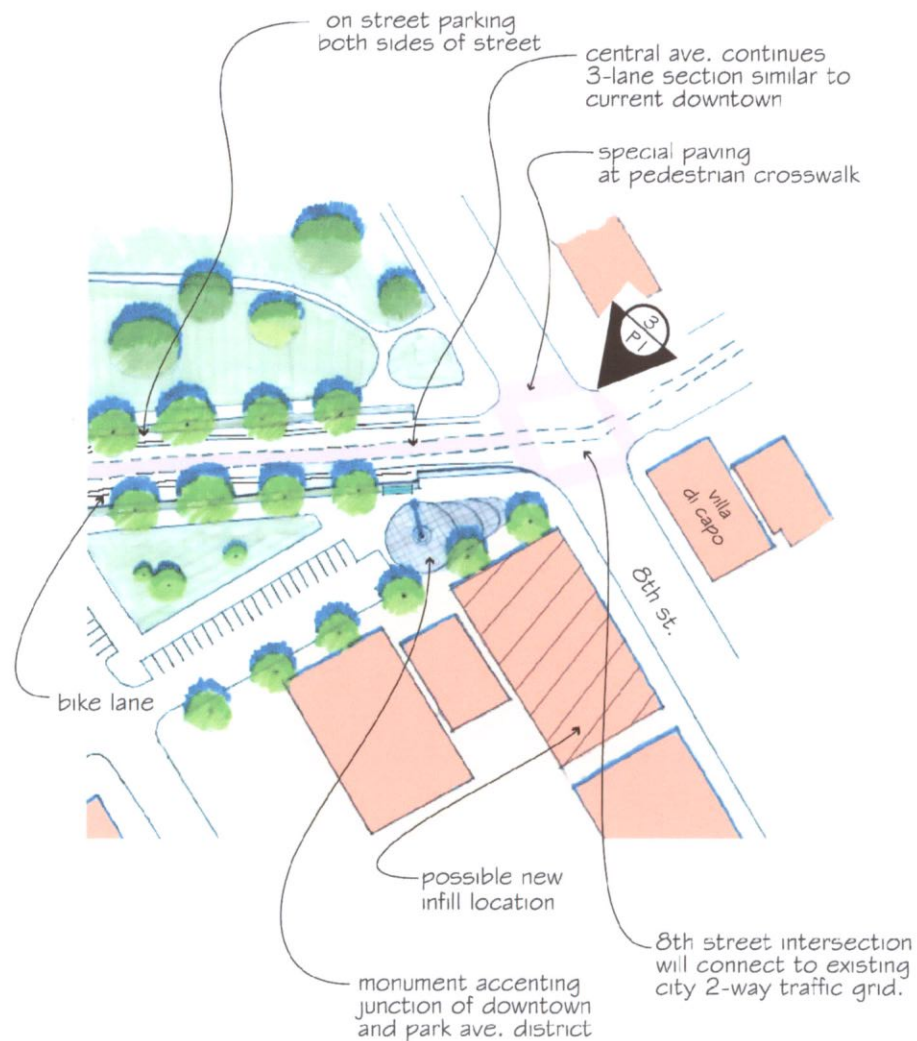
The following pages will present design options and alternatives for the Central Avenue street section and intersection at Lomas Boulevard. At the end of the section, the pros and cons of each alternative will be presented.

10th street

Herald the main vehicular entrance to the Rio Grande Zoo. To accomplish this:

- ◆ Create a node at the western corner of Robinson Park by adding a directional/informational landmark to this intersection
- ◆ Re-configure intersection to allow westbound traffic to turn left onto 10th Street
- ◆ Develop an on-street parking lane on Copper Avenue, adjacent to Robinson Park
- ◆ Enhance 10th street design theme to zoo entrance

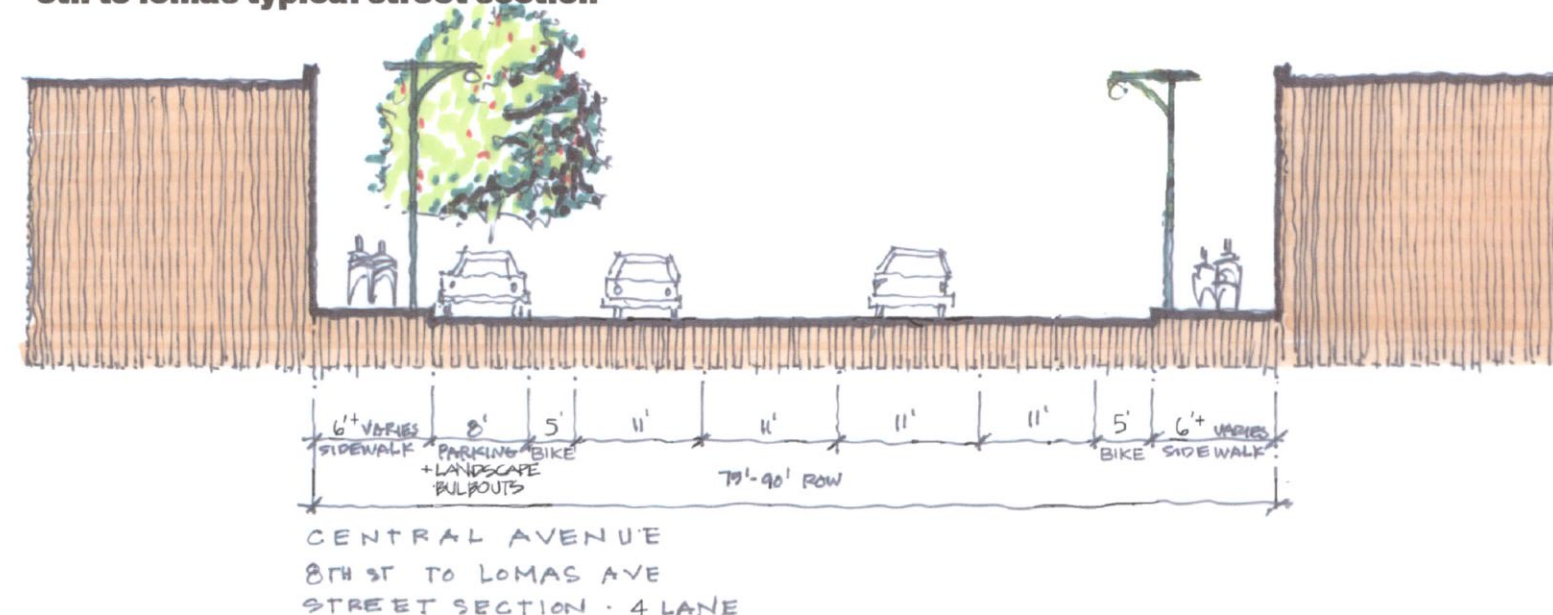
3 lane alternative street section at 8th street intersection



preferred 8th to 10th graphic master plan



8th to lomas typical street section



3. urban design master plan and criteria

11th street to 14th street

Extend the influence of Central Avenue at this intersection and create redevelopment opportunities for rehabilitation and rebirth. To accomplish this:

- ◆ As a long term goal, establish a small triangular pocket park between 11th Street and Kent Avenue where they intersect Central Avenue. This will service the "Park" district theme as well as create a streetscape along Kent Avenue
- ◆ Coordinate bus stops with parks

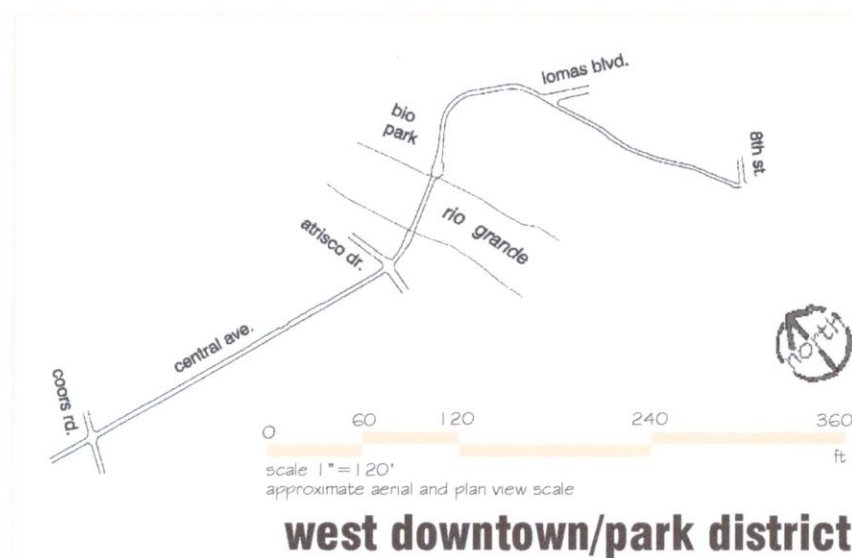
Comment: This triangular parcel, currently occupied by an automotive service facility and a laundromat, provides an opportunity for a park very similar to Robinson and Soldiers and Sailors in context. It could extend the influence of Central Avenue to Kent Avenue, offering the potential for redevelopment north of the newly proposed park. All these parks could highlight the uniquely shaped intersections along the street, provide development opportunities around them, and create pedestrian/ transit connections to existing neighborhoods. They also offer space for bus shelters, sparing the valuable sidewalk area in narrow rights-of-way. On-street landscape buffers/medians can be coordinated with adjacent parks to provide green landmarks and help facilitate traffic calming.

11th to 13th aerial existing conditions



3
P-2

perspective of 12th street intersection

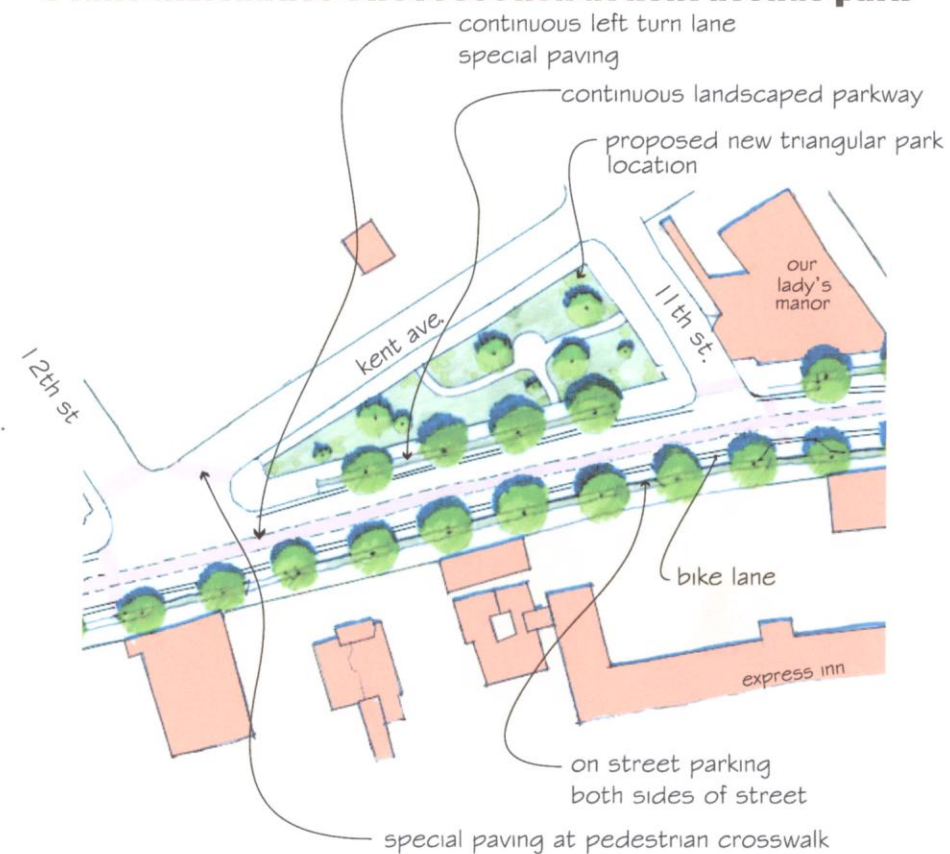


3. urban design master plan and criteria

preferred 11th to 14th graphic master plan



3 lane alternative street section at kent avenue park



3. urban design master plan and criteria

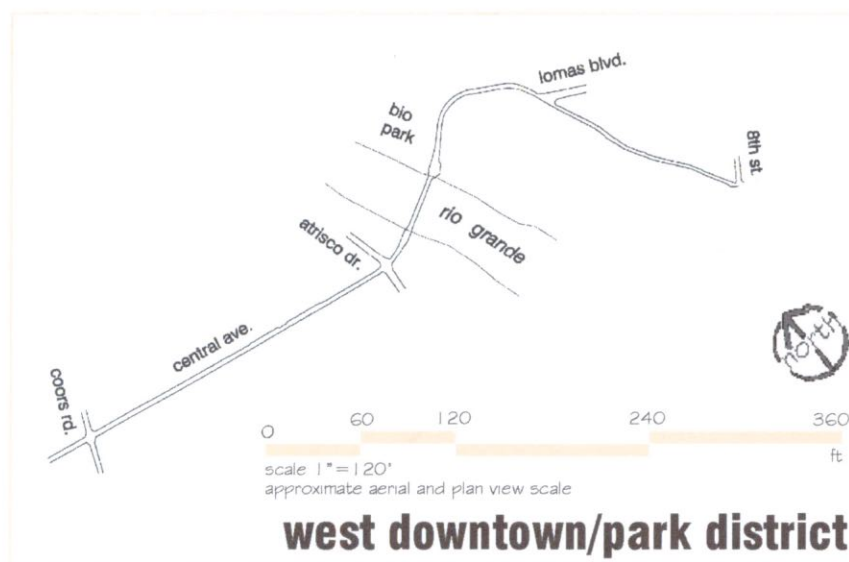
14th to laguna aerial



14th to laguna

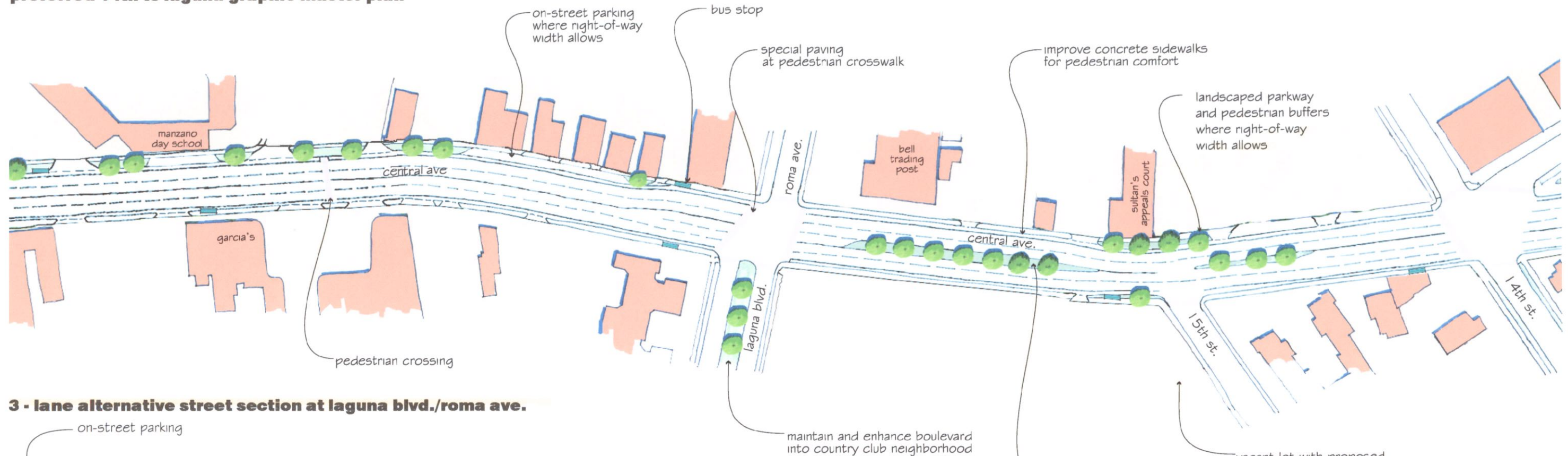
New private investment in this area is anticipated on the south side of Central Avenue between 15th Street and Laguna. The Bell Trading Post property and several large parcels west of Laguna on the south side of Central Avenue are potential redevelopment sites.

- ◆ Install landscape areas and patterned pedestrian crosswalks at the Laguna intersection to accent Country Club entrance and in anticipation of adjacent redevelopment.
- ◆ Coordinate bus stops with parks, pedestrian improvements and/or private reinvestment.
- ◆ Create landscaped nodes and on-street parking where possible

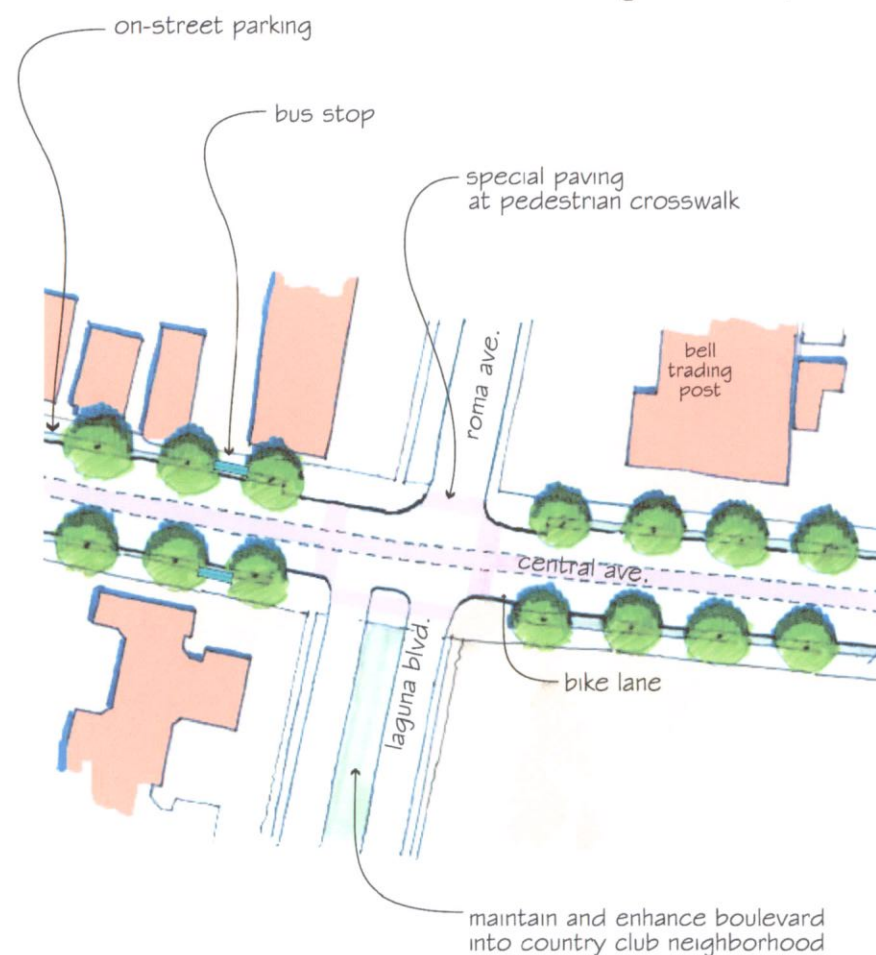


3. urban design master plan and criteria

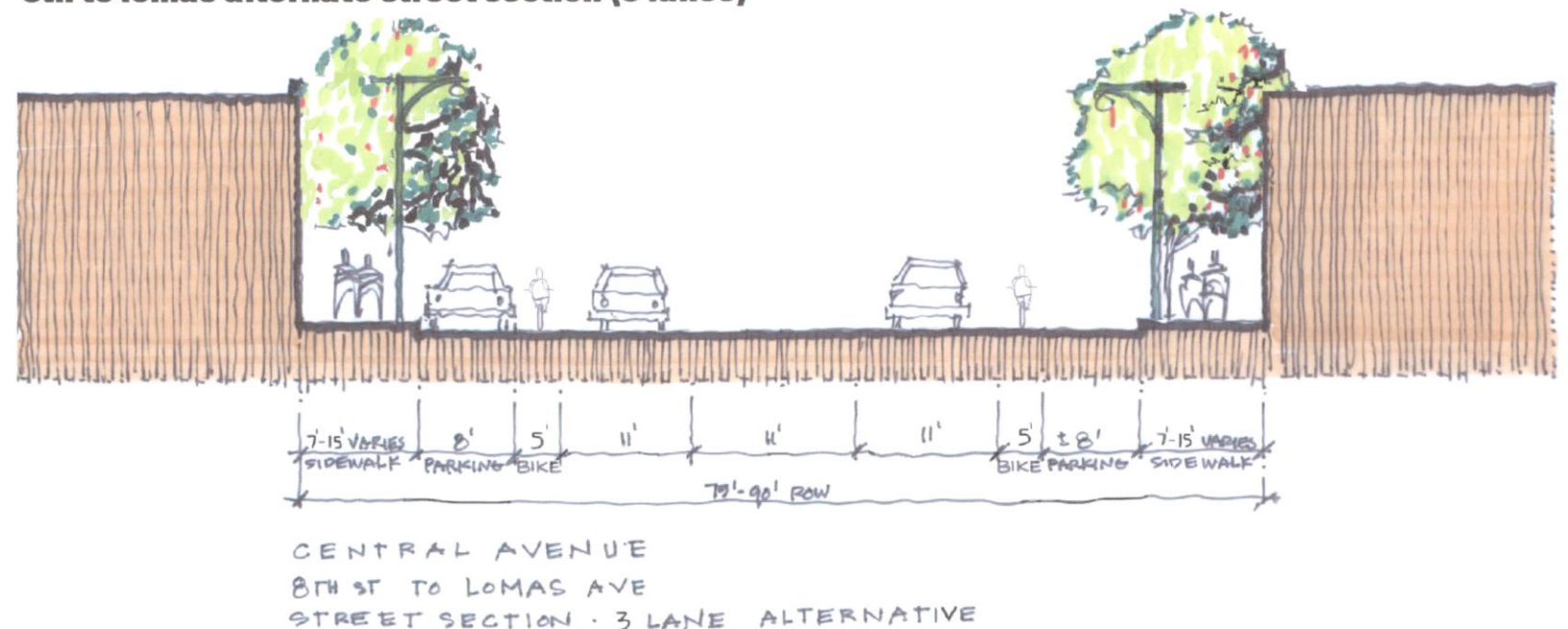
preferred 14th to laguna graphic master plan



3 - lane alternative street section at laguna blvd./roma ave.



8th to lomas alternate street section (3 lanes)



3. urban design master plan and criteria

lomas boulevard and central avenue

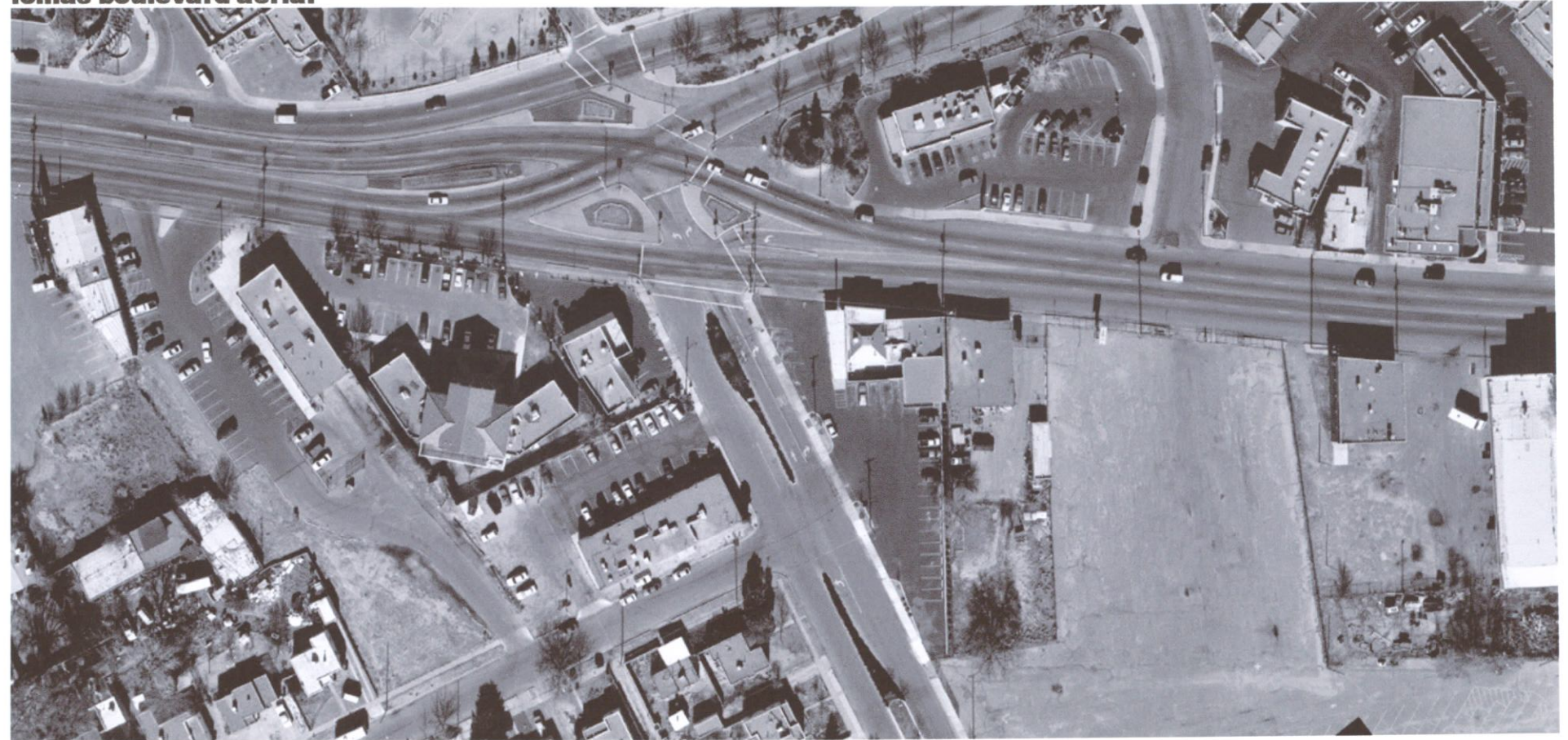
Reorganize the traffic flow at this intersection, better define the district and facilitate pedestrian movement. To accomplish this:

roundabout option:

- ◆ Build a traffic roundabout at the intersection
- ◆ Landscape the center of the roundabout and add a sculpture to create a symbolic gateway into the Old Town District from the east and the Downtown Park District from the west
- ◆ Restrict San Pasquale Avenue south of Central Avenue to a one-way street southbound and create an alley of trees and a pedestrian parkway to visually maintain the connection with the existing Country Club axis
- ◆ Extend Rancho Seco Road southwest to intersect with San Pasquale Avenue to create street frontage within the Albuquerque Little Theatre parcel
- ◆ Maintain San Pasquale Avenue to the north a one-way street into the roundabout
- ◆ Use signage and striping to develop bike route off Central Avenue at Rancho Seco Road. Route will connect at New York Avenue/Central Avenue and with Park Avenue to Tingley Beach Drive

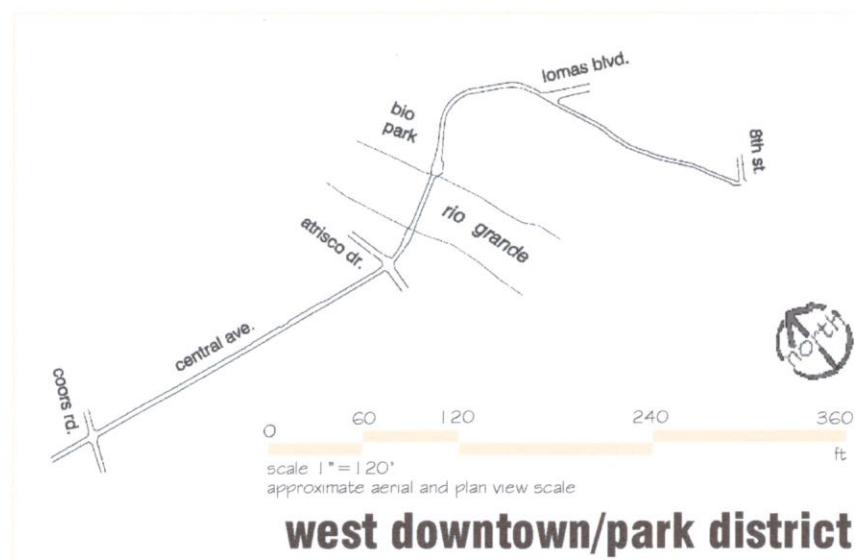
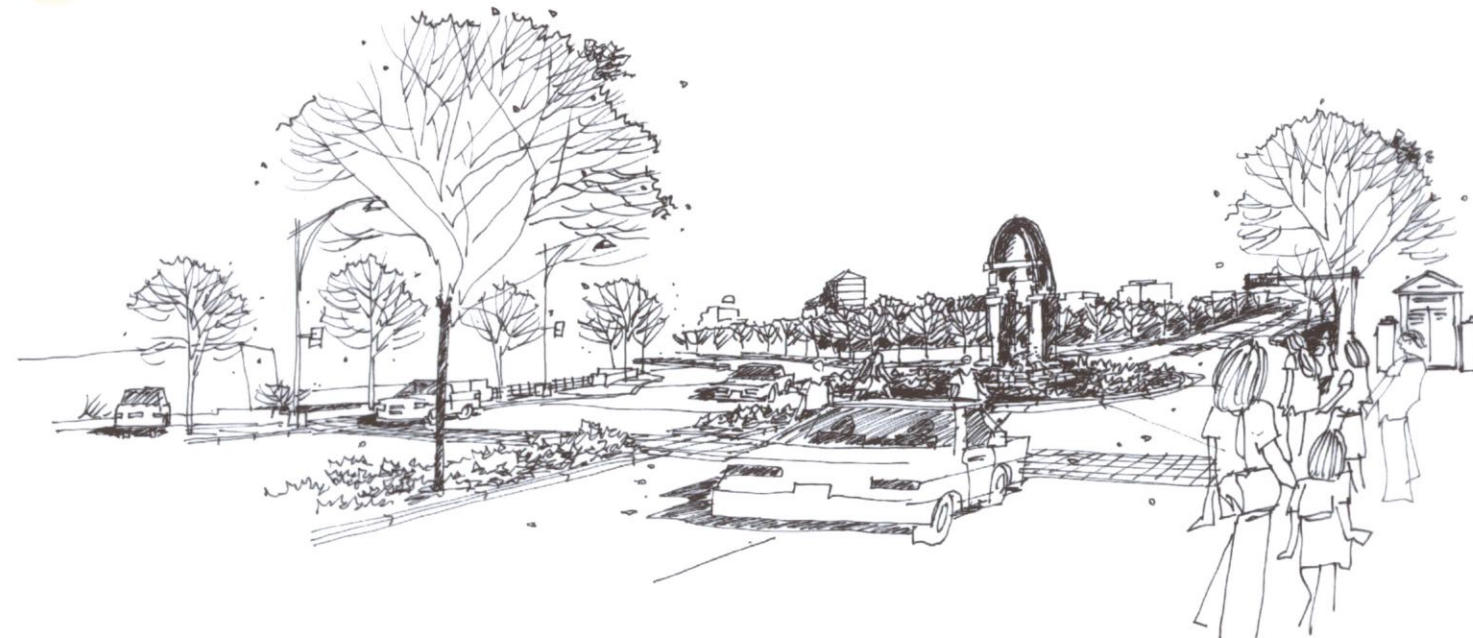
Comment: The roundabout, while a new concept in Albuquerque, is an efficient method of organizing traffic flow when working with multiple roadway connections and offers the opportunity for a gateway element at the center. Combined with the proposed street closures, it will help create strong connections from Old Town across Central Avenue to the Post Office, Country Club area and the Albuquerque Little Theatre. The roundabout as shown is conceptual, more detailed analysis is required for this option to determine its ultimate capacity level and feasibility (see Chapter 4).

lomas boulevard aerial



3
P-3

perspective of lomas boulevard intersection



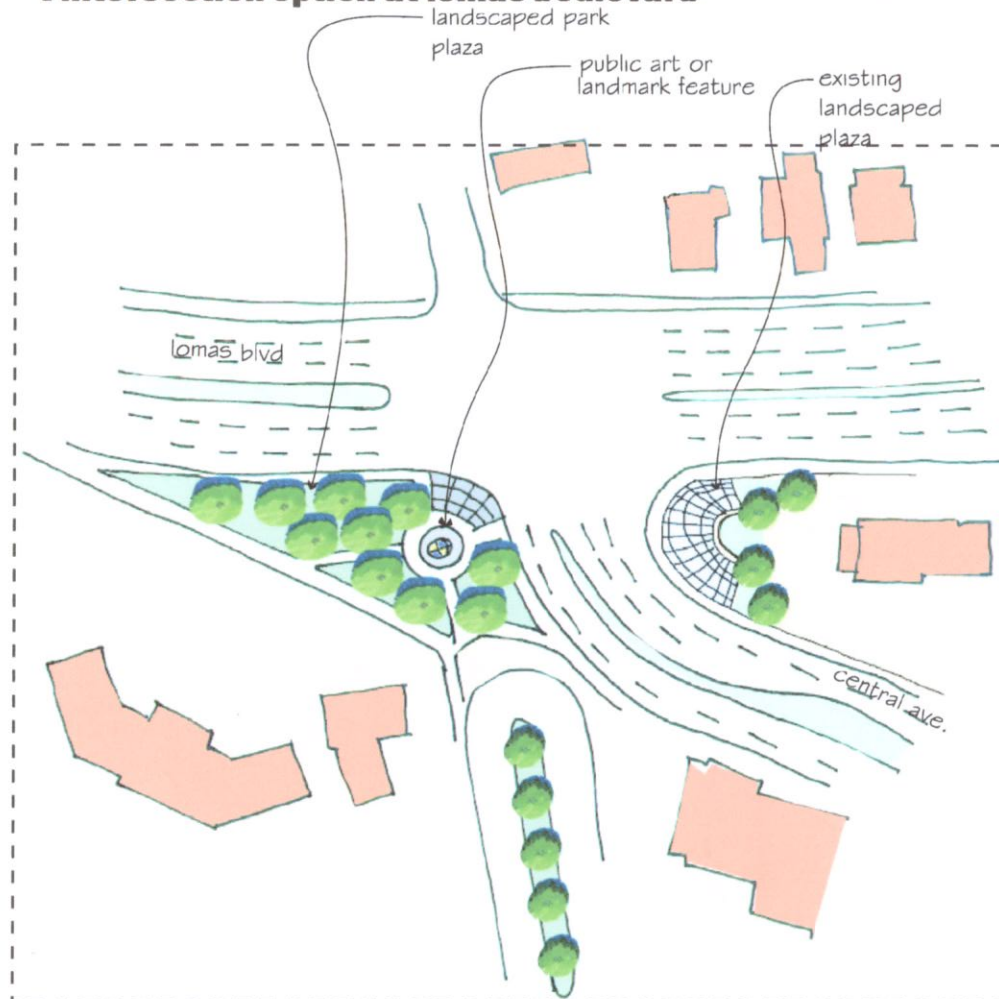
3. urban design master plan and criteria

t intersection option for lomas boulevard and central avenue:

- ◆ Redesign the intersection with Central Avenue teeing into Lomas Boulevard
- ◆ Provide pedestrian improvements to enhance "walkability" of the intersection
- ◆ Extend Rancho Seco Road in a similar manner to the preferred option
- ◆ Add public art and landscaping to provide landmark/gateway element.

Comment: This would offer an improvement over the existing condition for vehicles and pedestrians. Level of service for Lomas Boulevard and Central Avenue would be improved over existing condition, however southern access to San Pasquale Avenue may be reduced or eliminated from the intersection configuration (See Chapter 4).

t intersection option at lomas boulevard



lomas boulevard graphic master plan



Note: areas within dashed lines would change based on selected option. All other areas outside of dashed lines would be addressed in a like manner

3. urban design master plan and criteria

In this section, along with many design opportunities/options, several alternatives for the street section and for the Lomas Boulevard intersection have been presented. The following pros and cons will try to shed light on the differences between the described options. In addition, reference to Chapter Six should be made to explore the cost implications of the alternatives.

Two street sections for Central Avenue from 8th to Lomas Boulevard were considered for this masterplan. The 4-lane street section was selected as the preferred option by the project technical team.

4/5-lane street section option

pros:

- 1. Vehicular traffic flow capacity remains at current levels.
- 2. Future additional flexibility for high capacity mass transit - "priority corridor"
- 3. Use of existing curb line provides for drainage system cost savings
- 4. Level of service for signalized intersections remains the same as current levels
- 5. More structure for vehicular turning movements

cons:

- 1. Current on-street drainage conveyance and ponding condition remains. Because it remains the same, the streetscape project doesn't improve conditions
- 2. Possible drainage conflicts at landscape bump outs (would need to be addressed at design phase)
- 3. Less pedestrian amenities/pedestrianism along street
- 4. Reduced on-street parking, increased street width means potential faster driving speeds.
- 5. The 4-lane roadway section does not extend the narrow "feel" that is characteristic of downtown.

3-lane street section option

pros:

- 1. Increased walkability
 - ◆ traffic calming of narrowed street with more verticality of street trees
 - ◆ wide sidewalks (7-15 ft.)
 - ◆ shade and formal/urban landscape
- 2. Substantial on-street parking and narrower street crossings increase pedestrian safety and convenience
- 3. High capacity transit using center lane has been successful in other cities, therefore this option should provide such flexibility for future as high capacity mass transit - "priority corridor" if transit uses center lane
- 4. Center turn lane of different texture visually reduces street width
- 5. Wider sidewalks create opportunities for on-street commerce
- 6. Parkway/sidewalk along both sides of the street provides improved ADA access as well as pedestrian friendly surroundings.
- 7. Narrower street can result in slower vehicle speeds through the corridor.
- 8. Level of service would remain acceptable at signalized intersections within district

cons:

- 1. Costly infrastructure improvements
 - ◆ new curb line
 - ◆ reduced storage capacity on-street requires storm drainage system improvements
 - ◆ reconstruction of asphalt pavement section
- 2. Increased construction costs due to necessity of right-of-way acquisition, drainage improvements, and roadway construction
- 3. Potential delays in vehicular commute time due to reduction in travel lanes
- 4. Possible future additional congestion due to center lane mass transit

roundabout at lomas boulevard intersection

pros:

- 1. This intersection fits well into the existing right-of-way and will not require any significant land/right-of-way acquisition
- 2. This intersection provides the opportunity to contain public artwork and landscaping in order to function as a landmark gateway into the downtown and old town districts
- 3. The construction cost for the roundabout option would be less than the "T intersection because traffic signals are not required

cons:

- 1. The roundabout intersection is a relatively unique intersection design and may require some time for most motorists to familiarize themselves with its use
- 2. Although some safety features can be built into the design, roundabouts are generally not considered pedestrian or bicycle friendly. However, a roundabout at this intersection is an improvement over the existing condition

t intersection at lomas boulevard

pros:

- 1. The T-intersection removes the merging and weaving problems that this intersection is currently experiencing and would also simplify signalization
- 2. All motorists are familiar with traditional T-intersections. Therefore, the time it takes for motorists to familiarize themselves with this reconstructed intersection would be minimal
- 3. Pedestrian crossing at this signalized intersection is a more familiar endeavor
- 4. Artwork and landscape opportunity areas would be created
- 5. Existing pedestrian plaza west of Wendy's restaurant will be less impacted by this option

cons:

- 1. Construction costs for this option will likely be greater than those of a roundabout option based on signalization required
- 2. As designed, the T-intersection creates a discontinuity along Central Avenue (Route 66)
- 3. Vehicular access onto San Pasquale Avenue would be eliminated or limited off of Central Avenue

3. urban design master plan and criteria

3.2 old town/bosque district – lomas boulevard across the rio grande to atrisco drive

function and character

Central Avenue in this district, functions as a heavily used commuter route and the main access to Old Town. It also provides access to the Albuquerque Country Club. Route 66 car courts dot the street. Neon is predominant. Significant adjacent land uses include the Old Town parking lot, the Albuquerque Biological Park, Atrisco Shopping Plaza and the Rio Grande.

physical conditions

The Old Town/Bosque District's physical conditions include many of those noted for the West Downtown/Park District: wide streets with narrow sidewalks, missing ramps, power and light poles blocking access. Additionally:

- ◆ Parking lots and access driveways dominate the street and are often are very close to each other or to intersecting streets.
- ◆ Many sidewalk areas are in severe disrepair.
- ◆ Existing medians are unlandscaped strips of dirt and gravel.
- ◆ An easy, safe pedestrian connection is lacking between Old Town and the Post Office at either Lomas Boulevard or San Felipe Street.
- ◆ Limited access to San Felipe Street at Central Avenue combined with a blind corner create line of sight problems for vehicles.
- ◆ Crosswalks at Rio Grande Boulevard are poorly marked.
- ◆ No good pedestrian connections are established between the Aquarium/Botanical Garden and the street, the river or to Old Town.
- ◆ Crossing the Rio Grande Bridge is very challenging for both pedestrians and bicyclists. Vehicles speed across the bridge in six traffic lanes. The sidewalks are narrow, with no barrier between the cars and sidewalk. An outer barricade between the sidewalk and the Rio Grande makes pedestrians feel trapped. The bridge offers no opportunities for visitors beyond moving traffic. No aesthetic connection between the east and west of the river are made.
- ◆ The street drains very slowly after storm events.

opportunities

conservation and preservation

- ◆ **Vintage and Historic Buildings.** The El Vado Motor Court, which opened for business in 1936, is still in operation. In addition, the district boundary overlaps the Old Albuquerque Historic District (the core of Old Town) and the Old Town Zone and Old Town Buffer Zone, the locally designated historic zone.
- ◆ **Acequias and Laterals.** The Alameda Lateral intersects Central Avenue near New York Avenue. This provides an opportunity for a trail connection, a pocket park and bus shelter that would draw the visitor into the valley experience and lateral history. It should be reinforced as an important part of Albuquerque's civic and recreational life.
- ◆ **Greenways.** The Rio Grande bosque is the most important greenway along the corridor. The bosque, its trails and Tingley Beach are all facets of this greenway. They provide opportunities for trail linkages and streetscape amenities.

catalytic opportunities

- ◆ **Civic and Public Spaces/Institutions.** This District is strategically located to connect Old Town with the new and planned visitor attractions along the bosque: the Albuquerque Biological Park, Tingley Beach, and the future tourist train. An expanded visitor pool drawn to these attractions offers opportunities for additional recreation, mixed use, and retail development.
 - Old Town. Enhancements along Central Avenue should consider the Old Town historic guidelines. Central Avenue, originally called Railroad Avenue, was created as a link between Old Town and New Town ("Downtown"). This facet of the street is an integral part of Albuquerque's history. The streetscape design must consider and capitalize on this.
 - Central Avenue Bridge. Arguably Albuquerque's most important historic intersection is the Rio Grande/Central Avenue. Both directions of the bridge crossing must be a special experience that acts as the historic gateway it is while highlighting the river. This place is an important point in the history of the West and should be embellished as such.
- ◆ **Gateways.** The streetscape between Lomas Boulevard and then onto the Biological Park is both a gateway into the Old Town area and the wonders of the river. This portion of the streetscape should be emphasized as a pedestrian connection. The city-managed parking lot just south of Old Town presents an opportunity to create a more inviting gateway into the Old Town area.

- ◆ **Vacant Parcels.** There is very little vacant land throughout this district. However, land assembly strategies might be considered in the future to create retail and mixed use development to serve an expanded number of visitors to Old Town and the Albuquerque Biological Park.

design objectives

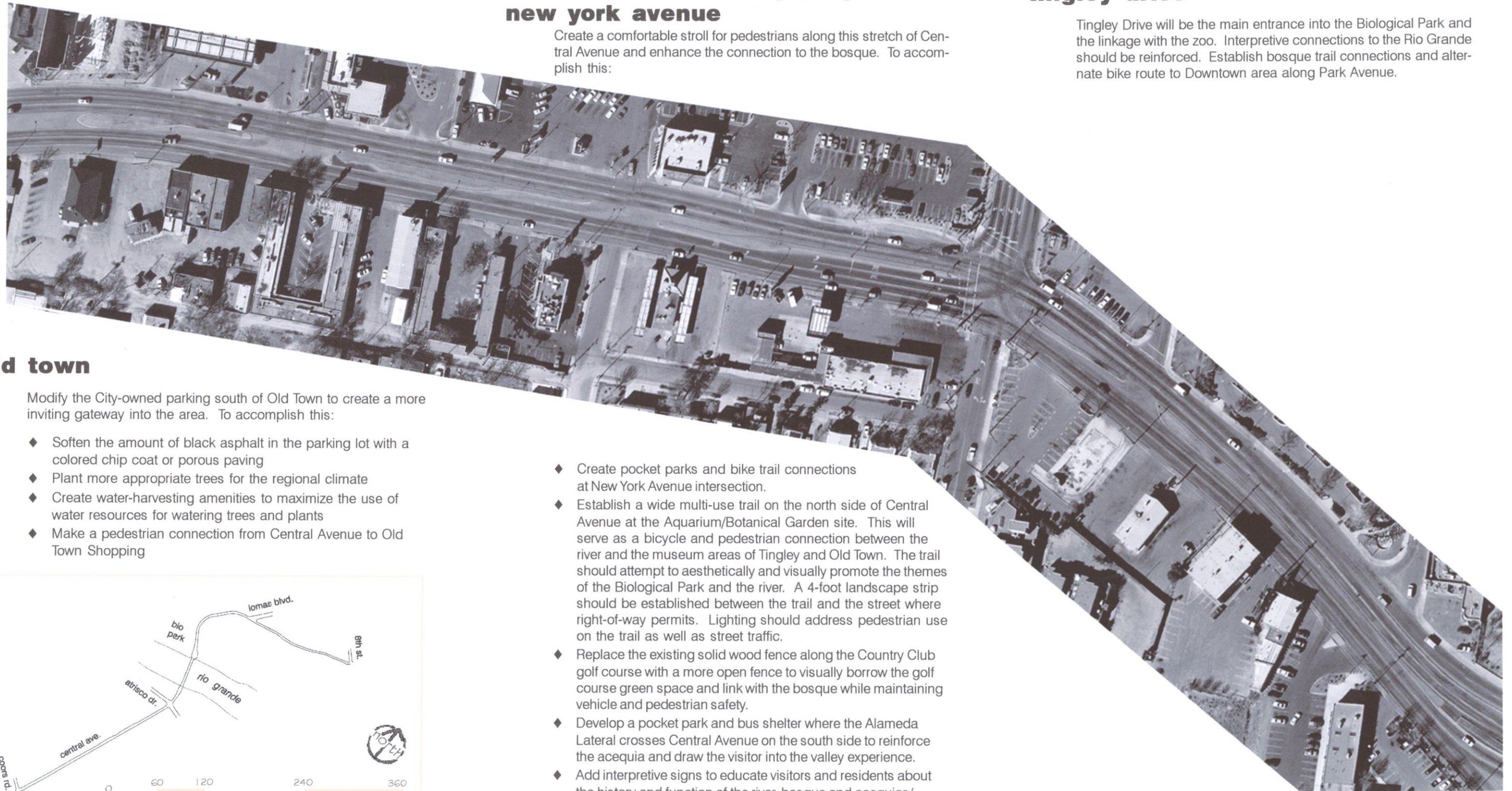
- ◆ Facilitate commuter traffic and mass transit while encouraging pedestrian use
- ◆ Make valuable interpretive connections to the Rio Grande.
- ◆ Provide Old Town with an improved south face and connection to Central Avenue.
- ◆ Facilitate pedestrian travel across the bridge.
- ◆ "Connect" in a substantive way, Old Town with Atrisco Plaza.

The streetscape design includes several features to achieve these objectives:

- ◆ On-street bus stop bays and curbside stops for high frequency mass transit will be served by busses sharing outside lanes with through traffic (shared-use lanes)
- ◆ Widen sidewalks to 8 to 13 feet wide, depending on right-of-way available
- ◆ Landscape medians and street side strips to increase pedestrian comfort and safety
- ◆ Trees and plants should reflect the transition from older neighborhoods to the bosque
- ◆ Easily accessed alternate bike routes will be provided adjacent to this section of Central Avenue most heavily used by vehicular traffic
- ◆ Reduce or consolidate excess curb cuts and driveways

3. urban design master plan and criteria

san felipe st. to clayton st. aerial



old town to the biological park/ new york avenue

Create a comfortable stroll for pedestrians along this stretch of Central Avenue and enhance the connection to the bosque. To accomplish this:

tingley drive

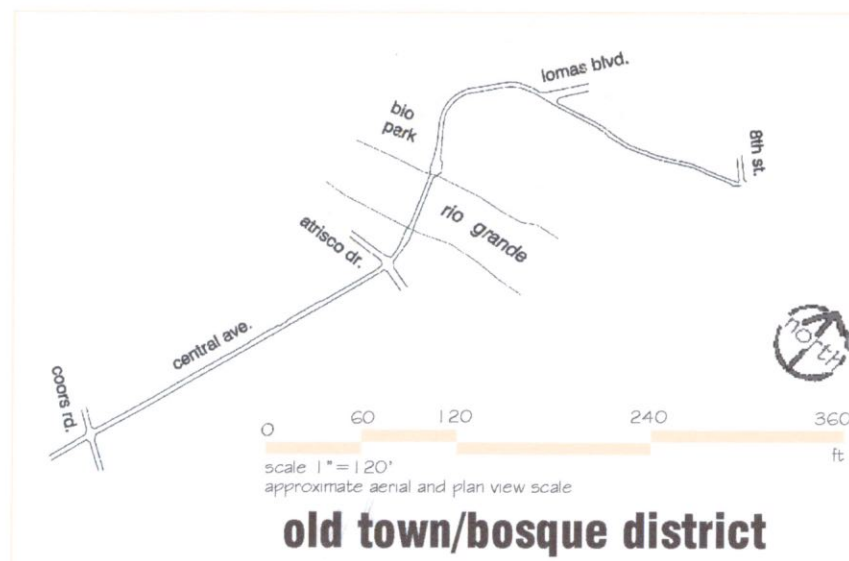
Tingley Drive will be the main entrance into the Biological Park and the linkage with the zoo. Interpretive connections to the Rio Grande should be reinforced. Establish bosque trail connections and alternate bike route to Downtown area along Park Avenue.

old town

Modify the City-owned parking south of Old Town to create a more inviting gateway into the area. To accomplish this:

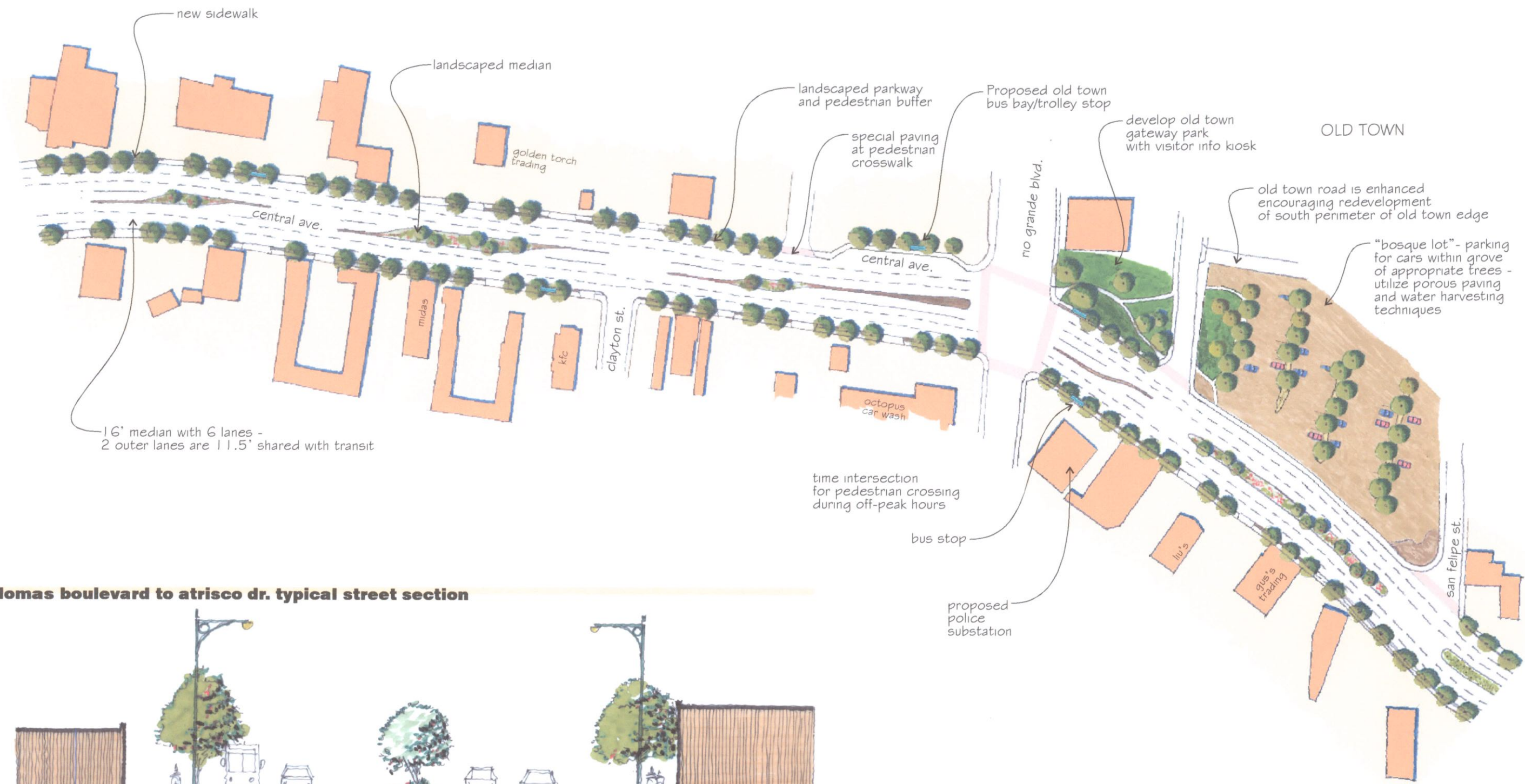
- ◆ Soften the amount of black asphalt in the parking lot with a colored chip coat or porous paving
- ◆ Plant more appropriate trees for the regional climate
- ◆ Create water-harvesting amenities to maximize the use of water resources for watering trees and plants
- ◆ Make a pedestrian connection from Central Avenue to Old Town Shopping

- ◆ Create pocket parks and bike trail connections at New York Avenue intersection.
- ◆ Establish a wide multi-use trail on the north side of Central Avenue at the Aquarium/Botanical Garden site. This will serve as a bicycle and pedestrian connection between the river and the museum areas of Tingley and Old Town. The trail should attempt to aesthetically and visually promote the themes of the Biological Park and the river. A 4-foot landscape strip should be established between the trail and the street where right-of-way permits. Lighting should address pedestrian use on the trail as well as street traffic.
- ◆ Replace the existing solid wood fence along the Country Club golf course with a more open fence to visually borrow the golf course green space and link with the bosque while maintaining vehicle and pedestrian safety.
- ◆ Develop a pocket park and bus shelter where the Alameda Lateral crosses Central Avenue on the south side to reinforce the acequia and draw the visitor into the valley experience.
- ◆ Add interpretive signs to educate visitors and residents about the history and function of the river, bosque and acequias/laterals.

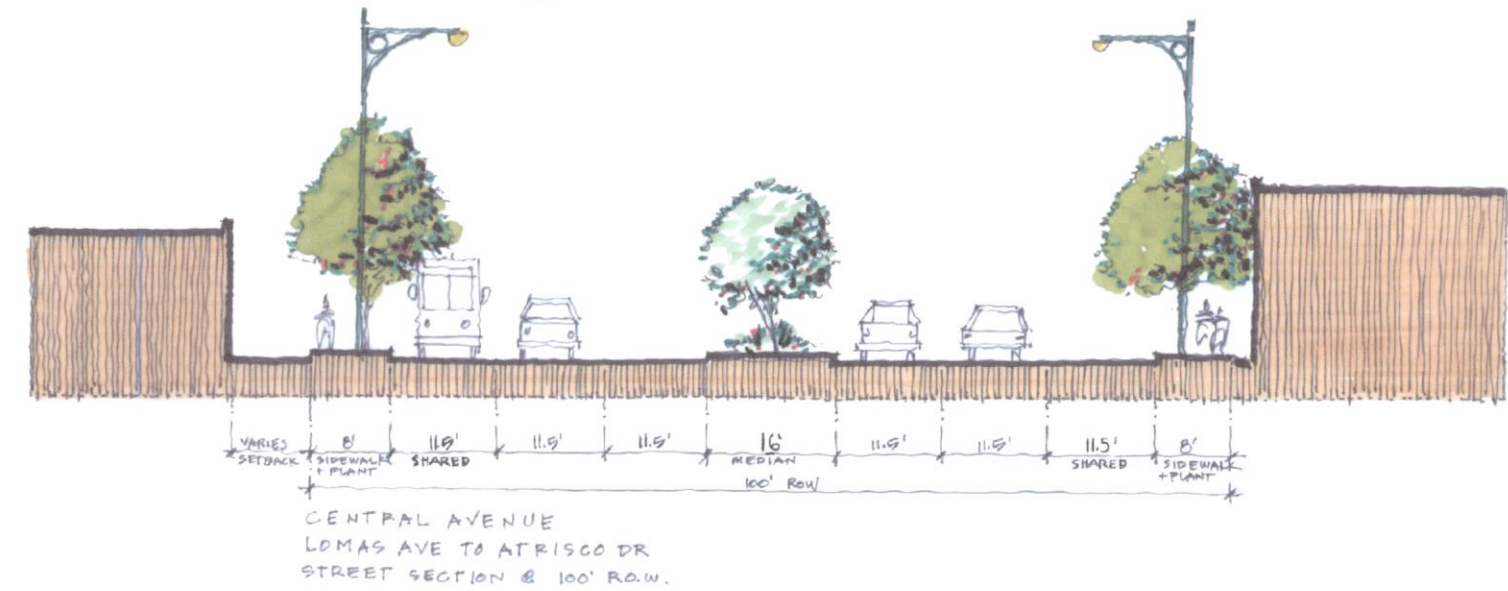


3. urban design master plan and criteria

san felipe st. to clayton st. graphic master plan



lomas boulevard to atrisco dr. typical street section

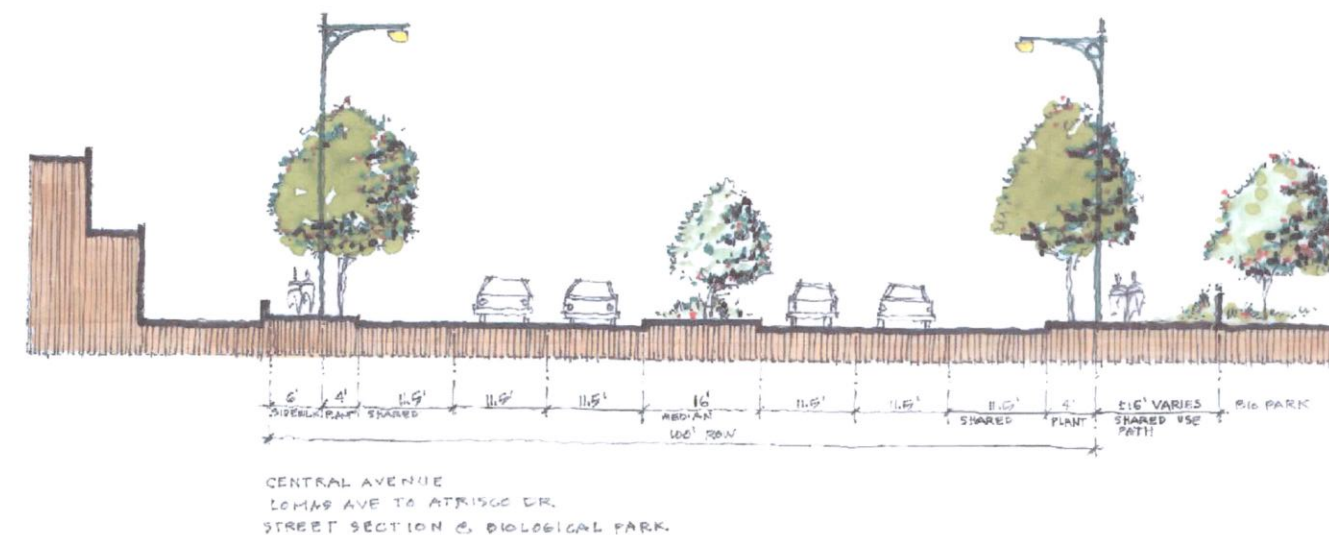
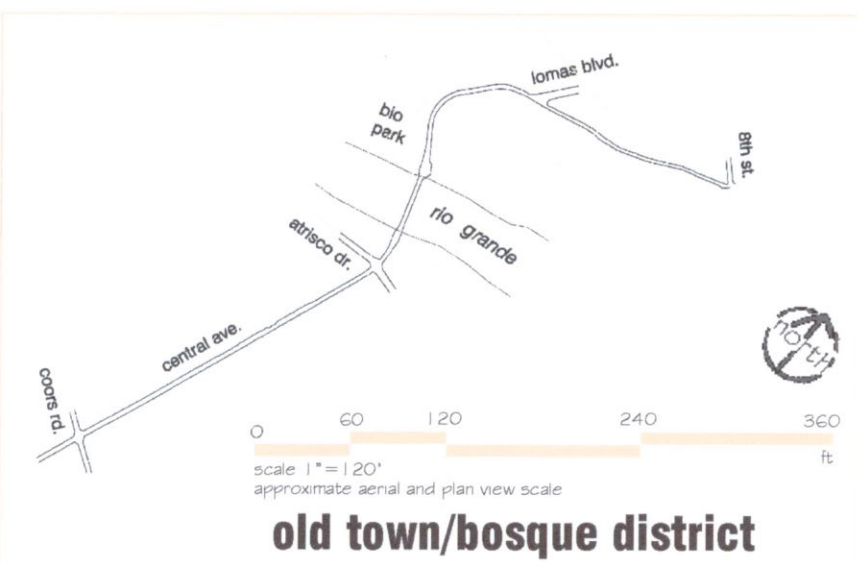


2 urban design master plan and criteria

new york avenue to tingley aerial

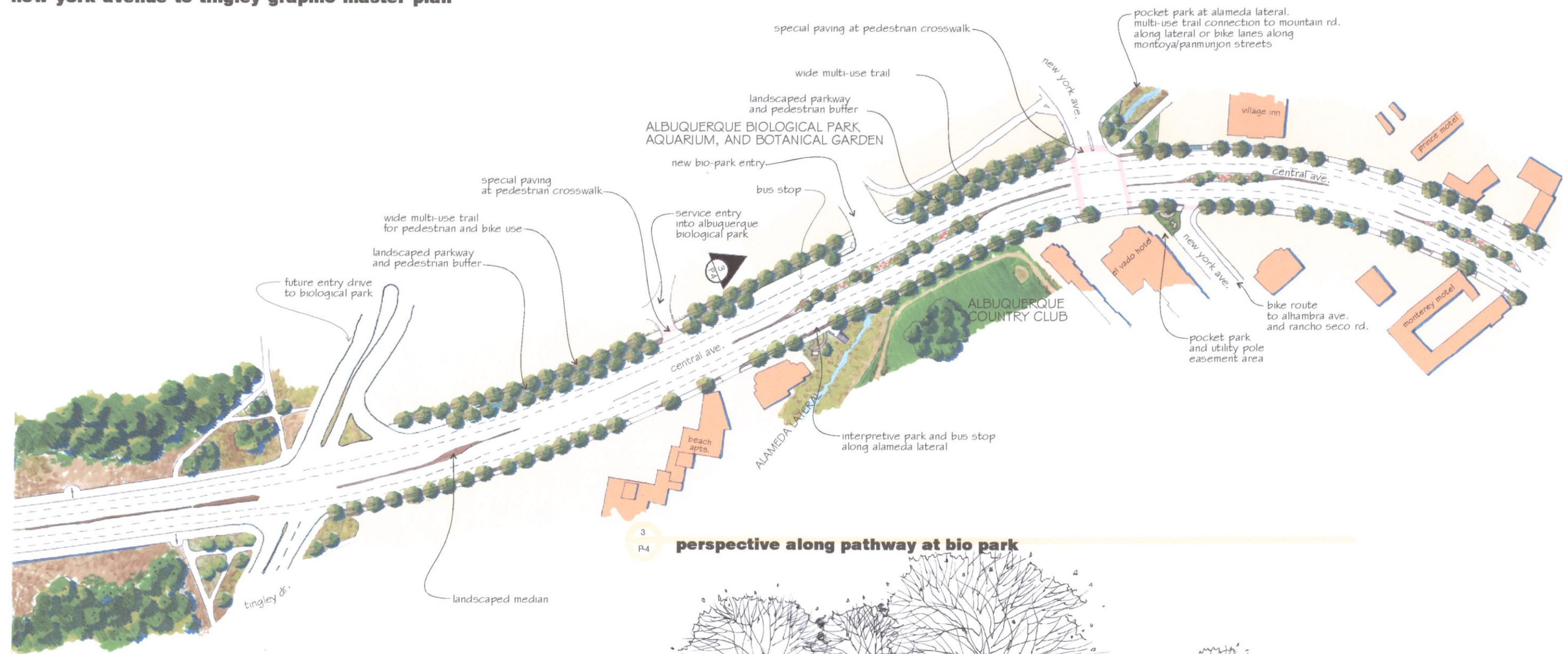


lomas boulevard to atrisco dr. street section at biological park



3. urban design master plan and criteria

new york avenue to tingley graphic master plan

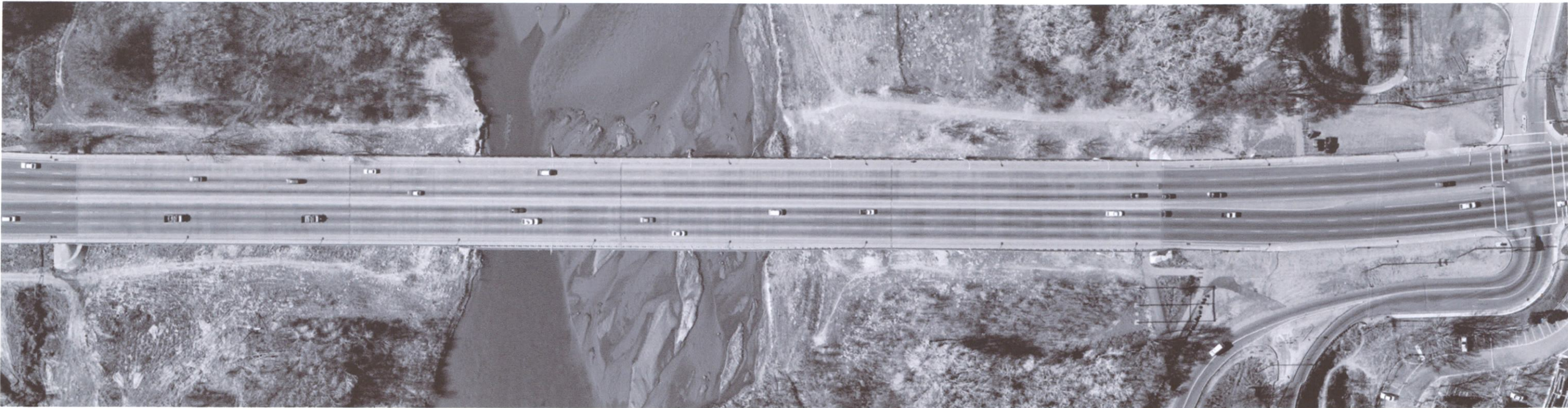


3 P-4 perspective along pathway at bio park



3. urban design master plan and criteria

rio grande bridge aerial

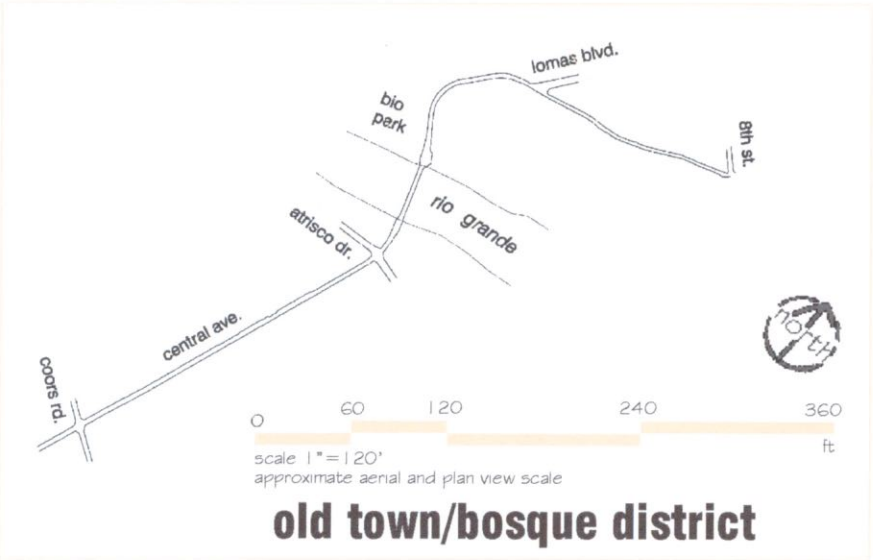


rio grande bridge

Transform the understated bridge into a structure that calls attention to itself and the Rio Grande while making functional and symbolic connections across the river. To accomplish this, use the existing structure and width to:

- ◆ Place banners or other art feature along Central Avenue to highlight the entrance to the bridge. Repeat the feature on the other side of the bridge to mark the exit.

- ◆ Allow for six lanes of traffic while expanding bike and pedestrian paths to 13 feet wide on both sides.
- ◆ Create small promontory lookouts over the river for viewing and interpretation, using the existing bridge columns as structural members.
- ◆ Use open or transparent railings along the bridge edge to enable views from the bridge.
- ◆ Use pedestrian and vehicular lighting to contribute to the aesthetic theme and night time usage of the bridge.
- ◆ Establish an interpretive tour that begins at the Biological Park and traverses the bridge.

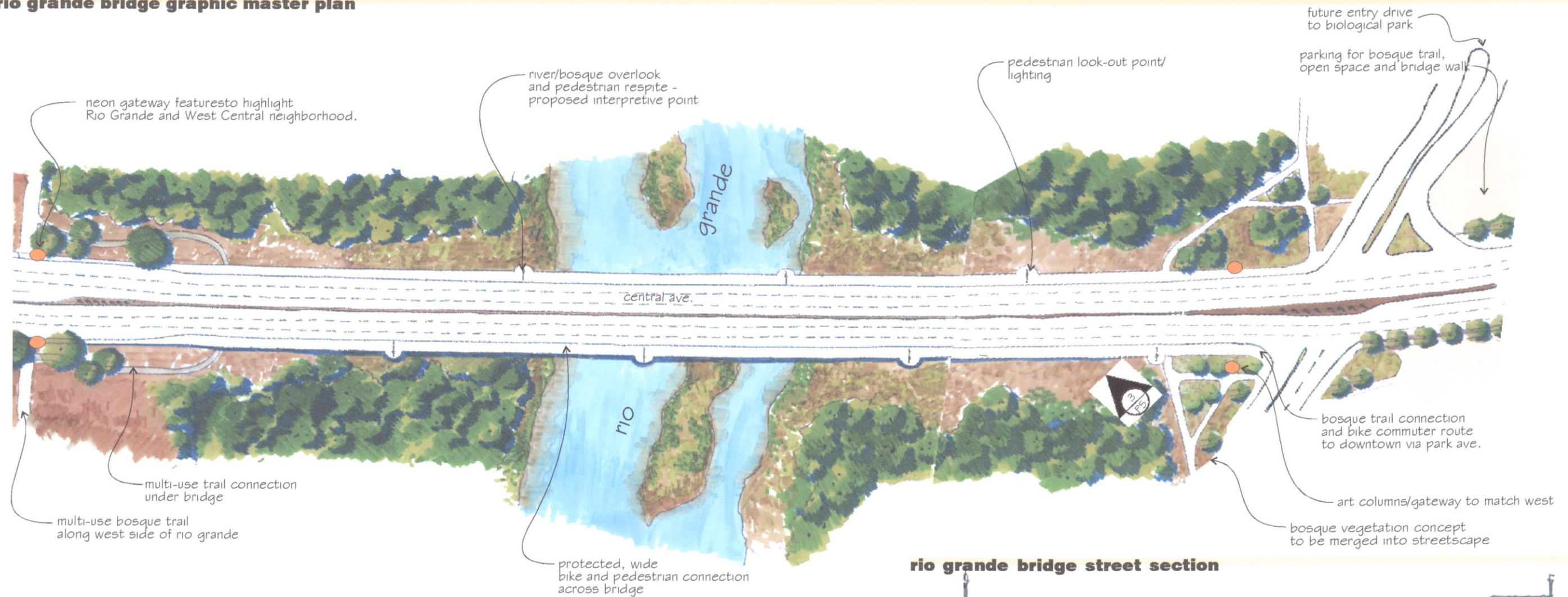


3 P-5 perspective of overlook at rio grande bridge

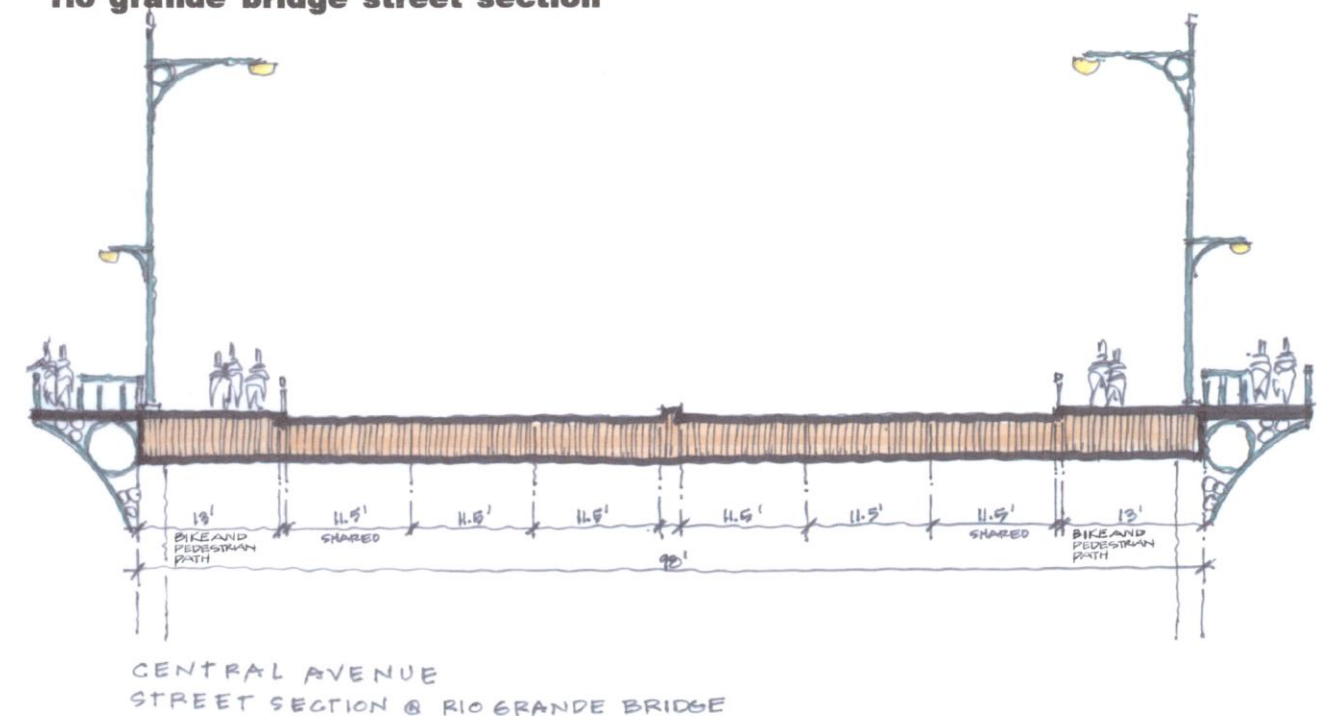


3. urban design master plan and criteria

rio grande bridge graphic master plan



rio grande bridge street section



3. urban design master plan and criteria

rio grande bridge (west side)

Use the area along the levee to connect Central Avenue with the agricultural areas of the South Valley/Atrisco Land Grant. To accomplish this:

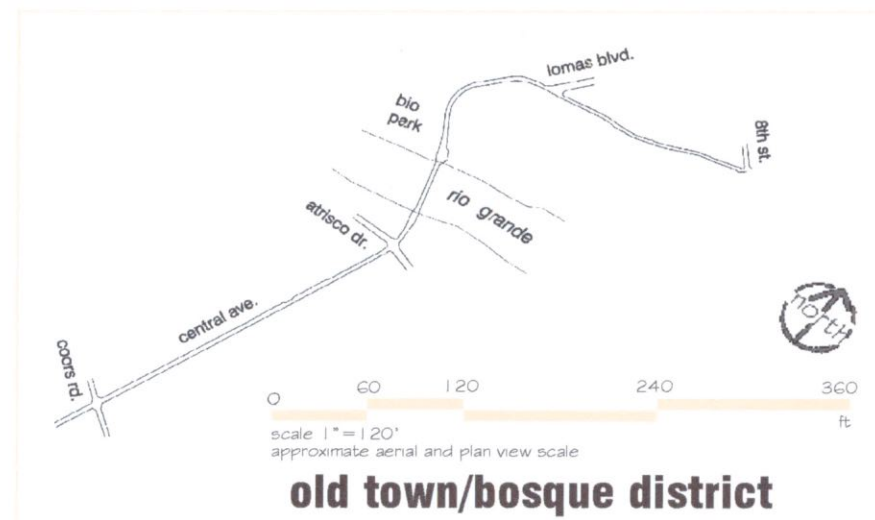
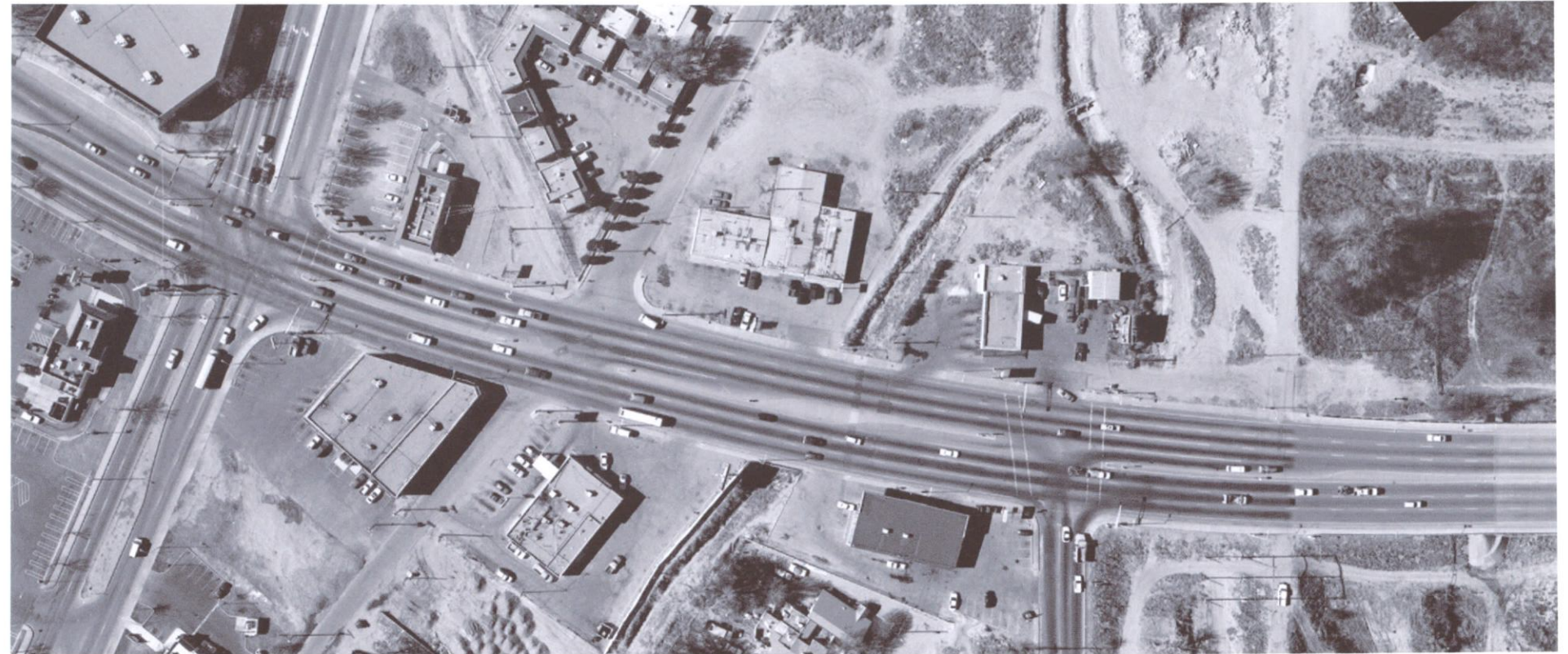
- ◆ Establish a community garden or fruit stand with enhanced art or a landscape feature to celebrate South Valley agriculture roots.
- ◆ Establish a crossing under the bridge to link to the new Bernalillo County Bosque Trail.
- ◆ Stripe the 15-foot-wide, on-street lane that emerges where the bosque/levee trail intersects with Central Avenue as a single, shared bicycle/mass transit lane. Highlight with a chip coat of differing color or with additional striping for a narrower outside bike lane. (The lane should be used for on-street parking or a cruising/turning lane with maximum speeds during off-peak hours and weekend evenings, while the center two lanes carry regular traffic and speeds).

sunset to atrisco

An important recommendation of the economic development plan is the redevelopment of properties between the river and Atrisco Drive. The redevelopment would complement recreational activities along the river and tie to the Albuquerque Biological Park.

- ◆ Pedestrian improvements, including a more attractive streetscape and sidewalks along Central, should be designed to complement, the Biological Park and South Valley agricultural themes.
- ◆ Bus stops should be coordinated with pedestrian improvements and, in the future, with public facilities west of the river.
- ◆ Streetscape improvements at the Atrisco intersection should improve the pedestrian experience at this location and improve the image of this key commercial node.

sunset to atrisco aerial



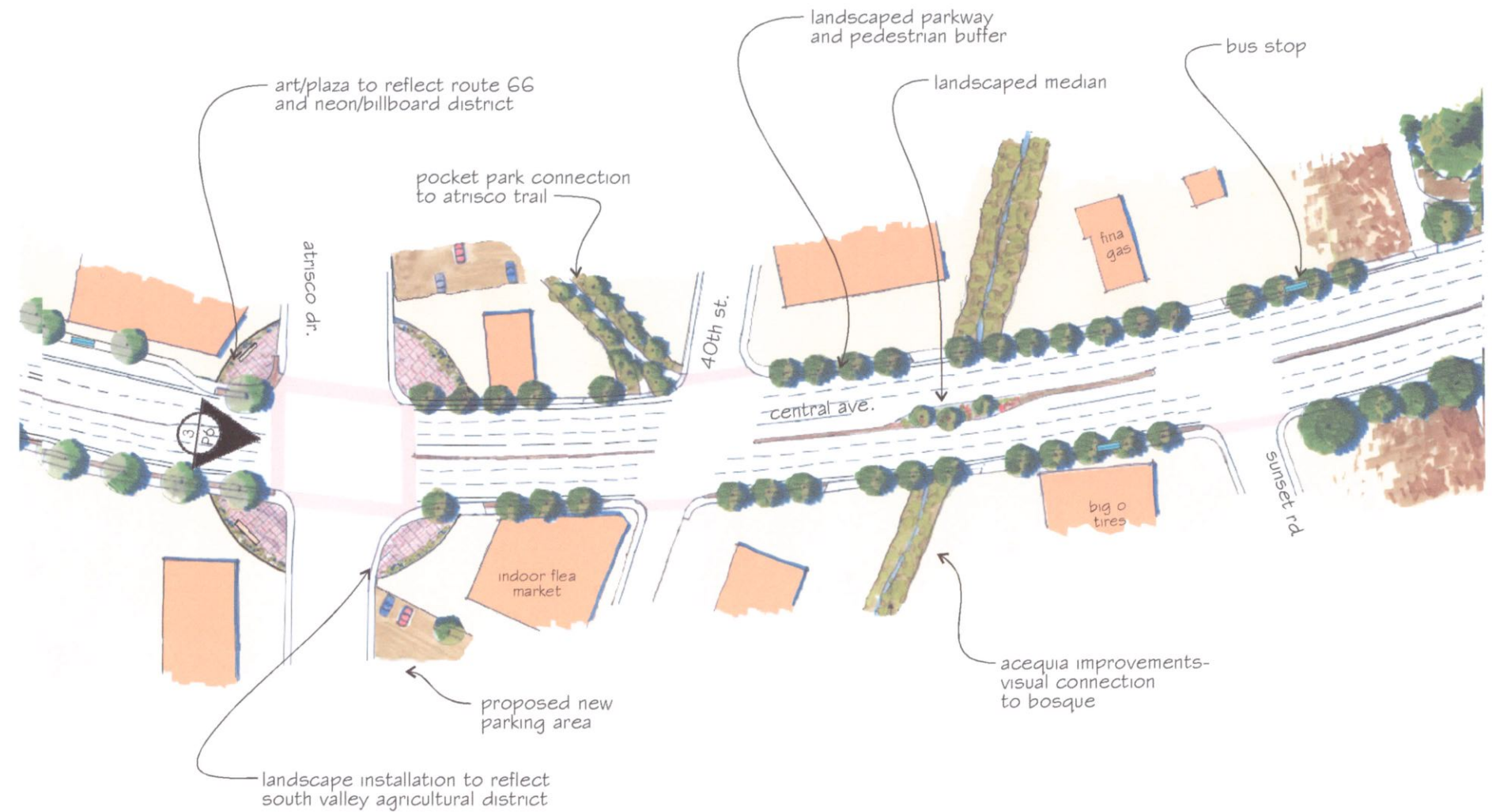
3. urban design master plan and criteria

west end at atrisco drive

Highlight Central Avenue's transition from the bosque/agrarian environment and theme to a Route 66 strip atmosphere. To accomplish this:

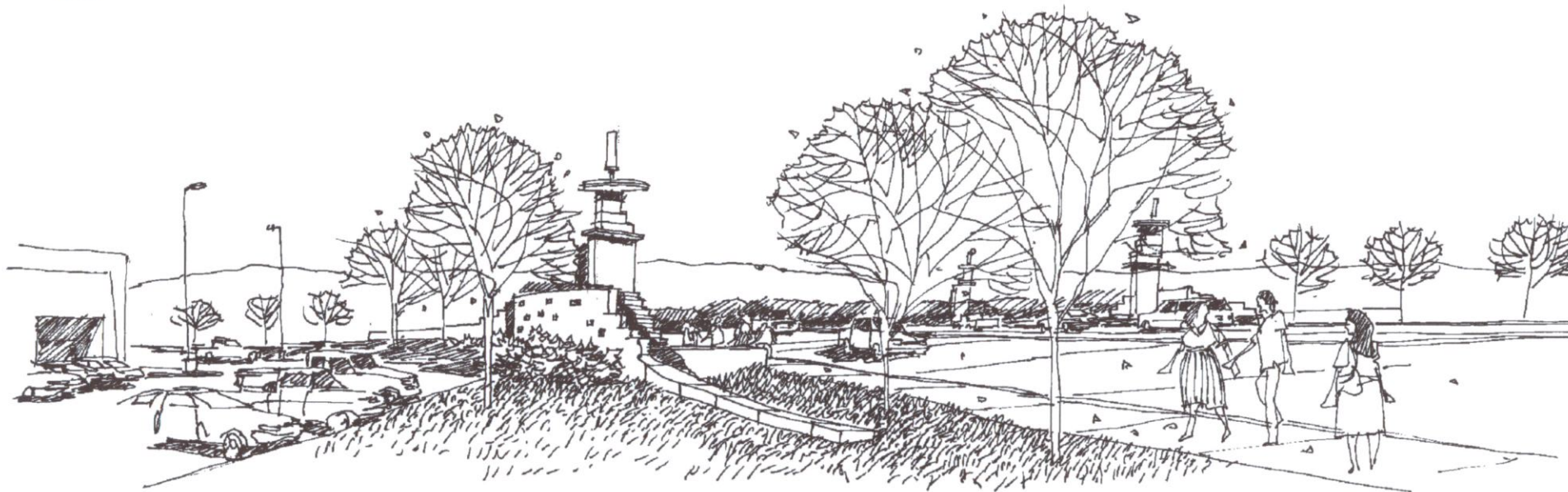
- ◆ Place an artistic feature to serve as a gateway in all four directions.
- ◆ Create an art plaza at the intersection.
- ◆ Create a new parking lot at the intersection's southeast corner to replace that which is taken for the art plaza.

sunset to atrisco graphic master plan



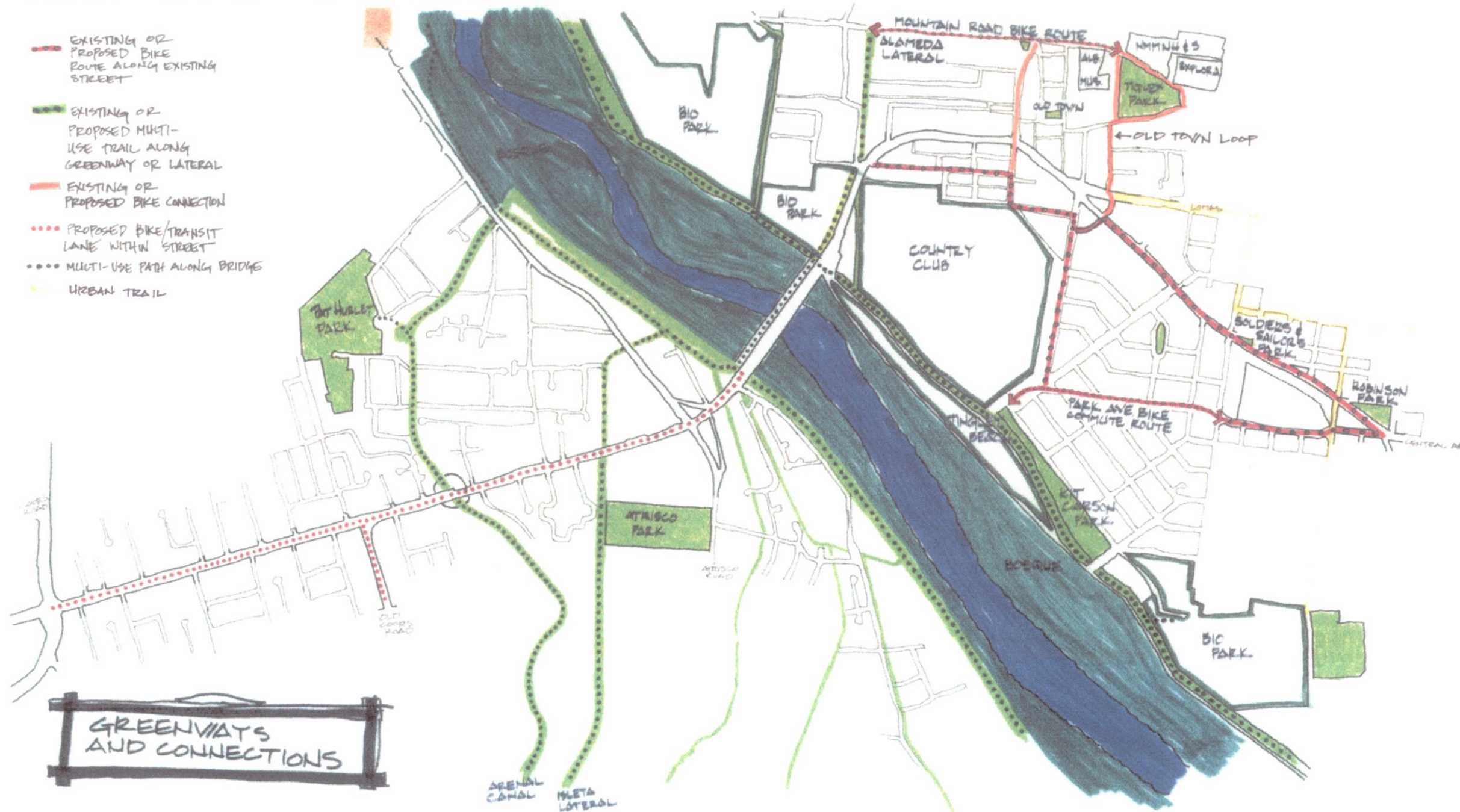
3
P6

perspective of atrisco and/or coors intersection art/plaza element and walls



3. urban design master plan and criteria

bikeways, trails and greenway connection diagram



3. urban design master plan and criteria

3.3 southwest vista district – atrisco drive to coors boulevard

function and character

West of Atrisco Drive, the Central Avenue roadway widens appreciably. The far west side elevation changes considerably, climbing more than 100 feet from Atrisco Drive to Coors Boulevard. Between those intersections, the right-of-way varies between 90 and 120 feet. Some locations offer open, unobstructed views to the east towards “Downtown” and the Sandia Mountains. Large billboards disrupt the vista’s from other locations.

This portion of Central Avenue functions as a retail district during the day and as a “cruising” zone at night. It is also heavily used for commuting and for mass transit. The Southwest Vista District perhaps best reflects the strip, Route 66 era and may have the greatest potential for enhancement and development from that standpoint. Car courts, billboards, neon signs and restaurants dot the street. Numbered streets are uniquely offset from each other, forming a prominent feature of the urban context. This unique offset also creates potential for conflict.

physical conditions

- ◆ Building setbacks and parking conditions vary. Large parking are sometimes screened with landscape buffers at newer, large retail developments. More typical is the large shopping strip where the parking lots consist of massive expanses of asphalt with no or little landscaping and sparsely planted landscape strips
- ◆ For most businesses, parking areas are unscreened and abut sidewalks that are directly adjacent to the curb and traffic
- ◆ There are little or no streetscape plantings and little shade
- ◆ Where sidewalks occasionally are installed behind driving areas, transitions to neighboring sidewalks are awkward
- ◆ Obstructions such as driveways and utility poles frequently interrupt sidewalk routes and limit handicap accessibility
- ◆ Handicap ramps are missing at some intersections
- ◆ Bus stops are uncomfortable and provide neither shelters nor shade
- ◆ Medians are landscaped on the eastern portion of the district, toward Atrisco Drive, but remain vacant of landscaping on the western portion
- ◆ Sidewalks do not exist or are inconsistent in placement
- ◆ Traffic signals and parks are scarce west of Old Coors Road

opportunities

conservation and preservation

- ◆ **Vintage and Historic Buildings.** Historic buildings include the Hilltop Lodge at 5410 Central Avenue SW and El Campo Tourist Courts, 5800 Central Avenue SW. Few others exist.
- ◆ **Acequias and Laterals.** The Arenal Canal lateral intersects Central Avenue near 51st Street. This could provide an opportunity for a trail connection and interpretation of the role of the Middle Rio Grande Conservancy District (MRGCD) ditch system in the history of the valley and contemporary urban life.

- ◆ **Vintage and Historic Neon Signs.**

catalytic opportunities

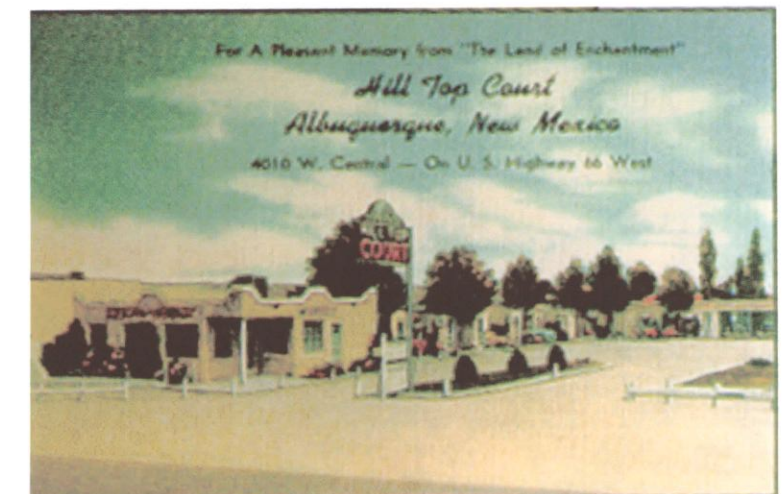
- ◆ **Civic and Public Spaces/Institutions.** The Esperanza Branch of the Rio Grande Valley Library System, one block off Central Avenue at 56th Street, is being relocated a mile away on Gonzales Road, SW. The current building is being turned over to the City’s Department of Family and Community Services to be renovated and expanded into a pre-school and year-round childcare center with space for a demonstration kitchen, learning center, and library. A computer-learning laboratory with Internet access will be available to neighborhood families. The expansion and upgrade offers an opportunity to create a public space along Central Avenue in this segment of the corridor. Vacant land in the area provides opportunities for other new civic spaces, mixed uses, and housing.
- ◆ **Gateways.** The intersection of Central Avenue with Coors Boulevard is the key gateway to the Southwest Vista District or the west end and deserves special treatment.
- ◆ **Vacant and Redevelopable Parcels.** The Atrisco Plaza represents perhaps the largest single redevelopment opportunity along the corridor. Present tenants include a Furr’s Supermarket, a few restaurants, a shoe store, and a number of smaller shops, but property toward the back is vacant. Its location and scale, however, present countless options that could drive the economic success of the entire district (see Economic Development chapter). Any large-scale development plans for Albuquerque should consider this site. In addition, the streetscape design in this section must consider the possibilities of such future development.

goals

- ◆ Build upon the Route 66 theme to enhance and develop the corridor
- ◆ Increase opportunities for transit
- ◆ Provide bicyclists with safer and more congenial routes
- ◆ Stimulate economic development with parks, civic/public spaces, or other redevelopment

The streetscape design includes several features to achieve these objectives:

- ◆ Establish a six-lane, tree-lined street with landscaped center median
- ◆ Include bike lanes in street section
- ◆ Punctuate the street with left turn bays
- ◆ Buses and accelerating and decelerating vehicles only will use outside lane
- ◆ Consolidate driveways and access points where possible
- ◆ Widen sidewalks to 10 to 15 feet throughout this portion of the corridor
- ◆ Move light poles from center median into parkway strips
- ◆ Take advantage of city views along this portion of the road. To accomplish this:
 - Create vista pull-outs with interpretive signs where possible. One such location is 58th Street where the hill grade levels off
 - Create interpretive pull-outs at historic Route 66 landmarks or buildings
- ◆ Facilitate building facade/neon sign improvements



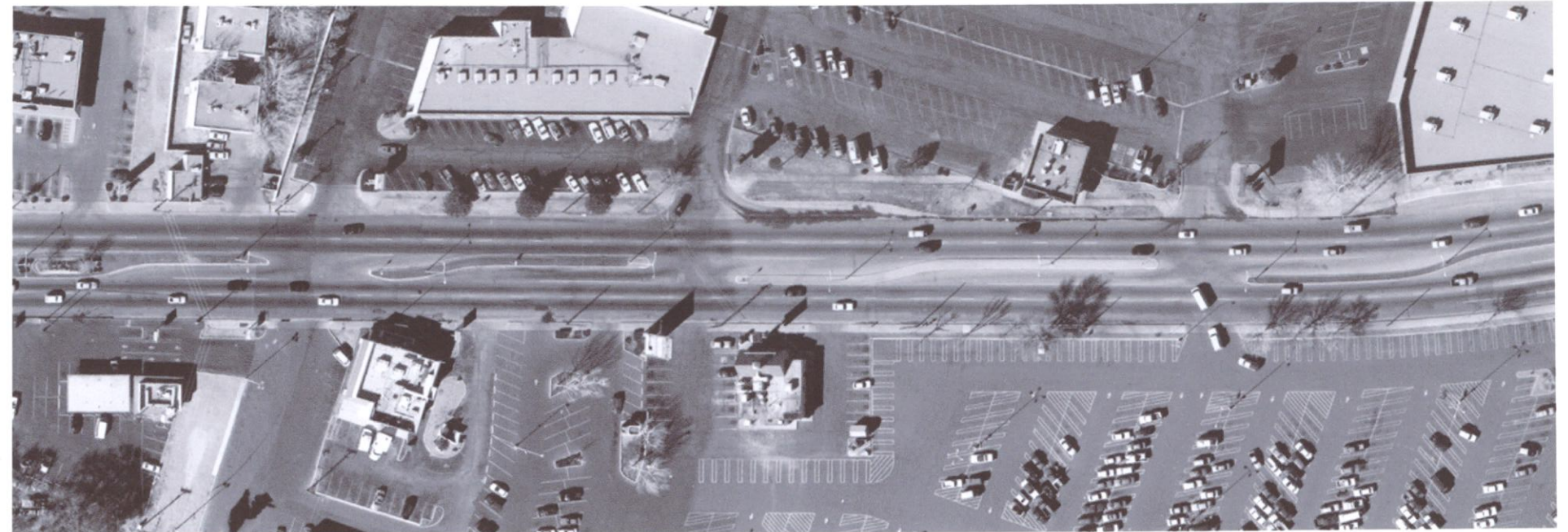
3. urban design master plan and criteria

atrisco plaza to arenal canal

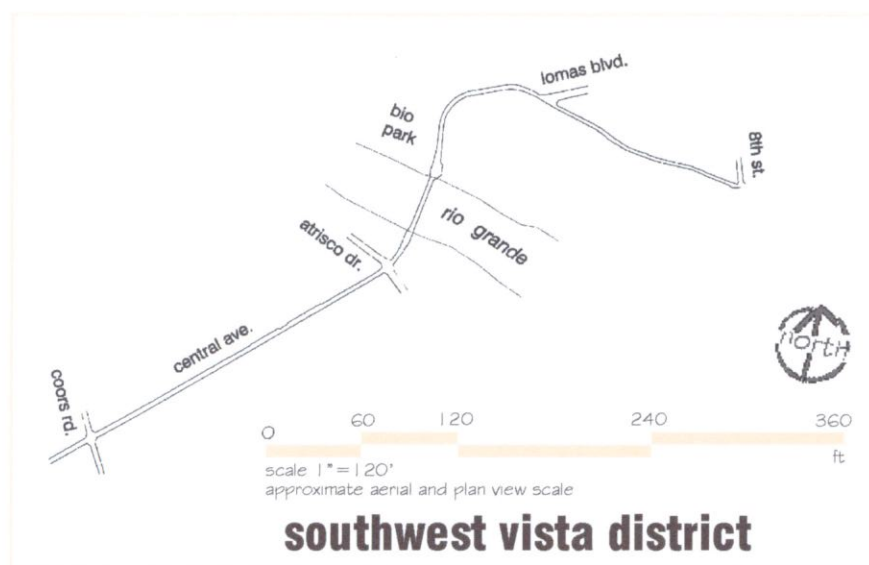
Create a more accessible and pedestrians friendly environment while beautifying the road and encouraging reinvestment in the district. To accomplish this:

- ◆ Build crosswalks where none exist and use special paving to emphasize them
- ◆ Landscape streetside and medians
- ◆ Provide handicapped accessibility
- ◆ Use outside lanes for transit and accelerating or decelerating vehicles only

west of atrisco aerial map



46th to 48th aerial map



3. urban design master plan and criteria

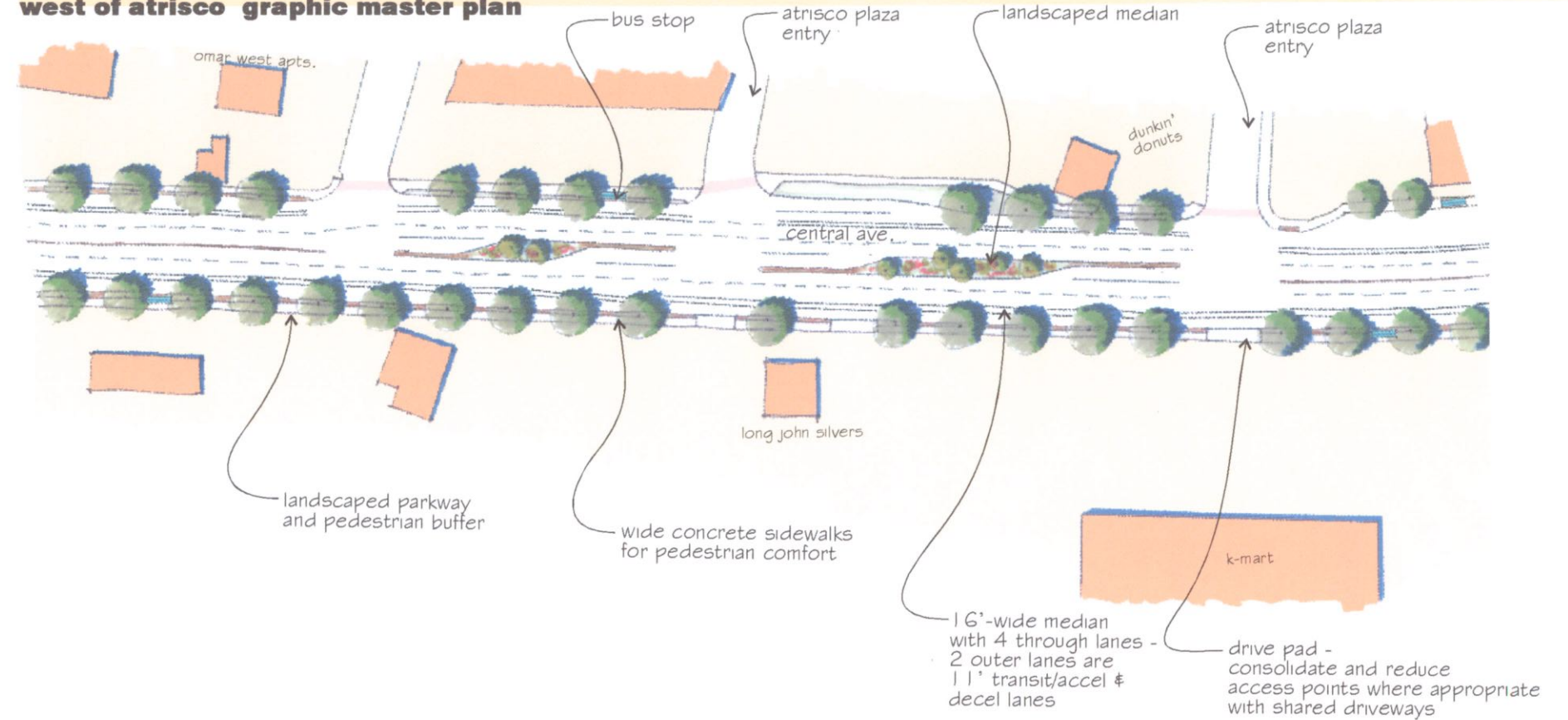
The intersection of Atrisco and Central is a community commercial node. This retail area includes a Kmart Big K discount store, Atrisco Plaza Shopping Center and several small freestanding retail establishments. Businesses in this commercial center offer a wide range of goods and services, but there are a number of vacant commercial spaces. The streetscape will enhance the physical image of the area, but other types of projects are proposed as part of the economic development plan to encourage reinvestment by private businesses.

- ◆ Atrisco Plaza shopping center site was nearly one-third vacant at the time of the design charrettes. The long-term health of this center is a concern of the community, and in the future this site could be acquired by the City for redevelopment. In the short term, the City should support the center through facade renovation loans, leasing space in the center for public agencies where appropriate, special community events and streetscape improvements.
- ◆ The Kmart recently completed an extensive upgrade to the store, renovating the interior and exterior and expanding the types of merchandise offered. However, a new Super K-Mart is being planned at Central and Coors. Redevelopment or renovation of this property should improve the overall image of this node.
- ◆ The 14.5-acre Atrisco Plaza site and the 11.5-acre Kmart site combined are larger than Old Town. These sites offer the potential for renovation, redevelopment, infill of parking lots or other similar approaches to creating a pedestrian oriented activity center for the community.

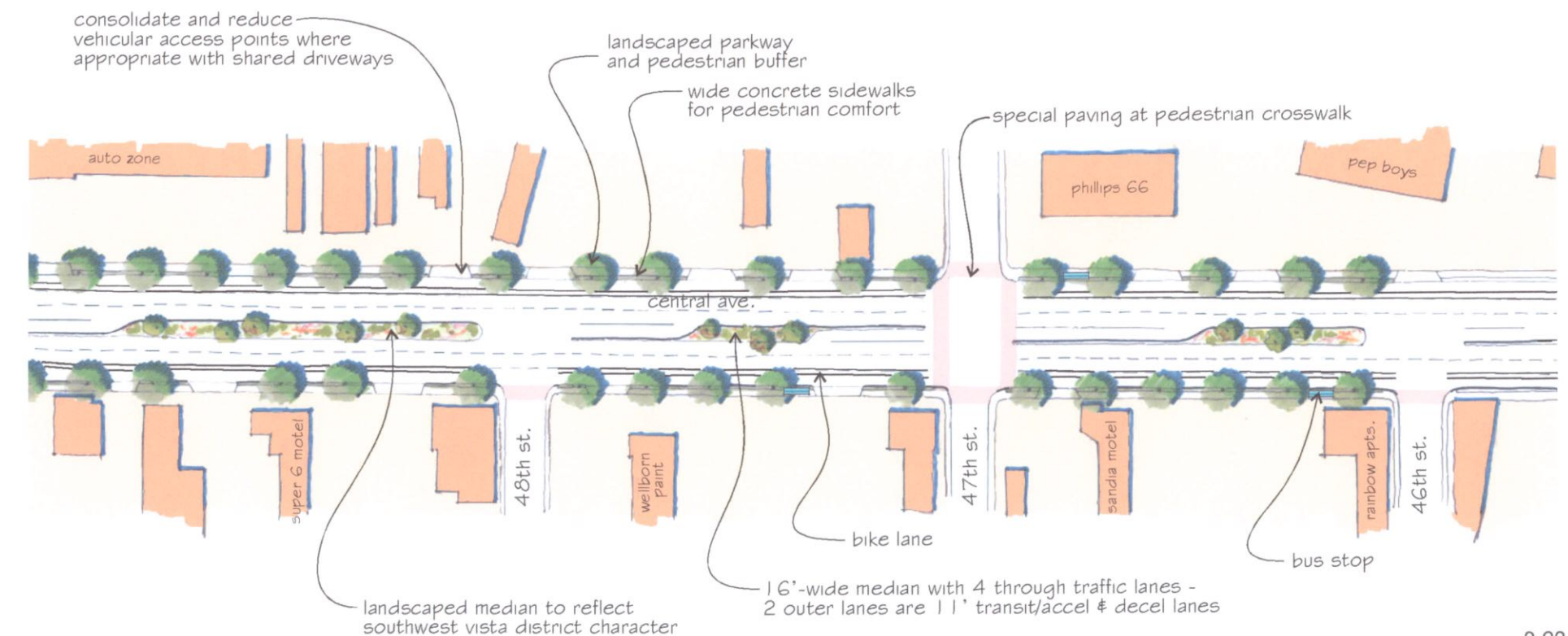
atrisco plaza potential redevelopment plan



west of atrisco graphic master plan



46th to 48th graphic master plan



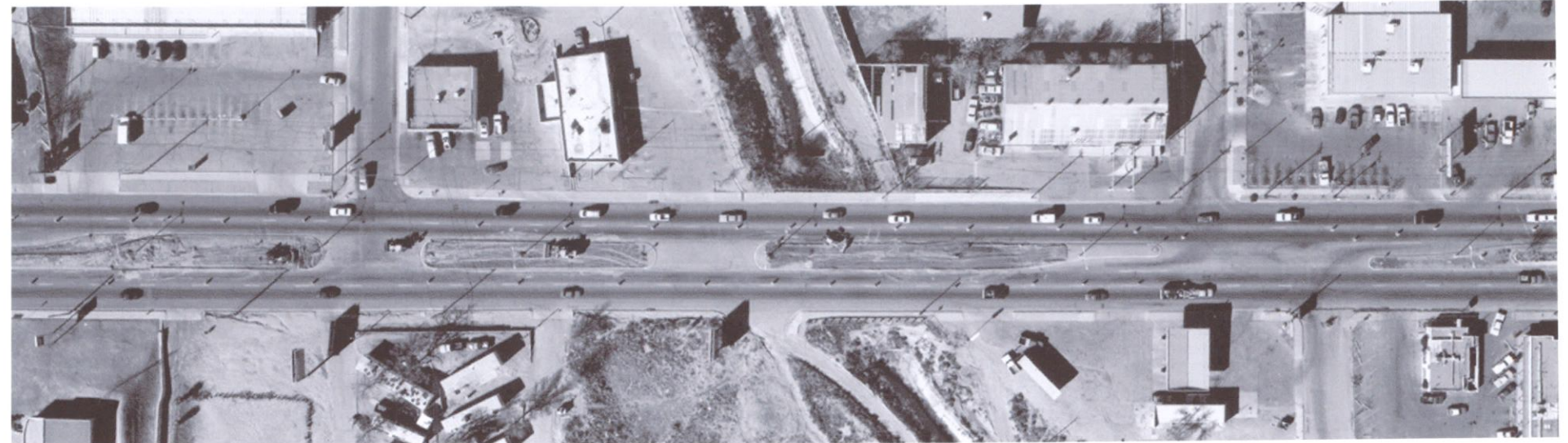
3. urban design master plan and criteria

arenal canal (between 50th and 52nd streets)

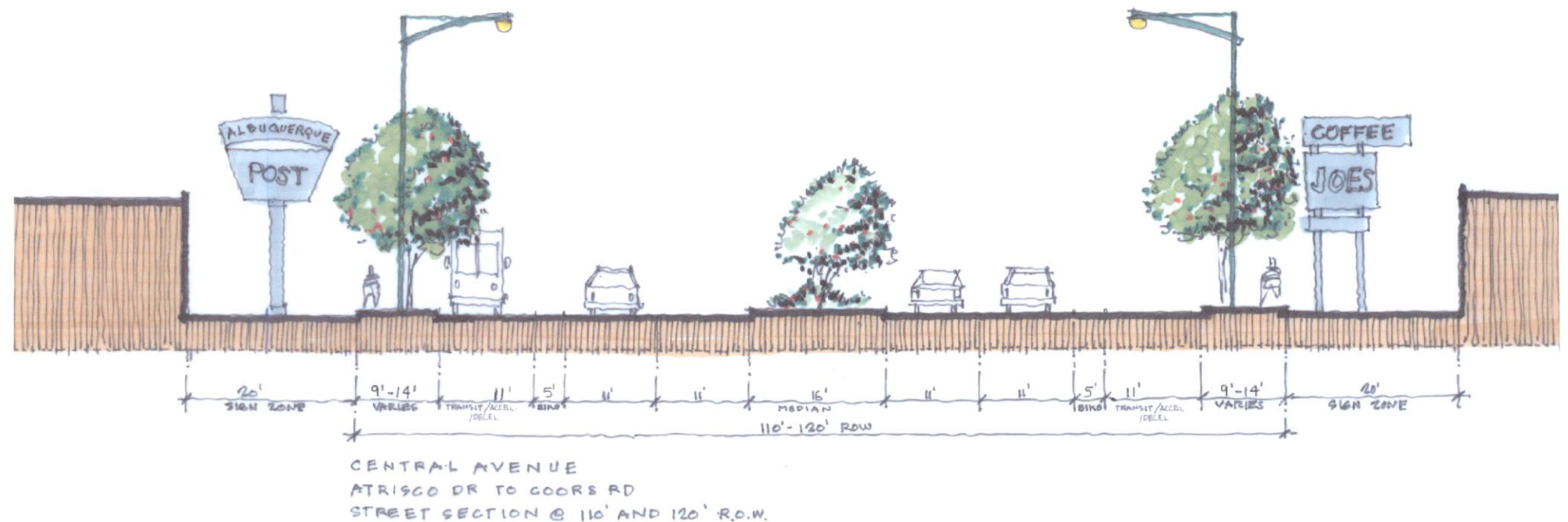
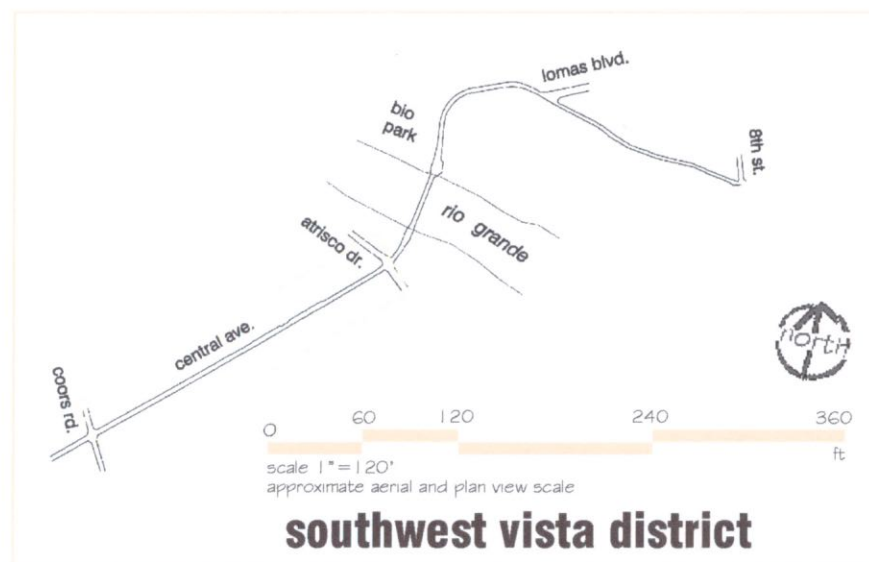
Interpret the canal as an important feature for the street user through signage and space allocation. The valley escarpment should also be emphasized and views capitalized upon. To accomplish this:

- ◆ Create promontories similar to those placed on the Rio Grande Bridge at the canal, including interpretive signs.
- ◆ Establish a small parking area and trailhead that connects to informal extant trails and eventually to the river trail along the levee.
- ◆ Consider moving a bus stop to this location.

cypress to 52nd aerial map

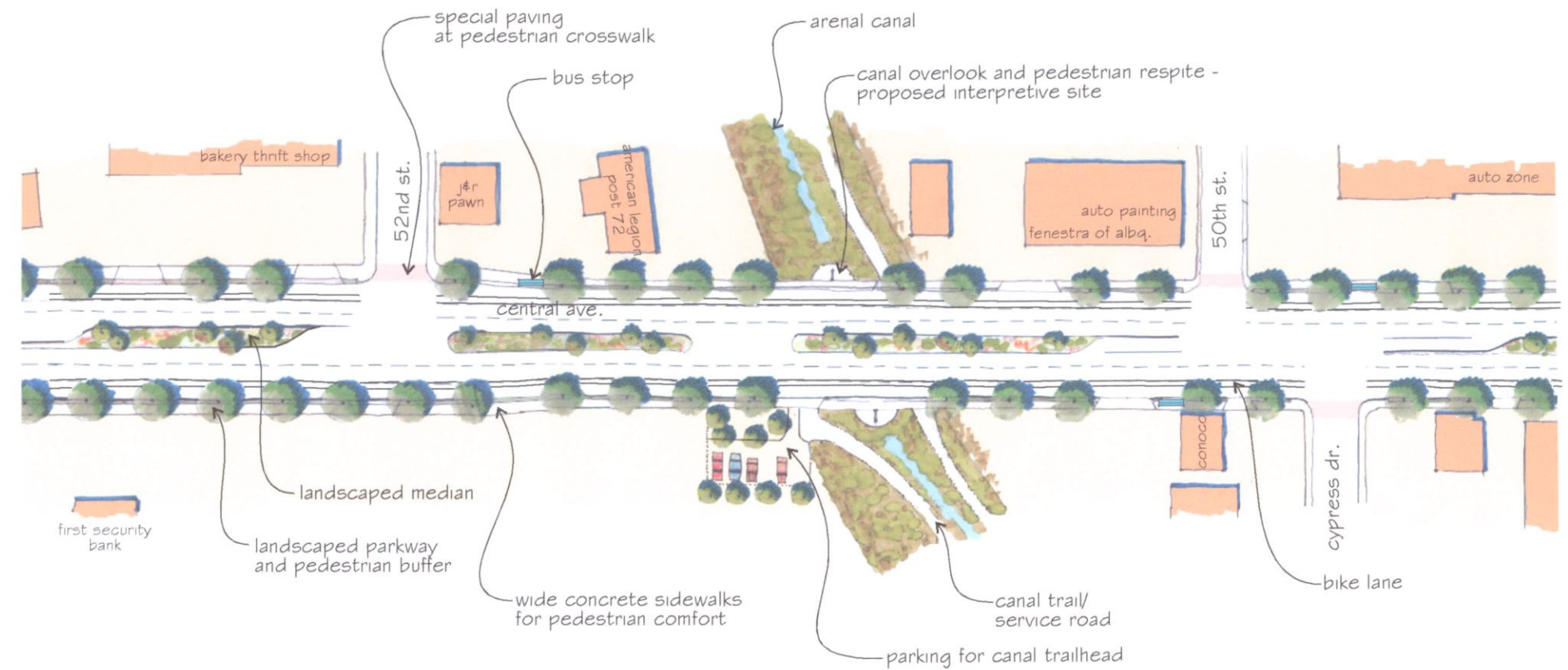


atrisco drive to coors boulevard street section (110'-120')

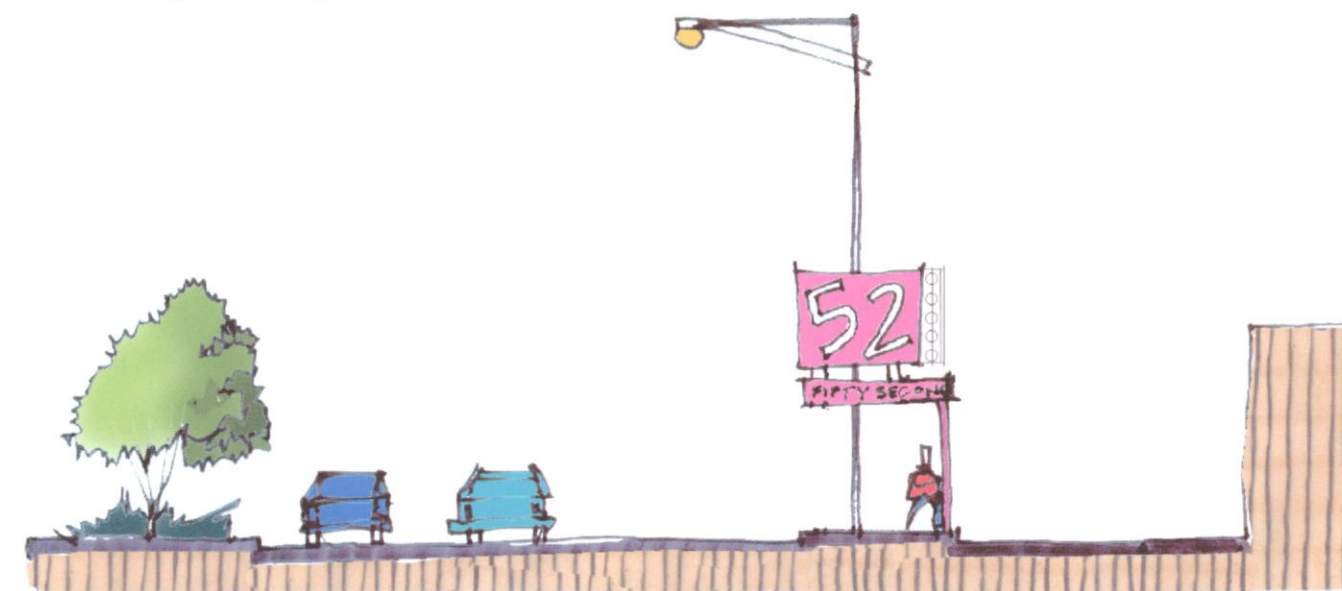


3. urban design master plan and criteria

cypress to 52nd graphic master plan



street sign concept



SECTION AT WEST CENTRAL INTERSECTION
WITH "BILLBOARD/NEON" STREET SIGN.

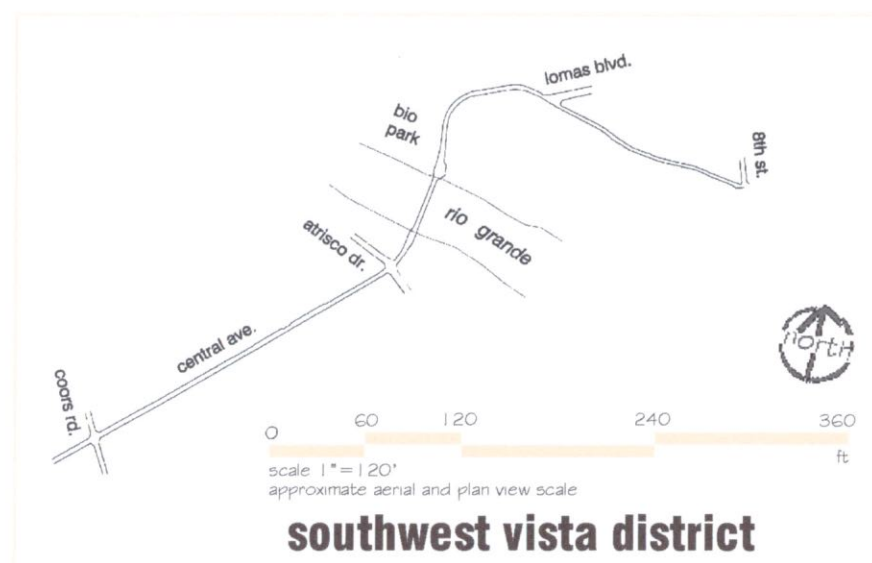
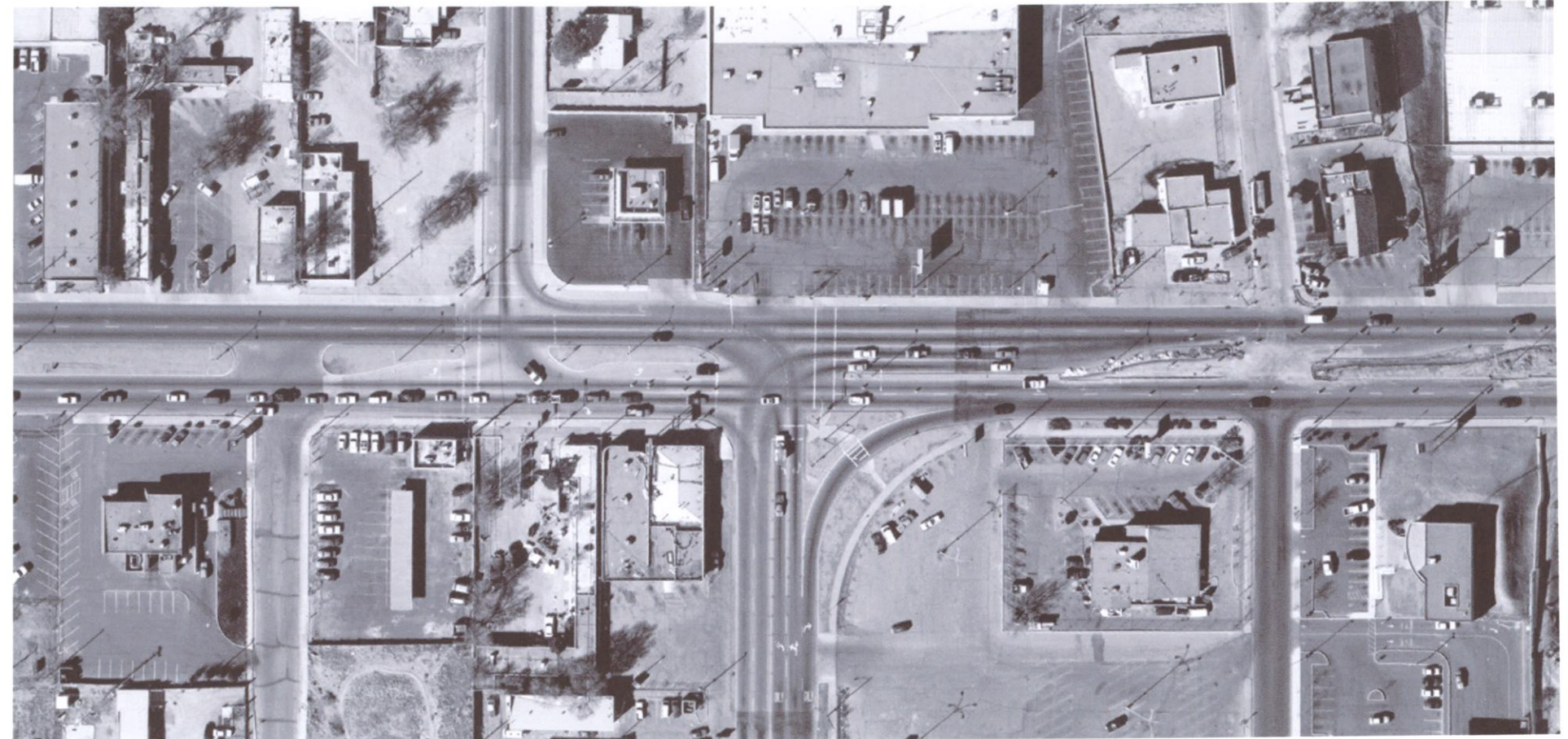
3. urban design master plan and criteria

old coors road west to 60th street

Develop parks and more pedestrian-friendly street crossings along this stretch of the corridor. To accomplish this:

- ◆ Locate parks in vacant lots adjacent to civic buildings/space and/or at offset intersecting streets such as at 57th or 60th Streets
- ◆ Add traffic signals and/or pedestrian crossings to these intersections
- ◆ Develop public or civic buildings next to the parks to help stimulate private investment
- ◆ Create pedestrian crossing zones using textures and colored pavement
- ◆ Integrate bus stops into civic and/or park space to encourage use

53rd to 55th aerial map



3. urban design master plan and criteria

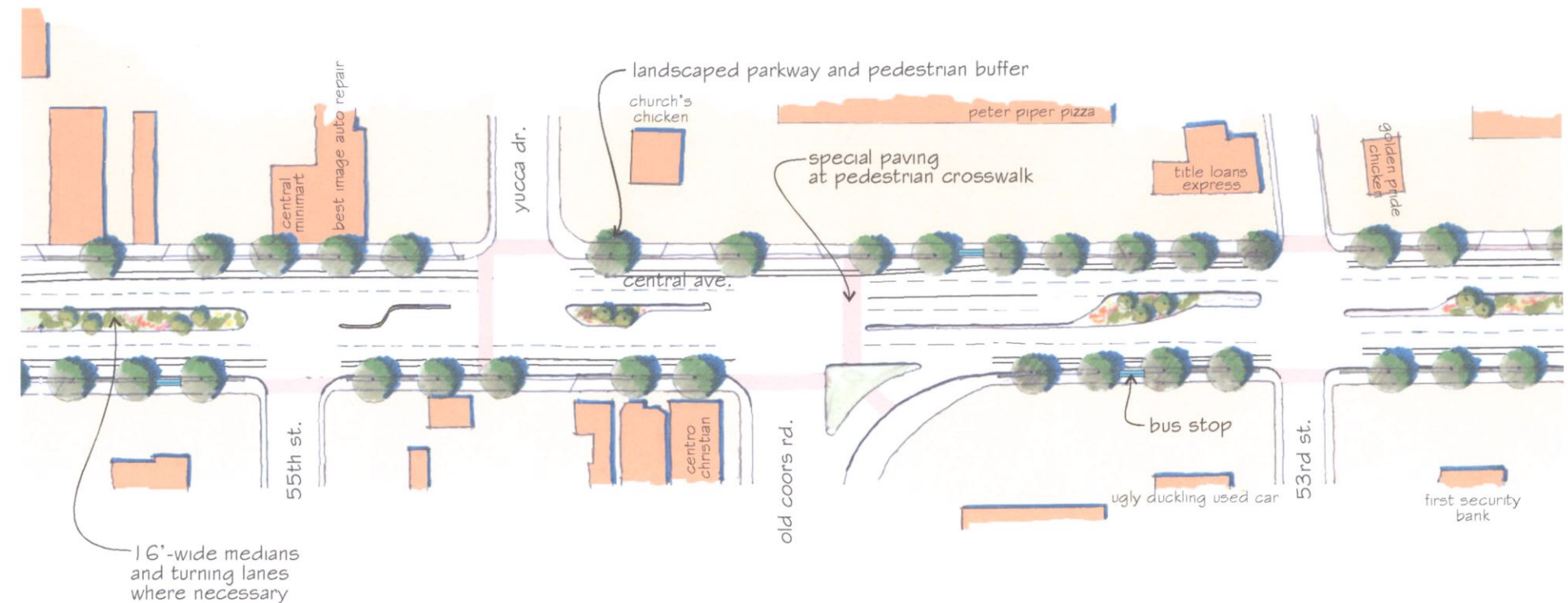
The intersection of Old Coors and Central was identified in the economic development plan as the location of a viable neighborhood activity center. The businesses at this location include a hardware store, vegetable market, a branch bank and several restaurants. The Esperanza branch library is currently located one half block north of Central, but will be relocating in the near future.

- ◆ Provide pedestrian improvements to support neighborhood commercial activity at the Old Coors intersection, 53rd Street and Yucca Drive.
- ◆ Locate bus stops in support of the neighborhood activity center.
- ◆ Complete streetscape improvements to enhance the physical image of this node.
- ◆ Provide bike lanes within street section.

The Hilltop Lodge, which was vacant at the time of the design charrette, is a registered historic property representative of the historic motor courts in the Southwest Vista district. This property could be renovated as a prototype for reuse of historic Route 66 motels. Residential reuse is one option that was explored during the design charrette, including residential units in the motel rooms, a common courtyard and garden area in the former parking lot, and a community room in the front part of the parking lot.

- ◆ Evaluate the potential for renovation of the Hilltop Lodge as a prototype of motel reuse.

53rd to 55th graphic master plan



car court potential redevelopment concept



Motel to Senior Housing

Hilltop Lodge...currently for sale...Historical landmark

3. urban design master plan and criteria

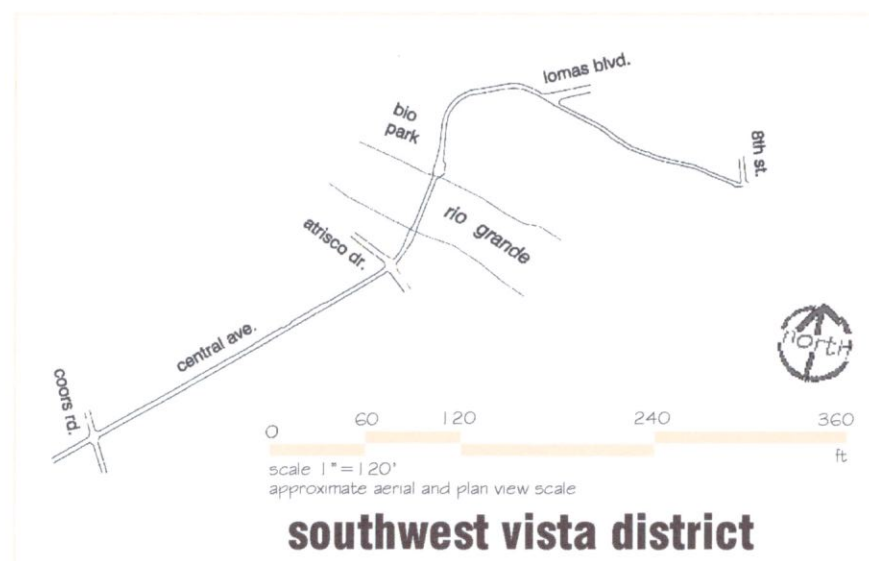
57th to 61st aerial map



60th and 61st streets

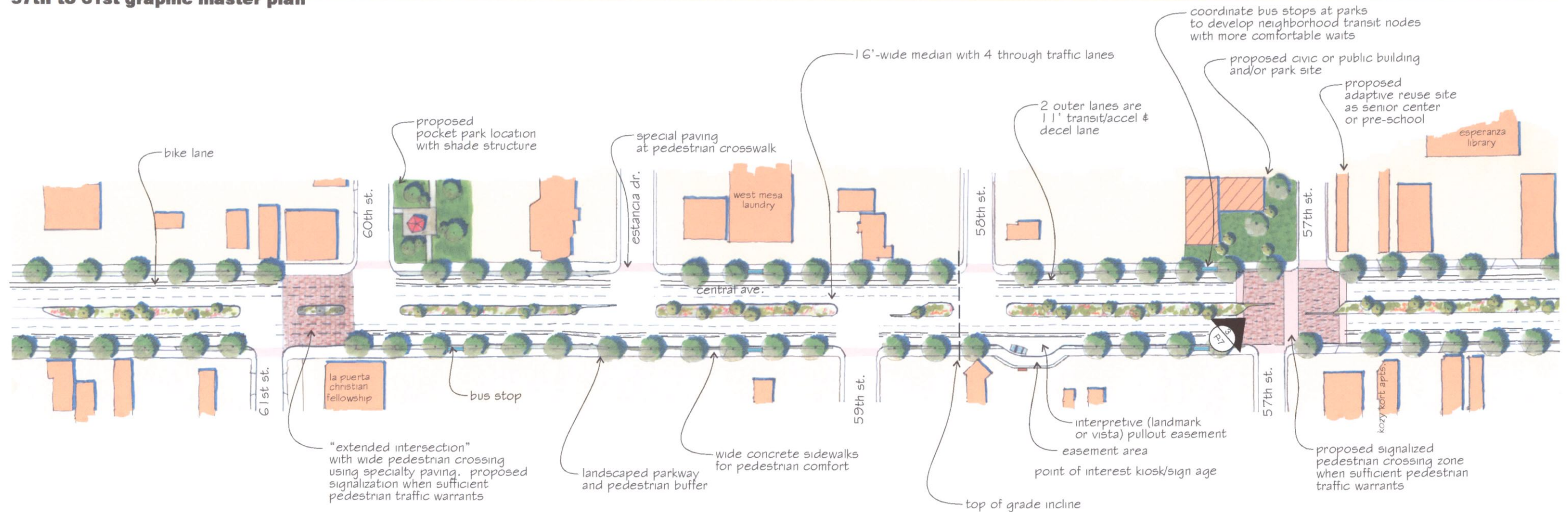
Create an extended intersection to help pedestrians cross between the north and south sides of Central Avenue. To accomplish this:

- ◆ Designate the pedestrian crossing with specialty paving
- ◆ Use a median island to give additional pedestrian safety and to aesthetically compliment the specialty paving
- ◆ Develop a civic building—perhaps the new library—and/or park on the vacant northeast corner
- ◆ Add a traffic signal to aid pedestrians in crossing the street



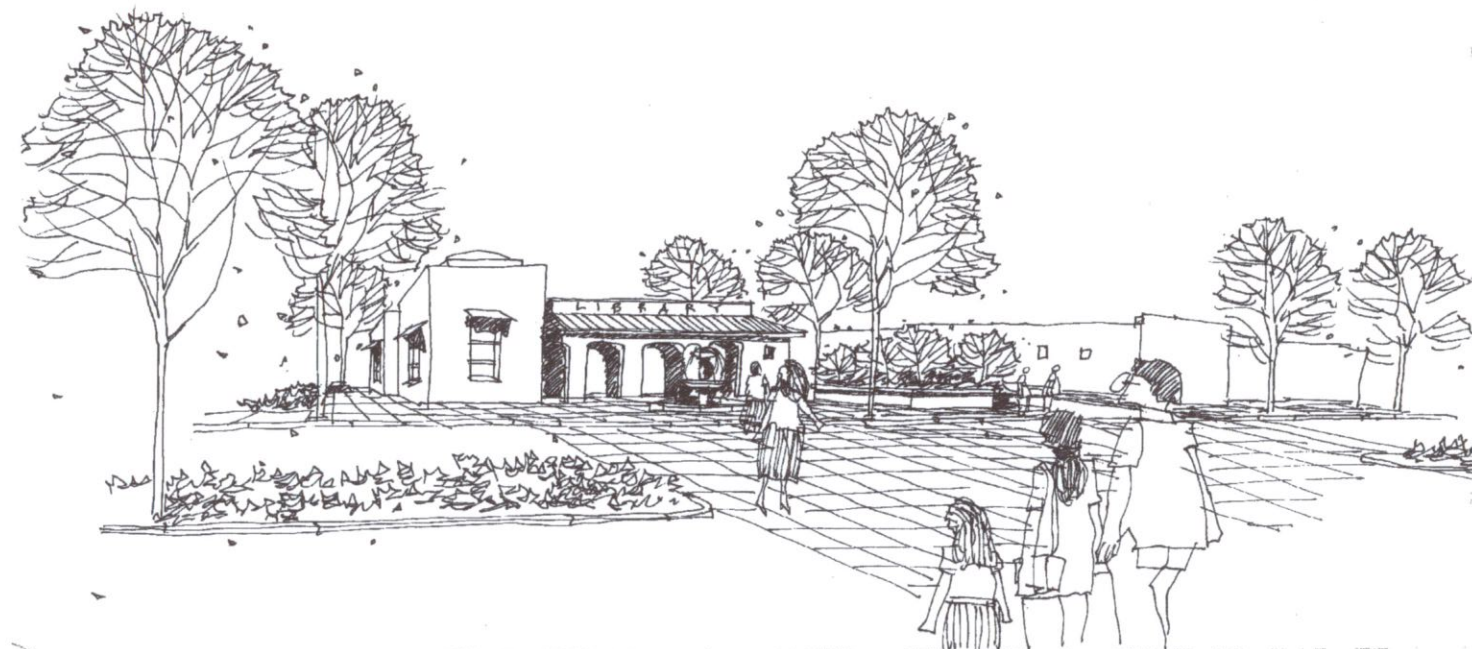
3. urban design master plan and criteria

57th to 61st graphic master plan



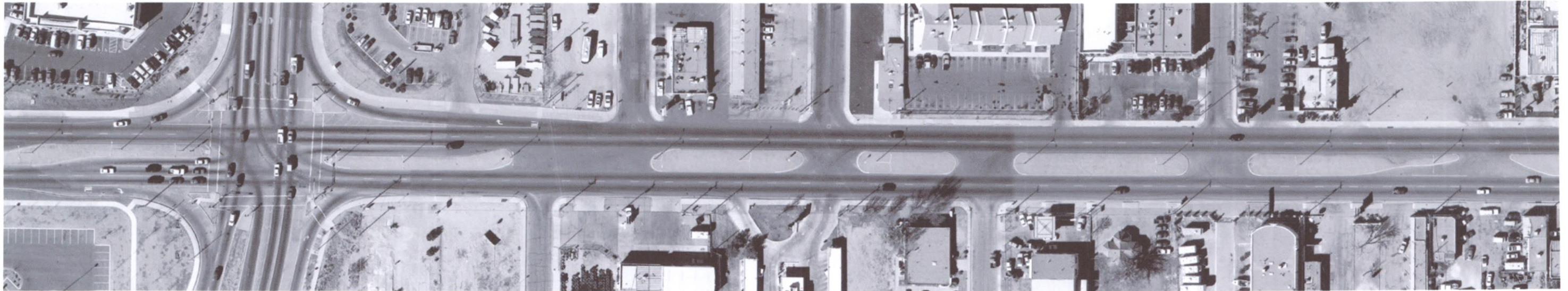
3
P.7

perspective of 57th intersection



3. urban design master plan and criteria

63rd to coors aerial map



63rd street to coors boulevard

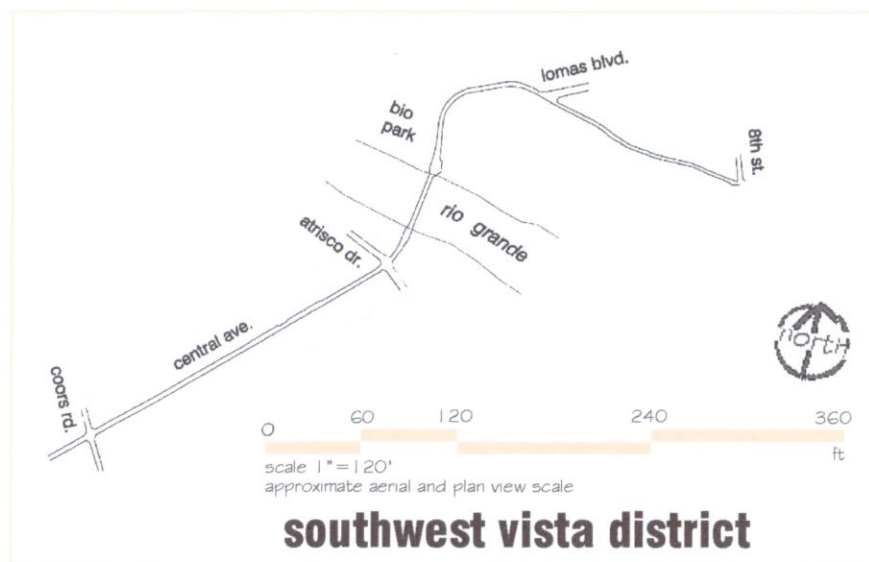
This portion of the roadway should emphasize views to the mountains while beautifying the roadway and providing a safer and more accessible pedestrian environment. To accomplish this:

- ◆ Encourage redevelopment projects to create greater use and safety
- ◆ Landscape both medians and streetside
- ◆ Use specialty paving in all crosswalks

coors boulevard

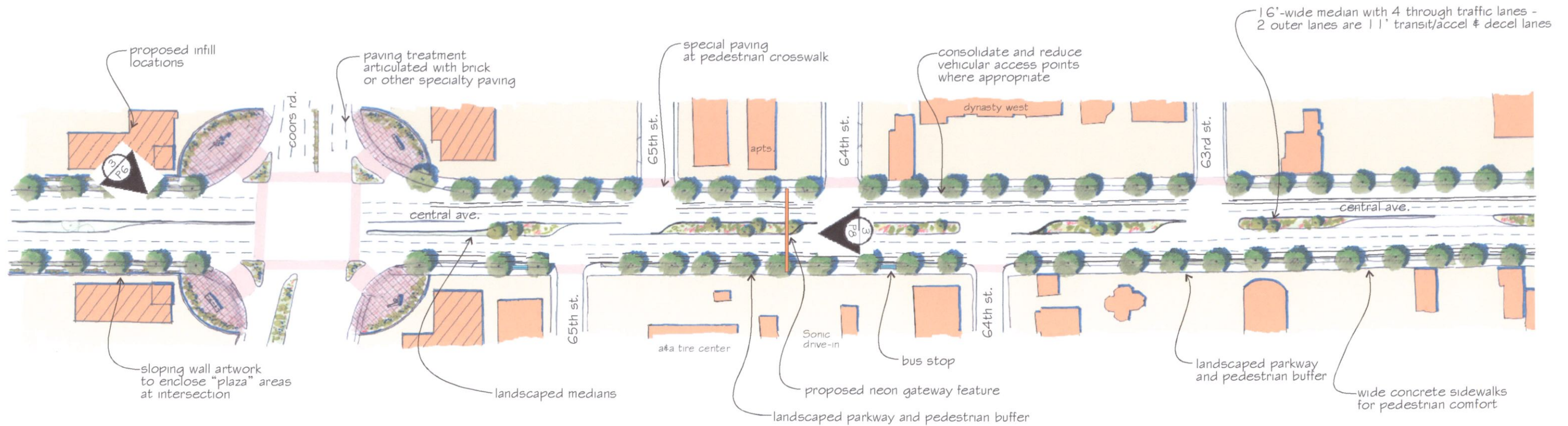
Develop this crossroads into an artistic gateway to the Southwest Vista District. Create a narrower, more pedestrian-scale intersection to try to mitigate the automobile's effect.

- ◆ Develop building edges and pedestrian features very close to the intersection and redevelop parking lots that flank the intersection with infill buildings.
- ◆ Place wide arcs of specialty pedestrian paving at each corner, flanked by a wall, building edges, and artwork. Artwork should express the culture and Route 66 history of the corridor as well as adjacent neighborhoods. The wall should extend well to the west to create interest for the driver and a sense of arrival.
- ◆ Add a gateway arched over Central Avenue and/or a significant landscape feature.
- ◆ Use neon or the old signs of Central Avenue to create a park dedicated to those Route 66 beginnings.



3. urban design master plan and criteria

63rd to coors graphic master plan



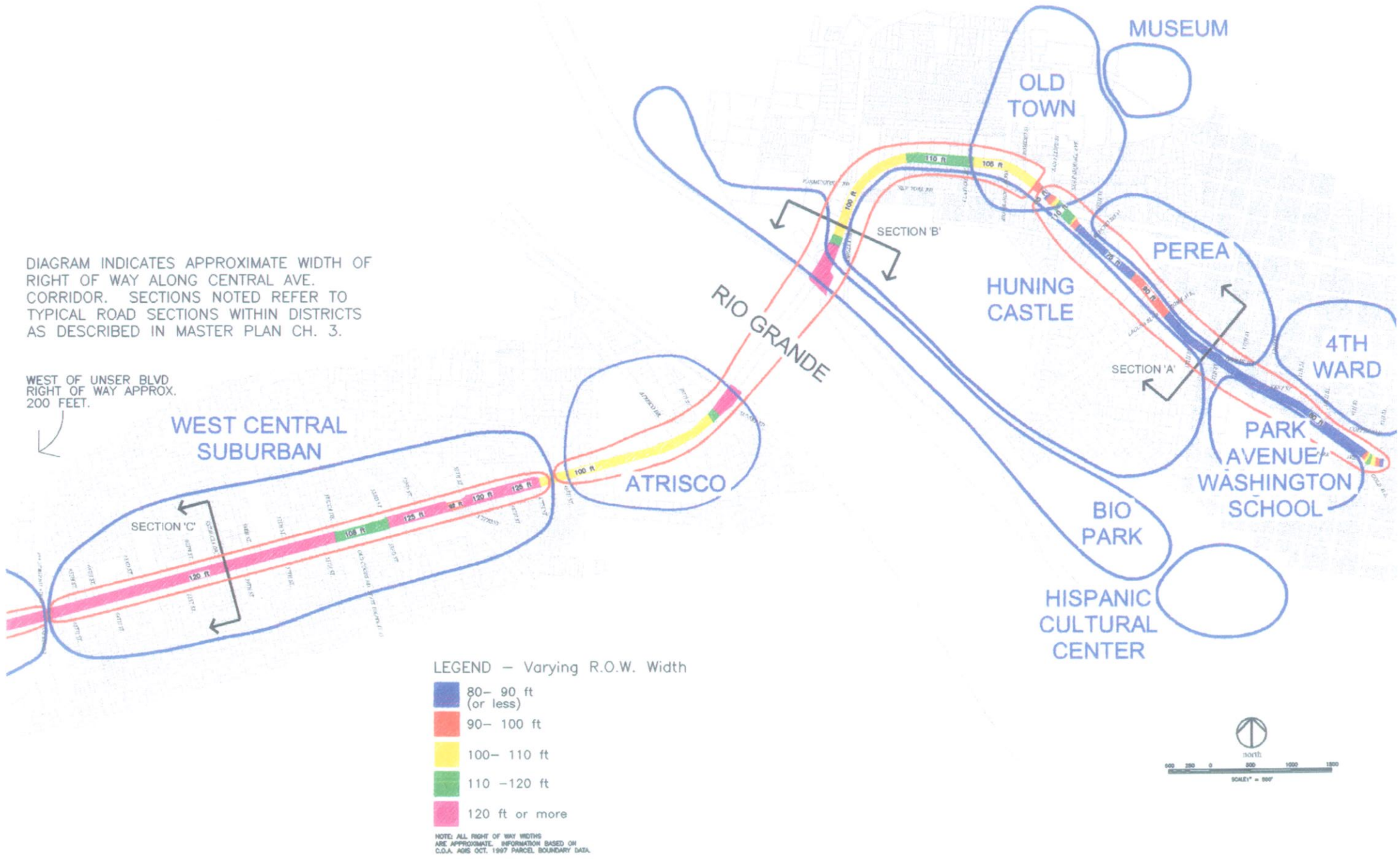
3
P8

conceptual rendering of neon gateway element near coors boulevard



3. urban design master plan and criteria

right-of-way width and neighborhood context diagram



3. urban design master plan and criteria

3.4 route 66 mesa district – coors boulevard to city limit

function and character

From Coors Boulevard to the western city limit the right-of-way expands to as much as 200 feet or more. This reach of the corridor is marked by large amounts of vacant land punctuated with retail strip development at major intersections. The most historic roots include old trading posts and restaurants. The road functions as a connector to the more densely developed portions of the road east of this district.

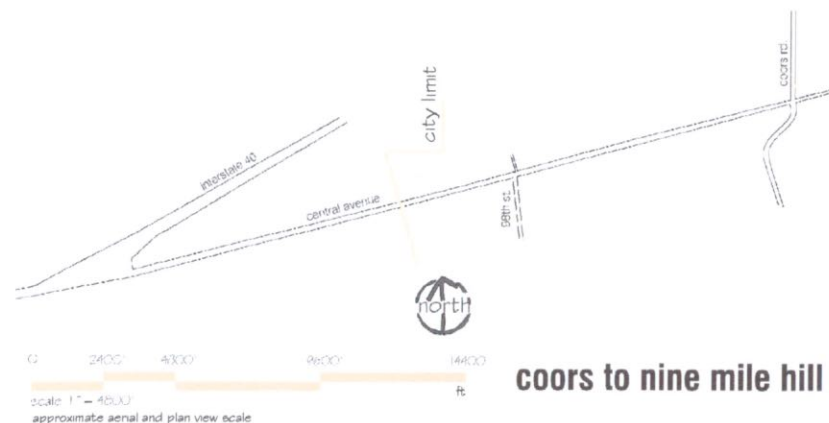
physical conditions

Wide road and right of way is flanked by predominately open lots punctuated by occasional structures. Topography, wide right of way, sporadic structures and low vegetation allow for spectacular distant views of the Sandia Mountains for users of the corridor.

opportunities

conservation and preservation

- ◆ **Vintage and Historic Buildings.** The Unser family garage where the Unsers built an automobile-racing dynasty. The garage is nondescript, made primarily of concrete block.
- ◆ **Old Route 66.** West of Coors Boulevard, several pieces of this historic two-lane Route 66 exist as frontage roads along Central Avenue. These stretches of road should be preserved and incorporated into any streetscape design for this area.



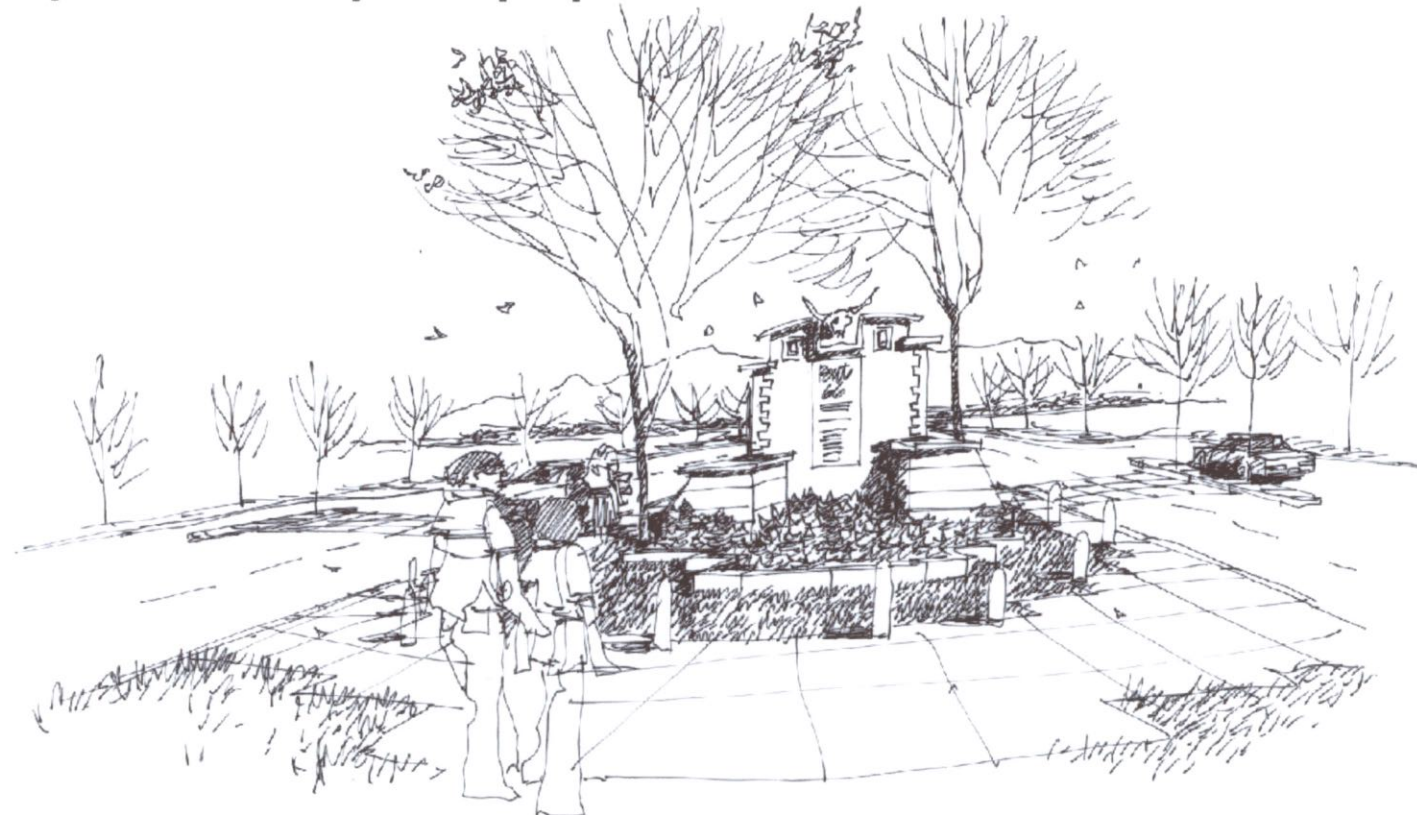
catalytic opportunities

- ◆ **Western Gateway.** The point at which Central Avenue meets Interstate 40 is a major opportunity for the City of Albuquerque. As the Interstate system developed through Albuquerque, the activity along Central Avenue faded. The success of Central Avenue is in some part dependent upon reversing this trend. Nostalgia and tourism is at an all time high with the widespread use of recreational vehicles. These visitors and others could be compelled to travel historic Route 66 based solely on the treatment of this important intersection.
- ◆ **Vacant Parcels.** Most of the land along Central Avenue through this district is vacant. The rapid residential growth in this area is creating demand for neighborhood-serving activities, some of which will be located along Central Avenue. The intersections of Coors Boulevard, Unser Boulevard and 98th Street have been identified as Village Centers, and are key locations for gateways and other major streetscape improvements.

goals

- ◆ Ensure that future designs preserve the vistas
- ◆ Create a memorable arrival in the city for travelers
- ◆ Entice travelers off I-40 onto historic Route 66 and stimulate private investment
- ◆ Create/encourage denser mixed use development and village centers

interpretive rest area/pull out perspective



general

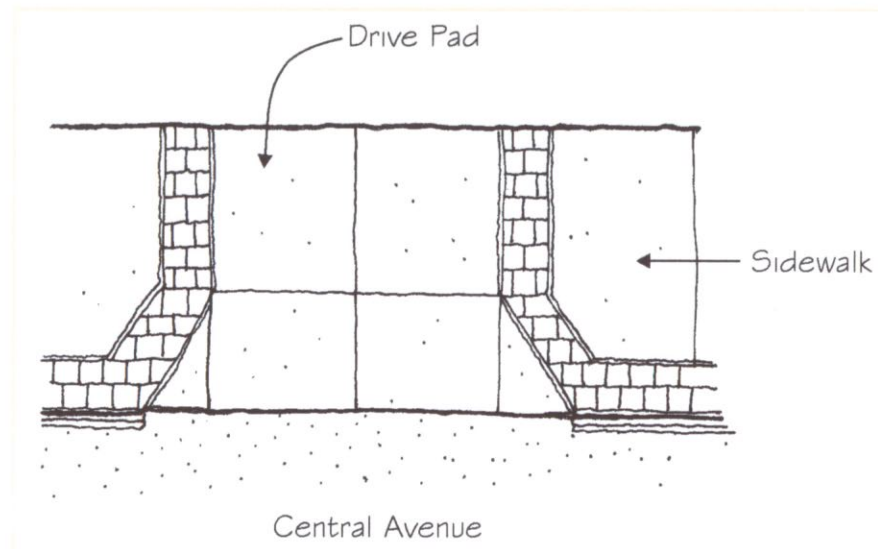
- ◆ Maintain wide-open vistas, which are part of the essence of Route 66.
- ◆ Mark the intersection of Central Avenue with I-40 as the western gateway into Albuquerque. Establish an interpretive kiosk or visitors' center to Route 66 at city limit. Here visitors could obtain a map of Route 66 landmarks along the corridor that would coincide with pull-outs or other interpretive signs. (A similar center could be established at the east end of Central Avenue near Tramway Boulevard).
- ◆ Save and celebrate the few small extant stretches of old Route 66 roadway that still exist and are being used as frontage roads. This could be done with pullouts and interpretive signs or historic photos.
- ◆ Showcase the few hotels, neon signs, trading posts and other historic buildings that are landmarks along this stretch of corridor.

3. urban design master plan and criteria

3.5 design criteria

drive pads (driveway entrance ramp)

Drive pads shall be eliminated or consolidated where appropriate to minimize interference with traffic flow and pedestrian conflicts. Drive pads within each district shall be delineated across the sidewalk along its edges by using the parkway paving strip material as specified for that district.



West Downtown/Park District:

- ◆ acceptable materials are concrete and colored concrete.

Old Town/Bosque District:

- ◆ acceptable materials are concrete and colored concrete.

Southwest Vista District:

- ◆ acceptable material is concrete.

pedestrian bump-outs/bus stops

Bump-outs could be provided at bus stops, mid-block crossings, and at intersections at crosswalks if a three-lane street section were utilized. These should be wide enough for pedestrian refuge. The bump-out designs would need to accommodate storm water drainage. The City of Albuquerque Transit Department is responsible for locating all bus stops or bus bays. Private property owners can choose to incorporate an enhanced bus stop as part of their development.

West Downtown/Park District:

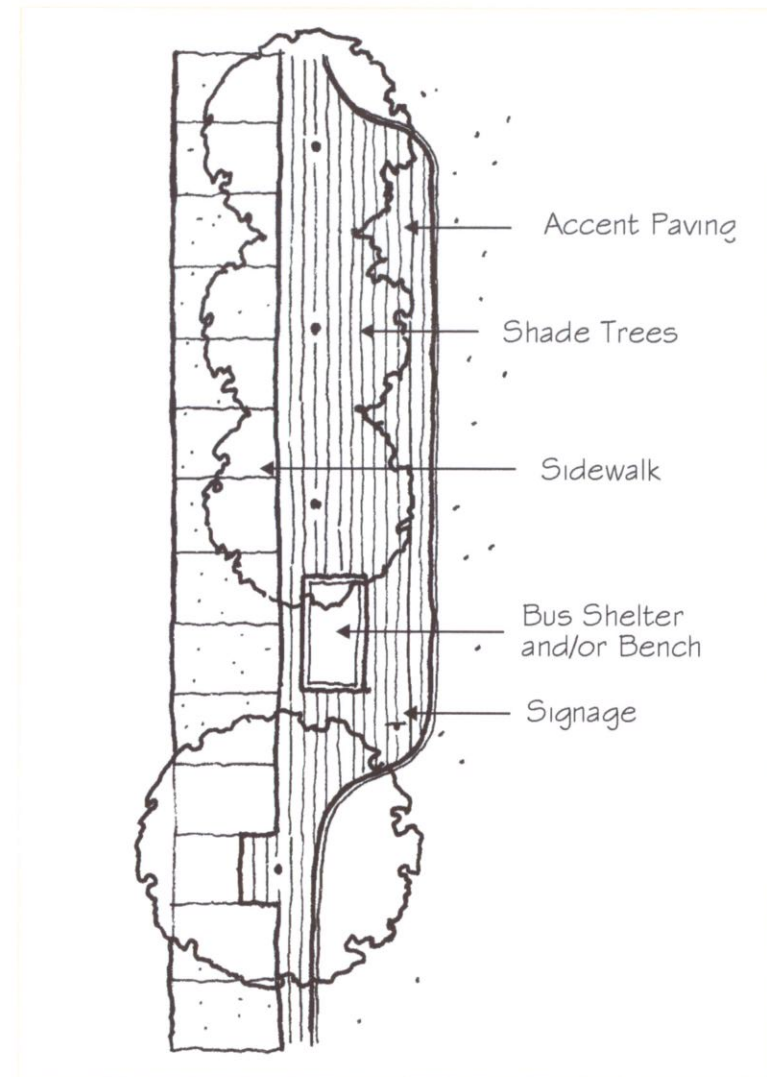
- ◆ acceptable materials are pavers and brick. Accent materials and patterns are specified under landscaping – street edge/parking/paving strip.

Old Town/Bosque District:

- ◆ n/a

Southwest Vista District:

- ◆ n/a



crosswalks

Crosswalk surfaces shall be of a stable, firm and slip-resistant texture as defined by ADA to ensure safe pedestrian crossings. Striping shall be of a color different from road striping and conform to current COA standards.

West Downtown/Park District:

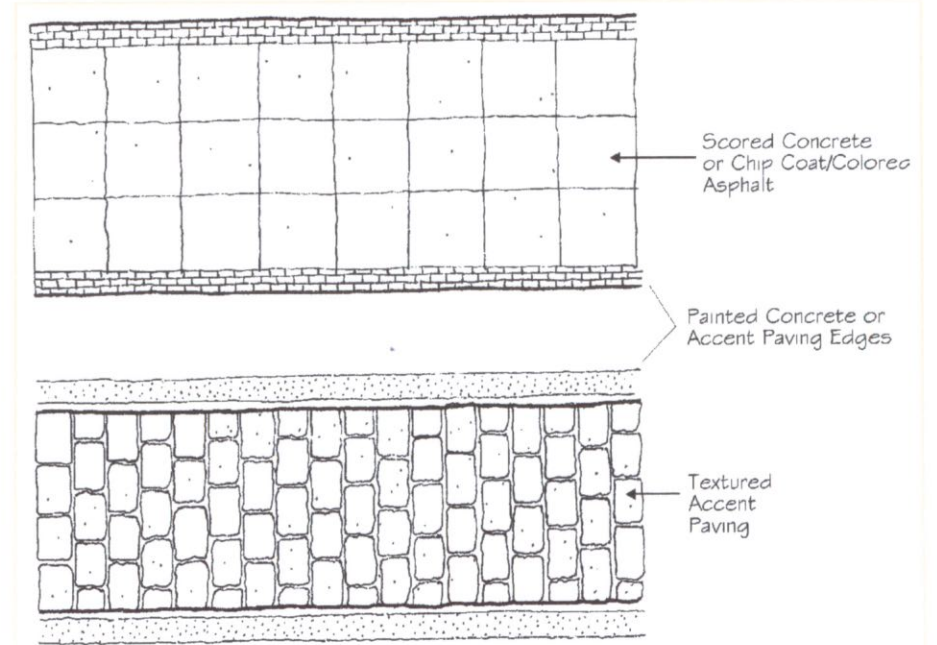
- ◆ acceptable material is concrete, possibly patterned, as specified for sidewalks throughout the district to differentiate from street paving. Crosswalk striping shall be painted as required.

Old Town/Bosque District:

- ◆ acceptable materials are brick and/or concrete accented with brick as specified for sidewalks throughout the district. Crosswalks shall be accented with parkway paving strip material as specified for the district or painted striping as required.

Southwest Vista District:

- ◆ acceptable materials are concrete and colored concrete as specified for sidewalks throughout the district. Crosswalks shall be accented with parkway paving strip material as specified for the district or painted striping as required.



paving – parking areas

On-street parallel parking is encouraged where adequate right-of-way and appropriate adjacent land uses exist. Public parking areas (where used) shall contribute to overall district aesthetic themes.

West Downtown/Park District:

- ◆ sporadic parking areas throughout the district shall be on the street. Material shall be the same specified for street paving.

Old Town/Bosque District:

- ◆ there shall be no on-street parking within this district. Acceptable material for off-street public parking areas is porous paving as specified for the district parkway paving strip or compacted gravel where appropriate. Parking areas shall slope to tree planter areas to harvest water. Shaded seating shall be provided and coordinated with bus stops.

Southwest Vista District:

- ◆ acceptable material for off-street public parking area depends upon use. Crusher fines or compacted gravel shall be used for less formal areas, and porous paving as specified for parkway paving strip shall be used in formal areas. Shaded seating shall be provided and coordinated with bus stops.

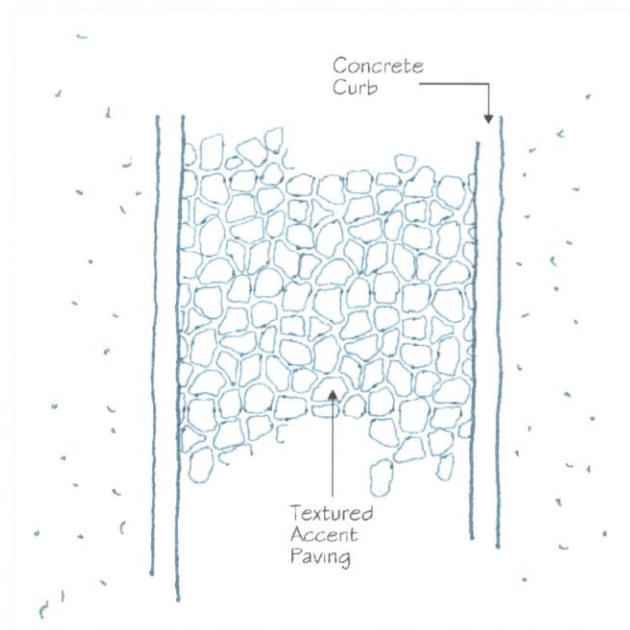
3. urban design master plan and criteria

paving - center lane/medians

14 foot-wide medians, with median noses, shall be established west of Lomas Boulevard. Medians shall provide safe pedestrian refuge where pedestrian crossings are designated. In addition, these criteria may be followed should a continuous 11 foot-wide center turn lane be established between 8th Street and Lomas Boulevard

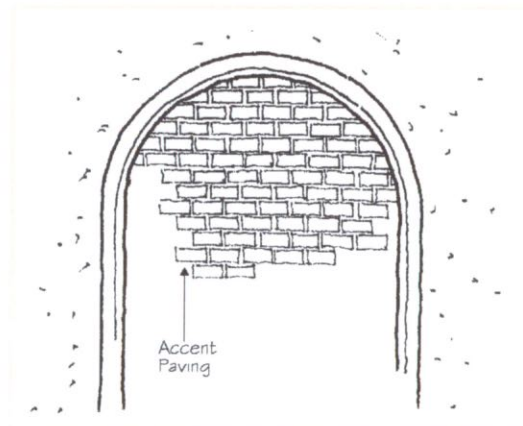
West Downtown/Park District:

- ◆ median nose or center lane paving throughout the district shall be designed for aesthetic quality. Any center lane paving shall be textured to create slight noise or vibration in vehicles to decrease driving speeds when turning. Acceptable materials are cobblestone, concrete pavers and stamped colored concrete. A header curb may be necessary between the asphalt and center lane.



Old Town/Bosque District:

- ◆ paving for median noses and narrow areas shall promote the district's aesthetic concepts. Acceptable materials are brick, concrete pavers and stamped, colored concrete.



Southwest Vista District:

- ◆ paving throughout shall promote the district aesthetic concepts. Acceptable materials are concrete pavers and stamped colored concrete.

paving - multi-use pathway

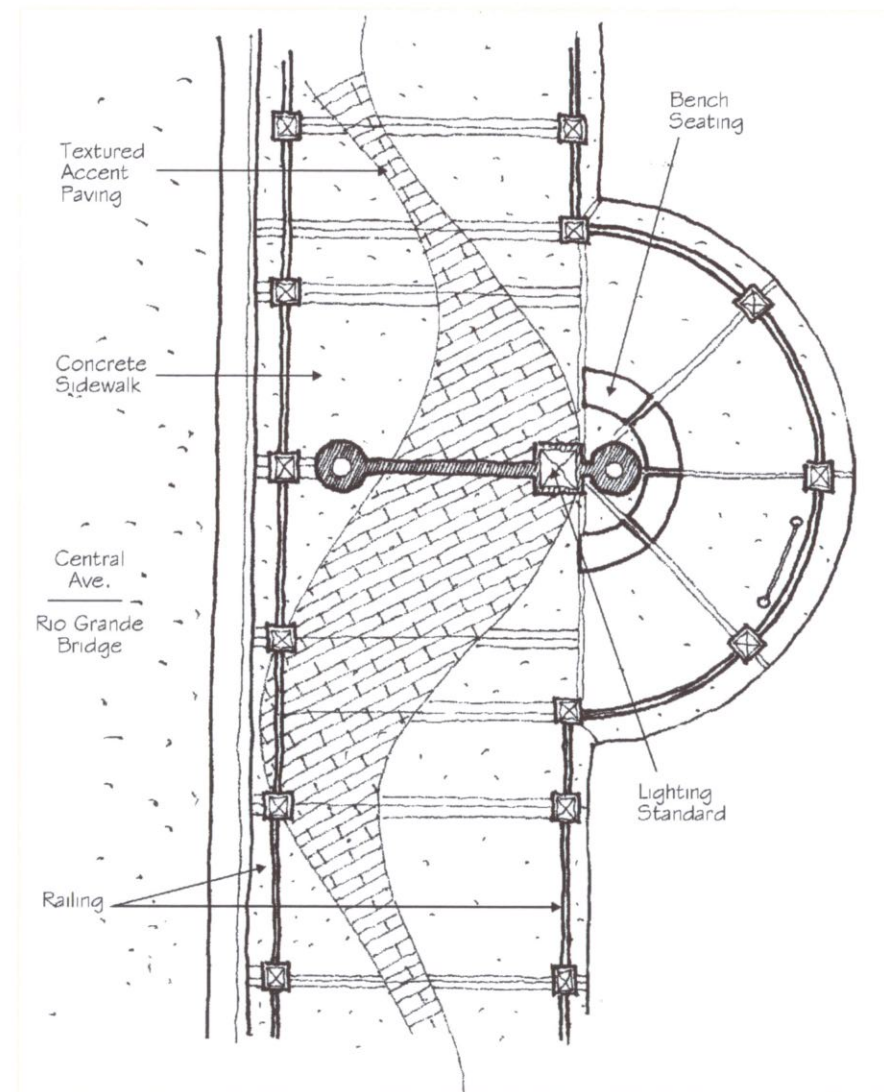
The multi-use pathway shall have a stable, firm and slip-resistant texture as defined by ADA to ensure safety for the user. The pathway shall meet COA criteria.

West Downtown/Park District:

- ◆ n/a

Old Town/Bosque District:

- ◆ materials and design of the multi-use pathway will be ADA-compliant and shall be tied into the Albuquerque Biological Park and Rio Grande themes.

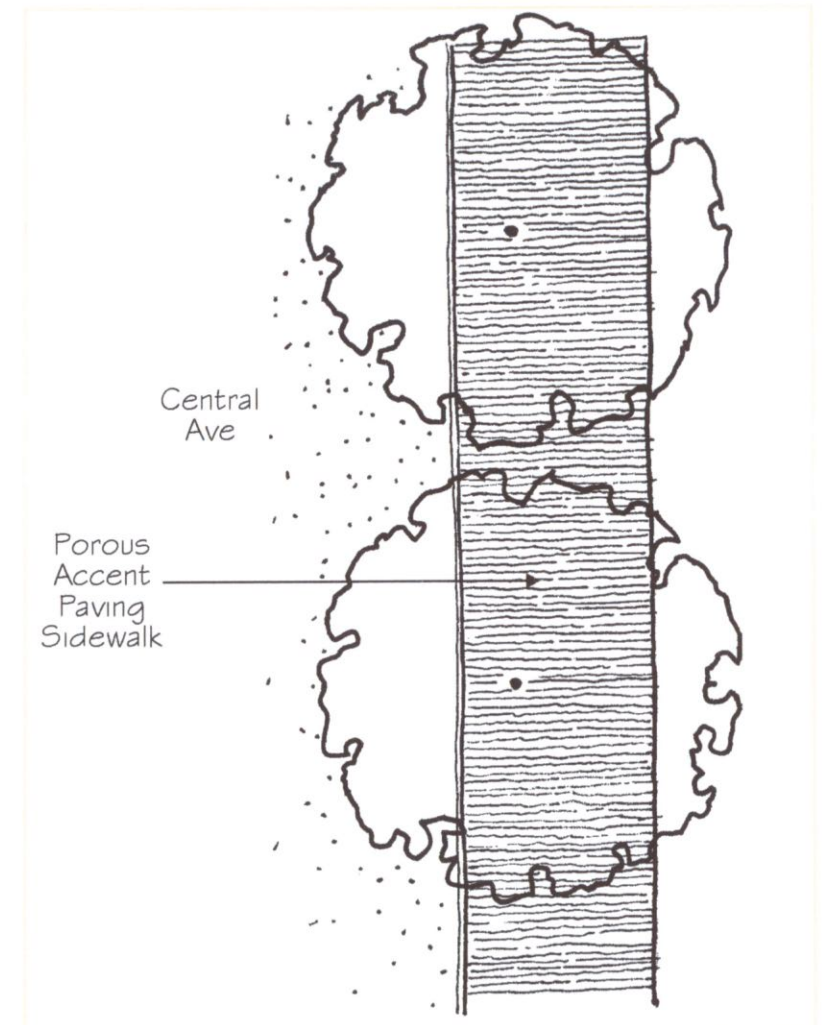


Southwest Vista District:

- ◆ n/a

paving - sidewalks

Sidewalks shall be a minimum 6 feet wide and ADA-compliant. Wider expansion joints (1/2 inch wider than current specifications) are recommended to prevent cracking and future heaving due to large temperature drops at night. In some cases expansion joints may be fabricated from accent materials such as brick. (See parkway paving section)



West Downtown/Park District:

- ◆ acceptable material is concrete accented with parkway material at landscaped areas as specified for the West Downtown/Park district.

Old Town/Bosque District:

- ◆ acceptable materials are concrete and brick accented with parkway paving strip material as specified for the Old Town/Bosque district.

Southwest Vista District:

- ◆ acceptable material is colored concrete accented with parkway material as specified for this district.

3. urban design master plan and criteria

paving – pedestrian crossing zones

Pedestrian crossing zones shall provide a safe crossing point and aesthetic landmark along the wider portion of Central Avenue. The design shall accommodate the offset street configuration in this portion of the corridor. Paving shall be designed to give visual and textural cues to motorists in conjunction with pedestrian-activated traffic signals and lighting that is conducive to pedestrian activity.

West Downtown/Park District:

- ◆ n/a; see crosswalks

Old Town/Bosque District:

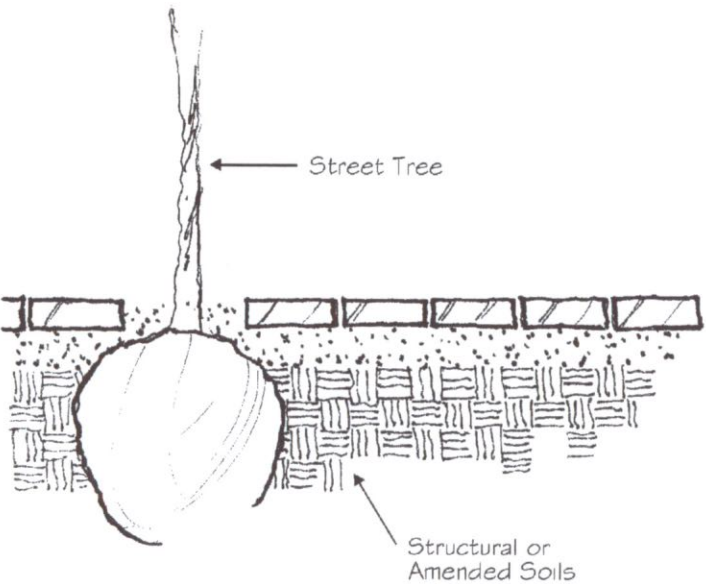
- ◆ n/a; see crosswalks

Southwest Vista District:

- ◆ pedestrian crossing zones shall differ from crosswalks and shall be designed with large patterns or textures which differ from the asphalt street paving while maintaining the aesthetic themes of the district. Acceptable materials are colored and textured concrete, concrete pavers and colored chip coat asphalt.

paving – parkway paving strip/utility corridor

Walkable but porous paving shall extend from the back of the curb to the streetside edge of the sidewalk. It will provide reusable material for utility work while providing visual warning to pedestrians. In lieu of grates, parkway porous paving (minimum 6-foot by 4-foot area) shall encroach into sidewalk areas where street trees are planted. Underground utilities, signs and street lights shall be placed within this corridor. Above-ground power lines and associated poles shall be placed on the right-of-way side or outside edge of the street where possible.



West Downtown/Park District:

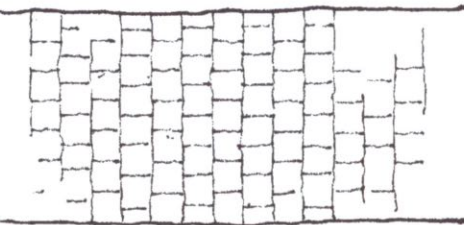
- ◆ where applicable, the parkway within the district shall be designed in a traditional module and Victorian style to compliment historic parks, etc.. Rectangular or square units shall be laid in a herringbone or running bond pattern. Acceptable materials are cobblestone, brick and concrete pavers. Acceptable colors are gray, brick red or antique brick combinations.

Old Town/Bosque District:

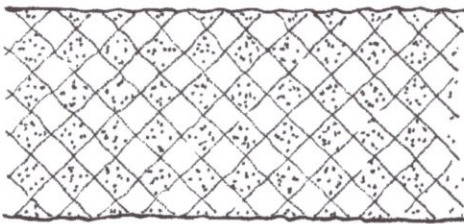
- ◆ parkway paving strips throughout the district shall be designed in a Spanish/Pueblo traditional style. Rectangular or square units shall be laid in a herringbone or running bond pattern. Acceptable materials are brick or concrete pavers. Acceptable colors are brick red, antique brick combinations and earth tones.

Southwest Vista District:

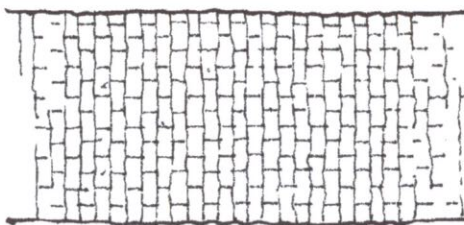
- ◆ parkway paving strips throughout this district shall be designed in a modern or streamlined Route 66 style using bright colored square, hexagonal or triangular units with alternating colored patterns. Acceptable materials are concrete pavers.



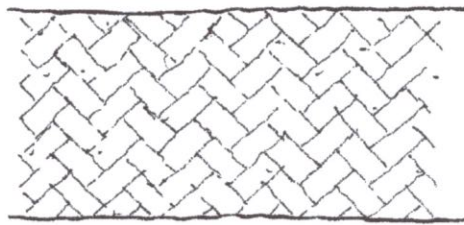
Park



Southwest Vista



Old Town



Old Town

paving – gateways/plazas

Gateways shall be designed as landmark features or places that provide visual transition from one district to the next. Where appropriate, gateway elements such as landscaping, arches, portals, buildings, sculpture, signs and murals or other artwork shall provide pedestrian experiences and respite (such as with plazas) in addition to visual transition for motorists.



West Downtown/Park District:

- ◆ the gateway/plaza at 8th Street can include a monument feature of public art or historic relevance. A pedestrian respite set back from but visually connecting with Central Avenue would be appropriate. This location is the transition between the existing downtown Central Avenue and the Park District aesthetic themes and may reflect both. Acceptable paving materials are colored concrete, cobblestone and concrete pavers consistent with district parkways.

Old Town/Bosque District:

- ◆ a roundabout at the Lomas Boulevard and Central Avenue intersection would serve as an eastern gateway into the Old Town/Bosque District and western edge of the West Downtown/Park District. It shall include a monument feature of public art or historic relevance in keeping with the aesthetic themes of both districts. Acceptable paving materials are colored concrete, cobblestone, concrete pavers and brick. At the district's western edge public art or gateways celebrating the Rio Grande and entry into the West Central area should be considered. This intersection could be designed to visually transition from the Old Town District into the Southwest Vista District. Pedestrian amenities shall be incorporated into the design. Acceptable paving materials are brick, concrete pavers and tile consistent with parkway paving strips throughout the districts.

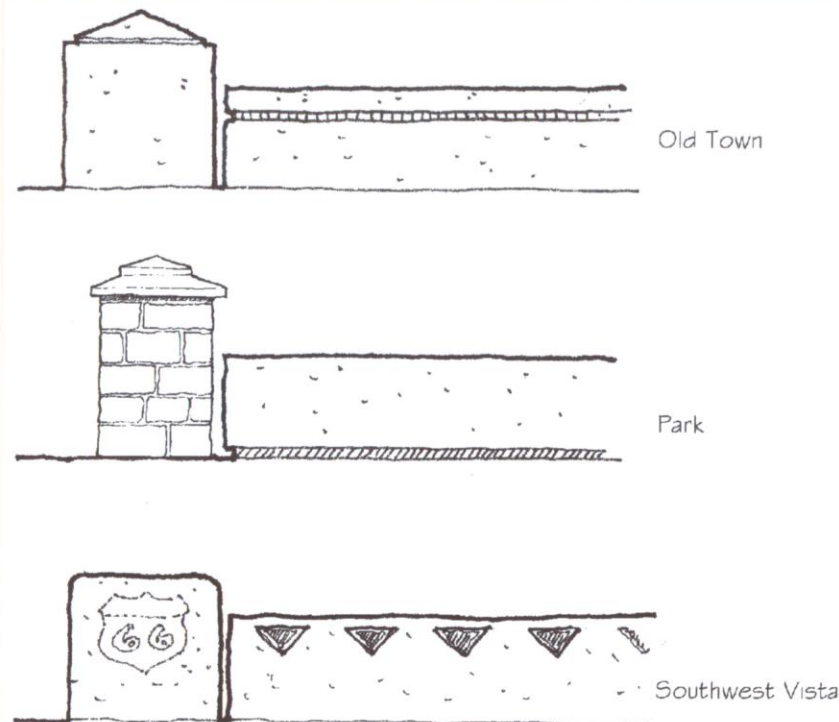
Southwest Vista District:

- ◆ plaza-like features at both the Atrisco Drive and/or Coors Boulevard intersections can serve as the gateways for this district. These plazas shall include artwork with a Route 66, neon, streamlined art deco theme. Pedestrian amenities shall be incorporated into the design. In addition, a significant western gateway element or arch should be considered at Coors Boulevard. Acceptable paving materials are brick, concrete pavers and tile consistent with parkway paving strips throughout the district.

3. urban design master plan and criteria

walls - gateways/plazas

Walls within gateways and plazas shall be designed to contribute to overall themes district by district using simple materials with little ornamentation.



West Downtown/Park District:

- ◆ walls shall reflect the aesthetic themes and materials for the district. Seatwalls shall be incorporated into bus stops and shelters where appropriate. Acceptable materials are concrete, colored concrete, brick, stone and cast iron.

Old Town/Bosque District:

- ◆ walls shall promote the Old Town/Bosque district aesthetic concepts. Acceptable materials are block-covered stucco, brick and adobe with ironwork details.

Southwest Vista District:

- ◆ walls shall reflect the district aesthetic concepts. These shall be colorful and simple, and carry Route 66 or indigenous cultural themes. Acceptable materials are colorful stucco, colored concrete or concrete block and metal/steel details.

strip drains/plate drain covers/ manhole covers

Strip drains, plate drain covers and manhole covers within the pedestrian realm shall be designed as accent details that contribute to the overall district themes.



West Downtown/Park District:

- ◆ acceptable material is cast iron with historic railroad era or Victorian detailing.

Old Town/Bosque District:

- ◆ acceptable material is cast iron with historic or vernacular detailing.

Southwest Vista District:

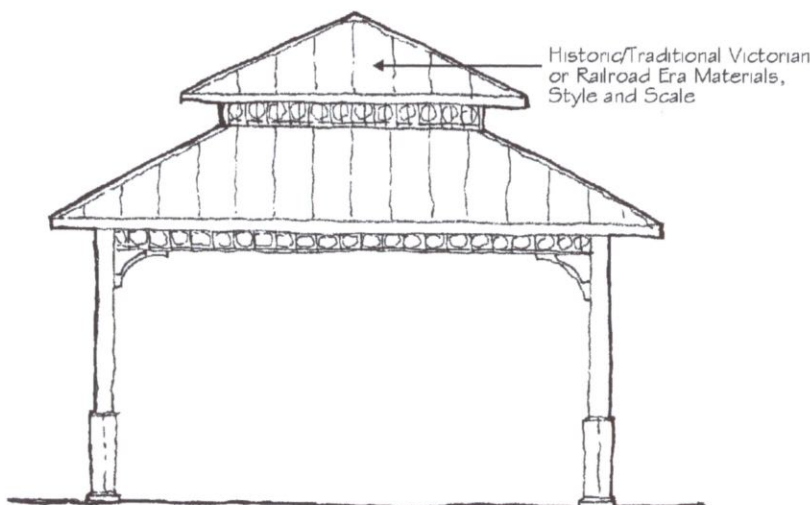
- ◆ acceptable material is cast iron with art deco, Route 66 or indigenous cultural themes and detailing.

bus shelters/shade structures/pavilions

Bus shelters and pavilions shall be designed and built to be in keeping with the overall district design themes. These structures shall be safe, low maintenance, and accessible. Note: shelters other than standard City of Albuquerque Transit may not be maintained by that department.

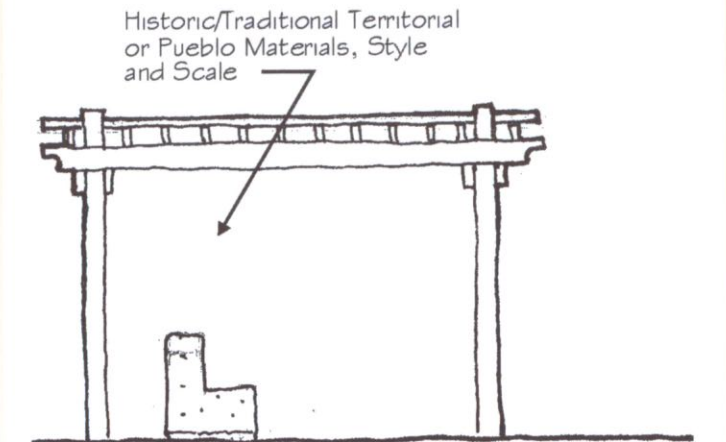
West Downtown/Park District:

- ◆ bus shelters and pavilions throughout the West Downtown/Park District shall be of Victorian or railroad era motif and detailing. Acceptable materials are stained glass, wrought or cast iron, brick, stucco, galvanized or corrugated metal, stone and copper.



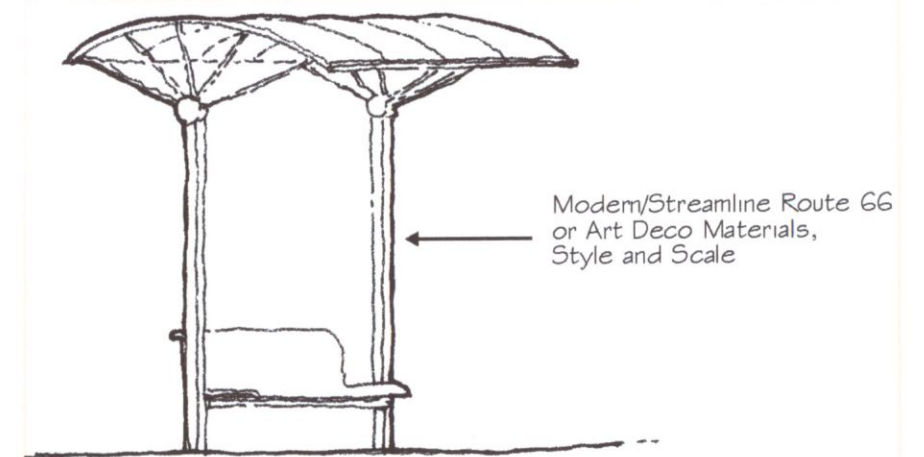
Old Town/Bosque District:

- ◆ bus shelters and pavilions throughout the Old Town/Bosque District shall be of territorial or Pueblo Revival style and detailing. Acceptable materials are adobe, stucco, plastered concrete masonry unit, rough cut wood or timbers, vigas and wrought iron.



Southwest Vista District:

- ◆ bus shelters and pavilions throughout the Southwest Vista district shall be of art deco or modern styles and detailing. Acceptable materials are glass, plastic, neon, glass block, tile or architectural ceramics, shiny processed steel/aluminum and powder coated lightweight steel.



site furnishings - including benches/trash receptacles/bike racks

Benches shall be provided at all bus stops and shelters as well as at other pedestrian-oriented modes. These amenities shall not block pedestrian movement. All site furnishings throughout each district shall be consistent with the aesthetics specified for that district.

3. urban design master plan and criteria

West Downtown/Park District:

- ◆ site furnishings throughout the West Downtown/Park District shall be of Victorian or railroad era style and detailing. Acceptable materials are wrought or cast iron, brick, stucco, stone and copper.

Old Town/Bosque District:



- ◆ site furnishings throughout the Old Town/Bosque District shall be consistent with historic, territorial or Pueblo Revival style and detailing. Acceptable materials are adobe, stucco, plastered concrete masonry units, rough cut wood or timbers, vigas, cast steel and wrought iron.

Southwest Vista District:



- ◆ site furnishings throughout the Southwest Vista district shall be of modern or art deco style and detailing. Acceptable materials are concrete, concrete block, processed steel/aluminum and lightweight powder-coated steel.

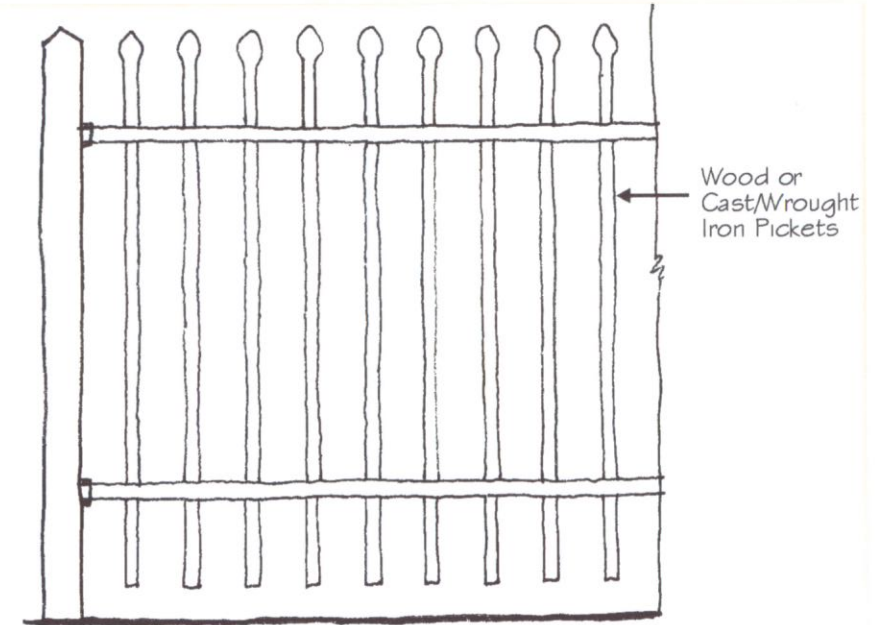
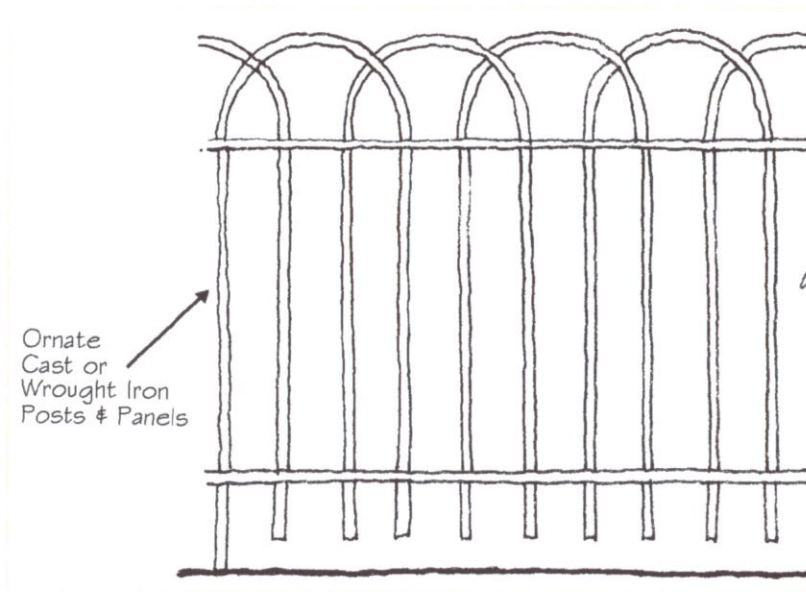


railings/fences/walls

Fences, railings, and other access control devices shall be permitted only for safety or in places where they contribute to district design themes.

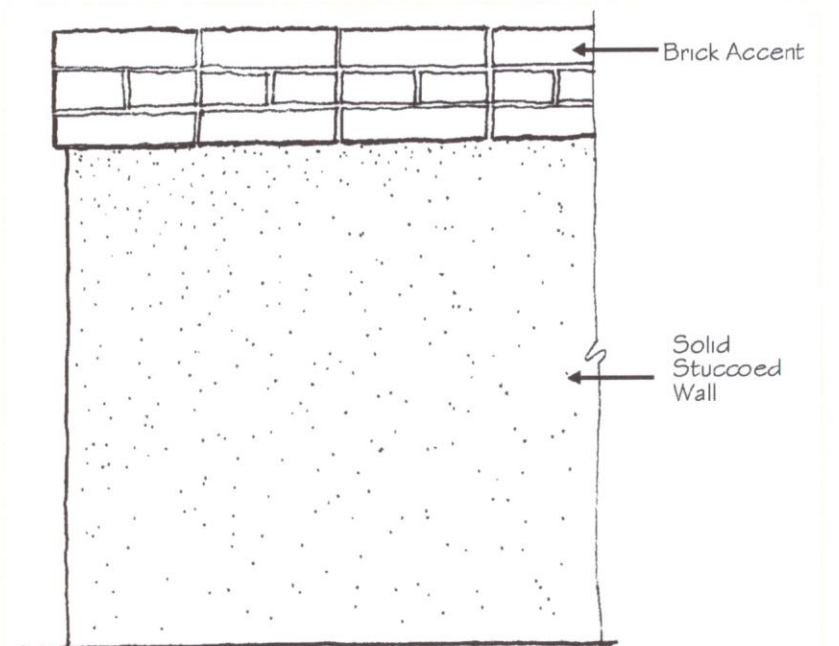
West Downtown/Park District:

- ◆ fences in public areas shall be short (2-3 feet high unless otherwise required), post and rail or picket type of Victorian or railroad era style and detailing. Materials shall be wood picket, cast iron, wrought iron and black powder-coated steel.



Old Town/Bosque District:

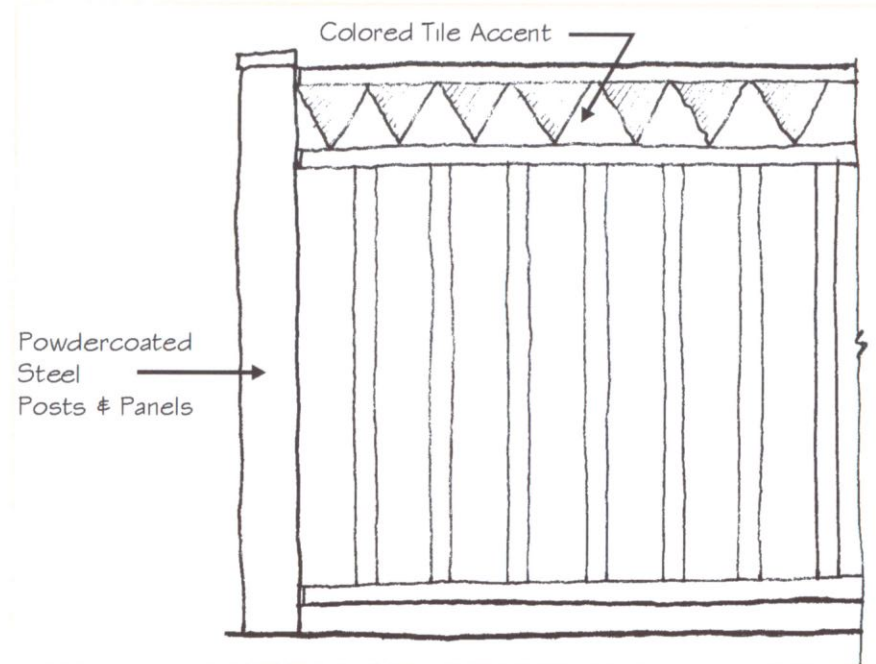
- ◆ walls rather than fences in public areas shall be used where possible (See walls section). If fences are required, territorial or Pueblo Revival style and detailing shall be used. Acceptable materials are wood, wrought or cast iron and white or black powder-coated steel. Any combination of approved wall and fence materials can be used such as stuccoed pilasters with wrought iron infill panels. Materials and design for pedestrian railings at the Rio Grande Bridge and overlooks, shall tie into the Albuquerque Biological Park (such as new fence) and Rio Grande themes. Railings shall remain as low as possible to allow views while meeting ADA or other applicable criteria.



3. urban design master plan and criteria

Southwest Vista District:

- ◆ fences in public areas shall be post and rail type of art deco or historic Route 66 style and detailing. Acceptable materials are glass, plastic, neon, glass block, processed steel/aluminum and lightweight powder-coated steel.

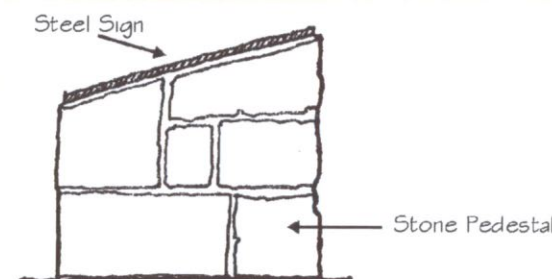


signs

Signs for the corridor shall give directions, provide information or interpret the area. Each sign type, while having distinct aesthetic characteristics for each district, shall maintain an overall functional theme throughout the corridor. All City/Transit or other agency standards shall be met. Signs shall be designed to minimize visual clutter by contributing to the overall aesthetic character of the street. Pedestrian experiences shall also be enhanced and not obstructed by sign placement. Place signs at all transit stops and within parkway paving strip/utility corridors where possible. No uplighting will be allowed.

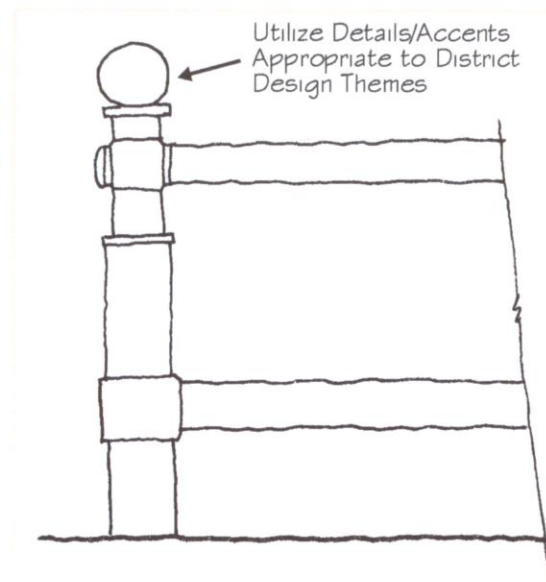
West Downtown/Park District:

- ◆ signs throughout the West Downtown/Park District shall maintain consistent aesthetics as specified for the district. These shall be of Victorian or railroad era style and detailing. Acceptable materials are stained glass, wrought or cast iron, brick, stucco, galvanized or corrugated metal, stone and copper.



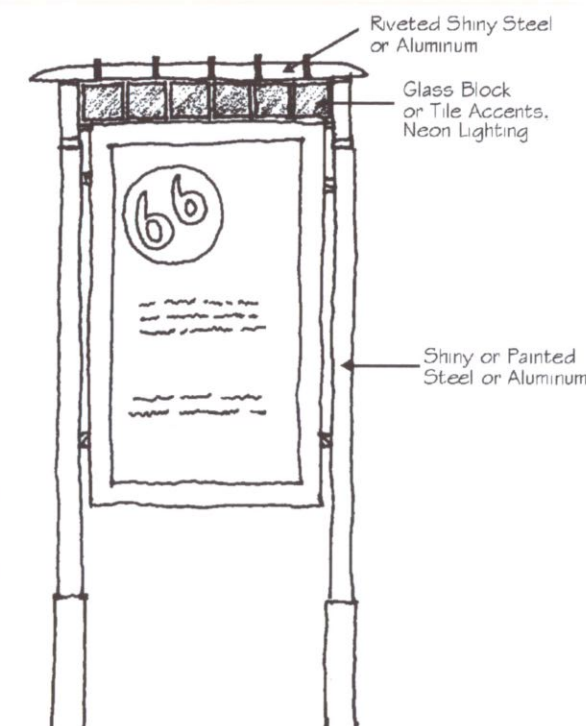
Old Town/Bosque District:

- ◆ signage throughout the Old Town/Bosque District shall maintain consistent aesthetics as specified for this district. These shall be of territorial or Pueblo Revival style and detailing. Acceptable materials are adobe, stucco, concrete masonry unit, wood and wrought iron.



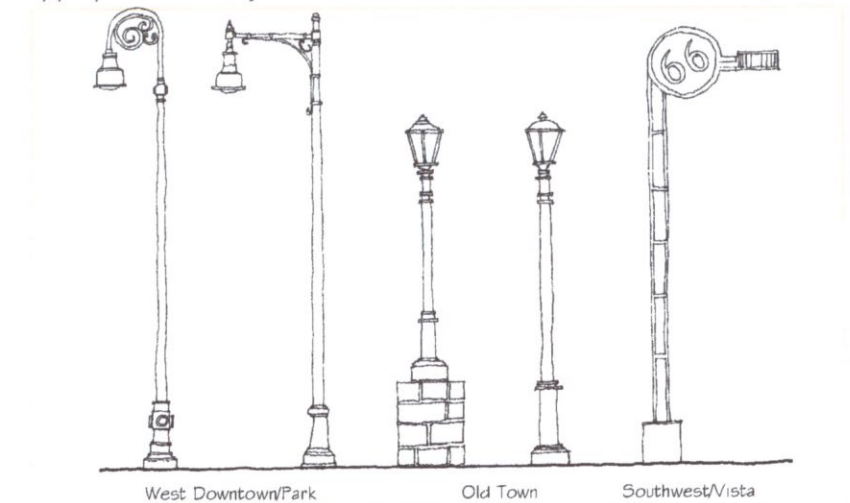
Southwest Vista District:

- ◆ signage throughout the Southwest Vista District shall maintain consistent aesthetics as specified for this district. These shall be of art deco and historic Route 66 style and detailing. Acceptable materials are curved glass, plastic, neon, glass block, processed steel/aluminum and lightweight powder-coated steel.



signals/lighting

Signal and lighting standards and fixtures for the project shall be designed to contribute to the aesthetic quality and character of the three districts along the corridor. Within each district, signal and lighting standards and fixtures shall be consistent with each other and overall design themes. Pedestrian lighting and scale must be considered along with lighting for motorists. More light standards at a lower level will contribute to the pedestrian-friendly street while reducing ambient light levels and glare into adjacent neighborhoods. Street and pedestrian lighting may be combined on the same standards where appropriate. All City and AASHTO criteria and ordinances shall be met.



West Downtown/Park District:

- ◆ signals and lighting throughout the West Downtown/Park District shall reflect a historic, older, Victorian style. Acceptable colors are patina, black and bronze metals. The scale shall be consistent with a narrower street lined by shorter street trees and buildings. Street lighting shall not exceed heights of 30 feet if possible. Hanging brackets for district thematic banners shall be considered on light poles where appropriate.

Old Town/Bosque District:

- ◆ signals and lighting throughout the Old Town/Bosque District shall reflect an older territorial or Pueblo Revival style. Acceptable colors are patina, black and bronze metals. The scale shall be consistent with a wider street lined by taller street trees and buildings. Hanging brackets for district thematic banners shall be considered on light poles where appropriate.

Southwest Vista District:

- ◆ signals throughout the Southwest Vista District shall reflect a modern art deco or Route 66 style. Acceptable materials are galvanized and bright colored metal. Special standards and fixtures with neon or colored steel accents can be created to highlight Route 66 or the numbered streets within the area. The scale shall be consistent with a wider street lined by medium-sized street trees and buildings. Hanging brackets for district thematic banners or flags shall be considered on light poles where appropriate in this district.

3. urban design master plan and criteria

landscaping – parks

Public parks adjacent to the street shall be designed to contribute to the overall design themes established for each district. Parks shall be designed to provide shade, user comfort, and a linkage or connection to the street. Parks shall be environmentally appropriate for our climate and ecosystem.

West Downtown/Park District:

- ◆ pocket parks and potential new streetside parks can be designed to enhance the quality and use of Central Avenue while promoting district character. Landscaping for parks throughout the West Downtown/Park District shall be formal in its plantings (hedges, borders and grass lawns) designed with an heirloom or historic palette of plants. Design elements shall include drinking fountains, grass, gazebos, furniture, public art and neighborhood bus stops and respites.

Old Town/Bosque District:

- ◆ landscaping for parks throughout the Old Town/Bosque District shall reflect a more informal bosque environment. Plant materials shall be lower to upper story native bosque vegetation or riparian plants where appropriate. Design elements shall include drinking fountains, grass, gazebos, furniture, public art and neighborhood bus stops and respites.

Southwest Vista District:

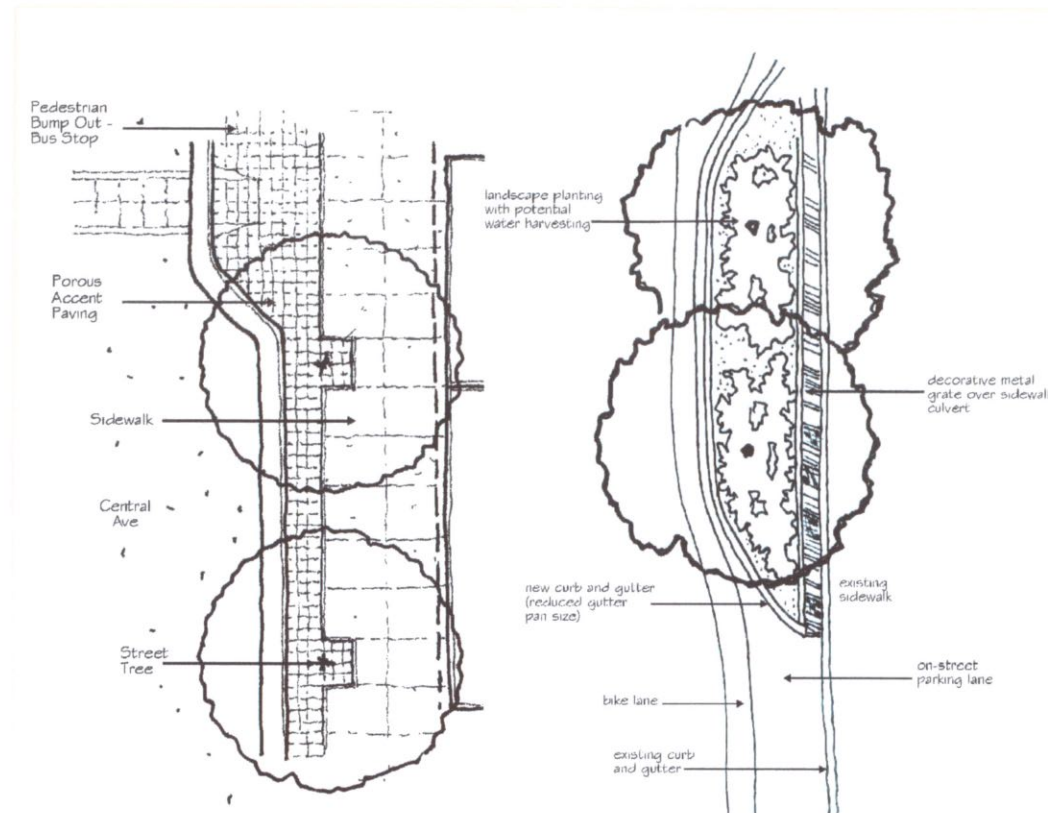
- ◆ landscaping for parks throughout the Southwest Vista District shall provide shade, grass and play areas. Neighborhood-style bus stops and pedestrian respites shall be incorporated along the street frontage. Furniture, art and fencing shall be provided as needed and shall be consistent with Route 66 design themes.

landscaping – street edge/parking/paving strip

From curb to right-of-way limit, the landscape of the public realm shall utilize low-water use plants where possible, while providing formality, shade, seasonal interest and scale to the street. Street edge treatment shall graduate toward the sidewalk to define the edge as well as to protect the pedestrian. Transition shall be accomplished by using bike lanes, on-street parking, planting strips and sidewalk width.

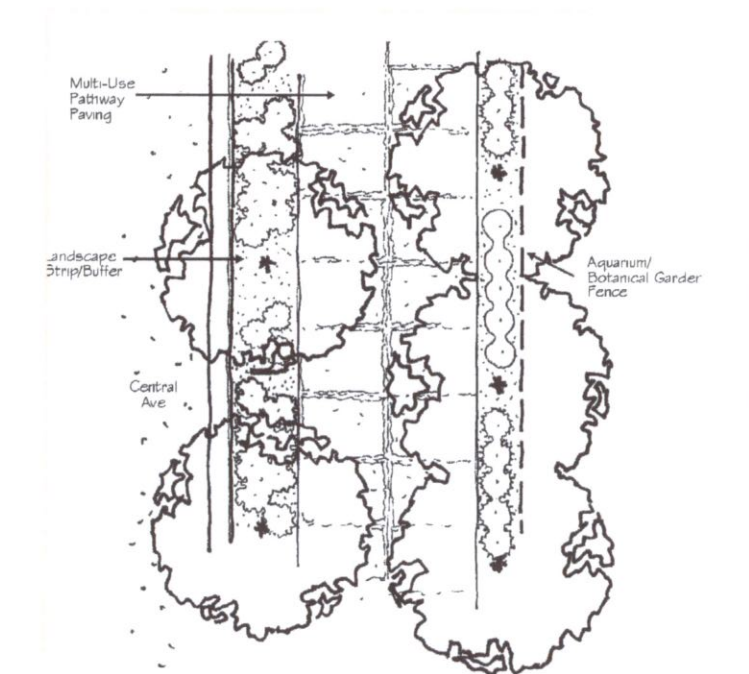
West Downtown/Park District:

- ◆ landscaping within the West Downtown/Park District shall be composed of formally spaced, medium-scale deciduous street trees where possible. Tree spacing shall be 25 feet on-center. Any bus stops, mid-block crossings, or bump-outs should be accentuated with special or ornamental trees. (See pedestrian bump-outs section)



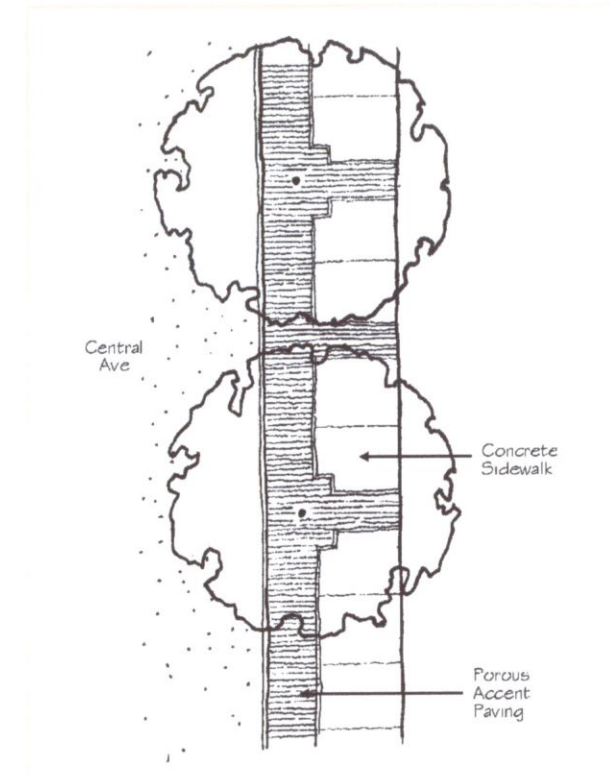
Old Town/Bosque District:

- ◆ landscaping along the Old Town/Bosque District shall be composed of continuous, formal, large-scale deciduous trees. Tree spacing shall be 35 feet on-center. At multi-use pathway location, a wide landscape planting area can be used to buffer pedestrians from street.



Southwest Vista District:

- ◆ landscaping along the Southwest Vista district shall be composed of continuous, formal, medium-scale, deciduous, and small-leaved street trees with an open canopy (for example, honey locust). In this manner, view sheds can be maintained east across the valley to the Sandia Mountains. Tree spacing shall be 35 feet on-center.



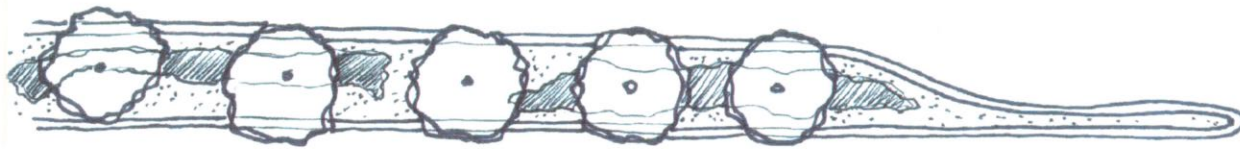
3. urban design master plan and criteria

landscaping – medians

Where used, median landscaping shall contribute to creating an appropriate street scale and realizing overall design themes. Median landscapes shall be lower in scale than street edges and ecologically in keeping with the district environment.

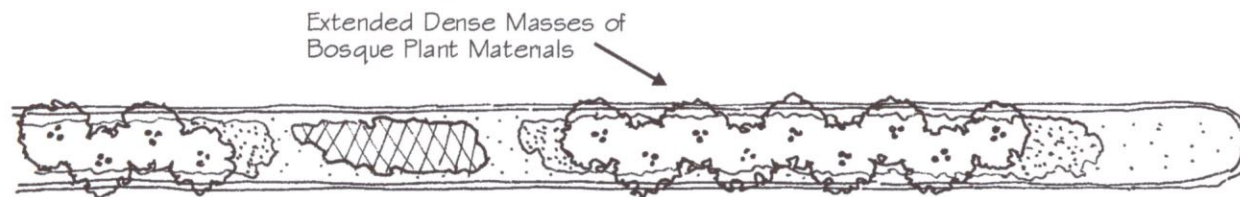
West Downtown/Park District:

- ◆ few medians will exist in this district. Those that do will be used for traffic calming. Median landscape/hardscape material shall be consistent with parkway materials for this district.



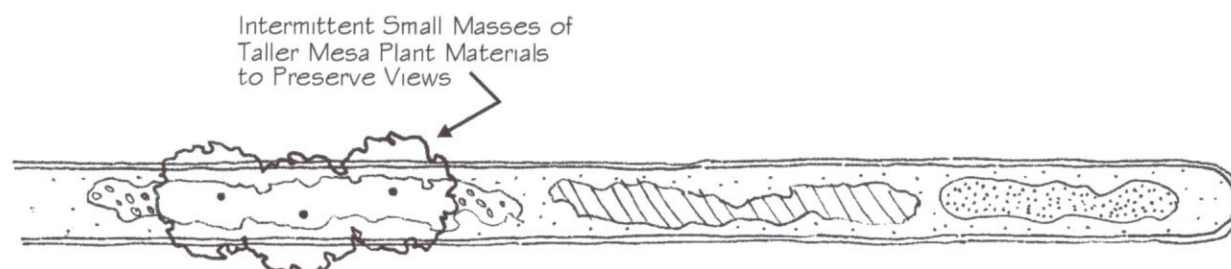
Old Town/Bosque District:

- ◆ medians throughout the Old Town/Bosque District shall reflect a more informal bosque theme using lower and middle story bosque plant materials and water harvesting strategies. Annual and perennial beds can be included at focal points and gateways such as the proposed roundabout.



Southwest Vista District:

- ◆ medians shall use low plantings of a desert grassland palette which are massed with smaller trees informally and infrequently spaced to preserve views.



3. urban design master plan and criteria

3.6 plant list

The following plant list was developed to provide a consistent theme for the Central Avenue Streetscape. It shall be used for every phase and subsequent projects associated with the Master Plan area. It has been developed to include the street trees for the streetscape itself, as well as plants for parks and other planting beds, which may become necessary. The wide variety of plants in no way suggests that each should be used but provides a menu or palette for the designer. The list should be used in conjunction with the Urban Design Master Plans, and the Design Criteria provided earlier in this chapter.

west downtown park district

trees

Celtis occidentalis	Common Hackberry
Cercis sp.	Redbud
Fraxinus osycarpa	Raywood Ash
Fraxinus velutina 'Berinda'	New Mexico or Berinda Ash
Pinus edulis	Pinon Pine
Pinus flexilis	Limber Pine
Pinus strobiformis	Southwestern White Pine
Pinus Sylvestris	Scotch Pine
Quercus fusiformis	Espcarpment Oak
Robinia x ambigua	Idaho Locust
Thuja sp.	Arborvitae
Ulmus parvifolia	Lacebark Elm

shrubs and vines

Agave Parryi	Parry's Agave
Artemisia X Powis Castle	Powis Castle Sage
Berberis gladwynensis	William Penn Barberry
Berberis julianae	Wintergreen Barberry
Berberis thunbergii atropupruea	Redleaf Japanese Barberry
Buddleia davidii nanhoensis	Dwarf Butterfly Bush
Campsis radicans	Trumpet Vine
Chaenomeles japonica	Flowering Quince
Cotoneaster buxifolius	Grayleaf Cotoneaster
Cotoneaster divaricatus	Spreading Cotoneaster
Cotoneaster lacteus	Red Clusterberry
Cytisus scoparius	Scotch Broom
Elaeagnus pungens	Silverberry
Forestiera neomexicana	New Mexican Olive
Forsythia intermedia	Forsythia
Hesperaloe parviflora	Red-flowering Yucca
Hibiscus syriacus	Rose of Sharon
Jasminum nudiflorum	Star Jasmine
Juniperus chinensis	Juniper, shrub varieties
Junipoerus sabina	Juniper, shrub varieties
Lavandula angustifolia	English Lavender
Mahonia aquifolium Compacta	Compact Oregon Grape

Nandina domestica
Philadelphus sp.
Potentilla fruticosa
Prunus besseyi
Punica spp.
Raphiolepis indica
Ribes aureum
Rosa banksiae
Rosa foetida
Rosa woodsii
Rosmarinus officinalis 'arp'
Salvia greggii
Spiraea prunifolia Plena
Spiraea vanhouttei
Spiraea X bumalda
Syringa patula
Syringa persica
Syringa vulgaris
Wisteria sinensis
Yucca pendula

Heavenly Bamboo
Mock Orange
Shrubby Cinquefoil
Western Sand Cherry
Pomegranate
India Hawthorn
Golden Currant
Lady Banks Rose
Austrian Copper Rose
Woods' Rose
Upright Rosemary
Autumn or Cherry Sage
Bridal Wreath or Shoebutton
Bridal Wreath Spirea
Anthony Waterer' Spirea
Korean Lilac
Persian Lilac
Common Lilac
Wisteria
Soft leaf yucca

ground covers / perennials

Achillea millefolium	Yarrow
Achillea taygetea	Moonshine Yarrow
Alcea rosea	Hollyhock
Arctostaphylos uva-ursi	Kinnikinnick
Artemisia abrotanum	Southernwood
Campanula rotundifolia	Harebells
Centaurea cineraria	Dusty Miller
Cerastium tomentosum	Snow-In-Summer
Chrysanthemum x morifolium	Chrysanthemum
Cotoneaster dammeri	Bearberry Cotoneaster
Delosperma cooperi	Purple Iceplant
Delosperma nubigenum	Yellow Iceplant
Gysophila repens	Creeping Baby's Breath
Heuchera sanguinea	Coral Bells
Iris sp.	Bearded Iris, Bulb Iris
Juniperus horizontalis	Juniper, groundcover
Kniphofia uvaria	Red Hot Poker
Mahonia repens	Creeping Mahonia
Nepeta mussini	Catmint
Penstemon pinifolius	Pineleaf Penstemon
Rudbeckia fulgida	Goldstrum Rudbeckia
Salvia officinalis	Garden Sage
Saponaria ocymoides	Soapwort
Sedum telephium	Autumn Joy Sedum
Sempervivum tectorum	Hen and Chicks
Stachys byzantina	Woolly Lamb's Ear
Teucrium chamaedrys	Trailing Germander
Thymus spp.	Thyme
Verbena bipinnatifida	Fern Verbena
Zauschneria californica	Hummingbird Plant

turfgrass / Ornamental

Buchloe dactyloides	Buffalo Grass
Festuca ovina glauca	Blue Fescue
Helictotrichon sempervirens	Blue Avena Grass
Pennisetum alopecuroides	Hardy Fountain Grass
Poa pratensis	Kentucky Bluegrass

old town bosque district

trees

Celtis occidentalis	Common Hackberry
Cercis sp.	Redbud
Cratagus sp.	Hawthorne
Forestiera neomexicana	New Mexico Olive
Fraxinus velutina "Berinda"	Berinda Ash
Gleditsia triacanthos	Honey Locust
Malus sp.	Crabapples
Pinus edulis	Pinon Pine
Pinus strobiformis	Southwestern White
Pinus sylvestris	Scotch Pine
Pistachia chinensis	Chinese Pistache
Platanus wrightii	Arizona Sycamore
Populus fremontii	Western Cottonwood
Quercus fusiformis	Escarpment Live Oak
Quercus muhlenbergia	Chinquapin Oak
Robinia pseudoacacia	Black Locust
Thuja species	Arborvitae
Ulmus parvifolia	Lacebark Elm

shrubs and vines

Amorpha fruticosa	False Indigo
Amorpoha cana	Dwarf Leadplant
Anisacanthus thurberi	Hummingbird Trumpet
Artemisia X Powis Castle	Powis Castle Sage
Berberis julianae	Wintergreen Barberry
Buddleia davidii nanhoensis	Dwarf Butterfly Bush
Campsis radicans	Trumpet Vine
Chrysothamnus nauseosus	Chamisa, Rabbitbrush
Cotoneaster buxifolius	Grayleaf Cotoneaster
Cotoneaster lacteus	Red Clusterberry
Cytisus scoparius	Scotch Broom
Elaeagnus pungens	Silverberry
Fallugia paradoxa	Apache Plume
Forestiera neomexicana	New Mexican Olive
Genista tinctoria	Summer Broom
Helichrysum angustifolium	Curry Plant
Hesperaloe parviflora	Red-flowering Yucca
Jasminum nudiflorum	Star Jasmine
Juniperus chinensis	Juniper, shrub varieties
Juniperus sabina	Juniper, shrub varieties
Lavandula angustifolia	English Lavender
Mahonia aquifolium Compacta	Compact Oregon Grape
Opuntia spp.	Prickly Pear Cactus

3. urban design master plan and criteria

southwest vista district and route 66 mesa district

trees

Chilopsis linearis
Cotinus coggygia
Gleditsia triacanthos
Juniperus monosperma
Juniperus scopulorum
Pinus edulis
Pinus eldarica
Pinus strobiformis
Pistachia chinensis
Prosopis glandulosa
Quercus fusiformis
Quercus oblongifolia/
engelmannii
Robinia pseudoacacia

shrubs and vines

Agave Parryi
Arctostaphylos pungens
Artemisia filifolia
Artemisia X Powis Castle
Atriplex canescens
Baccharis Centennial
Baccharis salicina/sarothroides
Buddleia marrubifolia
Caesalpinia gilliesii
Caryopteris x clandonensis
Chamaebatiaria millefolium
Chrysothamnus nauseosus
Cotoneaster buxifolius
Cytisus scoparius
Dasylirion wheeleri
Elaeagnus pungens
Ephedra spp.
Fallugia paradoxa
Hesperaloe funifera
Hesperaloe

Juniperus chinensis
Junipoeus sabina
Leucophyllum langmaniae
Leucophyllum zygophyllum
Nandina domestica
Nolina texana
Opuntia spp.
Parthenocissus inserta
Periploca graeca
Psorothamnus scoparia

Desert Willow
Smoketree
Honey Locust
Oneseed Juniper
Juniper, Rocky Mtn.
Pinon Pine
Afghan pine
Southwestern White
Chinese Pistache
Honey Mesquite
Escarpment Live Oak

Mexican Blue/Mesa Oak
Black Locust

Parry's Agave
Pointleaf Manzanita
Sand Sage
Powis Castle Sage
Fourwing Saltbush
Bacharris Centennial
Desert Bloom
Wooly Butterfly Bush
Yellow Bird of Paradise
Blue Mist Spirea
Fernbush
Chamisa, Rabbitbrush
Grayleaf Cotoneaster
Scotch Broom
Sotol / Desert Spoon
Silverberry
Mormon Tea
Apache Plume
Giant / Coahuilan
Hesperaloe parviflora
Red-flowering Yucca
Juniper, shrub varieties
Juniper, shrub varieties
Rio Bravo Rainsage
Cimarron Rainsage
Heavenly Bamboo
Beargrass
Prickly Pear Cactus
Woodbine
Silkvine
Broom Dalea

Prunus besseyi
Rhus trilobata
Ribes aureum
Rosa banksiae
Rosa foetida
Rosa woodsii
Rosmarinus officinalis 'arp'
Salvia greggii
Shepherdia argentea
Spartium junceum
Spiraea vanhouttei
Syringa patula
Syringa persica
Syringa vulgaris
Vitex agnus-castus

Western Sand Cherry
Three-leaf Sumac
Golden Currant
Lady Banks Rose
Austrian Copper Rose
Woods' Rose
Upright Arp Rosemary
Autumn or Cherry Sage
Silver Buffaloberry
Spanish Broom
Bridal Wreath Spirea
Korean Lilac
Persian Lilac
Common Lilac
Chaste Tree

ground covers / perennials

Achillea taygetea
Alcea rosea
Anemopsis californica
Centranthus ruber
Cerastium tomentosum
Cotoneaster dammeri
Gaillardia x grandiflora
Helianthus maximilliana
Hemerocallis hybrids
Hymenoxys acaulis
Iris
Juniperus horizontalis
Kniphofia uvaria
Lavandula angustifolia
Stachys byzantina
Teucrium aronianum
Thelesperma ambigua
Verbena bipinnatifida

Moonshine Yarrow
Hollyhock
Yerba de Mansa
Red Valerian
Snow-In-Summer
Bearberry Cotoneaster
Gaillardia
Maximillian Sunflower
Daylilies
Angelita Daisy
Bearded Iris, Bulb Iris
Juniper, groundcover
Red Hot Poker
English Lavender
Woolly Lamb's Ear
Greek Germander
Rayed or Threadleaf Cota
Fern Verbena

turfgrass / ornamental

Agropyron smithii
Buchloe dactyloides
Pennisetum alopecuroides
Sporobolus wrightii
Stipa tenuisima

Western Wheatgrass
Buffalograss
Hardy Fountain Grass
Giant Sacaton
Threadgrass

Raphiolepis indica
Rhus microphylla
Rhus trilobata
Rhus trilobata Prostrata
Rosa banksiae
Rosmarinus officinalis 'arp'
Salvia greggii
Spartium junceum
Syringa persica
Vauquelinia californica
Vitex agnus-castus
Yucca baccata

India Hawthorn
Littleleaf Sumac
Three-leaf Sumac
Prostrate Sumac
Lady Banks Rose
Upright Arp Rosemary
Autumn or Cherry Sage
Spanish Broom
Persian Lilac
Arizona Rosewood
Chaste Tree
Datil / Banana Yucca

ground covers / perennials

Achillea taygetea
Artemisia abrotanum
Artemisia frigida
Artemisia pontica
Artemisia stelleriana
Centaurea cineraria
Cerastium tomentosum
Delosperma cooperi
Delosperma nubigenum
Gaillardia x grandiflora
Hymenoxys acaulis
Juniperus horizontalis
Kniphofia uvaria
Liatris punctata
Oenothera caespitosa
Penstemon ambiguus
Penstemon clutei
Penstemon palmeri
Penstemon pseudospectabilis
Perovskia atriplicifolia
Psilostrophe tagetina
Teucrium aronianum
Thelesperma ambigua
Thymus spp.
Verbena bipinnatifida
Verbena rigida
Zauschneria californica
Zinnia grandiflora

Moonshine Yarrow
Southernwood
Fringed Sage
Roman Wormwood
Beach Wormwood
Dusty Miller
Snow-In-Summer
Purple Iceplant
Yellow Iceplant
Gaillardia
Angelita Daisy
Juniper, groundcover
Red Hot Poker
Gayfeather
White Evening Primrose
Bush Penstemon
Sunset Penstemon
Palmer Penstemon
Desert Beardtongue
Russian Sage
Paperflower
Greek Germander
Rayed or Threadleaf Cota
Thyme
Fern Verbena
Sandpaper Verbena
Hummingbird Plant
Desert Zinnia

turfgrass / ornamental

Bouteloua curtipendula
Bouteloua gracilis
Buchloe dactyloides
Festuca ovina glauca
Hilaria jamesii
Oryzopsis hymenoides
Pennisetum alopecuroides
Pennisetum villosum
Sporobolus cryptandrus
Stipa tenuisima

Sideoats Grama
Blue Grama
Buffalograss
Blue Fescue
Galleta
Indian Ricegrass
Hardy Fountain Grass
Dwarf Feathertop
Sand Dropseed
Mexican Threadgrass

4. transportation analysis and plan

A transportation analysis was conducted for Central Avenue in conjunction with the urban design. This study evaluated the effects of the proposed streetscape improvements on the traffic patterns within the West Central Avenue corridor and on the surrounding transportation network. It analyzed how quickly traffic moves through the 14 signalized intersections (a capacity or operational analysis) within the project limits as well as how efficiently traffic moves between these intersections (a link capacity analysis). The study also evaluated the operational capacity of the corridor after the proposed improvements, based on the number of vehicles projected to use the corridor in 2020. The Middle Rio Grande Council of Governments supplied data on the existing (1998) and projected (2020) volumes of vehicles as well as data on turning movements.

The study used accident data to evaluate the safety of the corridor and looked at the effects the proposed improvements will have on pedestrians, bicyclists, and transit plans. Finally, it analyzed the system-wide implications of the proposed improvements.

The Central corridor was divided into three distinct districts based on the characteristics of the improvements and traffic patterns that exist. These correspond to the three districts in the Master Plan in Chapter 3. The West Downtown Park District (8th Street to Lomas) experiences the lowest traffic volume—15,400 vehicles per day—but a considerable number of pedestrians. The Old Town/ Bosque District (Lomas to Atrisco Road) accommodates the largest volume of traffic—40,300 vehicles per day—also accompanied by a significant number of pedestrians. The Southwest Vista District (Atrisco Road to Coors Boulevard) experiences a lower volume of traffic—31,800 vehicles per day—with high levels of pedestrian traffic. Because the proposed corridor improvements considered the varying amounts of pedestrian and vehicular traffic, each of the sections was evaluated separately. In addition, key intersections in each district were evaluated independently to determine the impact of proposed changes on alternative intersection configurations.

The level of service (LOS) of intersections and between intersections is ranked from A to E. A level of service of A indicates a ten-second delay, with most vehicles not stopping, while E indicates a delay of from 55 to 80 seconds for most vehicles. A level of service of D or better (many vehicles are delayed on average between 35 and 55 seconds) is considered acceptable. A level of service of E indicates the intersection is failing to move vehicles through within an acceptable time period.

4.1 west downtown/ park district (8th street to lomas boulevard) existing conditions

Central Avenue is almost a mile long through this district with two driving lanes in each direction, a painted median, and left turn bays at most intersections. Approximately 15,400 vehicles per day move through its six signalized intersections.



Between 1995 and 1998 171 accidents were recorded along this portion of Central; 58 involved an injury, two were fatalities, and 111 resulted in only property damage. Two of the accidents involved a pedestrian.

The evaluation of existing traffic conditions shows that:

- ◆ All intersections currently operate at a level of service of D or better.
- ◆ Traffic along Central Avenue operates at acceptable levels.
- ◆ Traffic on side streets is approaching failure.
- ◆ Even at projected 2020 traffic volumes, the intersections and corridor between would continue to operate at acceptable levels.
- ◆ While creating accessibility for pedestrians is a priority, major reconstruction solely to provide additional pedestrian safety is not required.

proposed improvements

The following improvements are proposed to link Downtown with Old Town and the neighborhoods surrounding Central Avenue. These improvements maintain the operational level of service for the motorists along Central Avenue while adding minor amenities that improve the environment for pedestrians.

- ◆ The project proposes to re-stripe the roadway to two 11-foot lanes in each direction, 5-foot bike lanes in each direction, and a left turn lane at each signalized intersection.
- ◆ Within the corridor, where there is right-of-way available, the street section will also include either on-street parking or minor street landscaping.
- ◆ In the areas where on-street parking or street landscaping will be located, it will be necessary to move the curb towards the center of the street. In order to provide adequate drainage for these curb extensions, either sidewalk culverts or adequate gaps will be constructed. These drainage features

will allow the runoff to follow the existing drainage patterns without the necessity of constructing a major drainage system throughout the corridor.

- ◆ Each intersection will have reconstructed handicapped-accessible ramps and new striped crosswalks.

The proposed street section and improvements have specific pros and cons that should be addressed. The pros and cons for the proposed improvements are as follows:

pros:

- ◆ The roadway improvements in this four/five-lane option are not likely to require major street construction. At the same time, only minor improvements to any of the underground utilities should be necessary as no major street construction is proposed. Consequently, the total construction costs for the project within this corridor will be less than for the three-lane alternative that follows.
- ◆ Although the curb will be extended at some locations, these locations will be minimal. Drainage of the roadway can be accommodated by the construction of sidewalk culverts.
- ◆ Additional right-of-way acquisition will likely not be required for this street section.
- ◆ The roadway section will continue to have the capacity to operate at an acceptable level of service, even with the expected increase in vehicular traffic by the year 2020.
- ◆ The inconvenience to the public during construction will not be significant and the construction duration will be minimized due to the simplicity of the proposed improvements.
- ◆ The City of Albuquerque is currently studying whether construction of a mass transit facility is both necessary and feasible within this corridor. This street section accommodates the possibility of implementing such a mass transit facility. Although the study has not revealed specifics concerning the contents of the mass transit facility, it can be assumed that this facility will include a rail system within the street section and loading and unloading zones. With this proposed street section, some modifications to the roadway cross section would be required.
- ◆ This street section accommodates all modes of transportation including pedestrians, bicyclists, transit, and the motor vehicle.

cons:

- ◆ The street section does not present the opportunity to expand the right-of-way within the corridor. The existing right-of-way limitations do not provide adequate room to either expand the sidewalk or provide street landscaping throughout the corridor. These additional features would make the corridor more pedestrian friendly.
- ◆ The street section continues to favor motorists and does not encourage pedestrian travel throughout the corridor.

4. transportation analysis and plan

alternative improvements

The following improvements are presented as an alternative to those previously described for this corridor. These improvements favor the pedestrians and other modes of transportation by creating a more comfortable environment.

- ◆ The alternative improvements would re-stripe the roadway to one 11-foot lane in each direction with a continuous dedicated left turn lane. This would reduce the number of through lanes from four to two and provide enough room for two continuous, striped bike lanes outside of the driving lanes.
- ◆ Some areas within this section would have an 8-foot parking lane on one side of the street while other areas would offer parking on both sides of the street, depending on available right-of-way widths.
- ◆ A continuous parkway/sidewalk, approximately 13 feet wide would stretch along both sides of the street.
- ◆ All intersections would have new handicapped-accessible ramps and new striped crosswalks.

As in the case of the proposed improvements, the alternative improvements also have specific pros and cons that should be addressed. The pros and cons for the alternative improvements are as follows:

pros:

- ◆ Re-striping the road would decrease the capacity of this section, slowing and calming traffic that uses this corridor.
- ◆ Motorists will seek alternative routes due to the decrease in capacity and resulting increase in travel time.
- ◆ Despite the decrease in capacity, the corridor will continue to operate at an acceptable level-of-service due to the decrease in traffic volumes. Analysis of the traffic volumes indicates that all but one of the intersections would remain at an acceptable level of service in 2020 if the alternative improvements were implemented.
- ◆ The bike lanes, parkway, ramps and landscaping would create a much friendlier environment for bicyclists and pedestrians.
- ◆ The reconfiguration of the traffic lanes and resulting increased space for pedestrians would allow the entire corridor to be modified to ensure compliance with ADA requirements without the necessity of acquiring additional right-of-way.
- ◆ The decreased roadway width would create an opportunity to provide street trees and other forms of streetscaping throughout the corridor.
- ◆ This street section improves the environment within the corridor for pedestrians without adversely affecting the corridor's operational performance for motorists.

cons:

- ◆ The decreased roadway width would require that most of the existing curbline be removed and reconstructed. This would result in a complete reconstruction of the roadway (i.e. pavement, curb and gutter).
- ◆ Along with the roadway reconstruction, a new drainage system would have to be constructed to capture the flows generated by the newly constructed impermeable surfaces (i.e. sidewalk and roadway).
- ◆ The street reconstruction would also require evaluation of the condition of the other underground utilities. If any of the systems are determined to be in poor condition, it is recommended that they be replaced as part of the street reconstruction.
- ◆ All of these construction items (roadway, storm drain, and miscellaneous utilities) suggest that the construction cost of the alternative improvements will be significant.

district recommendations

The proposed improvements would improve the pedestrian and bicyclist environment throughout the corridor to varying levels. At the same time, the improvements would allow the City of Albuquerque to implement a high-capacity mass transit system, such as a rail line, within the corridor if the current study recommends it is necessary in the future, without reconstruction of the roadway or significant modifications to the street section. These improvements would not reduce the capacity of Central Avenue. Consequently, the roadway will continue to operate at its current level-of-service, which has been determined to be acceptable. Construction of handicap accessible ramps, improved lighting, and improved pedestrian equipment at each signalized intersection would create a safer environment throughout the district. Therefore, the proposed improvements would contribute to the overall goals of the project.

intersection analyses

Major improvements at two intersections in this district, 8th/Central and Lomas/San Pasquale, were analyzed in detail because their existing configuration is complicated and confusing to both motorists and pedestrians. Options for improving each intersection were considered. Descriptions and evaluations and recommendations for each option are included in the following sections.

8th and central intersection

existing conditions

- ◆ Motorists traveling eastbound on Central can access Gold Avenue using a free right turn while others can remain on Central by entering the intersection.
- ◆ Westbound traffic can continue on Central by entering the same signalized intersection.

- ◆ Because left turns are not allowed at 10th Street, westbound motorists seeking to reach 10th Street must turn left onto Park Avenue immediately west of the current intersection.
- ◆ Accident data shows that 12 accidents—two resulting in injury—occurred at this intersection between 1995 and 1998.



evaluation

- ◆ The intersection operates at an A level of service.
- ◆ The geometry, turning movements, and potential conflicts within the intersection create general confusion along with merging and weaving problems within and near the intersection. These problems are associated with some of the factors linked to the accidents that occurred here.
- ◆ The intersection has pedestrian safety and accessibility issues that must be addressed by the proposed improvements.

proposed improvements

option one: no improvements

- ◆ This option would leave the intersection as it currently exists.

evaluation

- ◆ The option entails minimal costs, no additional right-of-way, and motorists would not have to adapt to geometric changes.
- ◆ The intersection would continue to operate at an acceptable level of service.
- ◆ It does not address the geometric concerns, pedestrian deficiencies, or the merging and weaving concerns that contribute to accidents.
- ◆ Making no improvements fails to meet the goals of the project.

4. transportation analysis and plan

option two: traditional grid system (preferred option)

- ◆ This alternative would extend the north leg of 8th Street at the 8th/Central intersection south to Gold Avenue.
- ◆ The width of this extension is equivalent to the existing width (45' face-to-face) and would provide room for two through lanes and a left turn lane.
- ◆ Gold Avenue would then be extended or widened west from the 7th/Gold intersection. With this alignment, the current sweep of Gold Avenue would be removed and the right-of-way would be vacated.
- ◆ Additionally, 9th Street would be extended south of Central Avenue to Park Avenue.



evaluation

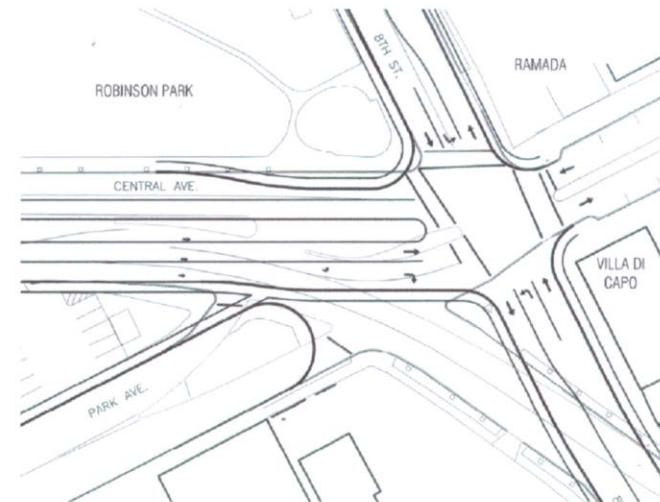
- ◆ This alternative achieves the goal of completing the two-way conversion of Gold Avenue within the downtown and returns the intersection to the more familiar grid layout.
- ◆ The improvements would make the intersection easier for both motorists and pedestrians to negotiate.
- ◆ Significant costs are associated with reacquiring property previously vacated adjacent to Capo's Restaurant to extend 8th Street.

option three: modified grid system

- ◆ This alternative is identical to option two except for the decreased right-of-way on the southeast corner of 8th and Central.
- ◆ Eighth Street north of Central would be re-stripped to reduce the width to 40 feet and make it cross Central at a slight skew. It would also be narrowed to connect the south leg of 8th to the intersection with Gold.

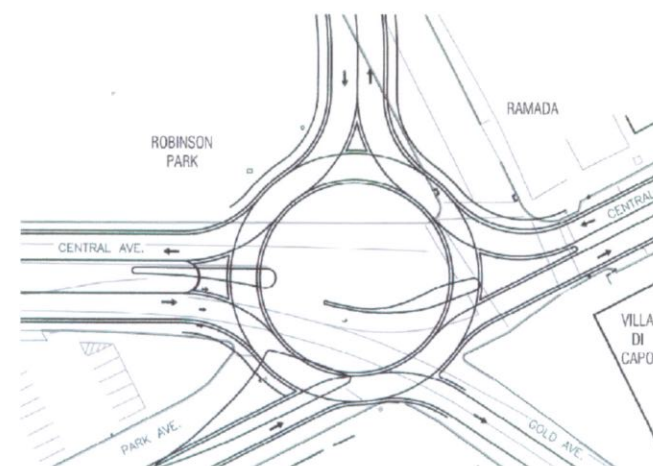
evaluation

- ◆ This option would improve the intersection and require less right-of-way acquisition than option two.
- ◆ Construction costs for this option will be slightly higher than for option two.



option four: roundabout system

- ◆ This option would replace the intersection with a roundabout, which is a type of intersection frequently used as a traffic calming device and an aesthetic tool to mark a gateway to special parts of towns. Properly designed single-lane roundabouts can accommodate approximately 2,600 vehicles per hour.
- ◆ The proposed roundabout contains one 12-foot lane with an outside radius of 76 feet and an inside radius of 60 feet. Near the inner island is a four-foot striped area that would compensate for the tracking of larger vehicles to prevent the vehicles from striking the curb.
- ◆ The roundabout has been designed to accommodate the largest vehicle (WB 50) that may use this intersection. The goal was to use the existing roadway and right-of-way as much as possible. Projections indicate that 1,221 vehicles would use this intersection during the peak afternoon hour in 2020.



evaluation

- ◆ A roundabout would provide an aesthetic feature that would allow the corridor to stand out while still maintaining the integrity and function of the intersection.

- ◆ This layout would not require major construction of Central east of the intersection or Park Avenue. It would require both Gold and Central Avenues to transition from two lanes outside of the roundabout to one lane inside the roundabout.
- ◆ Eighth Street north of the intersection would have to be realigned to match the roundabout and the entrance flares. Along with this realignment, a significant amount of right-of-way within Robinson Park would have to be acquired while access and parking for the Ramada Hotel would have to be resolved.
- ◆ Although the proposed radius is well below the ideal radius specified by the roundabout guidelines, it would be expected to accommodate the traffic volumes projected for 2020.
- ◆ Roundabouts can be difficult for pedestrians and bicyclists to negotiate. Bicyclists are forced to circulate with traffic where there is little room or find an alternate route. Pedestrians must use their judgement to find gaps in the traffic where they can cross the street.

lomas/san pasquale intersection

existing conditions

This intersection currently merges two principal arterials into a complicated "Y" intersection with two separate traffic signals controlling the traffic flow through the intersection. The westbound Lomas Boulevard approach to the intersection currently experiences the largest volume of traffic. Consequently, this approach runs on its own traffic signal that cycles "green" a majority of the time. The westbound and eastbound Central Avenue traffic and the northbound San Pasquale Avenue traffic have their own signal that cycles regularly and is connected to a loop detection system. Due to the separate signal timing patterns and the necessary merging of Lomas Boulevard and Central Avenue directly west of the intersection, this intersection appears difficult to negotiate for motorists. Thirty-one accidents occurred within the intersection between 1995 and 1998. Of these accidents, eight were serious enough to result in injuries. The configuration of the intersection also creates a hazard for pedestrians attempting to access the Old Town District from the south side of Central and visa versa.

evaluation of existing conditions

- ◆ The current configuration of the intersection is complicated and difficult for any unfamiliar motorist to negotiate.
- ◆ The number of accidents within this intersection is reasonable, given the volume of traffic utilizing the intersection. Nevertheless, some geometric revisions should decrease the confusion within the intersection and resolve the merging and weaving that occurs departing the intersection. These improvements would result in a decreased accident rate for the intersection.

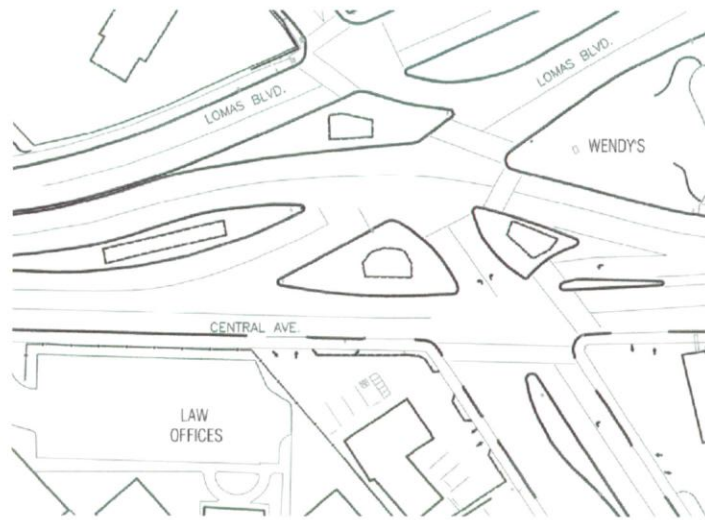
4. transportation analysis and plan

- ◆ Despite a lack of recorded pedestrian or bicyclist accidents, the existing intersection poses a problem for these modes of transportation.

proposed improvements

option one: no improvements

This option would leave the intersection as it is currently configured. Minor improvements, such as new handicap ramps, crosswalk re-striping, and updated signal equipment, would be implemented. However, the existing geometry of the intersection would remain the same. The pros and cons for this option are as follows:



pros:

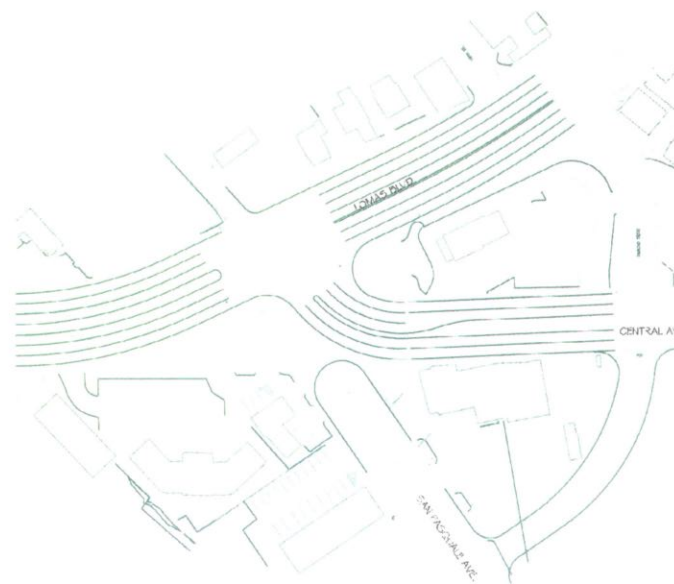
- ◆ The construction costs for this option would be minimal. The only costs this intersection would incur would be for the minor construction items and the installation of the signal equipment. No right-of-way acquisition or major reconstruction costs are associated with this option. Motorists would not have to adapt to significant geometric changes since the intersection configuration would remain the same.
- ◆ The intersection would continue to operate at an acceptable level of service according to the projected 2020 traffic volumes.

cons:

- ◆ This option fails to address the geometric and pedestrian deficiencies at this intersection.
- ◆ This option also fails to address the existing merging and weaving problems that are currently a safety concern.

option two: "t" intersection

This construction option would directly connect the Lomas Boulevard and west Central Avenue approaches. It would also connect the east Central Avenue approach into the intersection using a T configuration. As part of this option, a cul-de-sac at the south San Pasquale Avenue approach to Central Avenue would be constructed. This cul-de-sac eliminates direct access to and from Central Avenue to and from the south San Pasquale Avenue approach. This option would require complete reconstruction of the intersection. This standard intersection would allow the signal phasing to minimize delays for the larger approaching traffic volumes (west Central Avenue and Lomas Boulevard). The pros and cons for this option are as follows:



pros:

- ◆ The T-intersection eliminates the merging and weaving problems that this intersection is currently experiencing.
- ◆ All motorists are familiar with traditional T-intersections. Therefore, the time it takes for motorists to familiarize themselves with this reconstructed intersection will be minimal.
- ◆ The proposed T-intersection appears to fit within the existing right-of-way. In fact, some right-of-way will become available for possible landscaping or exchange.
- ◆ The signal phasing for the T-intersection can be adjusted so that the delays along the major approaches (west Central Avenue and Lomas Boulevard) are minimized.

cons:

- ◆ This option requires complete reconstruction of the intersection including signalization. Therefore, the construction costs for this intersection will likely be greater than for a roundabout option.
- ◆ The proposed T-intersection creates a discontinuity along Central Avenue. It would fail to maintain the continuity of Central Avenue based on its historic status as Route 66.

- ◆ The east Central Avenue approach may experience greater delays because the T-intersection signal phasing will be adjusted to favor Lomas Boulevard and west Central Avenue.
- ◆ Pedestrian crossing to and from the north side of Central will be limited to the east leg (Lomas Boulevard) of the intersection. Therefore, pedestrians will also experience larger delays because the signal phasing will be adjusted to favor the Lomas Boulevard approach.

option three: roundabout intersection

Roundabout intersections are a relatively unique intersection design concept that is being incorporated in the United States. These intersections provide full access to all approaches without the necessity of traffic signals. The primary features of these intersections include a central traffic island, approach and departure islands that act as pedestrian refuge, flared entry lanes, and full "yield-on-entry" access to all approaches. The capacity of these intersections varies and can be increased with the adjustment of several design aspects. Roundabout intersections are designed to accommodate all emergency vehicles, transit buses, and all larger vehicles that may use the intersection. Preliminary analysis of this intersection type here presents a favorable recommendation; however, due to its unique nature, further study would be required prior to design. The pros and cons for this option are as follows:



pros:

- ◆ The proposed design of this intersection fits well into the existing right-of-way and will not require any significant acquisition.
- ◆ The roundabout intersection reduces the merging and weaving problems that this intersection is currently experiencing.

4. transportation analysis and plan

- ◆ The central island provides the opportunity for this intersection to stand out as a landscaped gateway into the downtown corridor.
- ◆ Although this option requires complete reconstruction of the intersection, the construction costs will be reduced because installation of traffic signals is not required.
- ◆ All approaches to the intersection will be weighted equally, with no priority given to any single approach when considering level of service.
- ◆ According to the 2020 project volumes at this intersection, the proposed design will operate at an acceptable level.

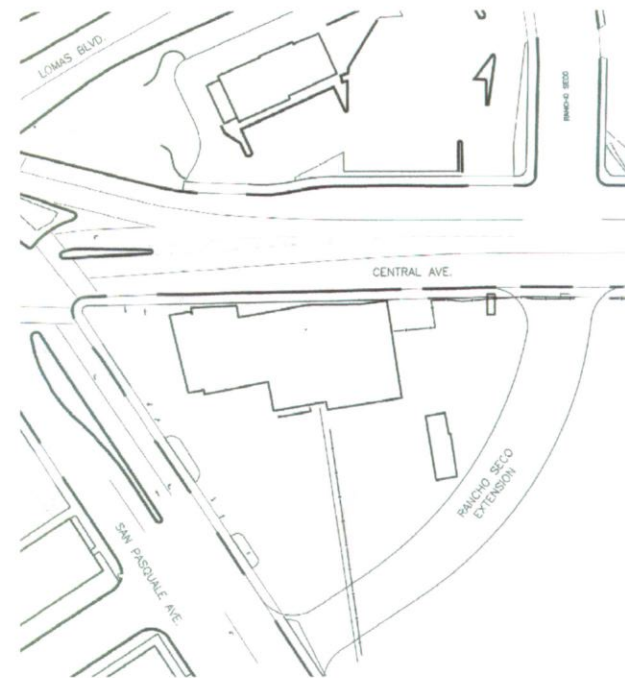
cons:

- ◆ The roundabout intersection is an unfamiliar intersection design and may require some time for most motorists to adapt to its use.
- ◆ Although some safety features can be built into the design, pedestrians and bicyclists do not generally consider roundabouts favorable.
- ◆ Construction of a roundabout at this location reduces the possibility of efficiently timing the traffic signals between Rio Grande and 8th Street to maximize the progression of traffic.

added improvement: rancho seco road extension

This improvement extends the existing Rancho Seco Road alignment from Central Avenue south, with a curve to the west until it meets San Pasquale Avenue. At Central Avenue, a standard intersection would be constructed, while at San Pasquale Avenue, a "T" intersection would be constructed. Both intersections would be controlled by a stop sign.

This improvement is an addition to the intersection options that have been presented above. This additional improvement is intended to supplement all of the options and is recommended regardless of which option is implemented. Each of the construction options previously described would operate more efficiently with modifications at the intersection of Central Avenue and the south San Pasquale Avenue leg. These modifications would eliminate direct access to Central Avenue at this intersection location. The Rancho Seco Road extension provides access to Central Avenue from the south San Pasquale Avenue leg without adversely affecting the performance of the Central/San Pasquale intersection. This extension will also provide a bypass to the Central/San Pasquale intersection for bicyclists. The main disadvantage to this improvement is that right-of-way for this extension does not exist and would have to be acquired. Moreover, accessibility to businesses along San Pasquale Avenue would be impacted.



4. transportation analysis and plan

4.2 old town/bosque district (san pasquale/ lomas to atrisco)

existing conditions

Approximately 40,300 vehicles per day travel along the 1.23 miles in this section of Central Avenue. There are three driving lanes in each direction, a raised median, and left turn bays at most intersections. It contains five signalized intersections, most of which form traditional or skewed intersections with Central.

Between 1995 and 1998 there were a total of 702 accidents within this street section; 90 percent occurred at intersections with traffic signals. Of the total accidents, three were fatal, 283 resulted in injuries, and 416 caused property damage only. Fourteen of the accidents involved pedestrians and six involved bicyclists.

The evaluation of existing traffic conditions showed that:

- ◆ All the intersections in this street section currently operate at an acceptable level of service. Most of Central Avenue between intersections also operates efficiently throughout this portion of the corridor.
- ◆ Over the next 20 years, however, all but one of the intersections—New York/ Central—is expected to fail during at least one of the peak hours in 2020, and even this intersection would approach failure. Consequently, with no improvements, major congestion would result.
- ◆ The number and type of accidents within this section point to a need for safety improvements.



proposed improvements

The following improvements are proposed to facilitate commuter traffic and mass transit while encouraging pedestrian use.

- ◆ The project proposes to re-stripe the roadway to create three 11.5-foot wide lanes in each direction with a 16-foot wide landscaped median.
- ◆ Busses and motorists would share the outside lane in each direction.
- ◆ No bike lanes or parking areas would be striped throughout the majority of this portion of Central. Instead, bike routes parallel to Central should be established to separate bicyclists from motorists for safety reasons.
- ◆ Wide sidewalks and a multi-use pathway at the Rio Grande Bridge and Biological Park would be constructed adjacent to the roadway. The minimum width of the sidewalks would be 8 feet, but it would vary throughout the district.
- ◆ Handicapped-accessible ramps would be installed, crosswalks enhanced or re-striped, and pedestrian signal equipment installed.

evaluation

- ◆ The reduction in lane widths would decrease capacity and speeds for the roadway section, potentially diverting a significant amount of traffic from this section of the corridor.
- ◆ All intersections but one—Atrisco/Central—would be expected to operate at acceptable levels of service by 2020. That intersection would fail during the peak morning hour. This is a vast improvement over the no-build option in which almost all the intersections would be expected to fail.
- ◆ Providing alternative bike routes, wider sidewalks and the wide path adjacent to the roadway to be shared by bicyclists and pedestrians at the Biological Park and across the bridge will increase safety for all users.
- ◆ Re-striping, construction of handicap accessible ramps, improved lighting and improved pedestrian equipment at each traffic signal will create a safer environment throughout the street section.

district recommendation

With the improvements, the signalized intersections will operate at an improved level of service over the no-build option. In addition, separating bicyclists from motorists in this section is recommended to increase safety for all users due to the traffic volumes on constrained right-of-ways within this district. The improvements in general will contribute to the overall goals of the project.

intersection analysis

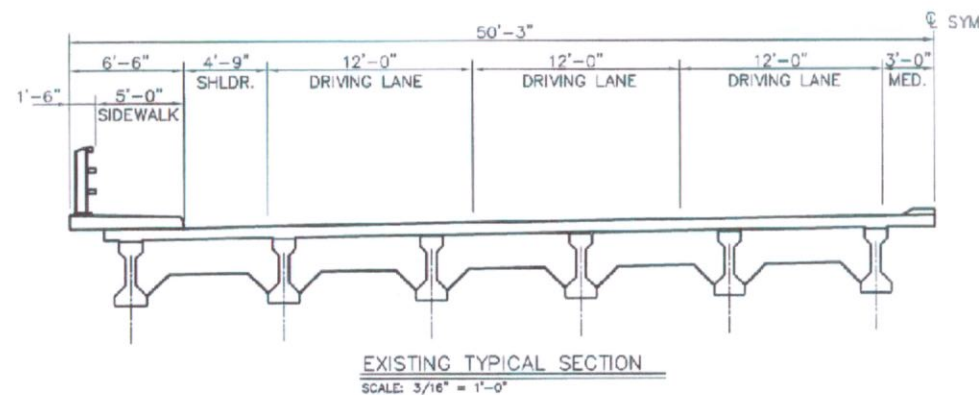
Potential problems at the intersections through this district will be corrected without major reconfiguration of the intersections. Accessibility and pedestrian safety will need to be addressed.

4. transportation analysis and plan

rio grande bridge

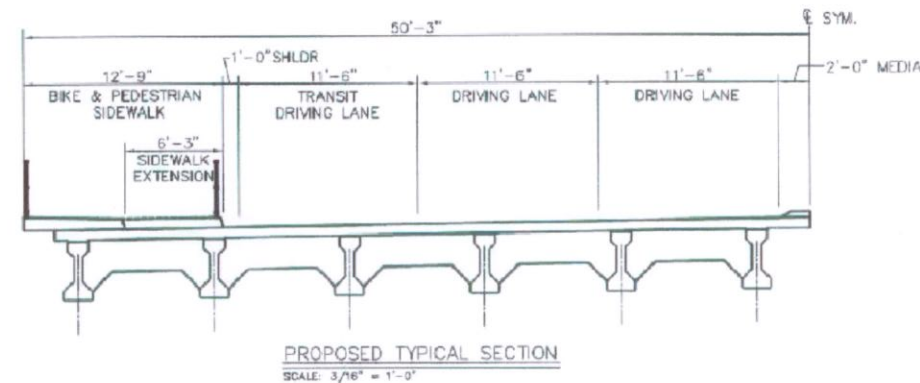
existing conditions

- ◆ The existing eastbound and westbound bridges crossing the Rio Grande are 16-span pre-stressed concrete girder bridges with cast-in-place concrete decks.
- ◆ Each bridge has three 12-foot wide driving lanes, a 4-foot 9-inch shoulder, and a 5-foot wide sidewalk flanked by a metal pedestrian rail with chain link fence.

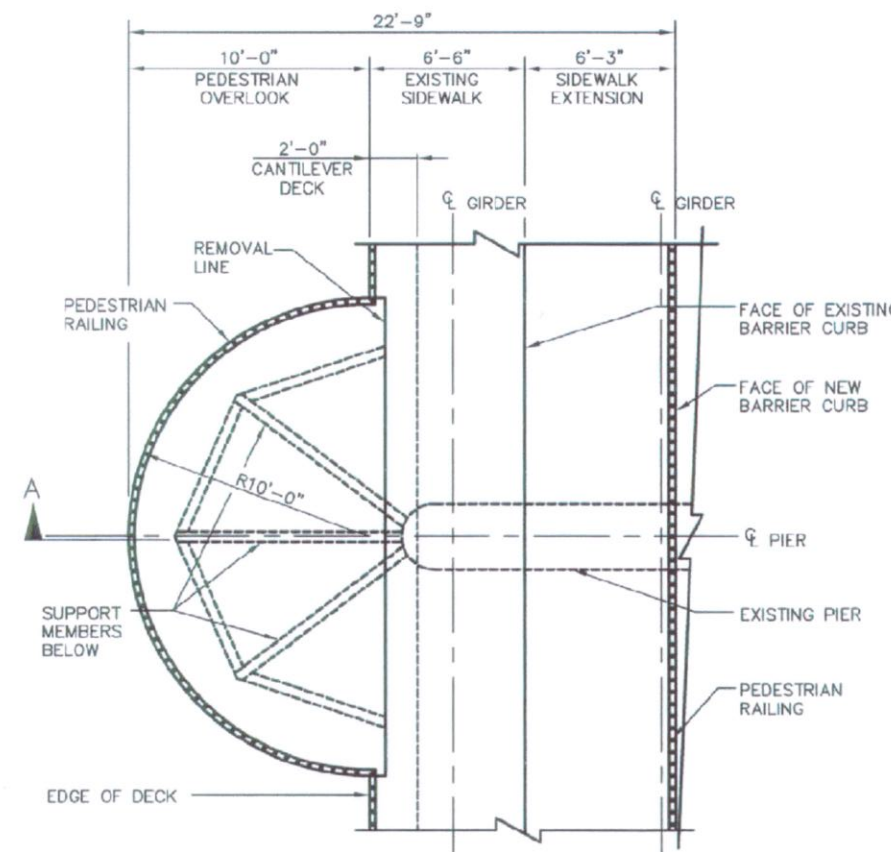


proposed improvements

- ◆ The project proposes to add pedestrian overlooks to selected piers to allow for views of the Rio Grande and the surrounding bosque.
- ◆ A pedestrian/bicycle path would be widened to approximately 12-feet 9-inches by adding more than 6 feet of additional width to the existing concrete barrier curb at each existing structure, reducing the driving lane widths to 11-feet 6-inches and reducing the median width to 2 feet.
- ◆ A barrier railing would be added to separate pedestrians from vehicular traffic.
- ◆ A similar railing would be placed along the edge of the deck and overlook to replace the existing metal railing.
- ◆ The existing roadway lighting would be removed and replaced with decorative pedestrian and vehicular lighting to enhance the bridge's general appearance and provide for pedestrian safety.



WEST CENTRAL AVENUE STREETSCAPE



evaluation

- ◆ Piers would require some structural modifications to connect the overlook deck and support members to the bridge structure.
- ◆ Using concrete would require removal and replacement of approximately 8 feet of deck and pier concrete to connect the existing reinforcement to the proposed reinforcement.
- ◆ Using steel would require removal and replacement of the deck concrete to allow the existing deck reinforcement to be connected to the proposed deck reinforcement as well as some modifications to the pier to connect steel plates and steel members.
- ◆ Some type of traffic control, such as a lane drop, will be necessary to accomplish these modifications.
- ◆ In general, unit costs for pedestrian overlooks should remain constant regardless of the location and geometry chosen. Costs could increase if the overlook is placed on an expansion pier.
- ◆ The bridge is capable of carrying the additional load that would be created by adding 6.26 additional feet of 8-foot concrete barrier curb to each bridge and a 10-foot radius pedestrian overlook.
- ◆ In general, all the proposed improvements would contribute to the goals of the project.

4. transportation analysis and plan

4.3 southwest vista district (atrisco drive to coors boulevard)

existing conditions

This section of Central is approximately 1.5 miles long and contains two driving lanes in each direction, a raised median, and left turn bays at most intersections. It accommodates some 31,800 vehicles each day.

This section experienced a significant number of accidents—618—between 1995 and 1998. Of these accidents, four were fatal, 239 resulted in injury, and 375 resulted in only property damage. A little more than half of the accidents occurred at signalized intersections, and a high percentage of those were severe enough to result in injuries. Eleven accidents involved pedestrians and four involved bicyclists, an unusually high number. This amounts to an average of three pedestrians and one bicyclist a year involved in an accident within this street section.

The evaluation of existing traffic conditions shows that:

- ◆ Three of the four intersections with traffic signals currently operate at an acceptable level of service. Central Avenue generally operates efficiently between intersections throughout this portion of the corridor.
- ◆ Intersections with traffic signals are spaced far apart, which encourages higher speeds and reduces pedestrian crossing opportunities.
- ◆ With the increased volumes of traffic expected in 2020, all but one of the intersections would be expected to fail during at least one of the peak hours. In fact, the Coors/Central would be likely to fail during both peak hours.
- ◆ The high percentage of accidents at intersections implies that most of the accidents occurred at high speeds. The other half occurred at unsignalized intersections, indicating these are just as hazardous.
- ◆ A significant number of driveway accesses and lack of left turn bays increased the amount of potential turning movement conflicts.



proposed improvements

The following improvements are proposed to build upon the Route 66 theme to enhance and develop the corridor and provide pedestrian and bicyclists with safer and easier transit.

- ◆ The streetscape plan proposes to re-stripe and narrow the roadway to two 11-foot lanes flanking each side of a 16-foot wide landscaped median. The median would be wide enough to create left turn bays at the intersections as needed.
- ◆ Another 11-foot outside lane in each direction would be shared by busses and accelerating and decelerating vehicles only. Vehicles would be prohibited from using the lane except for right turns and initial road access.
- ◆ A 5-foot wide bike lane would be included on the street between the through traffic and bus lanes.

evaluation

- ◆ The reduction in lane widths would decrease the road capacity, impelling motorists to seek other routes to their destinations and improving the street section's level of service.
- ◆ All the intersections but Coors/Central would operate at an acceptable level of service under traffic volumes projected in 2020. This is a vast improvement over the no-build option, in which all the intersections would be expected to fail.
- ◆ The bike lane would allow bicyclists to stay out of the main traffic and to pass stopped city busses when necessary.
- ◆ Re-striping, handicap ramps, improved lighting and improved pedestrian equipment would create a safer environment for pedestrians.
- ◆ The lane reductions would decrease roadway speeds, potentially decreasing the stopping distance for vehicles and improving the crossing condition for pedestrians.

district recommendation

Making no improvements would result in future congestion and unacceptable delays for motorists at each signalized intersection. The proposed improvements would create a more efficient corridor while contributing to the overall goals of the project.

intersection analysis

Problems can be corrected without major reconfigurations of the intersections.

5. economic analysis and plan

This chapter examines Central Avenue as a commercial corridor. Since before World War II, Central Avenue has been a place of business, first for establishments serving the thriving tourist trade on Route 66, and then increasingly for businesses serving a growing westside residential population. New modes of shopping and travel and continued residential development further west, however, have sapped the vitality of the corridor in recent years. As it has done in the past, Central Avenue must continue to evolve if it is to regain and sustain its former vitality.

5.1 purpose and methodology

The evolving commercial character of Central Avenue is an important consideration for the streetscape plan. The location and characteristics of streetscape improvements along Central Avenue can strengthen its function as a commercial corridor. Likewise, commercial properties and centers can add vitality or stagnation to the corridor, depending on their economic health. This chapter describes and evaluates the commercial environment along Central Avenue, identifies promising locations for public and private sector investments, and recommends strategies to encourage additional commercial development.

In addition to purpose and methodology, this chapter has the following sections:

- ◆ Section 5.2 summarizes issues raised by local merchants, nearby residents and technical staff regarding the commercial climate of Central Avenue
- ◆ Section 5.3 presents corridor-wide recommendations for commercial revitalization

Section 5.4 presents an overview of commercial competition and demographics for the corridor. Finally, Section 5.5 looks at the four districts of the corridor in turn. The analysis of each district addresses the following topics:

- ◆ Summary of Character and Conditions
 - Land Use and Real Estate Conditions
 - Business Inventory
- ◆ Conclusions and Recommendations for Commercial Revitalization

5.2 issues and suggestions

The following issues and suggestions regarding the commercial climate on Central Avenue were raised by merchants in response to a business survey, by participants in two focus groups, and by staff involved in preparing this

analysis. Since the comments are fairly consistent from one side of the river to the other, they are presented for the corridor as a whole.

issues

- ◆ Central Avenue lacks retail variety. Certain convenience goods and services (e.g., banks, restaurants, and barbers) are available, but other kinds of businesses are not present.
- ◆ Parking and traffic congestion are major concerns.
- ◆ Central Avenue suffers from the perception of high crime rates and vandalism, the presence of homeless people, and a deteriorating physical environment.
- ◆ Too many vacant lots, dilapidated buildings, and illegal activities detract from the commercial environment.
- ◆ According to some merchants in the Southwest Vista District, the 1988 West Central Sector Development Plan introduced zone changes and design overlay guidelines west of the river that place undue restrictions on commercial activity. In particular:
 - The change from C3 to C2 zoning makes manufacturing as an accessory use for retail businesses a conditional use. This has contributed to the decline of jewelry manufacturing, once a vibrant industry, west of the river.
 - Signage is regulated according to C-1 provisions. As a result, merchants are prohibited from placing banners and portable signs on their property.
 - The design overlay guidelines prohibit the outdoor display of merchandise within 50 feet of the Central Avenue right-of-way. The guidelines require a minimum 10-foot landscaped set-back.
- ◆ Newer types of commercial space, such as big shopping centers, malls, "power centers," and large discount centers, have supplanted older commercial corridors as the principal shopping destinations for most people.
- ◆ The construction of I-40 shifted interstate traffic off old Route 66 and undermined the viability of tourist-oriented businesses on Central Avenue.
- ◆ The growing population west of Coors Boulevard is drawing new commercial development out to the urban fringe and away from the older portions of Central Avenue.
- ◆ Despite these adverse trends, Central Avenue has retained some commercial centers (such as the Atrisco intersection) and major business anchors (such as the Furr's supermarket in Atrisco Plaza and Samon's Electrical and Plumbing Supply). These provide important shopping opportunities for the older neighborhoods in the vicinity and draw customer traffic that supports other smaller businesses. These centers and businesses should be retained.

suggestions

- ◆ Improved relations between the community and the police department and additional police presence are needed.
- ◆ Improved lighting, sidewalks, and medians are needed to make Central Avenue safer and more accessible to pedestrians.
- ◆ The area needs additional entertainment venues, especially movie theaters and other cultural attractions.
- ◆ Additional recreational facilities would help keep kids out of trouble.

5.3 corridor-wide recommendations

Section 5.5 below makes recommendations for commercial revitalization for each district. The following recommendations however, apply to the entire corridor.

- ◆ Fund a facade improvement program for the Central Avenue corridor. Priority should be given to properties within existing commercial nodes. West of the river, program design guidelines should be established that require facade improvement projects to contribute to the character of a Route 66/neon/billboard district.
- ◆ Use tax increment financing to support development projects that strengthen the mixed-use character of the corridor. This would require the establishment of a Metropolitan Redevelopment Area for the Central Avenue corridor (or some part of it).
- ◆ Establish a set of development standards (e.g., requirements for parking, building set-backs, building densities, and signage) for older commercial corridors such as Central Avenue that are better suited to an urban commercial environment.
- ◆ Establish a business improvement district (BID) for Central Avenue west of downtown.



5. economic analysis and plan

5.4 commercial competition and demographic profile

commercial competition

The nature and extent of the commercial competition in the area surrounding the corridor helps shape the commercial environment on Central Avenue. Shopping centers of over 10,000 square feet and their tenants located within three miles of the Central Avenue corridor were identified as the principal retail competitors for the study area. A three-mile radius is generally considered to define the area from which neighborhood-serving, convenience businesses receive their main competition.

The following map identifies 35 shopping centers within this three-mile buffer, as well as several larger commercial centers that typically comprise more than one shopping center and several stand-alone businesses. Central Avenue contains 13 shopping centers and the largest neighborhood-serving commercial centers at the Atrisco Road and the Coors Road intersections. Away from Central Avenue, most business activity is more dispersed, tending to be located in smaller shopping centers or in individual commercial properties. Generally speaking, most commercial activity within the three-mile buffer,

whether on or off Central Avenue, consists of establishments providing convenience goods and services such as food, pharmaceuticals, small household goods, laundry and dry cleaning, personal finance, and auto-related services. Relatively few businesses offer higher-priced items such as furniture, adult clothing, or appliances.

coors and sequoia

- ◆ Five shopping centers
- ◆ Some larger stores: Furr's Supermarket, Walgreen Drugstore, Ladera 6 Cinemas, Goodyear Tire
- ◆ Smaller, neighborhood-serving businesses such as fast food restaurants, barber and beauty shops, cleaners, laundromats, insurance agencies, pet care stores, and assorted other specialty retail and personal services businesses.

coors and glen rio

- ◆ Two shopping centers
- ◆ Smaller, neighborhood-serving businesses such as fast food restaurants, barber and beauty shops, cleaners, and other personal services businesses

coors boulevard

- ◆ Numerous fast food restaurants and auto-related businesses

downtown central business district

- ◆ Principally restaurants that serve the downtown workforce and specialty retail shops that serve hotel/convention center visitors

old town

- ◆ Specialty retail shops and restaurants oriented to the tourist trade
- ◆ Businesses are located in Old Town itself and in three shopping centers: San Felipe Plaza, Rio Grande Plaza, and Sheraton Old Town Place

smaller commercial nodes on bridge and isleta boulevards

- ◆ Two supermarkets
- ◆ Smaller, more marginal convenience and specialty retail establishments serving surrounding neighborhoods

central and atrisco

- ◆ Two large shopping centers
- ◆ Furr's Supermarket (video, liquor, and bakery sections; Norwest Bank branch)
- ◆ Specialty merchandise and apparel
- ◆ Personal and financial services
- ◆ Several fast food restaurants

central and old coors

- ◆ Two smaller shopping centers
- ◆ First Security Bank branch
- ◆ Several fast food restaurants
- ◆ Miscellaneous retail and service businesses (thrift store, women's apparel, electrical/plumbing supply, produce, used car dealer, rental supply, insurance)

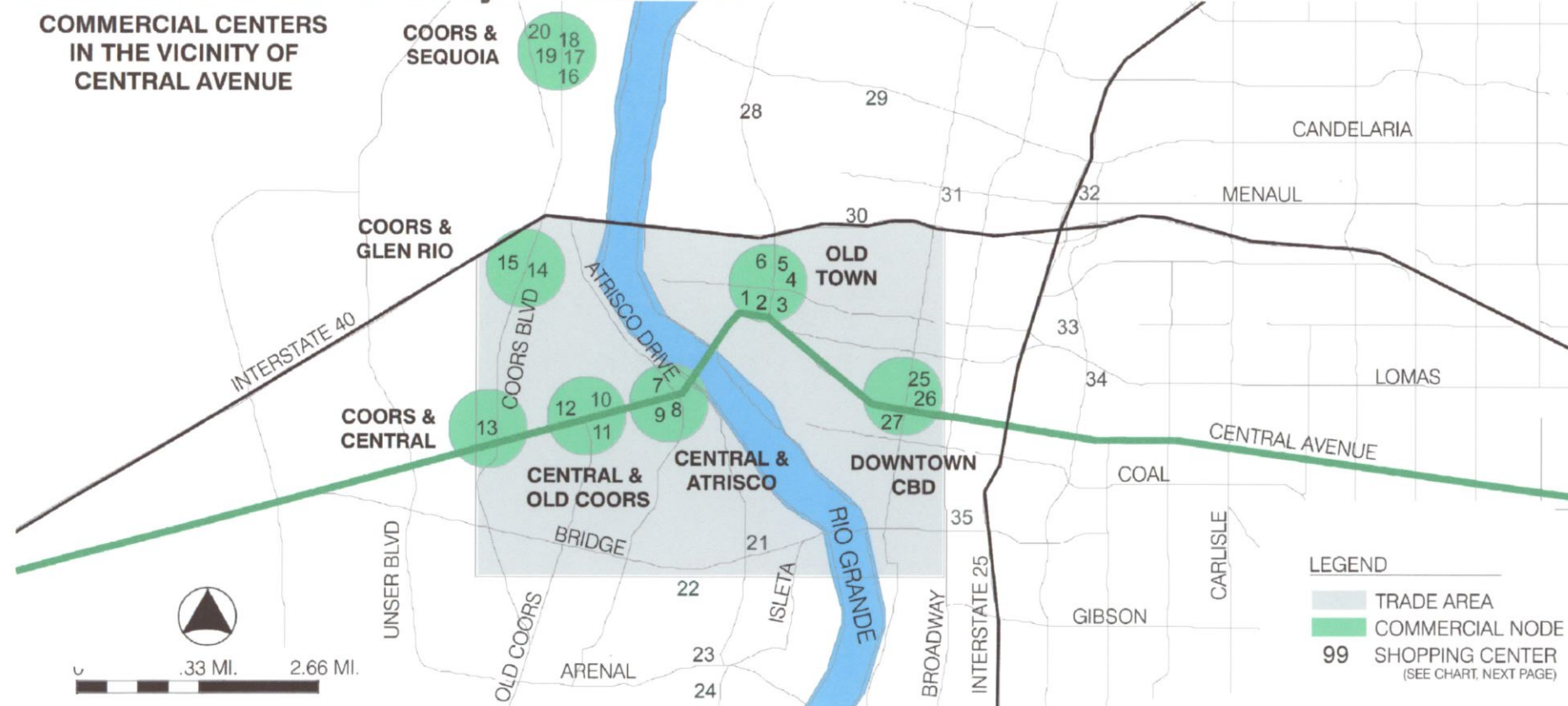
central and coors

- ◆ Coors Central Shopping Center
- ◆ Furr's and Albertson's supermarkets (each with a bank branch, pharmacy, video, photo, and flower sections)
- ◆ Proposed Super K-Mart
- ◆ Walgreen Drug Store, True Value Hardware, Blockbuster Video, First Choice Community Dental Center, Giant Service Station
- ◆ Discount retail stores, fast food restaurants, financial services, beauty shops

miscellaneous

- ◆ Two small supermarkets east of the river: Landmark Foods and Stadium Value Mart

commercial centers in the vicinity of central avenue



5. economic analysis and plan

demographic profile

The demographic profile for the neighborhoods along Central Avenue is presented in the second chart on this page. The profile is separated into east and west of the Rio Grande to reflect the boundaries of census tracts and to acknowledge that the river may function as a potential barrier discouraging customers from crossing over to shop at businesses on the other side. Together these neighborhoods make up the primary trade area for businesses in the Central Avenue study area, that is, the area from which they draw most of their customers.

The retail expenditure potential listed below is an estimate of the total amount that households in the trade area spent in 1998 on retail goods. It was determined by applying data on household expenditure patterns obtained from the U.S. Department of Labor Consumer Expenditure Survey to estimates of household income for the trade area prepared by Claritas Inc., a national demographics firm.

central avenue demographic profile

East of the River

Population and Households				
Year	Population	Avg. Annual % Change	Households	% Change
1980	11,598	--	4,959	--
1990	10,715	-0.8%	4,865	-0.2%
1998 (est)	11,689	1.1%	5,403	1.3%
2003 (proj)	12,384	1.2%	5,889	1.7%

Median Household Income		
Year	Median Income	Avg. Annual % Change
1990	\$ 18,299.00	--
1998 (est)	\$ 28,384.00	5.6%
2003 (proj)	\$ 35,075.00	4.3%

Expenditure Potential: \$ 67,147,500.00

Source: US Census; Claritas, Inc.; Sites Southwest

River-Coors Boulevard

Population and Households				
Year	Population	Avg. Annual % Change	Households	Avg. Annual % Change
1980	21,875	--	6,499	--
1990	20,023	-0.9%	6,410	-0.9%
1998 (est)	21,315	0.8%	7,007	0.8%
2003 (proj)	22,373	1.0%	7,478	1.0%

Median Household Income		
Year	Median Income	Avg. Annual % Change
1990	\$ 20,501.00	--
1998 (est)	\$ 27,103.00	3.6%
2003 (proj)	\$ 30,785.00	2.6%

Expenditure Potential: \$ 80,984,452.00

Source: US Census; Claritas, Inc.; Sites Southwest

West of Coors Boulevard

Population and Households				
Year	Population	Avg. Annual % Change	Households	Avg. Annual % Change
1990	5,499	--	1,718	--
1999 (est)	9,303	6.0%	3,279	7.4%

Source: US Census, Sites Southwest, MRGCOG

retail centers within three miles of central avenue

Shopping Center	Age	Square Feet	Vacancy Rate	Rent/\$F	Anchor
Old Town					
1 Old Town Center	38	12,000	0%	\$8.50-10	--
2 Old Town Shopping Center	13	41,779	0%	\$6.50-14	Walgreen Drug Store
3 Plaza Don Luis	9	20,000	0%	\$14	Weems Gallery
4 San Felipe Plaza	3	37,158	30%	\$15	Western Warehouse
5 Sheraton Old Town Place	22	50,000	9%	\$12	--
6 Rio Grande Plaza	3	37,600	11%	\$12-16	Anderson Valley Vineyards
Atrisco and Central					
7 Atrisco Plaza	19	219,433	33%	\$6-11.50	Furr's Supermarket
8 K-Mart Center	33	96,000	0%	\$7	K-Mart "Big K" Pic N Save
9 West Central Plaza	22	17,000	0%	\$6-8	--
Old Coors and Central					
10 Route 66 Mercado	--	23,600	--	\$7	Dolly Madison
11 5312 Central	--	30,000	--	\$5	Samons Electric and Plumbing Supply Garden Fresh
12 5401 Central	20	20,250	0%	\$5-6	Peter Piper Pizza
Coors and Central					
13 Coors Central Shopping Cent	10	147,623	12%	\$10	Furr's Supermarket
Coors and Glen Rio					
14 Volcano Plaza	20	33,816	7%	\$8.10	--
15 Glen Rio	17	14,000	46%	\$8	--
Coors and Sequoia					
16 Coors Plaza	16	10,000	10%	\$8-10	NM Educators Federal CU
17 Corona del Sol	13	16,004	18%	\$9-11.12	--
18 Sequoia Square	12	19,200	16%	\$9	Albuquerque Bicycles
19 Ladera Shopping Center	16	124,352	20%	\$10	Furr's Supermarket, Ladera Theaters
20 Plaza Ladera	12	21,272	0%	\$14	Gin Mill
South Valley					
21 Five Points Plaza	8	10,000	0%	\$10-12	Checker Auto
22 Goff Plaza	34	75,000	3%	\$8-10	Solo Freshmart, Family Dollar
23 Plaza Rio	11	61,000	20%	\$14	Price Rite Warehouse
24 Martin Brothers	--	39,600	--	\$6	Martin Brothers
Downtown					
25 Albuquerque Plaza	8	10,200	7%	\$21	--
26 First Plaza Galleria	27	100,000	14%	\$12	First Security Bank
27 Kress Building	88	14,000	100%	\$10-11	--
Miscellaneous Centers					
28 Rio Grande Valley Market	10	16,000	15%	\$15	Rio Grande Valley Mkt
29 Westway Plaza	22	138,000	30%	\$6	Walgreen Drug Store, Indoor Mercado
30 1130 Candelaria	35	33,250	0%	\$6	McLellans
31 Menaul 330	33	112,000	54%	\$3-4	Furniture Warehouse
32 Plaza Espresso	13	12,929	37%	\$7	Subway
33 University Plaza	10	11,000	0%	\$12	--
34 Lobo Center	--	33,300	--	\$8	UNM Press
35 Broadway Square	34	40,000	0%	\$6.50-7	Stadium Super Grocery
Source: CREI Research, Sites Southwest					

5. economic analysis and plan

5.5 district character and conditions

west downtown/park district

The West Downtown/Park District is bounded by Old Town on the west and the downtown on the east. The Huning Castle Neighborhood lies to the south. The Downtown Neighborhood, a neighborhood of Victorian homes, lies to the north. The less-intense commercial character of the street along this section of the corridor matches the quiet character of the surrounding residential areas.

The maps below display land use, real estate, and business inventory information for the West Downtown/Park District. According to these maps, the various land use and business types are scattered along the corridor, as is the occasional vacant building. There is no distinct commercial node. Eleven acres of redevelopable land on the south side of the street between Laguna and San Pasquale provide an opportunity for new development. This partial block includes a large parking lot associated with the Albuquerque Little Theater and several older commercial buildings on large lots.

land use and real estate

- ◆ Length of district: 1.0 miles
- ◆ Zoning:
 - Intersection of Eighth Street and Central Avenue: SU-3 Special Center
 - Eighth Street to San Pasquale Road: SU-2 Special Neighborhood
 - San Pasquale Road to Lomas Boulevard: C-2 Community Commercial
- ◆ Vacant land: 3.5 acres
- ◆ Vacant buildings: 9 buildings, ~55,000 square feet
- ◆ Developable land: 11.1 acres
- ◆ Frontage land use mix: The predominate land use mix along the corridor frontage is commercial. There is very little residential property.
- ◆ Assessed value of frontage properties: ~\$5.5 million
- ◆ Condition of commercial space: generally good to average

- ◆ Commercial rents: NA
- ◆ Average weekday traffic flow on Central Avenue: 15,400 vehicles

business inventory

- ◆ 65 businesses
- ◆ Types:
 - Law offices and restaurants predominate
 - Miscellaneous retail and personal services stores (pharmacy, laundry, dry cleaners, florists, thrift store, herbal remedies store)
 - Jewelry and pawn shops
 - Bus lines
 - Motels



Land Use Types

Single Family Dwelling	Public/Institutional
Multi Family Dwelling	Parks/Open Space
Retail Commercial	Agricultural
Service Commercial	Vacant
Warehouse/Wholesale	Rio Grande
Industrial/Manufacturing	Unknown
Transportation/Utilities	



Vacant and Redevelopable Properties

Vacant Buildings
Vacant Land
Redevelopable Land



Business Type Categories

Auto	Lodging
Retail	Residential
Services	Other
Wholesale/Industrial	Parking
Institutional/Public	Vacant

5. economic analysis and plan

conclusions

In this section of Central Avenue, the outer edges of commercial activity related to the downtown central business district and Old Town overlap, creating an eclectic mix of relatively marginal establishments associated with one or the other activity center, along with a small number of neighborhood-serving businesses. As a result, the district lacks a clear commercial identity. The residential character of the adjoining neighborhoods, in contrast, is very strong, offering some of the most distinctive housing opportunities in the city.

Several factors provide support for a development strategy that emphasizes residential uses and some smaller-scale, neighborhood-serving retail uses:

- ◆ the absence of a commercial node
- ◆ no major cross streets
- ◆ limited automobile access and comparatively low average daily traffic flows
- ◆ a relatively small surrounding population
- ◆ the quiet residential character of adjacent neighborhoods
- ◆ location between two activity centers (Old Town and downtown)

Several underutilized properties currently detract from the environment of the corridor; namely, the vacant and developable land between Laguna and San Pasquale, the vacant Bell Trading Post property, and the motels between 8th and 13th Streets. Redevelopment of these key sites should attempt to blend in with the existing neighborhood fabric while improving shopping opportunities for nearby residents. Relatively affluent neighborhoods in the vicinity may present opportunities for more upscale development. New residential development would strengthen the area's commercial environment and help meet the City's goal of increasing downtown housing.



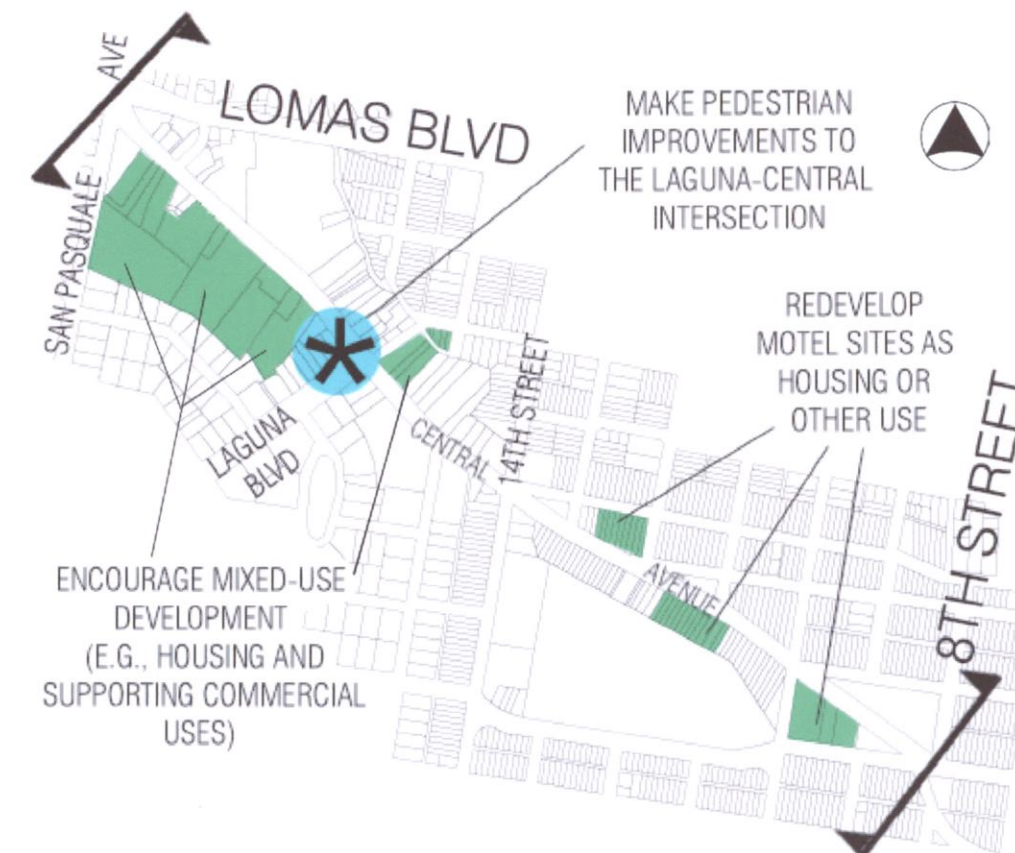
recommendations

- ◆ Make pedestrian improvements to the Laguna-Central intersection (see the Streetscape Plan).
- ◆ Encourage the redevelopment of motel sites as housing or other use.
- ◆ Three such properties, with a total of 3.3 acres, are located within the five-block stretch between 8th and 13th Streets. The property at 10th and Central is currently under consideration as a possible site for a grocery store.
- ◆ Encourage mixed-use development (for example, housing with supporting commercial uses such as a coffee shop or specialty store) on vacant and developable land between Laguna Boulevard and San Pasquale Avenue.
- ◆ Encourage the redevelopment of the Bell Trading Post property, located on the east corner of Roma Avenue and Central Avenue. Assembly of this property along with the adjacent parcels to the east (up to the law offices at 1401 Central) would create a 3.3-acre site for additional mixed-use development.

action steps

- ◆ Work with property owners to identify prospective developers and/or businesses for the sites and redevelopment projects mentioned above.
- ◆ Assist (if necessary) with site assembly for the Laguna-San Pasquale properties.
- ◆ Assist (if necessary) with site assembly for the properties between Roma Avenue and 14th street.

recommendations for commercial revitalization



5. economic analysis and plan

old town/bosque district

The Old Town/Bosque District is the crossroads of the corridor and, with the bridge, is a major access point between the east and west sides of the city. A substantial amount of traffic funnels through the district, resulting in an intense commercial character at the east and west ends of the district. Between New York Avenue and Sunset Road, the Albuquerque Biological Park, the Albuquerque Country Club, and the Beach Apartments create a less-intense interlude at the river. There are few residential areas in immediate proximity to the street.

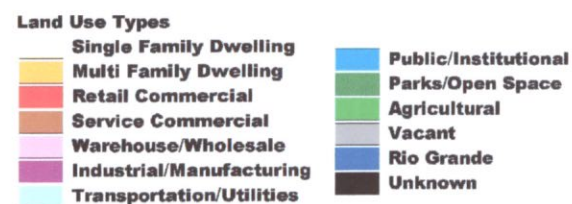
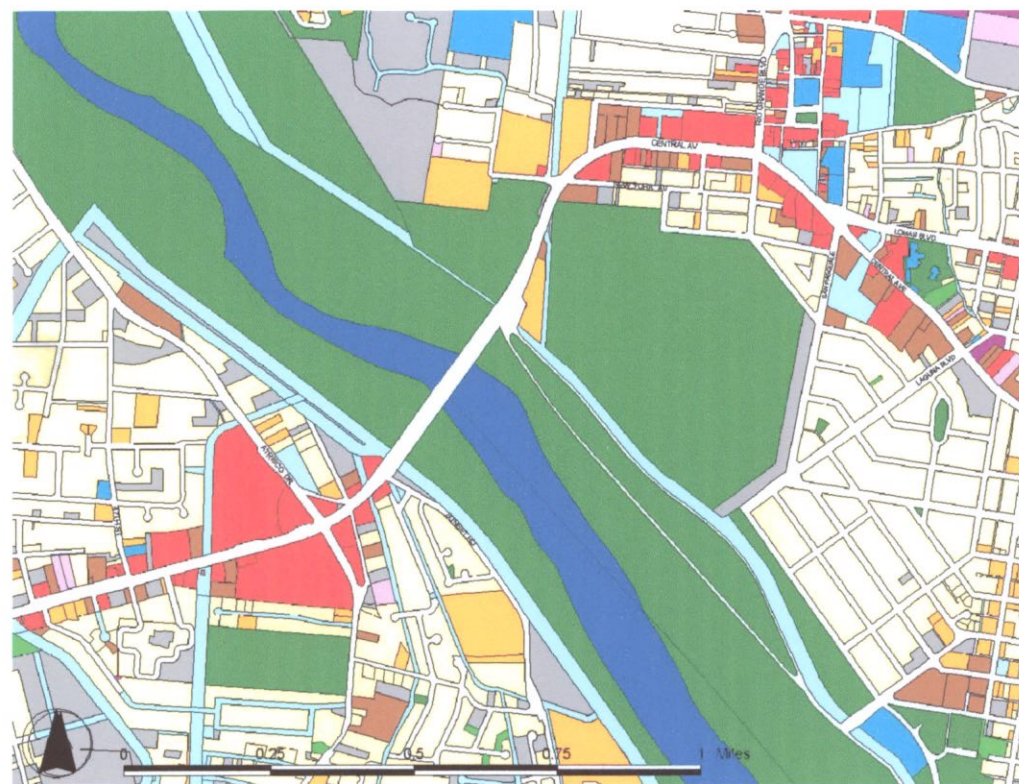
The maps below display land use, real estate and business inventory information for the Old Town Bosque District. Retail activity concentrates around the principal intersections at Rio Grande Boulevard and Atrisco Road, with motels, restaurants and auto-related businesses extending to the west and east, respectively. Few vacant or redevelopable properties are located along this part of the corridor.

land use and real estate

- ◆ Length of district: 1.23 miles
- ◆ Zoning: C-2 Community Commercial; also H-1 Historic Old Town Zone, SU-1 Special Use (golf course) and R-3 Residential (Beach Apartments)
- ◆ Vacant land: 0.3 acres
- ◆ Vacant buildings: 1 building, ~900 square feet
- ◆ Developable land: 1.8 acres
- ◆ Frontage land use mix: The predominate land use type along the corridor frontage is commercial. There is very little residential property.
- ◆ Assessed value of frontage properties: ~\$5.9 million
- ◆ Condition of commercial space: generally good to average
- ◆ Commercial rents: \$9-10/sq.ft. average
- ◆ Average weekday traffic flow on Central Avenue: 40,300 vehicles

business inventory

- ◆ 49 businesses
- ◆ Types
 - Restaurants, motels, and auto-related businesses pre-dominate
 - Walgreen Drug Store
 - Miscellaneous retail businesses (bicycles, flowers, religious supplies, discount merchandise)
 - Personal credit companies



5. economic analysis and plan

conclusions

This stretch of Central Avenue is perhaps the most strategic section of the corridor. East of the river, the street serves as an important gateway to the downtown and links a number of important visitor/recreational attractions, including Old Town, the Albuquerque Biological Park, the Bosque, and the soon-to-be-renovated Tingley Beach. The intersection of Central Avenue and Rio Grande Boulevard is a major crossroads and the principal node of commercial activity in the corridor east of the river. West of the river, the street is the gateway to the commercial district at the Atrisco/Central intersection and provides the first impression for the westside portion of Central Avenue.

Commercial activity in this section of Central Avenue is geared largely to the convenience shopping needs of surrounding neighborhoods and stop-off traffic, on the one hand, and to the visitor market on the other. The selection of resident-oriented businesses is somewhat limited, however, consisting of a Walgreen Drug Store, auto-related businesses, fast-food restaurants, and some specialty retail stores. Visitor-oriented businesses are mainly motels and fast-food restaurants. By contrast retail establishments that sell to tourists are concentrated in Old Town and in two shopping centers to the north, on Mountain Road and on Rio Grande Boulevard.

The small amount of vacant and developable land limits the opportunities here for substantial new development or redevelopment in the short term. The development strategy should therefore initially emphasize improving the aesthetic character of the corridor through streetscape and facade improvements. In the long term, new commercial development should be encouraged to fill retail gaps in the downtown area and upgrade uses along this stretch of Central Avenue.



recommendations

- ◆ Make pedestrian improvements to the Rio Grande Boulevard and Tingley Drive intersections (see the Streetscape Plan).
- ◆ Install signage emphasizing the area's identity as a visitor and recreation destination.
- ◆ Encourage development of the vacant lot at the southeast corner of the Rio Grande intersection (0.6 acres) as commercial space for a convenience retail or service establishment that is lacking in the vicinity. Possible reuse candidates include the following types of businesses:
 - bank branch
 - video store (Blockbuster, Hollywood)
 - convenience store
 - Mail Boxes etc.
 - card/stationery store

The property on the southwest corner of the Rio Grande intersection (0.7 acres), currently the site for a service station and car wash, could also be redeveloped for one of these uses.

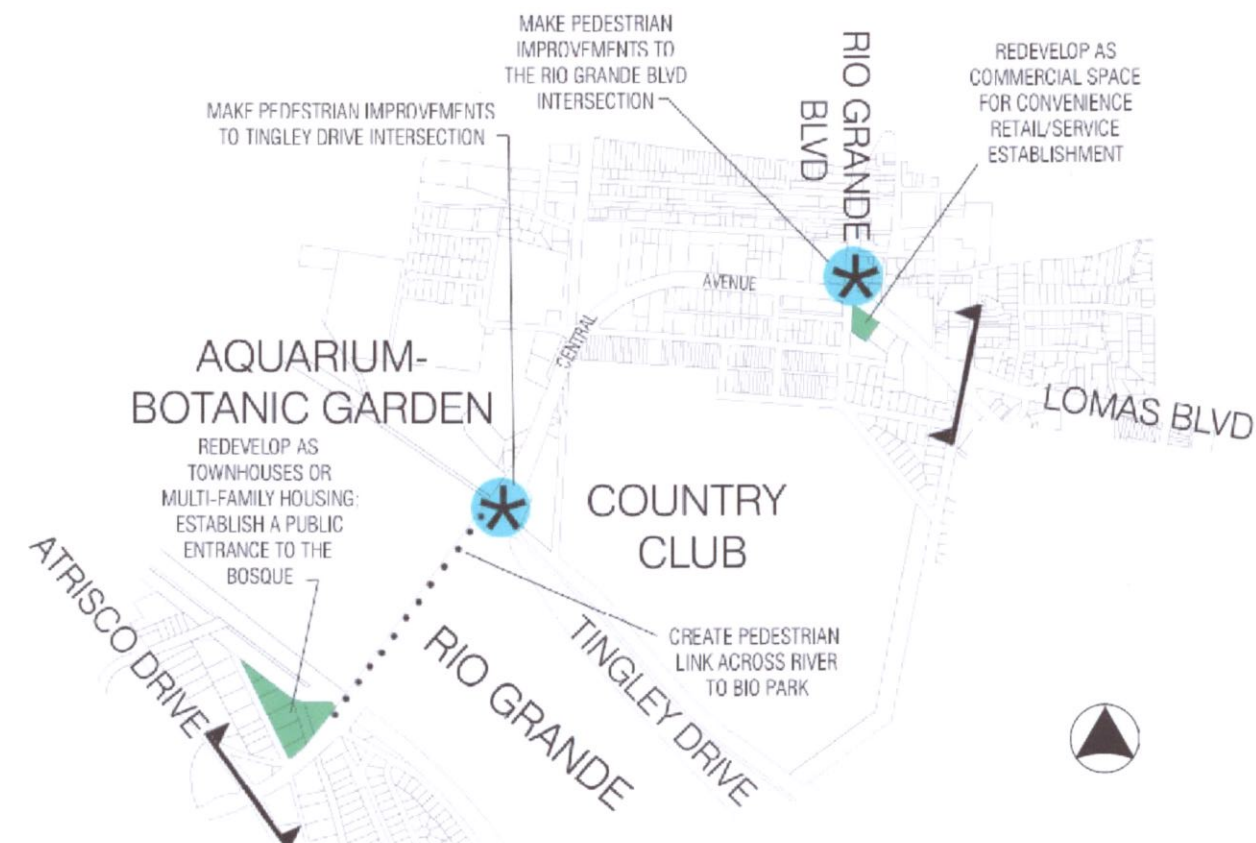
- ◆ Encourage the development of a supermarket on the north side of Central Avenue between Rio Grande Boulevard and New York Avenue.

- ◆ Improve the eastern approach to the Atrisco commercial node through upgraded land uses on Central Avenue between Atrisco Drive and the Rio Grande. There are 2.0 acres of developable land here, with 3.8 acres of adjacent vacant land behind. Proximity to the Atrisco commercial node, the bosque, and existing and proposed recreational facilities across the bridge make this area a convenient and attractive location for an apartment development like the nearby Beach Apartments. A public recreational use could provide a point of access to the bosque.

action steps

- ◆ Work with property owners to identify prospective developers and/or businesses for the sites and redevelopment projects mentioned above.
- ◆ Assist (if necessary) with site assembly for a supermarket development on the north side of Central Avenue between Rio Grande Boulevard and New York Avenue.
- ◆ Assist (if necessary) with site assembly for an apartment development on the north side of Central Avenue between Atrisco Drive and the river.
- ◆ Develop a public entrance to the bosque on the west side of the river at Central Avenue.

recommendations for commercial revitalization



5. economic analysis and plan

southwest vista district

In the Southwest Vista District, Central Avenue widens and stretches out to the west, climbing stepwise up bluffs that provide striking views of the city and the mountains to the east. Here the street functions as a principal arterial for the west side of the city. The moderate and low-income neighborhoods of Alamosa and Lavaland extend to the north and south along the corridor.

According to the land use, real estate and business inventory information shown below, commercial activity concentrates at the principal intersections in several shopping centers. Although numerous businesses are located in between these nodes, there are also a significant number of vacant and redevelopable properties.

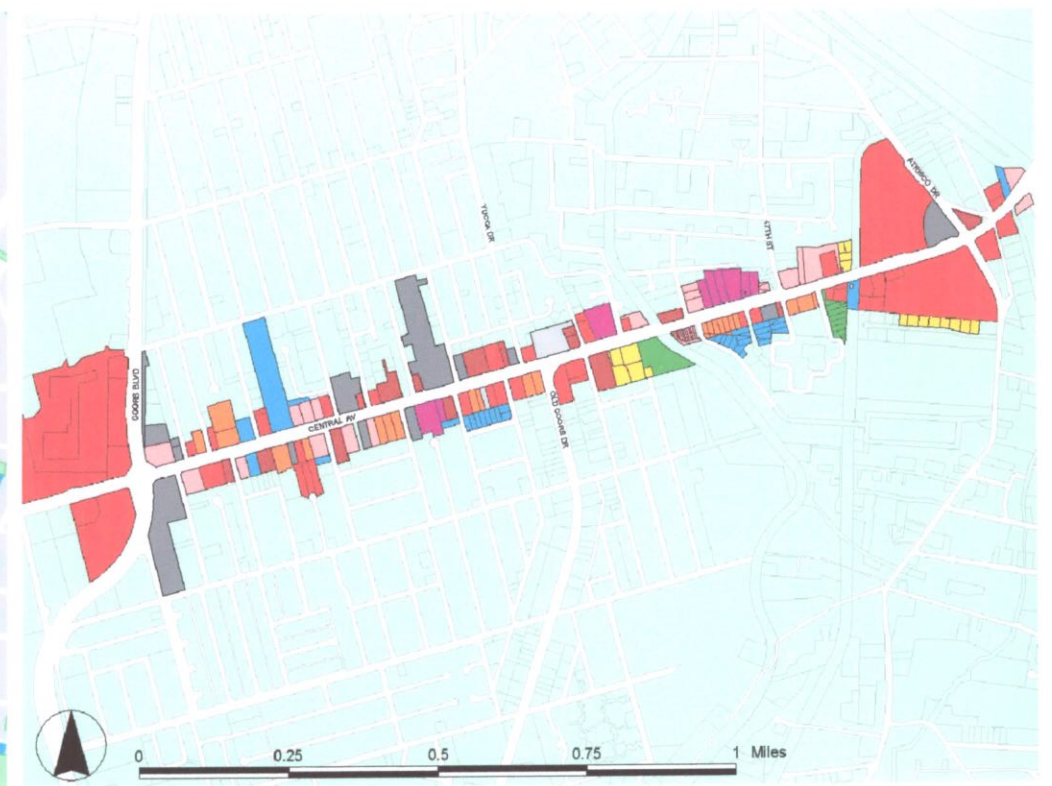
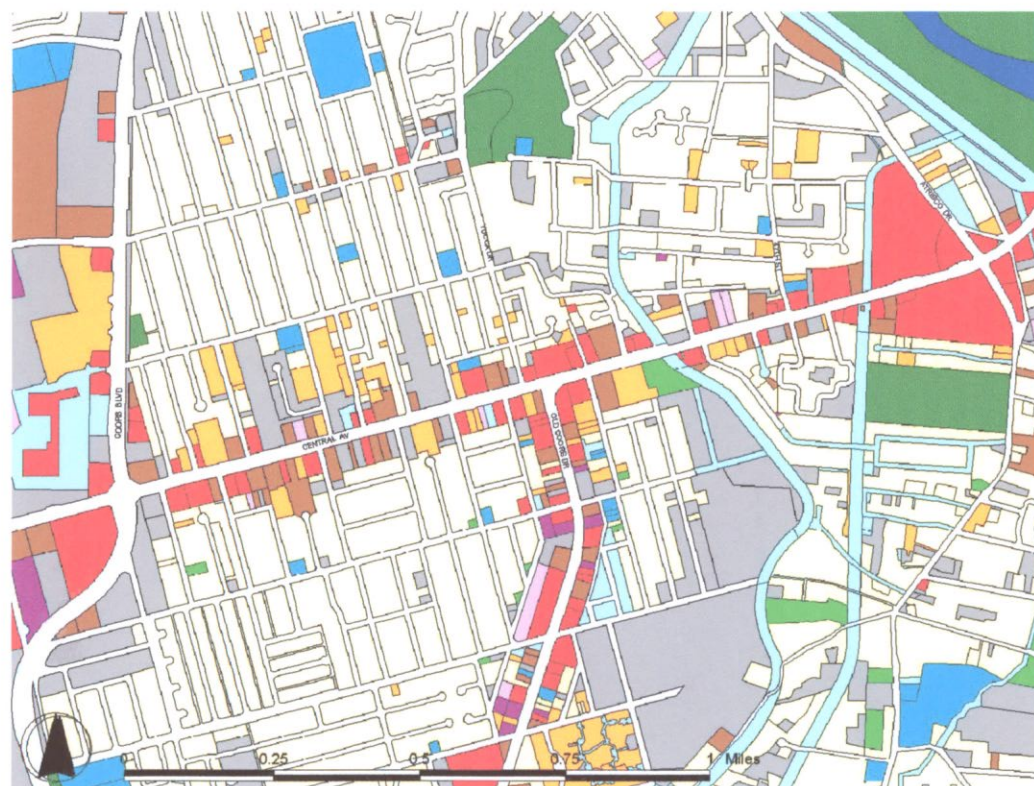
land use and real estate

- ◆ Length of district: 1.7 miles (Atrisco Drive - Airport Road)
- ◆ Zoning: C-2 Community Commercial
- ◆ Vacant land: 26.8 acres
- ◆ Vacant buildings: 14 buildings, ~100,000 square feet
- ◆ Developable land: 19.4 acres

- ◆ Frontage land use mix: The predominate land use type along the corridor frontage is commercial. There is very little residential property.
- ◆ Assessed value of frontage properties: ~\$10.7 million
- ◆ Condition of commercial space: generally average; several buildings in poor condition, however
- ◆ Commercial rents: typically \$5-8/square foot in shopping centers; as low as \$2/sq.ft. elsewhere
- ◆ Average weekday traffic flow on Central Avenue: 31,800 vehicles.

business inventory

- ◆ 124 businesses
- ◆ Types
 - Atrisco Node
 - Two large shopping centers
 - Furr's Supermarket (video, liquor, and bakery sections; Wells Fargo Bank branch)
 - Specialty merchandise and apparel
 - Personal and financial services
 - Old Coors Node
 - Several fast food restaurants
 - Two smaller shopping centers
 - First Security Bank branch
 - Several fast food restaurants
 - Miscellaneous retail and service businesses (thrift store, women's apparel, electrical/plumbing supply, produce, used cars, rental supply, insurance)
 - Coors Node
 - Coors Central Shopping Center
 - Furr's and Albertson's supermarkets (each with bank branch and pharmacy, video, photo, and flower sections)
 - Walgreen Drug Store, True Value Hardware, Blockbuster Video, First Choice Community Dental Center, Giant Service Station



5. economic analysis and plan

conclusions

This section of Central Avenue fronts the largest residential areas along the corridor and contains both a substantial amount and a broad diversity of good-quality commercial activity. This is particularly the case for the commercial node at the Coors/Central intersection. To a lesser extent it is true for the smaller commercial concentrations at the Atrisco/Central and the Old Coors/Central intersections. The section also appears to contain an oversupply of commercial space, however, as indicated by the large number of marginal businesses and run-down commercial buildings in-between the nodes. Continuing residential development west of Coors Boulevard will tend to pull the commercial center of gravity to the west, placing additional competitive pressure on older commercial properties along the corridor.

The development strategy for this section should therefore be to consolidate and strengthen existing commercial nodes and encourage residential development on the substantial amount of vacant and redevelopable land in-between. Non-residential uses that provide needed community services and recreational opportunities should also be encouraged to increase the desirability of the area as a place to live and to draw more customer traffic to the corridor.

recommendations

- ◆ Make pedestrian improvements to the Atrisco, Old Coors, and Coors commercial nodes (see the Streetscape Plan).
- ◆ Install signage in the Atrisco and Old Coors commercial nodes to reinforce their identity as shopping areas.
- ◆ Encourage the redevelopment of the Atrisco/Central intersection

Short-term options:

- Install more prominent signage for Atrisco Plaza at the intersection of Atrisco Drive and Central Avenue.



- Locate public facilities and services within vacant space in the shopping center. These could include one or more of the following uses:
 - Library branch
 - Police substation
 - Health center
 - Post office
 - YMCA and Child Daycare Center
 - Seek major employers who could locate in the K-Mart's big box space

Long-term option:

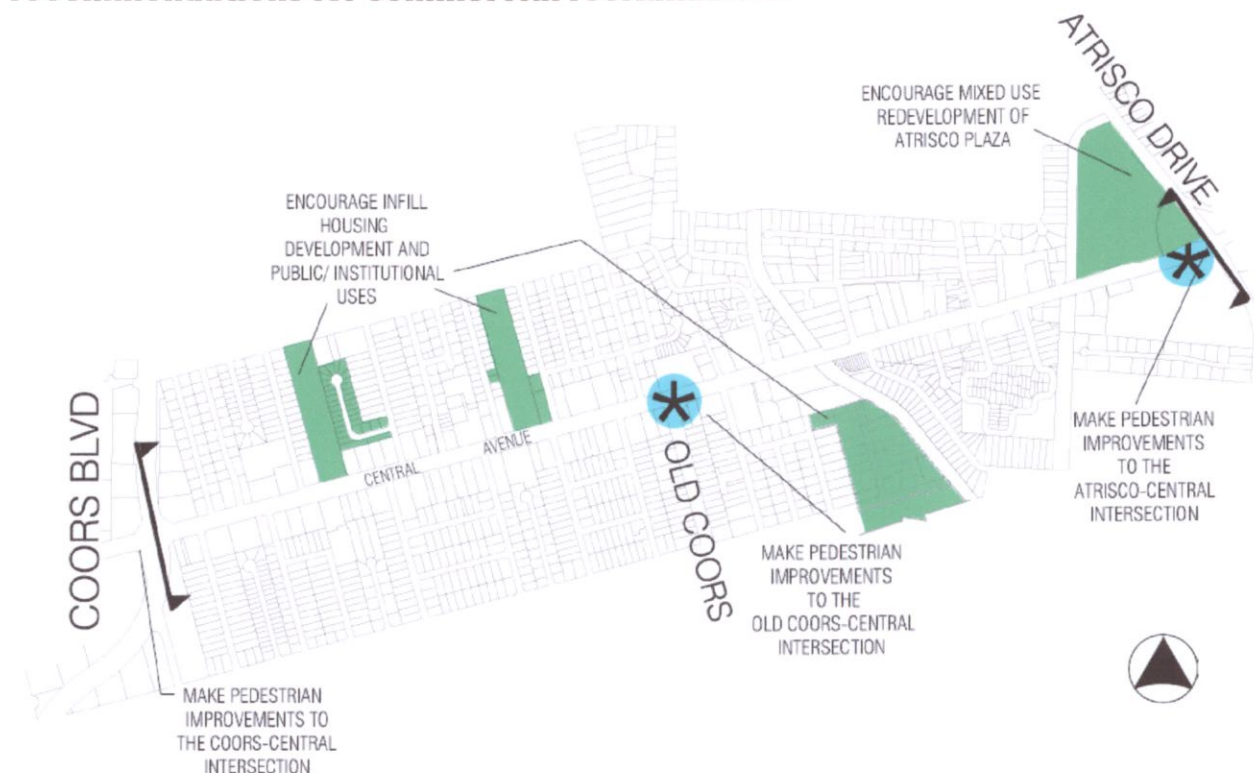
- Undertake a mixed-use redevelopment of Atrisco Plaza/K-Mart site. The portion of the sites devoted to retail uses should be reduced and concentrated along Central Avenue, where visibility and access is good. Residential and other non-retail uses (such as those listed above) should be established on the rear portion of the sites. The K-Mart building may be suitable for an employer if the existing "big box" is upgraded. Ideally, this project should also encompass the land between Atrisco Drive, the river, the Isleta Lateral, and Central Avenue. The proximity of this site to commercial activity the Atrisco/Central node to the bosque, and to existing and proposed recreational amenities across the bridge make it well suited for additional residential development.

- ◆ Encourage infill housing development and other non-retail uses in-between existing commercial nodes.
 - Encourage housing on the two large vacant lots (13.9 acres) on the north side of Central between Old Coors Drive and Coors Boulevard, and on the large vacant tracts south of Central between Old Coors Drive and the Arenal Canal (64.4 acres).
 - Locate public and institutional uses on the portions of these vacant lots near the street, and on redevelopable parcels along Central. These could include one or more of the uses mentioned for Atrisco Plaza.

action steps

- ◆ Purchase Atrisco Plaza (and, if possible, the parcels east of Atrisco Drive identified above) and select a developer to undertake a mixed-use redevelopment of the property (potential funding source: HUD Section 108 loan).
- ◆ Purchase the K-Mart site and/or work with the Office of Economic Development to secure a employer tenant. Assist with rezoning if needed to accommodate a desirable tenant.
- ◆ Work with the appropriate public agencies and private organizations to locate community facilities along the corridor.
- ◆ Target affordable housing funds from the City to projects located in the Central Avenue corridor.

recommendations for commercial revitalization



5. economic analysis and plan

route 66 mesa district

conclusions

Central Avenue changes dramatically in the Route 66 Mesa District. The corridor takes on the character of a highway, with four lanes, a wide right-of-way and medians, extensive stretches of vacant land, and speed limits of 50-55 miles per hour. The western edge of the district is defined by the interchange with I-40. This change of character is also reflected in the types of businesses located here. Auto-related businesses, inexpensive motels, mobile home dealers, and trucking companies dominate the business landscape. There are few neighborhood-serving businesses and no commercial clusters. At present, zoning is predominantly C-2 and SU-2/IP Special Use Industrial Park, up to the city limits. Beyond the city limits, zoning is A-1, Rural Agricultural, to just before the interchange with I-40, where it becomes C-1 Neighborhood Commercial and M-1 Light Industrial.

The area surrounding Westgate Heights has experienced rapid growth in recent years, with most new construction occurring since 1994. Growth areas are shown in the graphic to the right. Continued residential growth in the surrounding should begin to draw additional commercial development to the area. The intersection of Central Avenue and Unser Road will probably become a principal focal point of new business activity, with 98th Street a second likely retail location.

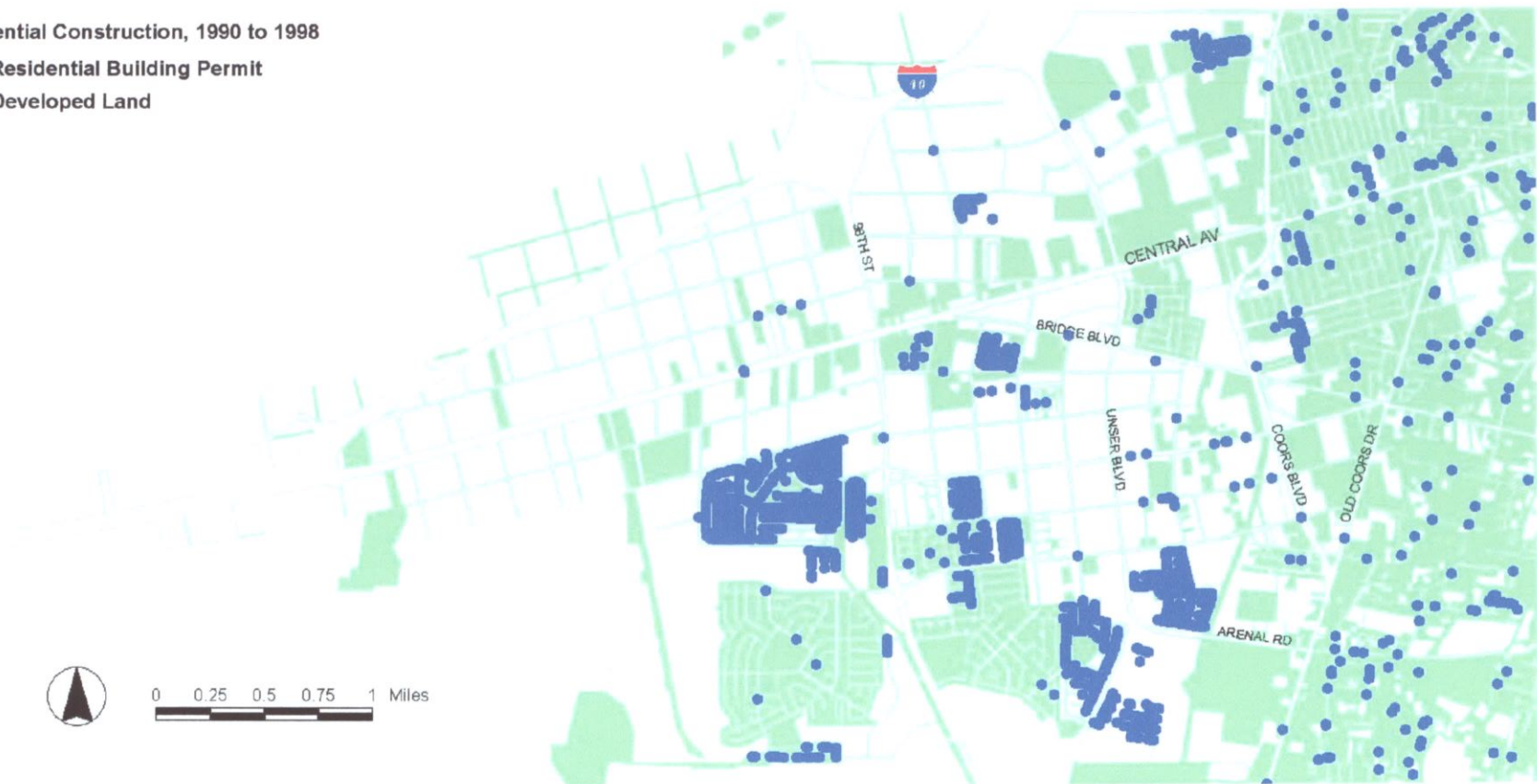
The Atrisco Business Park is located just to the north of Central along Unser Boulevard. This site has substantial amounts of vacant land that provide opportunities for additional industrial development near the corridor. The pace of development has been slow, however, and tracts of land along the periphery have recently been developed as housing.

recommendations

- ◆ Establish zoning for the district that will provide for commercial development at major intersections and discourage unfocused strip commercial development along the corridor. Support the West Side Strategic Plan and, when adopted, the policies in "How to Create Village and Community Centers," in development decisions at these nodes.
- ◆ Tie future mixed-use/residential development at major intersections into existing employment centers such as the Atrisco Business Park.

Residential Construction, 1990 to 1998

- Residential Building Permit
- Developed Land



- Land Use Types
- | | |
|--------------------------|----------------------|
| Single Family Dwelling | Public/Institutional |
| Multi Family Dwelling | Parks/Open Space |
| Retail Commercial | Agricultural |
| Service Commercial | Vacant |
| Warehouse/Wholesale | Rio Grande |
| Industrial/Manufacturing | Unknown |
| Transportation/Utilities | |



- Vacant and Redevelopable Properties
- Vacant Buildings
 - Vacant Land
 - Redevelopable Land

6. implementation and phasing

This chapter of the Urban Design Master Plan for Central Avenue, west of downtown, outlines the steps that must be taken to implement the plan, estimates costs to construct the project, and describes ongoing operations and maintenance requirements for the project. The goal of the Implementation Plan is to provide a straightforward reference that includes detailed descriptions of the various facets of each possible project. These descriptions encompass district-by-district improvements with costs – in effect, all of the project particulars necessary to build the project.

6.1 background criteria and assumptions

Because of the substantial costs associated with building this streetscape, it will be necessary to construct the project in multiple sequential phases. Criteria or assumptions are needed to ensure that decisions made about construction phasing are fair, logical and non-political and consider what is best for Albuquerque as a whole. The following assumptions were developed based on our knowledge of construction, management, past work, and possible timeframes and should be considered when determining phasing priorities.

- ◆ Funding is available to fully complete a logical segment of roadway, preferably within one given district. Each project shall be constructed in total rather than piecemeal.
- ◆ Funding is available for ongoing maintenance.
- ◆ Coordination/consolidation with other improvement projects will be achieved (downtown revitalization, downtown one-way conversions).
- ◆ Construction will not impact other proposed and associated projects; Tingley Road improvements, Downtown or Atrisco Plaza Revitalization etc.
- ◆ Expenditures shall be balanced among districts.
- ◆ The project will benefit the city as a whole.

Phases of the streetscape should be considered when consistent with anticipated funding and the anticipated schedules of other City projects. This is to minimize disruption to city traffic and local businesses. It should be noted that the reach of Central Avenue from Rio Grande Boulevard to Atrisco Road already carries approximately 40,000 vehicles per day and is used as a defacto relief route to the interstate when traffic congestion reaches high levels there.

Based on the City's prior experience with the downtown streetscape, there may be unforeseen construction work that may increase the costs of the roadway. In this event, the City has at least three options: 1) Shorten the segment built, 2) Obtain more funds to cover cost overruns, or 3) cut the amenities in order to build the entire segment.

We would recommend either of the first two options, rather than cutting amenities. Amenities such as colored or textured paving, street trees and furniture, and other elements are an integral part of the design. Their incorporation is critical to realizing the full potential of Central Avenue.

6.2 phasing/costs

Using the background information and the assumptions presented previously to analyze the projects, a phasing and cost structure for this group of streetscape projects was created. Weighing most heavily in phasing decisions should be two factors: the funding available to fully complete a single logical segment of the roadway to completion and the construction impacts to the community at large. The coordination and consolidation of streetscape projects with other city or private sector projects will also be important. For example, the facade improvement project for the area west of the river (see phasing diagram) is currently being implemented by Family and Community Services. Also underway is a median landscaping project for Central Avenue between Old Coors Drive and Coors Boulevard.

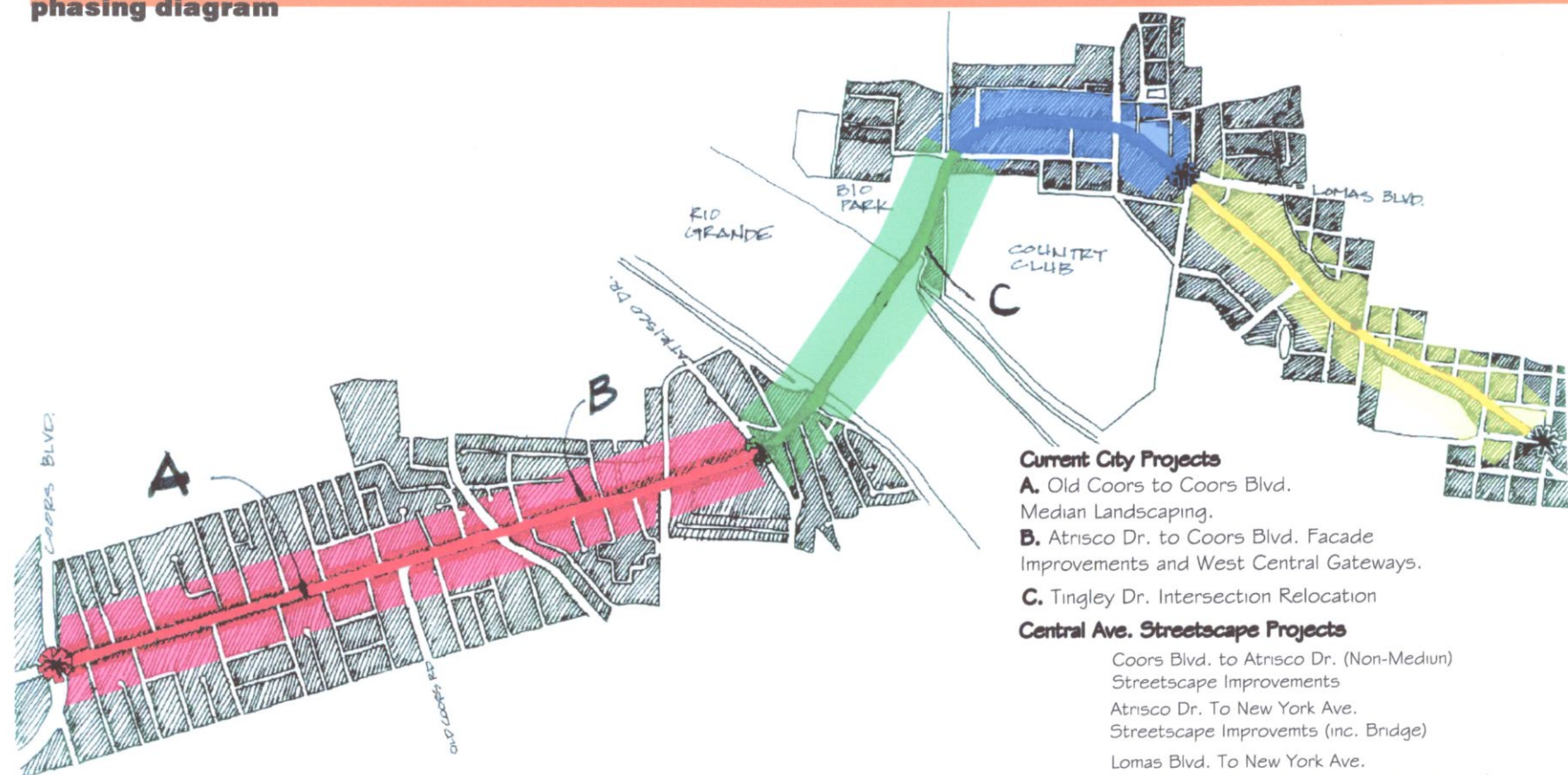
Finally, the Tingley Beach and Tingley Drive intersection relocation project is currently undergoing final design with the City Public Works Department. The streetscape projects would be a logical second step to the revitalization work associated with Central Avenue. The projects would be comprised of four segments of the streetscape along Central Avenue. The western end of the project would be the improvements from Coors Boulevard to Atrisco Drive. Another segment would run from Atrisco Drive to New York Avenue, including the Rio Grande bridge. The next segment includes improvements that would connect Old Town with the Biological Park between Lomas Boulevard and New York Avenue. The eastern most zone

would include the portion of Central Avenue from the Lomas Boulevard intersection to 8th Street intersection. Each zone has been broken down into a matrix that includes a description of the components of the project and the estimated cost of the improvements. Additionally, soft costs for design and construction phases of the project (design 8%, construction administration 8%, testing 2%, and survey 2%) have been included. Estimated operational and maintenance costs (parks management, public works) for each phase have been included at two percent of construction costs for the first five years of the project. It is important that these operation and maintenance costs be considered and budgeted up front for the projects. In addition, for each year beyond the approval date of this master plan, it will be necessary to adjust the cost estimates for inflation by approximately 5% per year.

Where recommended changes impact properties outside of the existing public right-of-way, decisions about property acquisition will be made at the time of final design. At that time, if final design indicates a need for additional public property, the city will appraise affected properties and follow its standard process for real property acquisition. Anticipated acquisition, including approximate land area, buildings and potential business relocations, is documented in the cost tables.

The City has already set aside a total of approximately \$3 million for the project from the 1995, 1997 and 1999 General Obligation Bonds.

phasing diagram



6. implementation and phasing

central avenue streetscape projects - estimated cost of improvements

southwest vista district roadway improvements
atrisco drive to coors boulevard

project description	estimated cost	assumptions
demolition		
♦ curb & gutter	\$95,000	
♦ pavement	\$90,000	
♦ sidewalk	\$30,000	
♦ miscellaneous	<u>\$150,000</u>	includes removal of existing street lighting
	\$365,000	
new roadway construction		
♦ pavement	\$90,000	assumes existing street pavement will be used
♦ striping	\$45,000	
♦ miscellaneous	<u>\$100,000</u>	
	\$235,000	
curb & gutter		
♦ median/street	<u>\$305,000</u>	
	\$305,000	
sidewalk		
♦ sidewalk (12.5')	\$450,000	
♦ parkway (spec. paving)	<u>\$315,000</u>	
	\$765,000	
landscape		
♦ side	\$220,000	
♦ medians	\$225,000	does not include Old Coors Rd. to Coors Blvd.
♦ miscellaneous	<u>\$100,000</u>	includes site furniture, bus shelters, trash receptacles, bike racks
	\$545,000	
miscellaneous		
♦ lighting	\$480,000	assumes new streetside lighting
♦ signalization	\$600,000	assumes new signals at appropriate intersections
♦ utilities	<u>\$480,000</u>	assumes some utility upgrades and power pole relocate
	\$1,560,000	
related projects		
♦ Pocket Park with pedestrian crossing	\$377,000	
♦ Gateway Plazas (2)	\$470,000	
♦ Arenal Canal interpretive overlooks & trailhead	<u>\$137,000</u>	
	\$984,000	
land acquisition*		
♦ Related projects and misc. right-of-way	\$450,000	
	Subtotal	\$5,209,000
	25% Contingency	<u>\$1,302,250</u>
	Total	\$6,511,250
	Design/Const. soft costs (20%)	\$1,302,250
	Maintenance - 5 years (2%)	<u>\$130,225</u>
	Grand Total	\$7,943,725

***land acquisition for related projects and right-of-way**

57th/60th streets -acquisition of parcel at either 57th or 60th, approximately 0.5 ac., for pocket park
Atrisco - acquisition of approximately 2,500 sf at each corner for gateway enhancements.
Coors - acquisition of approximately 5,000 sf at SE corner for gateway enhancements
Arenal Canal Site - MRGCD license required

old town bosque district roadway improvements
new york avenue to atrisco drive

project description	estimated cost	assumptions
demolition		
♦ curb & gutter	\$30,000	
♦ pavement	\$30,000	
♦ sidewalk	\$15,000	
♦ bridge	\$50,000	
♦ miscellaneous	<u>\$50,000</u>	
	\$175,000	
new roadway construction		
♦ pavement	\$30,000	assume existing street pavement will be used
♦ striping	\$25,000	
♦ miscellaneous	<u>\$50,000</u>	
	\$105,000	
curb & gutter		
♦ median/street	\$130,000	
♦ bridge	<u>\$65,000</u>	
	\$195,000	
sidewalk		
♦ bridge sidewalk (13')	\$100,000	
♦ sidewalk (6')	\$70,000	
♦ parkway (spec. paving)	\$75,000	
♦ multi-use path	<u>\$60,000</u>	
	\$305,000	
landscape		
♦ side	\$75,000	no landscaping along bridge
♦ medians	\$215,000	
♦ miscellaneous	<u>\$100,000</u>	includes site furniture, bus shelters, trash receptacles, bike racks
	\$390,000	
miscellaneous		
♦ lighting	\$435,000	assumes new streetside lighting (pedestrian lights @ multi-use path/bridge)
♦ signalization	\$330,000	assumes new signals at appropriate intersections (new Tingly Dr. N/A)
♦ utilities	\$190,000	assumes some utility upgrades and power pole relocation
♦ Bridge Improvements	<u>\$425,000</u>	assumes new pedestrian overlooks, railings, etc.
	\$1,380,000	
related projects		
♦ New York Ave. and Alameda Lateral		
pcket park/landscape Improvements	\$84,000	
land acquisition*		
♦ Related projects and misc. right-of-way	\$150,000	
	Subtotal	\$2,784,000
	25% Contingency	<u>\$696,000</u>
	Total	\$3,480,000
	Design/Const. soft costs (20%)	\$696,000
	Maintenance - 5 years (2%)	<u>\$69,600</u>
	Grand Total	\$4,245,600

***land acquisition for related projects and right-of-way**

New York Avenue - acquisition of approximately 2,000 sf, MRGCD license for pocket park/landscape improvements
Alameda lateral - acquisition of approximately 3,000 sf (existing parking lot) for pocket park/landscape improvements

6. implementation and phasing

downtown/park district roadway improvements
8th street to lomas boulevard 3 lane option

project description	estimated cost	assumptions
demolition		
♦ curb & gutter	\$55,000	
♦ pavement	\$115,000	
♦ sidewalk	\$30,000	
♦ miscellaneous	<u>\$100,000</u>	
	\$200,000	
new roadway construction		
♦ pavement	\$810,000	assumes new paving entire section
♦ striping	\$30,000	
♦ miscellaneous	<u>\$250,000</u>	
	\$1,090,000	
curb & gutter		
♦ center turn lane/street	<u>\$185,000</u>	
	\$185,000	
sidewalk		
♦ center turn lane	\$470,000	
♦ sidewalk (10')	\$220,000	
♦ parkway (spec. paving)	<u>\$125,000</u>	
	\$815,000	
landscape		
♦ side	\$375,000	
♦ miscellaneous	\$100,000	includes site furniture, bus shelters, trash receptacles, bike racks, etc.
♦ 10th St. enhancements	<u>\$70,000</u>	
	\$545,000	
miscellaneous		
♦ lighting	\$810,000	assumes both pedestrian and street lighting
♦ signalization	\$850,000	assumes new signals at appropriate intersections
♦ utilities*	<u>\$1,166,700</u>	assumes new storm drainage system plus other misc.
	\$2,826,700	
related projects		
♦ Park Avenue Plaza/streetscape (inc. 9th St.)	\$795,000	
♦ Kent Ave. Triangle Park	\$250,000	
♦ Rancho Seco Rd. extension	<u>\$216,000</u>	
	\$1,261,000	
land acquisition**		
♦ Related projects and misc. right-of-way	\$1,100,000	
	Subtotal	\$8,022,700
	25% Contingency	<u>\$2,005,675</u>
	Total	\$10,028,375
	Design/Const. soft costs (20%)	\$2,005,675
	Maintenance - 5 years (2%)	<u>\$200,568</u>
	Grand Total	\$12,234,618

* Using a 3-lane option from Lomas Blvd. to 8th street, cost of pump-station equally distributed between this phase and New York Ave. to Lomas Blvd. Phase

**land acquisition for related projects and right-of-way

9th street intersection - acquire two parcels, including 0.6 acres and existing buildings and possible business relocation for modified intersection
kent avenue park - acquire two parcels including 0.1 ac and existing buildings and possible business relocation for Triangle Park
rancho section rd. extension - acquire portion of Albuquerque Little theater parking lot

downtown/park district roadway improvements
8th street to lomas boulevard 4 lane option

project description	estimated cost	assumptions
demolition		
♦ curb & gutter	\$5,000	at bump outs only
♦ pavement	\$55,000	
♦ sidewalk	\$30,000	
♦ miscellaneous	<u>\$100,000</u>	
	\$190,000	
new roadway construction		
♦ striping	\$25,000	
♦ curb & gutter	\$30,000	includes minor paving improvements
♦ miscellaneous	<u>\$100,000</u>	
	\$155,000	
sidewalk		
♦ sidewalk (6')	<u>\$130,000</u>	assumes new for all
	\$130,000	
landscape		
♦ side bump outs	\$125,000	
♦ medians	\$100,000	includes site furniture, bus shelters, trash receptacles, bike racks, etc.
♦ miscellaneous	\$100,000	
♦ 10th St. enhancements	<u>\$70,000</u>	
	\$395,000	
miscellaneous		
♦ Lighting	\$300,000	assumes new streetside lighting
♦ Signalization	\$80,000	assumes minimal upgrades to existing system
♦ Utilities	<u>\$300,000</u>	assumes some utility upgrades and power pole relocation
	\$680,000	
related projects		
♦ Park Avenue Plaza/streetscape (inc. 9th St.)	\$795,000	
♦ Kent Ave. Park	\$250,000	
♦ Rancho Seco Rd. Extension	<u>\$216,000</u>	
	\$1,261,000	
land acquisition*		
♦ Related projects and misc. right-of-way	\$1,100,000	
	Subtotal	\$3,911,000
	25% contingency	<u>\$977,750</u>
	Total	\$4,888,750
	Design/Const. soft costs (20%)	\$977,750
	Maintenance - 5 years (2%)	<u>\$97,775</u>
	Grand Total	\$5,964,275

*land acquisition for related projects and right-of-way

9th street intersection - acquire two parcels, including 0.6 acres and existing buildings and possible business relocation for modified intersection
kent avenue park - acquire two parcels including 0.1 ac and existing buildings and possible business relocation for Triangle Park
rancho section rd. extension -acquire portion of Albuquerque Little theater parking lot

6. implementation and phasing

old town bosque district lomas boulevard to new york avenue

project description	estimated cost	assumptions
demolition		
♦ curb & gutter	\$35,000	
♦ pavement	\$35,000	
♦ sidewalk	\$20,000	
♦ miscellaneous	<u>\$100,000</u>	
	\$190,000	
new roadway construction		
♦ pavement	\$35,000	assumes existing street pavement will be used (4-lane opt. Lomas Bl.. to 8th St.)
♦ striping	\$20,000	
♦ miscellaneous	<u>\$50,000</u>	
	\$105,000 *	
curb & Gutter		
♦ median/street	<u>\$115,000</u>	
	\$115,000	
sidewalk		
♦ sidewalk (6')	\$85,000	
♦ parkway (spec. paving)	<u>\$80,000</u>	
	\$165,000	
landscape		
♦ side	\$110,000	includes site furniture, bus shelters, trash receptacles, bike racks
♦ medians	\$100,000	
♦ miscellaneous	<u>\$100,000</u>	
	\$310,000	
miscellaneous		
♦ lighting	\$270,000	assumes new streetside lighting
♦ signalization	\$155,000	
♦ utilities	\$220,000	** assumes some utility upgrades and power pole relocation (4 lane opt. Lomas Bl. to 8th St.)
♦ bike route enhancements	<u>\$144,000</u>	
	\$645,000	
related projects		
♦ Old Town parking lot & park	\$629,000	
land acquisition***		
♦ Related projects and misc. right-of-way	\$400,000	
	Subtotal	\$2,559,000
	25% Contingency	<u>\$639,750</u>
	Total	\$3,198,750
	Design/Const. soft costs (20%)	\$639,750
	Maintenance - 5 years (2%)	<u>\$63,975</u>
	Grand Total	\$3,902,475
* An additional \$727,275 would be required for roadway improvements using a 3-lane option from Lomas Blvd. to 8th street		
** An additional \$1,372,700 would be required for storm drain improvements using a 3-lane option from Lomas Blvd. to 8th street. Cost of pump station equally distributed between this phase and Lomas Blvd. to 8th Street phase		
***land acquisition for related projects and right-of-way old town entry - acquisition of existing 15,350 sf parking lot for park/entryway		

lomas boulevard and central avenue intersection

roundabout option		t-intersection option	
♦ demolition	\$25,000	♦ demolition	\$25,000
♦ roadway	\$627,000	♦ roadway	\$670,000
♦ storm drain*	\$149,000	♦ storm drain*	\$127,000
	Subtotal	Subtotal	\$822,000
	25% Contingency	25% Contingency	<u>\$205,500</u>
	Total	Total	\$1,027,500
Design/Const. soft costs (20%)	\$200,250	Design/Const. soft costs (20%)	\$205,500
Maintenance - 5 years (2%)	<u>\$20,025</u>	Maintenance - 5 years (2%)	<u>\$20,550</u>
Grand Total	\$1,221,525	Grand Total	\$1,253,550

*drainage improvements for both have been included assuming connection to Rio Grande Blvd storm drain system. Further study would need to be made to explore feasibility of this option. Drainage system cost for the intersection options would be reduced approximately \$70,000 based on a 3-lane option from 8th to Lomas Blvd.

streetscape phase cost estimates (including related projects) comparison chart

the following chart will serve to allow direct comparison of estimated costs for the distinct streets ape phases

downtown park		old town - bosque			southwest vista
8th to lomas		lomas to new york		new york to atrisco	atrisco to coors
4-lane	3-lane	4-lane	3-lane		
\$5,964,275	\$12,234,618	\$3,902,475	\$6,002,450	\$4,245,600	\$7,943,725
		roundabout add	\$1,221,525		
		t intersection add	\$1,253,550		

total estimated costs for entire project (all streetscape phases included,

	4-lane option	3-lane option
♦ roundabout option	\$23,277,600	\$31,577,918
♦ t-intersection option	\$23,309,625	\$31,609,943

6.3 construction and management

If not managed correctly, streetscapes can become more of an economic liability than a benefit for the community. In order to catalyze economic development and provide the public with a safe, useful and beautiful facility, streetscape projects must be maintained. The asphalt must be able to stand up to constant vehicular use. The street furniture and lighting must be relatively vandal-proof and long-lived. The plants must be given a medium in which to survive long term. For this reason it is important to design, build, and construct a streetscape project that builds in the true costs of maintenance. The streetscape must also be inherently low maintenance. It must be able to withstand the destructive impacts of society; for example, random acts of senseless vandalism and periodic vehicular accidents. Last, it needs to stand up to the destructive effects of our environment - solar radiation in the high desert, low precipitation rates, poor and heavily compacted soils around streets, and pollution. With that in mind, a regimen of policy initiatives have been developed and included below.

- ◆ Each project will be environmentally sustainable in terms of resources.
- ◆ A Management Plan should be developed for every project, delineating care regimens, and replacement specifications.
- ◆ Ongoing maintenance funding for each project should be identified prior to construction of any phase of work.
- ◆ Intra-department coordination within the city will be important throughout the project lifespan. A single maintenance provider should be identified during the design process and included in design decisions.
- ◆ Coordination with local businesses is important for each project phase, and a local business and neighborhood coordinator should be identified prior to construction.
- ◆ Construction will be sensitive to business operations, and a specific plan for construction phasing and access shall be developed prior to commencement of each construction phase.
- ◆ All construction and subsequent management operations shall be performed in an expeditious manner to avoid any long term losses to business owners and inconveniences to home owners or renters.
- ◆ Parking and accessibility for businesses and residents alike must remain available and within a reasonable walking distance.