



SECTION 7: ACTION AGENDA

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A. Introduction

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

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

B. Implementation Tables

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

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

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

ACTION AGENDA		
Action	Responsible Entity	Timeframe
15.6 Provide updates to the Bike-ways and Trails Master Plan	Dept. of Municipal Development	On-going
16.1 Conduct an inventory of alleys	Dept. of Municipal Development	Short-term
17.1 Pursue lower functional classifications for Marquette, west of Keleher St.; 12th St., south of Mountain Rd.; Central Ave.	Dept. of Municipal Development	Short-term



APPENDICES:

A: GLOSSARY

B: STREET TREES

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

**D: BAIL BONDSMEN & DISTANCE
TO COURTHOUSES**

**E: WALKING TOUR KEY
OBSERVATIONS**

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

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

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

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

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

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

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

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

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

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

CERTIFICATE OF APPROPRIATENESS. The written approval of the Landmarks and Urban Conservation Commission or designated city staff indicating that a project has been reviewed and determined to meet the applicable design criteria for projects located within a Historic Overlay Zone.

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

COMMERCIAL PARKING LOT. An area of land used to provide parking, as a commercial enterprise, for four or more motor vehicles for a fee. Such parking is not primarily associated with any other use. The term does not include a commercial parking garage which is a building primarily used for the provision of parking for a fee.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEW MEXICO REGISTER OF CULTURAL PROPERTIES. The official State of New Mexico list of cultural resources worthy of conservation and preservation. The list and associated programs are managed and administered by the State of New Mexico Office of Cultural Affairs, Historic Preservation Division. The New Mexico Register does not control the use, alteration, or demolition of any privately owned property unless public money is used in the project.

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

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284]

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

SECONDARY DWELLING UNIT. Living quarters within an accessory building containing ~~one bedroom, one living room, one bathroom, one closet, one mechanical room, and~~ kitchen facilities; ~~to be occupied by no more than two persons~~ and does not exceed ~~500~~ 650 net square feet in area. ~~There shall be no more than one Secondary Dwelling Unit or Accessory Living Quarters per premise.~~

SENIOR HOUSING FACILITY. An age restricted residential complex which may be in a variety of housing forms - attached or detached dwelling units, apartments, private or semi-private rooms - occupied by senior citizens. Such facilities may include a congregate meals program in a common dining area, private recreational facilities, housekeeping assistance, medical services including but not limited to dietary and nutritional assistance, or incidental services that address the activities of daily living. The property shall be operated only as "Housing for Older Persons" as defined in the Federal Housing for Older Persons Act (42 U.S.C. 3607(b)(2)) and uses will include related facilities.

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

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

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

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

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

A. Introduction

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

Recommended Street TreesTrees appropriate for 3-4 foot wide planting strip

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

Trees appropriate for 4-6 foot wide planting strip

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

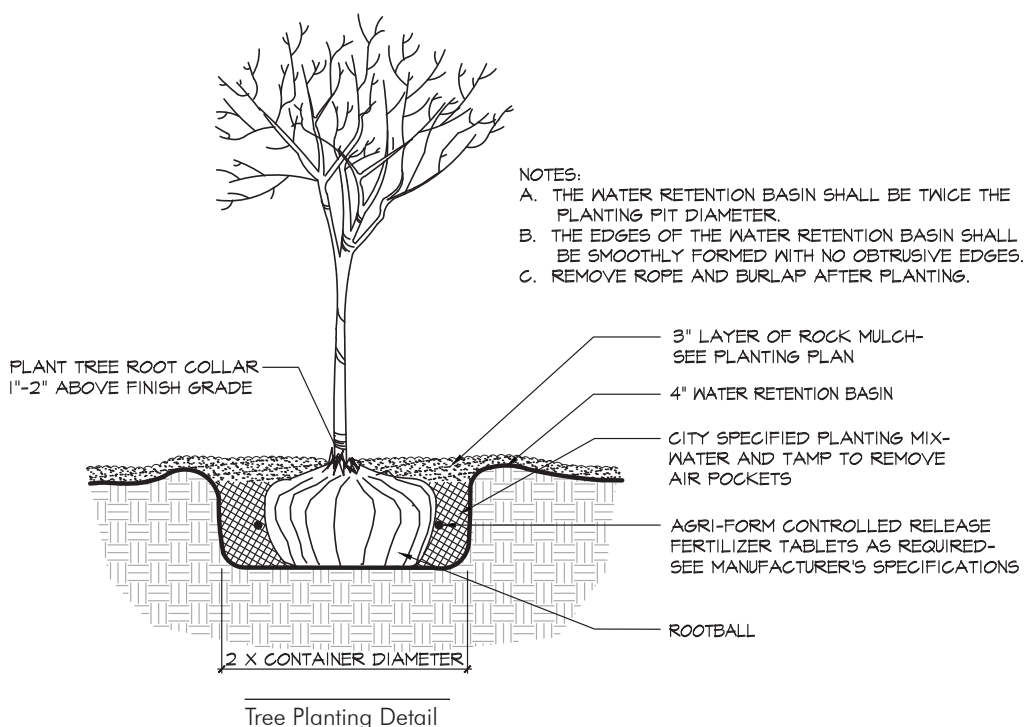
Trees in yards within 10 feet of sidewalk @ back of curb

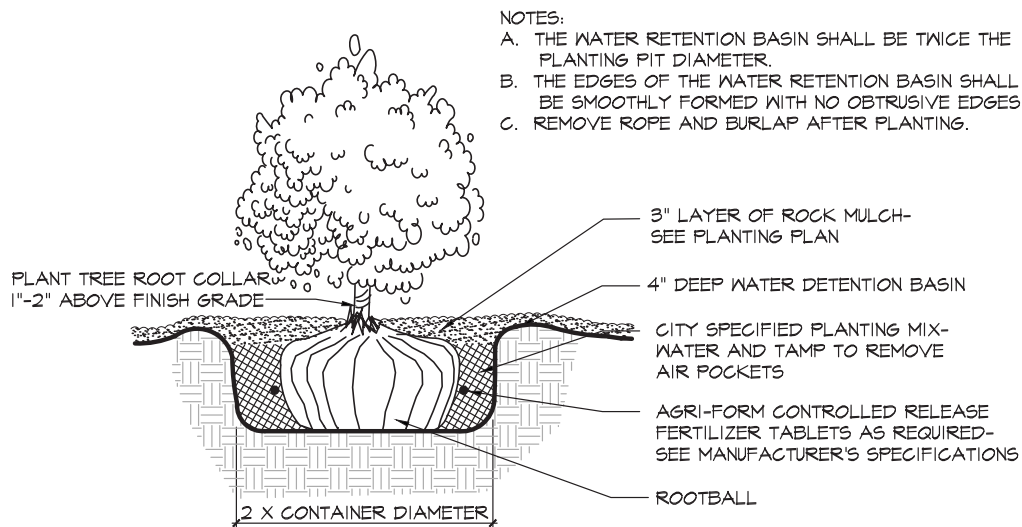
American Sycamore ~ *Platanus occidentalis*
 Arizona Alder ~ *Alnus oblongifolia*
 Green Ash ~ *Fraxinus pennsylvanica*
 Honey Locust ~ *Gleditsia triacanthos inermis* 'Shademaster'
 Horsechestnut ~ *Aesculus hippocastanum*
 Lacebark Elm ~ *Ulmus parviflora*
 London Plane Tree ~ *Platanus acerifolia*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

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

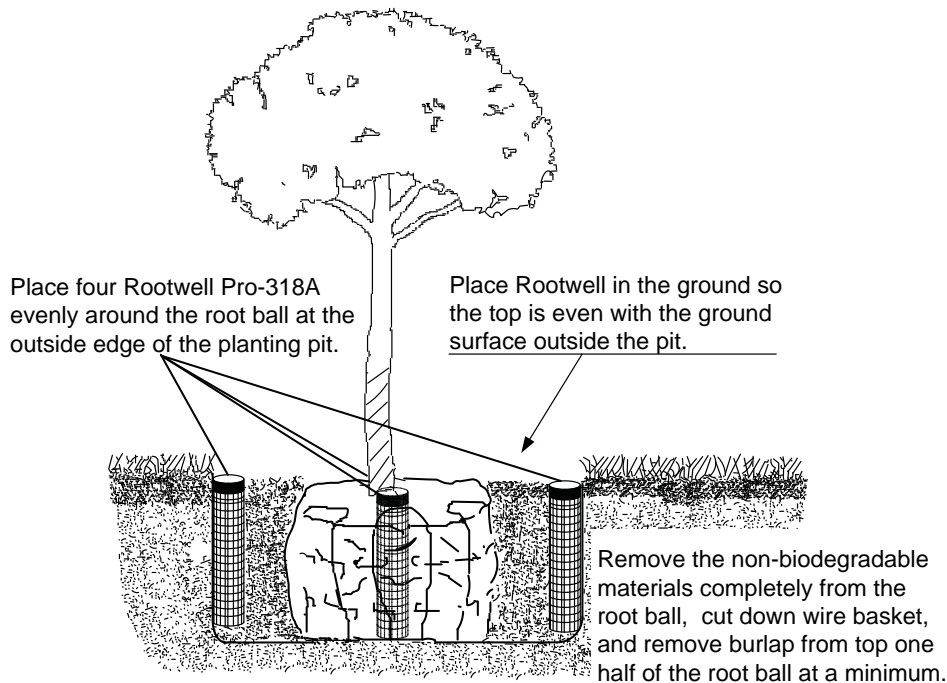
Planting Guide

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





Shrub Planting Detail



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

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FOLLOWING PAGES ARE EXCERPTS FROM:

West Central Avenue Corridor Concept Plan



Prepared for



Prepared by



Kimley-Horn
and Associates, Inc.



A. CENTRAL AVENUE ROAD DIET

Background and Existing Configuration

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

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

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

Road Diet General Design Elements

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

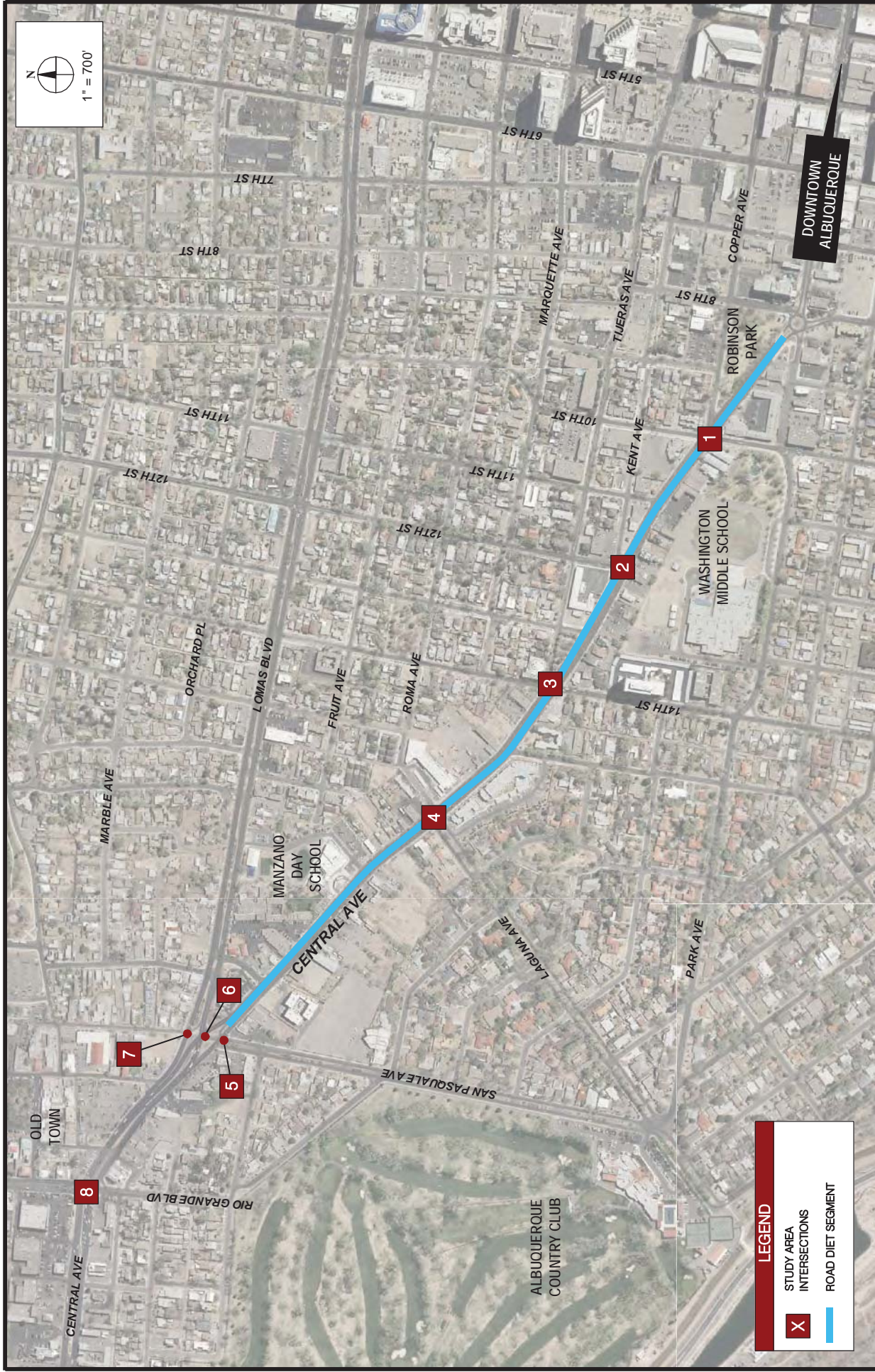


FIGURE 1

CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET

PROJECT VICINITY AND STUDY INTERSECTION LOCATIONS



Table 1: Proposed Road Diet Design Elements

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



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

Specific Design Elements

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

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

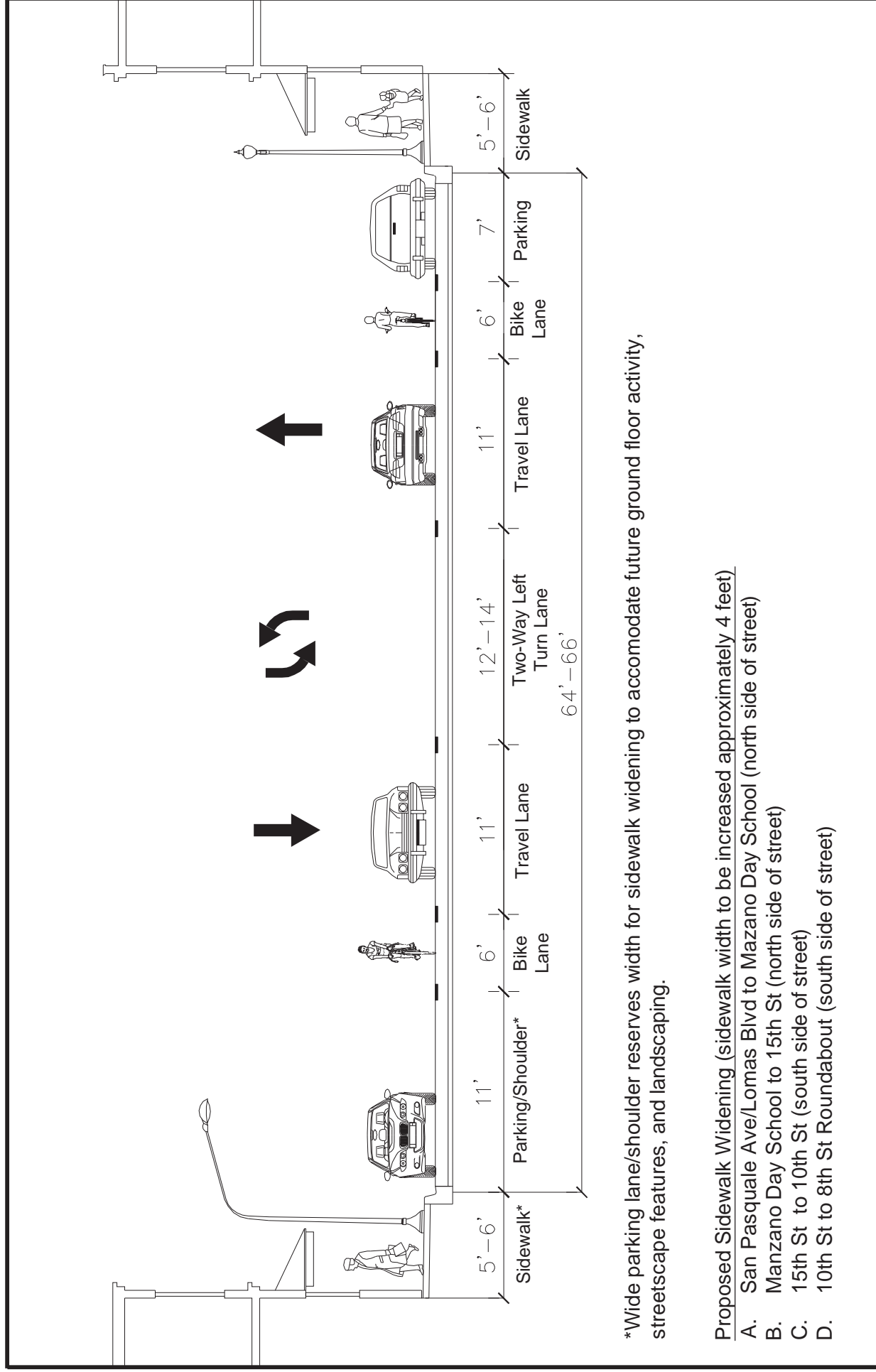
The recommended design elements for these locations are described in **Table 2**. Design concepts for Near-Term (Demonstration Project) implementation of the Central Avenue road diet are presented in **Figures 5-10**. The design concepts for Ultimate construction of the Central Avenue road diet are presented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



Table 2: Specific Road Diet Design Elements

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

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

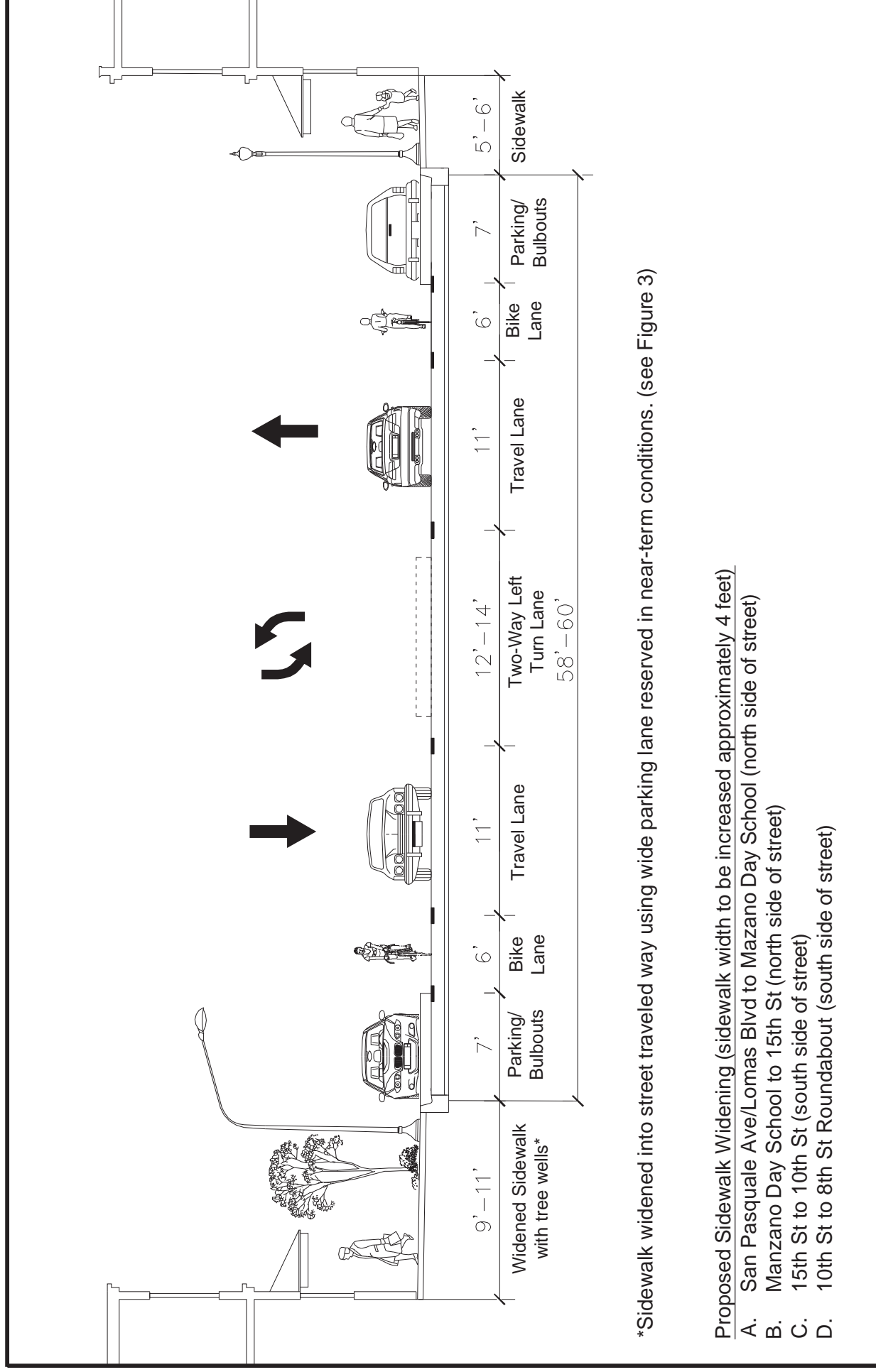


*Wide parking lane/shoulder reserves width for sidewalk widening to accommodate future ground floor activity, streetscape features, and landscaping.

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

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

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



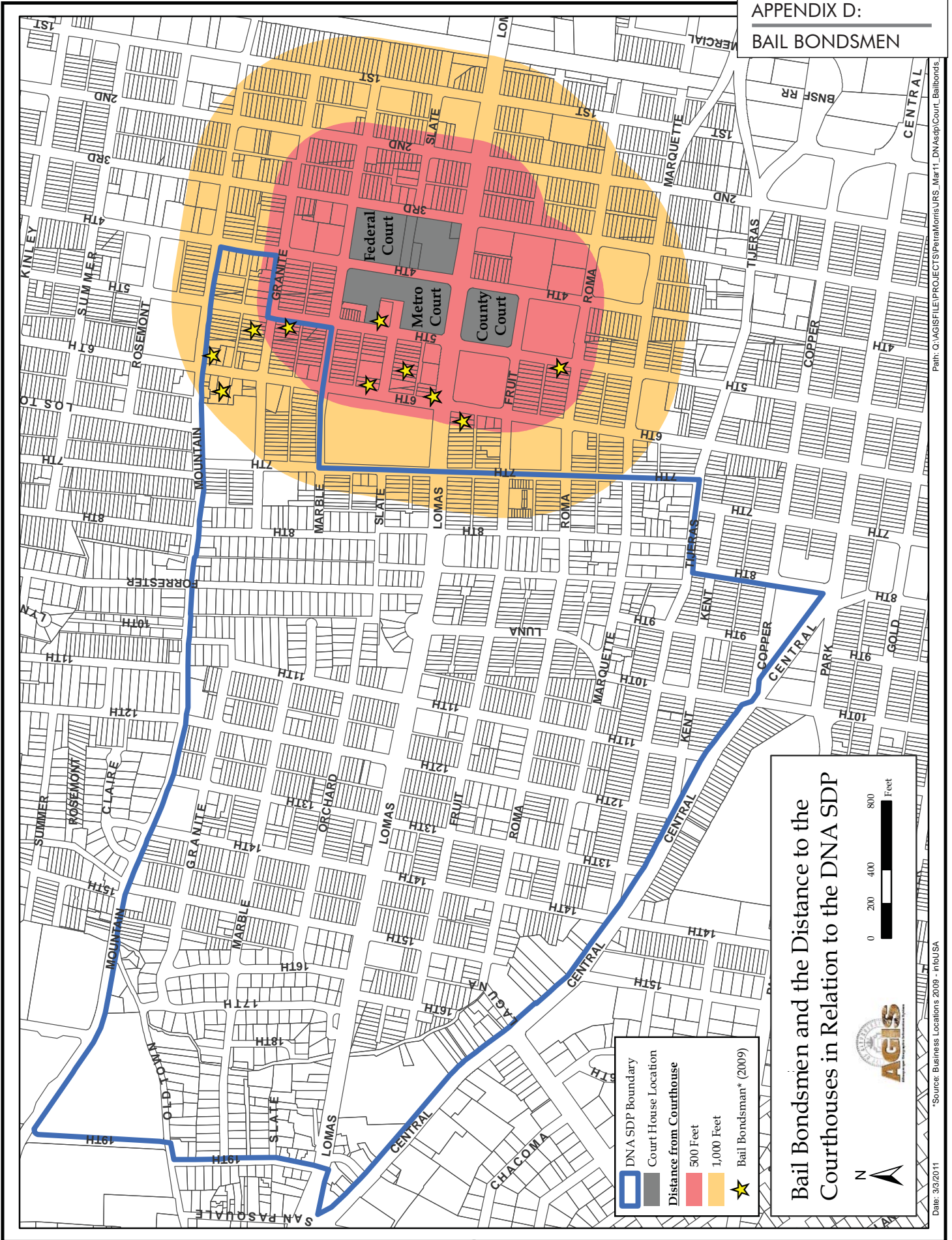
*Sidewalk widened into street traveled way using wide parking lane reserved in near-term conditions. (see Figure 3)

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

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

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

APPENDIX D:
BAIL BONDSMEN



Downtown Neighborhood Area Tours – October 15, 16, and 19, 2009

Key Observations

The following is a list of the key observations gained during the neighborhood tours, as well as some follow-up action steps. It is a follow-up to the more detailed tour notes taken by the project team.

General

- 1) There are a tremendous variety of subareas within the Sector Plan area – each with their own set of character defining elements including architectural styles and history, size and massing of buildings, land use, street trees and other landscaping, pedestrian accessibility, and overall condition of buildings and public infrastructure.
- 2) Most of the Plan area is in very good condition, with some exceptions. Areas of concern are located in the southern portion of the Plan area – rundown motels and properties along Central and Tijeras Avenues; in the eastern portion of the Plan area – non-conforming parking lots, buildings in need of rehabilitation adjacent to and along Fourth Street.
- 3) Public infrastructure issues run throughout the Plan area.
- 4) Land use is primarily residential in varying densities, with commercial and office use located primarily along Fourth Street (Plan area's eastern boundary) and Central Avenue (Plan area's southern boundary) and to a lesser degree, along Mountain Road (Plan area's northern boundary) and Lomas Boulevard.
- 5) There are numerous opportunity sites and buildings that could be used for redevelopment purposes either by the public or private sectors. These sites are identified in the detailed tour notes.
- 6) Mountain Road has undergone a positive transformation with new development and rehabilitation of existing buildings. There are a good mix of neighborhood commercial and residential land uses along Mountain Road, particularly east of 12th Street. Some of these small businesses are struggling and some have gone out of business. Opportunity for redevelopment exists west of 12th Street, which has been identified in the tour notes.
- 7) Much of the properties zoned for townhomes, primarily north of Lomas Boulevard, have not been utilized as such. Some of the townhome development has been designed well and fits within the neighborhood, while some projects don't fit from a height and massing standpoint.
- 8) Many of the properties zoned for RC (residential / commercial) and MRO (mixed residential office) and have office uses do not appear to be in compliance with the Zone Code, which requires a 50/50 split between the two land uses (100% residential is permitted, but non-residential can be no more than 50%). These are primarily located along Lomas Boulevard and in the eastern portion of the Plan area, north of Lomas Boulevard.
- 9) There is a disconnect between the existing land use, predominantly single family homes in the historic districts, and the zoning. This is of special concern in those districts that are not regulated by the LUCC because it could be seen as an economic incentive to demolish existing structures and rebuild at higher densities. In the historic districts regulated by the LUCC that the LUCC design standards for the district are different from the zoning regulations.

- 10) There is a significant concern regarding the increase of bail bond businesses within the Plan area and their apparent lack of compliance with the Zone Code. These businesses are open 24/7 and are a permissive use in the O-1 zone. The Sector Plan should specifically address bail bonding and restrict their locations within the Sector Plan.
- 11) There is a need for more convenient and appropriately located commercial uses that serve the neighborhood. Location is everything; neighbors want services carefully sited and designed so they don't detract from the overall residential character of the Plan area. The scale of these neighborhood commercial uses is an important element.
- 12) Office uses are seen as an intrusion into the neighborhood, particularly south of Lomas Boulevard. The Sector Plan should look at limiting the amount of additional office use that can be built in the Plan area. It was noted that some of the larger, historic homes would be difficult to maintain as single family homes.

Transportation Issues

- 1) Lomas Boulevard is the major east-west corridor through the Plan area. Lomas is designated a principal arterial by the Current Roadway Classification System by the Mid-Region Council of Governments (MRCOG). Lomas appears to have excess right-of-way and consideration should be given to implementation of traffic 'taming' techniques such as curb extensions (bulb-outs) and lane narrowing in order to ease north-south pedestrian flow across Lomas. Pedestrian amenities such as benches and street trees are lacking or inconsistent along Lomas.
- 2) Central Avenue has been the subject of several studies looking at streetscape, cross sections, land uses, etc. There is also a current study that is being coordinated by the City Council, specifically Councilor Isaac Benton. Reynolds and Huning Castle NAs are working with Councilor Benton concerning specific improvements to Central Avenue. The Sector Plan should review these studies and include the relevant information as a part of the Sector Plan update process.
- 3) Pedestrian accessibility is a challenge in many parts of the Plan area. There are numerous streets with missing sidewalk sections, deteriorated sidewalks, or very narrow sidewalks. Many intersections are missing one or more ADA compliant curb ramps. Some curb ramps are significantly offset from the intersection.
- 4) Many sidewalk sections without parkway strips have ADA deficient driveway cut designs.
- 5) 12th/Mountain intersection has functional issues. Mountain Road has a left turn lane east of Seventh Street within a 32' face-to-face (curb-to-curb) roadway section. Can this be applied to 12th Street which is 31' face-to-face?
- 6) Maintenance of alleys is a concern within the Plan area. Most of the alleys are not maintained well and some have become a nuisance to the neighborhood attracting homeless people and trash accumulation.
- 7) Coordination is needed with the Great Streets Plan, which has been through the EPC process, but has not been approved by City Council. Mountain Road is designated as a 'Bicycle Boulevard' with an 18 mph speed limit.

Street Trees

- 1) While there are some streets that contain street trees, there are many streets that are missing a street tree canopy that is a character defining element for many parts of the Plan area. Sometimes one side of the street has trees and not the other side, and in many instances,

there are no street trees at all. Specific streets that are lacking street trees are called out in the tour notes.

- 2) Street trees are uprooting sidewalks in some areas. Recommendation would be to identify appropriate species for this planting condition between the curb and sidewalk in the Sector Plan.