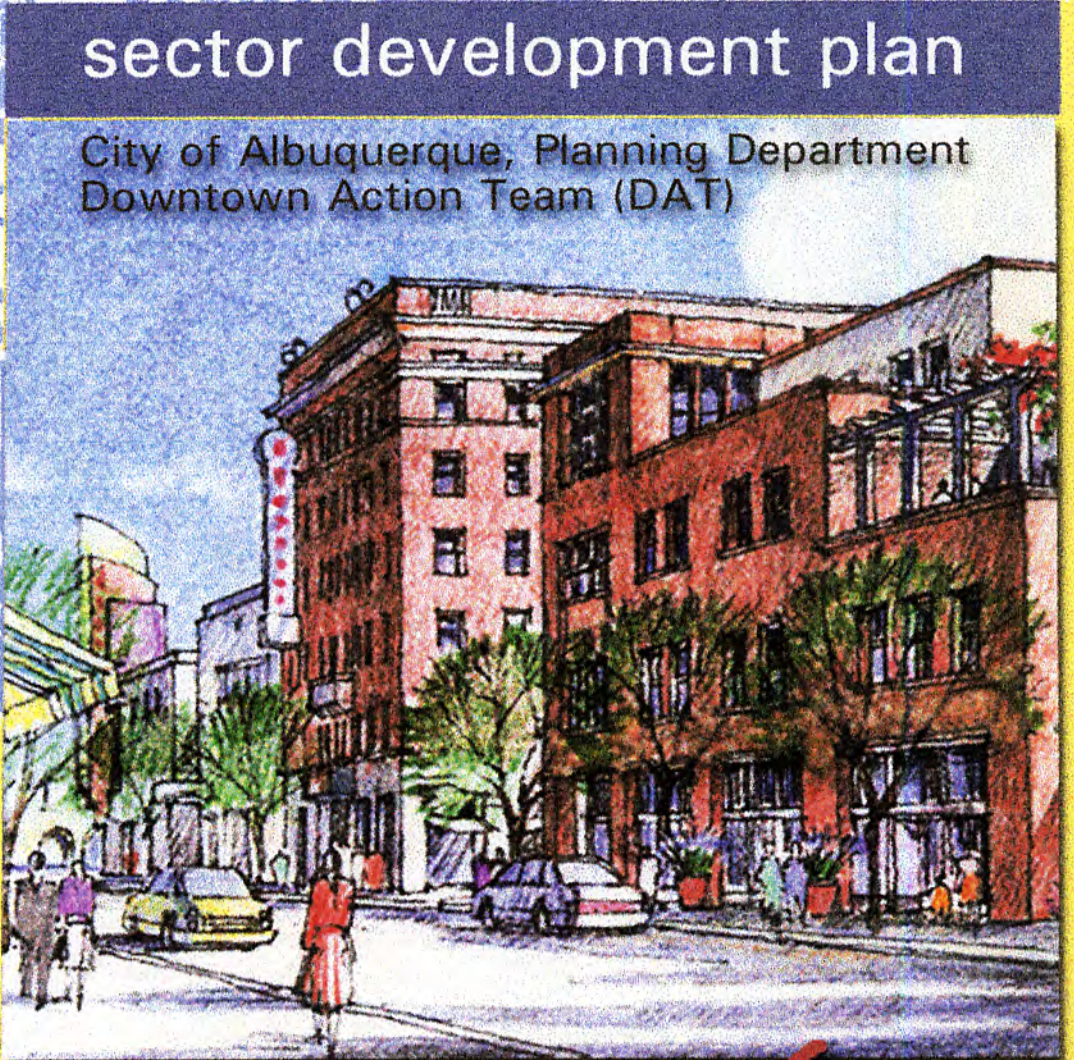


DOWNTOWN

2010

sector development plan

City of Albuquerque, Planning Department
Downtown Action Team (DAT)



Adopted May 2000



CITY of ALBUQUERQUE

NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-09-5

ENACTMENT NO. 2010.141

SPONSORED BY: Isaac Benton

1 RESOLUTION

2 AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN;
3 ADDING A SECTION TO SPECIFICALLY DEFINE AND REGULATE
4 COMMERCIAL SURFACE PARKING LOTS.

5 WHEREAS, the City adopted the Downtown 2010 Sector Development
6 Plan on May 1, 2000; and

7 WHEREAS, the City Council has the authority both to adopt and to
8 amend a sector development plan; and

9 WHEREAS, the Downtown 2010 Sector Development Plan, at page 7,
10 established as one of its policies a prohibition on new commercial surface
11 parking lots and a requirement to pave, landscape (15% minimum), light
12 and maintain existing commercial surface parking lots both public and
13 private; and

14 WHEREAS, the Downtown 2010 Sector Development Plan established
15 as a policy goal a "park once environment" where visitors would get out of
16 their cars and walk rather than drive from location to location within the
17 downtown area and at page 18 recognized that a critical element of that
18 policy goal was the concealment of parking from the view of the street; and

19 WHEREAS, in furtherance of these Downtown 2010 Sector Development
20 Plan policies the Plan at page 34 provided the following specific
21 prohibition:

22 Commercial surface parking lots are not allowed. Existing
23 commercial surface parking lots shall be legal, non-
24 conforming uses and must meet the landscaping, lighting,
25 buffering and paving requirements identified in the building
26 standards section of *The Plan*;

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1 determination of whether the landscaping requirements are met is
2 sufficiently ambiguous so as to be arbitrarily enforced; the Plan does
3 not specify the period to bring a non-conforming parking lot into
4 compliance.

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

7 SECTION 1. This amendment shall supersede any existing provisions in
8 the Downtown 2010 Sector Development Plan regarding Commercial
9 Surface Parking Lots. Unless otherwise defined in the Plan, the
10 "Definitions" section of the Zoning Code, 14-16-1-5(B), shall apply. The
11 City of Albuquerque's Downtown 2010 Sector Development Plan is hereby
12 amended by adding the following mandatory provisions governing
13 commercial surface parking lots, which shall be used in place of the
14 "landscaping, lighting, buffering and paving requirements identified in the
15 building standards section of *The Plan*" referenced in the third bullet on
16 page 34 of the Downtown 2010 Sector Development Plan:

17 "COMMERCIAL SURFACE PARKING LOTS.

18 A. Definition and Prohibition

19 1. A "commercial surface parking lot" is an area of land used to
20 provide parking, as a commercial enterprise, for four or more motor
21 vehicles for a fee. Such a parking lot is not primarily associated with any
22 other use. The term does not include a commercial parking garage which
23 is a building primarily used for the provision of parking for a fee.

24 2. New Commercial Surface Parking Lots are not allowed within
25 the area covered by the Downtown 2010 Sector Development Plan.

26 3. Commercial Surface Parking Lots that legally existed prior to
27 the adoption of the Downtown 2010 Sector Development Plan in May 2000
28 shall continue to be non-conforming uses and must meet the landscaping,
29 lighting, buffering and paving requirements as defined herein and within
30 the time frames herein specified.

31 4. Such Commercial Surface Parking Lots shall also comply with
32 certain requirements of the O-1 zone regarding barriers (A)(12)(b) and
33 ingress and egress (A)(12)(e).

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1 and

2 WHEREAS, the Downtown 2010 Sector Development Plan at page 67
3 specifically requires that there be provided “sufficient lighting for safe
4 pedestrian passage” and that “adequate lighting must be provided for
5 safety and visibility at night”; and

6 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
7 it is provided that parking between a building and a side lot line must be
8 screened from the street by a solid fence or wall at a minimum height of 48
9 inches (4 feet), except on Central Avenue between 1st Street and 8th Street,
10 where surface parking must be located behind buildings; and

11 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
12 it is provided that: “at least 15% of the ground area of parking lots
13 (including driveways) shall be devoted to landscaping along the street
14 right-of-way”; and

15 WHEREAS, the City’s Zoning Code provides at section 14-16-3-4(B) that:

16 (1) A legally nonconforming use of land, except a legally
17 nonconforming mobile home, shall be made to conform within:

18 (b) One year after the activity becomes
19 nonconforming...;

20 and

21 WHEREAS, the City’s Zoning Code provides at section 14-16-3-4(E) that:

22 Nonconforming Landscaping. Premises which, when they
23 were developed, were not required to be developed according
24 to a landscaping plan approved by the city shall be made to
25 conform to such a plan within two years of the time they were
26 required to so conform due to amendment of the map or text
27 of this Zoning Code;

28 and

29 WHEREAS, it has been argued that the regulations governing non-
30 conforming commercial surface parking lots under the Downtown 2010
31 Sector Development Plan are unenforceable because: there is no
32 definition of what constitutes a “commercial surface parking lot”; there
33 is no definition for what constitutes “adequate lighting”; the

B. Lighting Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. A commercial surface parking lot which qualifies as a legal non-conforming use shall provide adequate lighting for safety and visibility at night.

2. Adequate lighting requires that commercial surface parking lots shall be illuminated with a minimum maintained one half (0.5) foot-candle of light at ground level during the hours of darkness, maximum to minimum uniformity ratio lighting in parking areas shall be 15:1. (This means that when the minimum is at 0.5 footcandle of light, the maximum footcandle level shall not be higher than 7.5 footcandles.)

3. Landscaping shall not be planted so as to obscure required light levels.

4. Parking lot lights shall be designed and arranged in such a manner so that light is reflected away from adjoining residential properties and streets.

5. All light poles, standards and fixtures shall not exceed a height of twenty (20') feet above grade level.

6. All commercial surface parking lots shall comply with the illumination requirements in section 14-16-3-9 (A) and (C) of the Area Lighting Regulations of the City's Zoning Code.

7. Adequate lighting at commercial surface parking lots is a public safety issue and, therefore, shall be provided within one year of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the one-year compliance timeframe.

C. Landscaping Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. Landscaping is the planting and maintenance of live plants including trees, shrubs, ground cover, flowers, or low-growing plants that are native or adaptable to the climatic conditions of the Albuquerque area. In addition, landscaping may include some natural and manufactured materials including but not limited to rocks, fountains, reflecting pools,

1 works of art, screens, walls, fences, benches and other types of street
2 furniture.

3 2. Trees. Street trees meeting the requirements of Section 6-6-2-1
4 et seq. ROA 1994, Street Trees, are required along all street frontages.
5 Additionally, for lots that exceed 50 parking spaces, a minimum of one (1)
6 tree must be planted, either in the ground or in above-ground planters, for
7 every ten (10) parking spaces that are not adjacent to the public Right-of-
8 Way.

9 a. The tree species must be selected from the Approved List
10 of Downtown Trees included in the Plan. The following trees shall be added
11 to the Approved List of Downtown Trees: Rebud (*Cercis canadensis*),
12 Crape Myrtle (*Lagerstromia fauriei*) (cultivars over 15 ft. tall), Ash (*Fraxinus*
13 *pennsylvanica*) 'Urbanite', Apple (*Malus*) 'Thunderchild', Apple (*Malus*)
14 'Prairiefie', Box Elder (*Acer negundo*) 'Sensation', Lacebark Elm (*Ulmus*
15 *parvifolia*).

16 b. Trees may be planted in the ground or in above-ground
17 planters and shall have an area that is a minimum of 36 square feet with a
18 minimum width of 4 feet.

19 c. Trees that are installed and maintained in the adjacent
20 public right-of-way, such as an existing parkway, may count towards this
21 requirement.

22 3. For commercial surface parking lots with greater than 60' of
23 street frontage along the east/west arterial street immediately abutting the
24 property, a minimum landscaped strip of three feet shall be maintained
25 between parking areas and all street right-of-way lines. This landscape
26 strip shall be covered with live plants over at least 75% of the required
27 landscape area. Coverage will be calculated from the mature spread of
28 these live plants. Compliance with this requirement may be met, in whole
29 or in part, by providing street trees within the landscape strip or in public
30 right-of-way adjacent to a commercial surface parking lot. The ground area
31 occupied by a street tree for the purposes of coverage percentage shall be
32 calculated by determining the spread of the trees at 30 years. Credit shall
33 be given for ground area coverage of a street tree even if some or all of the

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1 mature spread of the street tree is not above the commercial surface
2 parking lot.

3 4. To minimize water consumption, the use of vegetative ground
4 cover other than turf grass is required. Landscaping that dies, including
5 street trees that are 50% dead, is the responsibility of the owner and shall
6 be replaced within 60 days.

7 5. Compliance with the landscaping requirements for
8 nonconforming commercial surface parking lots shall be provided within
9 two years of the effective date of this amendment to the Downtown 2010
10 Sector Development Plan. There shall be no extension of the two-year
11 compliance timeframe.

12 D. Paving Requirements for Legal Non-Conforming Commercial Surface
13 Parking Lots.

14 1. Non-conforming commercial surface parking lots shall be
15 paved with a minimum of two inches of asphalt or concrete or a surface of
16 equal or superior performance characteristics such as compacted,
17 stabilized crusher fines. For drive pads the minimum thickness shall be 6
18 inches of concrete.

19 2. Paving shall be maintained level and serviceable.

20 3. A standard parking space is 8.5 feet in width and 18 feet in
21 length, and a compact parking space is at least 8 feet in width and 15 feet
22 in length. Within the Downtown 2010 plan area, there is no minimum
23 requirement for the number of standard or compact spaces, meaning that a
24 parking lot may be comprised entirely of compact spaces.

25 4. Compliance with the paving requirements for nonconforming
26 commercial surface parking lots shall be provided within three years of the
27 effective date of this amendment to the Downtown 2010 Sector
28 Development Plan. There shall be no extension of the three-year
29 compliance timeframe.

30 E. Screening Requirements for Legal Non-Conforming Commercial
31 Surface Parking Lots.

32 1. Non-conforming commercial surface parking lots adjacent to
33 the sidewalk shall be screened by a fence, wall, or hedge of 36 inches (3

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1 feet). Existing screening in the form of a fence, wall, or hedge that achieves
2 the intent of this screening requirement is allowed to remain and shall be
3 considered compliant with this provision. This screening shall be in
4 addition to any required landscaping. Chain link fencing with or without
5 slats shall not constitute acceptable screening.

6 2. Compliance with the screening requirement for nonconforming
7 commercial surface parking lots shall be provided within two years of the
8 effective date of this amendment to the Downtown 2010 Sector
9 Development Plan. There shall be no extension of the two-year compliance
10 timeframe.”

11 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph,
12 sentence clause, word or phrase of this resolution is for any reason held to
13 be invalid or unenforceable by any court of competent jurisdiction, such
14 decision shall not affect the validity of the remaining provisions of this
15 resolution. The Council hereby declares that it would have passed this
16 resolution and each section, paragraph, sentence, clause, word or phrase
17 thereof irrespective of any provisions being declared unconstitutional or
18 otherwise.

19 SECTION 3. This resolution shall take effect five days after publication
20 by title and general summary.
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1 PASSED AND ADOPTED THIS 1st DAY OF November, 2010
2 BY A VOTE OF: 5 FOR 4 AGAINST.

3
4 For: Benton, Cook, Garduño, Harris, O'Malley
5 Against: Jones, Lewis, Sanchez, Winter
6

7
8 

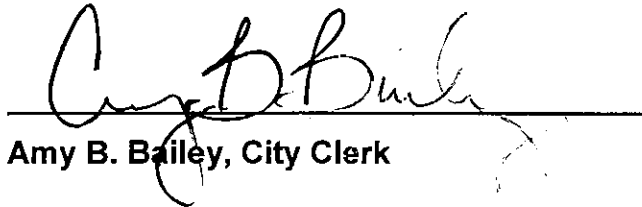
9 Ken Sanchez, President
10 City Council
11
12
13

14 APPROVED THIS _____ DAY OF _____, 2010
15

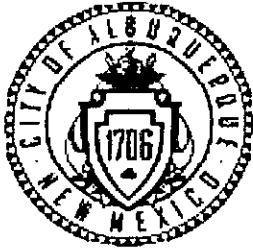
16 Bill No.F/S R-09-5
17

18
19 _____
20 Richard J. Berry, Mayor
21 City of Albuquerque

22 ATTEST:

23 
24 _____
25 Amy B. Bailey, City Clerk
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Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

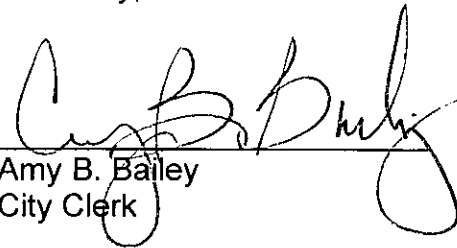
To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-09-5 Enactment No. R-2010-141

I hereby certify that on November 17, 2010, the Office of the City Clerk received Bill No. R-09-5 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-141 was passed at the November 1, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-09-5.

Sincerely,


Amy B. Bailey
City Clerk



City of Albuquerque
Office of the Mayor

Dear Albuquerque Citizen:

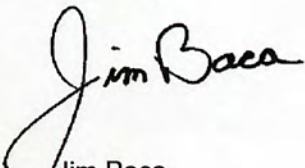
It gives me great satisfaction to present the City of Albuquerque, and the entire Central New Mexico region with the Downtown 2010 Sector Development Plan. This Plan, which replaces two previous plans for the Downtown area, is the culmination of a tremendous effort on the part of Downtown business owners, neighborhood leaders, City staff, and others throughout our community. With the passage of this Plan we have set a new precedent for private - public partnership in the planning process, and have established a community-wide commitment to the revitalization of Downtown.

The greatest cities in our nation all share one common characteristic, a vital, diverse urban center - the downtown. As New Mexico's largest city, we here in Albuquerque have a responsibility to provide such an urban center, not only for ourselves, but for others throughout the state. When businesses look to a city to relocate, they focus their attention on the economic vitality of that city and its quality-of-life. The Downtown 2010 Plan will help ensure that we can offer such companies a community with an economically thriving Downtown, and an array of activities and events that showcase our rich quality-of-life.

The vitality and marketability of Downtown is also a key component of my overall growth and development strategy. My commitment to controlled, quality growth in the greater metropolitan region necessitates the infill and revitalization of our older, urban areas. This Plan provides Downtown with a streamlined development process, easily understood design standards, and funding commitments from the City for basic infrastructure - three essential elements to promote infill projects in the Downtown and adjacent areas.

I thank the City Council, the Downtown Action Team, and the many other groups and individuals who created this great Plan, that will benefit Albuquerque and New Mexico residents for generations.

Sincerely,


Jim Baca
Mayor



OFFICE OF THE MAYOR/CAO

Jim Baca, Mayor

Lawrence Rael, Chief Administrative Officer

Vickie Fisher, Deputy Chief Administrative Officer

Connie Beimer, Deputy Chief Administrative Officer

CITY COUNCIL OFFICE

Michael Brasher, President, District 9

Alan B. Armijo, Vice-President, District 1

Vincent E. Griego, District 2

Hess Yntema, District 6

Adele Baca-Hundley, District 3

Mike McEntee, District 7

Brad Winter, District 4

Greg Payne, District 8

Tim Kline, District 6

Mark Sanchez, Director of Council Services

The Downtown 2010 Sector Development Plan was jointly developed by the City of Albuquerque, Planning Department and the Downtown Action Team (DAT). A special thanks goes to the many volunteers (individuals and committees) who gave countless hours of their professional time and service in conceptualizing and developing the Plan. We also acknowledge the technical and design support of Moule & Polyzoides, Architects and financial support at Fannie Mae, Selena R. Paulsen, Free Lance Urban Planner for Policy Development and Editing, Jesse Garves, Graphic Artist and Ramona Gabaldon, Administrative Secretary in the production of the Downtown 2010 Plan.

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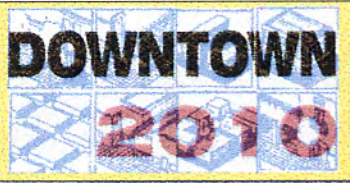


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- Land Use and Design
- Healthy Neighborhoods
- Urban Housing
- Urban Retailing
- Employment
- Education
- Arts and Entertainment
- Tourism and Hospitality
- Parks and Open Space
- Minimizing the Impact of Homelessness
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vision 2010

Downtown 2010 (The Plan) is a 10 year policy and implementation plan for Downtown created jointly by the City of Albuquerque and the Downtown Action Team (DAT). *The Plan* provides a vision and framework for Downtown's future, and answers three fundamental questions:

1. What should Downtown Albuquerque look like in 10 years?
2. What commitments will the community make to ensure Downtown investment?
3. How should people get to Downtown and move around in Downtown?

The Plan is a general document providing the framework to guide public and private decision-making regarding land use, transportation, development regulations and public investment. *The Plan* also lays out specific steps required of both the public and private sector to make this vision a reality. The impetus for *The Plan* was the action-based Downtown Albuquerque Strategic and Implementation Plan created in October 1998 by a cross-section of private, public, and civic leaders under the sponsorship of the Downtown Action Team (DAT). *The Plan* should provide direction and stability for public and private land use and investment decisions in the future.

format the historic district

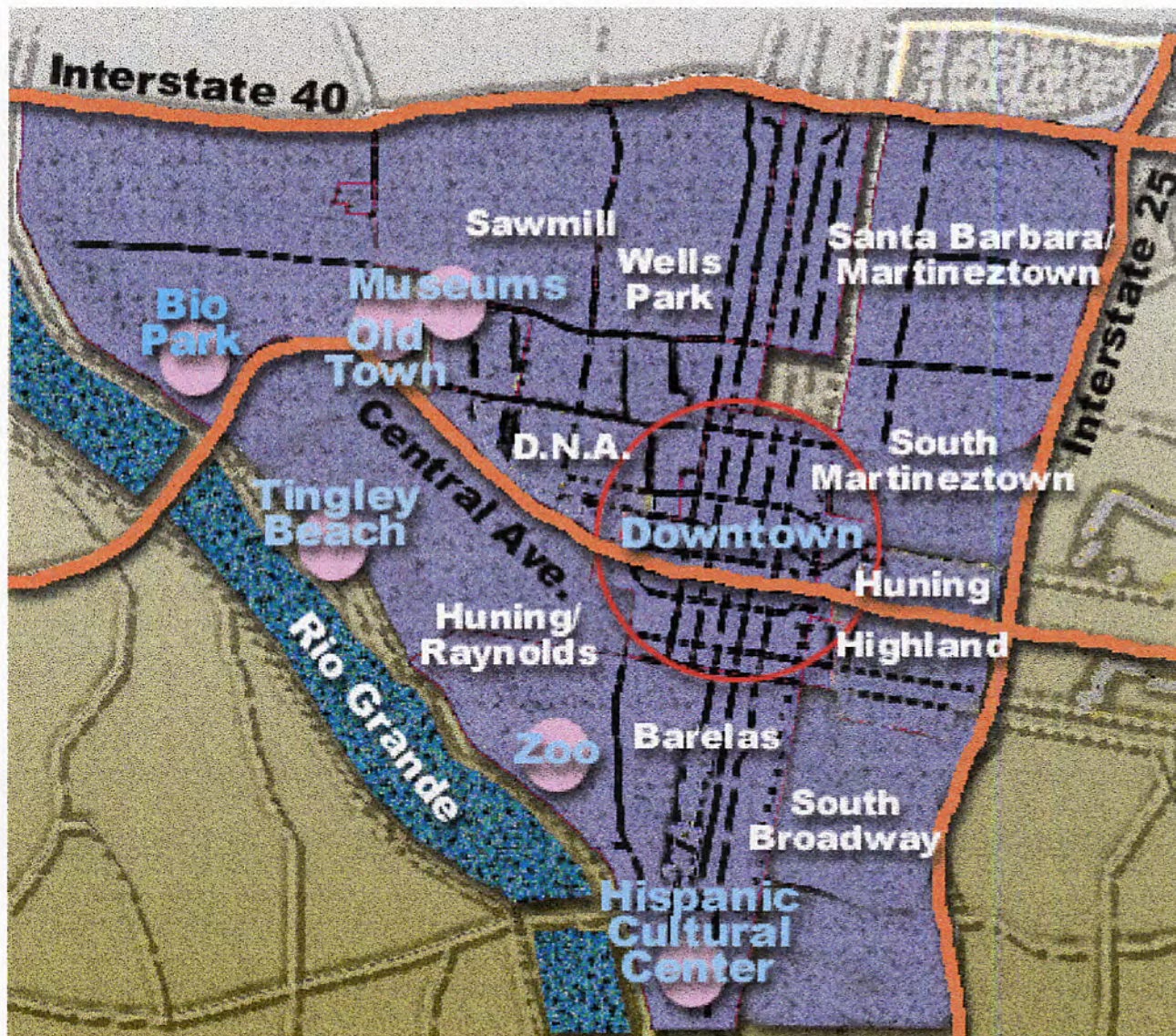
The Downtown Core, the subject of *The Plan* lies within the "Historic District" (The District). The District encompasses about 5 ½ square miles, or approximately 3,550 acres, and is bounded by I-25, I-40, Avenida Cesar Chavez, and the Rio Grande. The District includes the Downtown Core, Old Town, and surrounding neighborhoods of Huning Highland, South Martineztown, Martineztown/Santa Barbara, Sawmill, Wells Park, Downtown Neighborhoods, Huning Castle, Eighth and Forrester, Raynold's Addition, West Old Town, South Broadway and Barelás.

Although *The Plan* focuses on the Downtown Core, recommendations of *The Plan* are coordinated with the plans for adjacent neighborhoods within the Historic District. *The Downtown 2010 Plan* does not supercede any Rank III sector development plan for surrounding neighborhoods.

format

Downtown 2010 provides goals, commitments, policies, and implementation actions for land use, transportation and urban design relative to Downtown. The goals set forth represent the results that the City and community expect to realize over time. The commitments, policies and implementation actions contained in *The Plan* are general principles, and specific regulations and actions to guide Downtown Development and capital improvement projects. *The Plan* contains maps that designate five districts Downtown. While the use designated for each district, such as civic/financial, warehouse, and arts & entertainment, is considered to be a description of the primary function of each district, other compatible uses are envisioned. A matrix has been developed to illustrate this concept. *The Plan* also contains many illustrative drawings that serve to communicate ideas and explain commitments, policies and implementation actions.

Note: The following policies, commitments and regulations serve as the Rank III Sector Development Plan for the Downtown Core. The Downtown 2010 Plan replaces the Center City Revitalization Strategy Downtown Core Plan and the "Design Standards and Guidelines for Downtown Central Avenue."



The Historic District, located in the heart of Albuquerque, has traditionally been the center of community civic, commercial and cultural activity. Downtown, Old Town, and the many varied neighborhoods which surround them make up this historic core of our community. From its founding in "Old Town" in 1706, to the emergence of "New Town" with the coming of the railroad in the late 1800's, to the development of Albuquerque as a modern city, this historic area along the Rio Grande has long been a gathering place for a diverse mix of cultures.

The District, bounded by I-25, I-40, Avenida Cesar Chavez and the Rio Grande, is home to an impressive array of attractions and activities: Old Town's quaint shops, galleries, historic restaurants, and museums; our "Quality of Life" facilities found along the river (the aquarium, botanic gardens, zoo, and Tingley recreation area); the Indian Pueblo Cultural Center and the new Hispanic Cultural Center; and Downtown's theaters, convention facilities, and many entertainment venues.

This area is also home to some of the most interesting, vital, and historically significant neighborhoods in our community. With neighborhoods such as Martineztown/Santa Barbara, Huning Highland, South Broadway, Huning Castle/Raynold's Addition, Barelas, South Martineztown, the Downtown Neighborhoods, Wells Park, South Broadway and Old Town, the widest range of residential choices imaginable is available - historic homes, suburban ranch houses, warehouse apartments, artist studios, town houses, and live/work spaces.

Over the next decade, we plan to link this diverse mix of historical, cultural and entertainment venues, attractions and activities together with the commercial centers of Old Town and Downtown and the historic neighborhoods which surround them by providing convenient, interesting frequent transportation; consistent signage and lighting; and pedestrian-friendly streetscapes and urban trails.

Downtown 2010 will be the catalyst for returning Downtown to its former prominence as the community's premier gathering place and as the center of Albuquerque's Historic District. Downtown Albuquerque is a microcosm of the Historic District as a whole. While each of the individual areas within the District have their own unique character, Downtown is the heart and center of the District - the place where "variety" and "excitement" are the rule, and where people of all races, ages, religions, and economic backgrounds come to work, live, and play together.

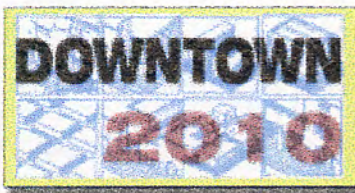
.....

"Come on down to the District!"

The Downtown Core is generally bounded by Marble/ Slate/ Lomas Boulevard on the north, the AT &SF railroad tracks/ Broadway Boulevard on the east, Coal Avenue on the south, and Tenth/ Ninth/ Seventh streets on the west.



The Downtown Core encompasses approximately 321 acres (.5 square miles)



"Our goal is to make Downtown Albuquerque the best mid-sized downtown in the USA"

the community commitment to downtown revitalization

To achieve this goal, our community commitment is to make Downtown Albuquerque:

- a **"Park-Once"** place; and
- a **"Pedestrian-First"** place.

This means that a person coming Downtown need only park once. Once parked they will be within easy access via walking or transit to their destination anywhere Downtown. It also means that pedestrians will be given priority over vehicles in the Downtown and will be able to get around easily in the most pedestrian friendly environment.

Using our unprecedented *Park-Once* and *Pedestrian-First* program together with our community commitments, policies, implementation actions, and our revolutionary new development and building process contained in this *Downtown 2010 Plan*, we are confident that Downtown Albuquerque will become:

- **A First Class Pedestrian Experience** - which makes walking in Downtown easy, safe, convenient and attractive, and which provides facilities for visitors to "park-once" and walk and/or use public transportation throughout Downtown and the Historic District.
- **A Top Quality Urban Environment** - Where quality urban building projects are encouraged and fast-tracked.
- **A Highly Desirable Urban Neighborhood** - Where a variety of urban housing types are encouraged and flourish.
- **A True Center for Arts/Entertainment/Culture** - Which connects the numerous arts/entertainment/culture venues in the Historic District, and which centers future one-of-a-kind arts/entertainment/culture venues in the District; and
- **A Well Managed Urban Environment** - Which develops, maintains, promotes, and manages Downtown.

"Together we intend to make Downtown Albuquerque the fastest downtown turnaround in this Country."



As a result of the Downtown Action Team's *October 1998 Strategic and Implementation Plan*, a number of teams comprised of hundreds of community volunteers, were formed to carry out strategic initiatives. The products of those teams follow, and when adopted they will become *The Downtown 2010 Policies and Implementation Actions* for:

- **Transportation and Parking**
- **Land Use/Design**
- **Healthy Neighborhoods**
- **Urban Housing**
- **Urban Retailing**
- **Employment**
- **Education***
- **Arts and Entertainment**
- **Tourism and Hospitality**
- **Parks and Open Space**
- **Minimizing the Impact of Homelessness*;** and
- **Managing and Marketing Downtown**

Each category contains specific actions to be undertaken by the public sector and/or the private sector to meet our community goal of,

"becoming the best mid-sized downtown in the USA."

The Plan shall not alter or change zoning or land use policies outside the area defined as the Downtown Core, nor shall *The Plan* mandate or encourage any future changes in existing zoning or land use policies outside the area defined as the Downtown Core.

A complete analysis and disclosure to the City Council and the public will be required for all public funds expended or committed by this *Plan*. Specific appropriations to support these policies and implementation actions will require future action of the City Council.

The terms 'Downtown' and 'Downtown Core' are used interchangeably throughout the *Downtown 2010 Plan*. When used, these terms refer to the area included within the boundaries of the *Downtown 2010 Plan*, as reflected on the 'Downtown Core' map on page 4, and the 'Districts Map' on page 29.

* Additional goals relating to education and minimizing the impact of homelessness are attached to the *Plan* as Appendix B and Appendix C.

Notes: The *Plan* policies are identified on the following pages as "we will" statements and the implementation actions as "by" statements.

The City of Albuquerque Planning Department shall provide the City Council, by July 31, 2000 a comprehensive fiscal impact analysis.

We will:

Make Downtown a “pedestrian-first,” “park-once” place with excellent pedestrian, transit and bicycle facilities.

By:

1. Modifying Downtown streets and sidewalks to serve the needs of pedestrians, transit, bicyclists, and cars, with the focus on serving pedestrians first.

Actions:

- “Pedestrian priority” signage shall be installed throughout Downtown. (Public)
- May fund and operate a Downtown “circulator” within the Downtown Core. The circulator may operate in two directions, be free, operate on 5 minute headways, and be fun. (Public / Private)
- Amenities (such as lighting, signage, street furniture, plantings, etc.) shall be provided in the public right-of-way to support and encourage pedestrian activity. (Public/private)
- Bicycle racks and other bicycle-friendly facilities shall be provided throughout Downtown, and the Historic District. (Public/Private)

2. Developing, managing, and operating parking as an essential civic infrastructure, and reducing overall parking ratios over time to a Park Once environment.

Actions:

- All parking requirements for Downtown development shall be removed. (Public)
- A Downtown “Park-Once Strategy” shall be developed and instituted which includes a “shared use” parking program for both public and private structures/lots, and which investigates the most effective way to manage parking facilities throughout Downtown. (Public/Private)
- On-street parking shall be maximized throughout Downtown. (Public)
- Long term parking structures may be located at strategic entrances to Downtown, and short term parking may be strategically located throughout the arts/entertainment/retail district. (Public/Private)
- Include some form of commercial activity on the ground floor of all parking structures facing the sidewalk. (Public / Private)
- Prohibit new commercial surface parking lots in the Downtown Core. (Public)
- Pave, landscape (15% minimum) light, and maintain existing commercial surface parking lots. (Public/Private)

3. Changing Downtown to make it more understandable to infrequent users, and providing easy access to other parts of the Historic District.

Actions:

- The entire one-way street system may be converted to two-way operations. (Public)
- Express “shuttles” between Downtown and Old Town/Biopark and between Downtown and UNM/Nob Hill may be funded and operated. The Old Town “shuttles” may operate on 30 minute headways, and the UNM/Nob Hill “shuttle” may operate on 7 minute headways. (Public)
- When the Hispanic Cultural Center is completed, fund and operate a shuttle on Fourth Street connecting the Center to Downtown. (Public)
- An informational and directional (way finding) signage program for the Downtown shall be developed. (Public/Private)
- The Central Avenue/Railroad Underpass may be improved to be pedestrian friendly. (Public/Private)

We will:

Make Downtown New Mexico's premier pedestrian-oriented "urban place".

By:

1. Focusing on preservation and quality building development.

Actions:

- *The Plan* adopts building types and standards which encourage high quality urban buildings, promote street level pedestrian-friendly building designs, and requires that buildings respect their urban context. (Public)
- Historic sites in and around Downtown shall be preserved, restored and reused. (Public/private)

2. Declaring the Downtown 2010 Sector Plan Area a Metropolitan Redevelopment Area.

Actions:

- A Redevelopment Plan for Downtown shall be adopted which makes the Downtown Core a tax increment financing district. (Public/Private)
- The City may use tax increment financing to fund programs, infrastructure, and facilities. (Public)
- The City will use redevelopment powers to support and encourage residential development in and around Downtown. (Public)

3. Safeguarding the pedestrian character of the public realm (streets, sidewalks, plazas, etc.) and the adjacent building edges.

Actions:

- *This Plan* promotes and requires retail and other uses at street level and provides improvements to the public right-of-way that support pedestrian activity. (Public)
- Encourage sidewalk retail and dining activity in the public right-of-way to strengthen pedestrian activity. (public/private)
- Consistent lighting, signage, and streetscape improvements throughout Downtown shall be provided, concentrating initially on the Arts and Entertainment District and 4th Street as the link between the Arts and Entertainment District and the Lomas Employment Corridor. (Public)
- Conserve and reintroduce the traditional street grid of 300'x300' blocks; Fruit Avenue from Third Street to the railroad tracks may be rebuilt. Where the traditional street grid is broken, pedestrian connections may be established. (Public)
- Prohibit the vacation or closure of alleyways and streets in the Arts and Entertainment District and strongly discourage vacations and closures elsewhere in the Downtown Core. Applicants must prove that the requested vacation or closure will enhance the pedestrian character of Downtown and that the proposed development could not be built without the vacation or closure.

We will:

Preserve and enhance the character of the neighborhoods which surround Downtown.

By:

1. Protecting surrounding neighborhoods from incompatible land uses and minimizing the impacts of Downtown revitalization.

Actions:

- *The Plan* makes the boundary between the Downtown Core and its adjacent neighborhoods a hard line in order to protect adjacent neighborhoods from encroachment of commercial activity outside of the core. Variances, zone changes and other administrative actions which would allow commercial activity to creep across the boundary from the Downtown Core into the adjacent neighborhoods should only occur in the most exceptional of cases. (Public)
- Commercial surface parking lots in neighborhoods adjacent to Downtown are prohibited. (Public)
- Permit parking shall be provided for neighborhoods adjacent to Downtown. (Public)
- Urban conservation overlay zones shall be developed to protect historic structures in existing neighborhoods which surround Downtown. (Public)

2. Promoting high density urban housing within the Downtown Core.

Actions:

- *The Plan* designates an urban Housing District within the Downtown Core which encourages high density urban living mixed with neighborhood support sources compatible with urban living (see Urban Housing Policies and Implementation Actions). (Public/Private)
- Buffer the Barelás, Reynolds and Downtown neighborhoods from intense commercial activity by using the urban Housing District; buffer the Wells Park, Santa Barbara/Martineztown, Huning Highlands, and South Martineztown neighborhoods from intense commercial activity by using the Warehouse District. (Public/Private)

3. Encouraging residential infill development in neighborhoods adjacent to Downtown and/or located within the Historic District.

Actions:

- Tax increment financing shall be utilized to fund future civic infrastructure improvements in the Downtown, particularly for parking structures in the core and urban trails connecting Downtown and its adjacent neighborhoods. (Public)
- Redevelopment powers shall be utilized, where possible, to assist in assemblage of infill residential building sites in Historic District neighborhoods. (Public/Private)

We will:

Have at least 20,000 people living within one mile of the Downtown Core, and 5,000 living within the Downtown Core by 2010.

By:

- 1. Creating a plan for assembling and developing building sites of adequate size within reasonable time frames, in order to build market rate and affordable urban housing.**

Actions:

- *The Plan* identifies the district and sites that are best suited for new housing development within the Downtown Core. (Private/public)
- Redevelopment powers shall be utilized to assist in assemblage of building sites, when a super majority of property owners request such public assistance. Land assemblage must be simple and efficient to stimulate private sector development. (Public)
- Private sector urban housing initiatives may be supported by providing parking and by minimizing off-site infrastructure deficiencies. (Public)

- 2. Developing a variety of housing types throughout Downtown (townhouses, urban apartments, lofts, condominiums, live/work etc.)**

Actions:

- High density housing (50 du's/acre or more) is encouraged within the Downtown core. (Public)
- Locate UNM student housing Downtown. (Public/Private)
- Redevelop existing commercial and industrial buildings into loft housing and artist live/work space. (Private)
- Work with churches to create senior housing Downtown. (Private)

- 3. Protecting the character of the existing urban neighborhoods adjacent to Downtown and/or within the Historic District.**

Actions:

- Commercial parking lots in neighborhoods adjacent to Downtown shall be prohibited and "permit parking programs" shall be made available to neighborhood residents. (Public)
- Neighborhood commercial businesses shall be attracted to locate Downtown. (Private)

We will:

Create Downtown as an exciting “urban retail destination”.

By:

- 1. Creating an inventory of existing buildings and land within the Downtown Core for urban retailing.**

Action:

- Survey all Downtown buildings and land; develop a database including square footage, rental rates, vacancy rates, etc. on all commercial properties within the Downtown Core. (Private)

- 2. Providing a variety of retail goods and services in Downtown to serve a broad range of residents, employees and visitors.**

Actions:

- Recruit basic and specialty goods and services into Downtown, including art-based retail, restaurants, and “high fashion” retail. (Private)
- Recruit a full service urban grocery store and drug store in Downtown. (Private)
- Recruit a multiplex movie theater in Downtown. (Private)
- Recruit retail “anchor” stores Downtown. (Private)
- Recruit convenience services (dry cleaners, shoe repair, etc.) close to office buildings and housing. (Private)
- May build a municipal mercado in Downtown. (Private)

- 3. Maintaining a compact specialty retail core by concentrating those facilities within the arts and entertainment district, and on the Fourth Street Mall.**

Actions:

- Encourage sidewalk retail and dining activity in the public right-of-way. (Public/Private)
- Reinforce the image of a “main street” shopping experience with visually interesting street level design of buildings. (Private)
- Encourage retailing of art and associated art products in Downtown, concentrating on the contemporary art market. (Private)
- Develop “continuous” retail building frontage on Central, Gold and Copper Avenues. “Fill in the missing teeth” (Private)
- Require retail uses to utilize on-street, off-alley and “park-once” structures in lieu of off-street surface parking lots - both within the specialty retail core and throughout Downtown. (Public/Private)

We will:

Maintain Downtown as New Mexico's largest employment center and the Region's Center of Economic Activity.

.....

By:

1. Attracting 5000 new jobs to Downtown by 2010.

Actions:

- Aggressively recruit federal agencies to relocate Downtown. (Public/Private)
- Encourage more UNM/TVI activities to locate Downtown, particularly in the areas of continuing education, fine arts, and planning/architecture. (Public)
- Recruit information technology industries (multi-media, software, internet services, etc.) to locate Downtown. (Private)
- Recruit professional service firms and financial institutions which have left Downtown to return to the core. (Private)

.....

2. Encouraging small businesses to locate and stay Downtown.

Actions:

- May establish a low income loan pool to encourage small business investment in Downtown. (Public/Private)

.....

We will:

Make Downtown Albuquerque a vibrant, urban 24 hour destination for arts, culture and entertainment.

By:

1. Designating the area along Central/Gold/Copper Avenues between First and Eighth streets as the Arts and Entertainment District.

Actions:

- Locate urban specialty retail, restaurants, clubs, entertainment venues, cultural facilities, and art related activities in the Arts and Entertainment District. (Public/Private)
- The region's one-of-a-kind facilities (i.e. arena, ballpark, museums, performance center, etc.) may be located to the greatest extent possible Downtown in or near the Arts and Entertainment District in order to create an ever-changing urban experience/community gathering place. (Public/Private)
- Major festivals and community events may be held Downtown - during such festivals/ events, outdoor sales of food and drinks may be held on public rights-of-way and in public parks to create a festive environment. (Public/Private)
- Outdoor dining and retailing on sidewalks are encouraged in the Arts and Entertainment District and along the Fourth Street Mall. (Public/Private)
- Permanent and changing street performance venues shall be permitted in the Arts and Entertainment District; promote the Arts and Entertainment District as a street performance opportunity. (Private/Public)
- "Route 66 Neon District" may be created on Central Avenue as a 1% for the Arts Program (Public)

2. Promoting existing and new arts, entertainment, and cultural facilities (Kimo Theatre, Kiva Auditorium, Civic Plaza, Library Auditorium, South Broadway Cultural Center, etc.) as Albuquerque's "horizontal performing arts center" (APAC).*

Actions:

- Investigate ways that the artistic, promotional and programming functions of these public facilities can be consolidated and better managed. (Public/Private)
- Encourage joint promotions/schedule coordination of all public and private venues within the Arts and Entertainment District. (Private/Public)
- Any privatization of public arts, entertainment or cultural facilities may be considered only if the City adopts a public and competitive process to award such contracts. Any privatization of public facilities suggested or recommended by the *Plan* shall be applicable only to venues located in the area defined as the Downtown Core.

3. Making Downtown the "Contemporary Arts Center" of the Southwest.

Actions:

- Develop live/work spaces for artists, work only spaces and galleries Downtown. (Private)
- May develop a contemporary arts museum in the Arts and Entertainment District. (Public/Private)
- Encourage major art festivals (i.e. Site Santa Fe, Magnifico, Southwest Arts Festival, NM Arts and Crafts Fair, etc.) to locate in Downtown. (Private)
- Concentrate the "fine print" industry in the Arts and Entertainment District. (Private)

**Note: The Albuquerque Performing Arts Center (APAC) would consist of several Arts venues located within walking distance of one another. The venues would coordinate programming and management.*

We will:

Make Downtown and the Historic District a “Tourist Destination.”

By:

1. Making it easy for tourists to visit and enjoy the District attractions, and by promoting the District as a “tourist destination.”

Actions:

- Promote Downtown and The Historic District at the airport and car rental outlets (Public/Private).
- A trolley service may be operated throughout The District connecting attractions (Downtown, Old Town, Natural History Museum, Albuquerque Museum, Explora, Aquarium, Botanic Gardens, Tingley Beach, Zoo, the Cultural Centers, etc.). (Public)
- Consider starting a lowrider taxi service in Downtown. (Private)
- “District” directional/informational signage shall be installed throughout The District (Public/Private)
- A pedestrian urban trail may be built throughout The District. (Public)
- Operate bicycle rentals for visitors to experience The District. (Private)

2. Thinking of the Historic District as a “theme park” with highly organized experiences.

Actions:

- Provide programmed event packages and retailing discounts in Downtown and Old Town to visitors/tourists. (Public/Private)
- The Albuquerque Convention & Visitor’s Bureau (ACVB) shall develop a promotion package highlighting District attractions. (Public/Private)
- May build a Multi-purpose Arena Downtown to expand Convention Center and hospitality services for residents and visitors alike. (Public/Private)
- Develop a single pass to area attractions such as the Albuquerque Museum, the Natural History Museum, the Zoo, Explora, etc. (Public)

3. Planning and promoting year-round festivals and “markets” in the District. These festivals and markets shall be targeted to District visitors, residents, and employees.

Actions:

- Program many festivals, celebrations, and parades Downtown. (Public/Private)
- Recruit event promoters to sponsor annual Downtown Events (i.e. Taste of Albuquerque, Fall Crawl, Cinco de Mayo, etc.). (Private)
- Expand the Farmers Market; may develop a municipal market/mercado. (Public/Private)
- Hang banners promoting upcoming events along Central Avenue and along the Fourth Street Mall. (Public/Private)

We will:

Create new parks, open space and plazas that are easily accessible to downtown residents, workers, students and visitors.

By:

1. Developing new parks and open spaces in the Downtown.

Actions:

- A park may be built on the western edge of the Downtown Core to serve Lew Wallace Elementary, St. Mary's and the surrounding neighborhood. (Public)
- A park may be built south of Central to serve the office and residential population in that area. (Public)
- May create a series of triangular parks along Central Avenue from Downtown to Old Town, to strengthen the pedestrian connection. (Public)
- May create a plaza in front of the bus/train depot as an element of the Alvarado Metropolitan Redevelopment area. (Public/Private)
- *The Plan* adopts building standards which encourage courtyard spaces within new development (Public)

2. Creating Albuquerque's "Central Park."

Actions:

- A regional park adjacent to the Rio Grande may be established, connecting the Biopark, Tingley Beach, Zoo, and Hispanic Cultural Center. (Public/Private)
- The attractions in the region may be connected to the Downtown Core by train, shuttle, or some other interesting means of transportation. (Public)

3. Enhancing the Fourth Street Mall as a safe, attractive and lively pedestrian link between the Civic Plaza and Central Avenue.

Actions:

- Landscaping and street furniture along the Mall will be provided and maintained. (Private)
- Additional security and maintenance through the Mall area will be provided. (Private)
- Programmed activities, food vendors and retailing on the Mall will be provided. (Private)

4. Enhancing existing streets as linear paths connecting destinations throughout the District.

Action:

- "Gateways" may be created at each end of Central Avenue as entrances into Downtown from both the East and the West. (Public)
- An Urban Pedestrian Trail will be built to interconnect the series of parks and open spaces in The District. (Public)
- Pedestrian walking connections between District attractions will be enhanced. (Old Town, Bio Park, Zoo, Museums, etc.) (Public/Private)

We will:

Develop, maintain, and market Downtown as if it were a single mixed-use project.

.....

By:

- 1. Developing a comprehensive marketing strategy for Downtown, with an emphasis on livability and accessibility.**

Actions:

- The DAT and the Albuquerque Convention and Visitors Bureau (ACVB) shall develop a Downtown promotions package, coordinate publicity, and develop a District advertising budget. (Private)
 - The "user-friendliness" of the District should be continuously evaluated by developing and administering surveys to be given out at conventions, hotels, etc., to visitors, residents, and employees. (Private)
-

- 2. Privately developing, maintaining, and programming the Fourth Street Mall.**

Actions:

- The City and DAT have entered into a long term lease to develop, maintain and program the Fourth Street Mall. (Public/Private)
-



As this Plan has already indicated, a pedestrian-friendly environment is integral to the revitalization of Downtown. The preceding policies and actions are all concretely linked to the *Park Once - Pedestrian First* program. Without achieving a *Park Once - Pedestrian First* environment, the policies and actions developed in *The Plan* will be ineffective. In order to ensure that Downtown becomes a *Park Once - Pedestrian First* environment, specific civic infrastructure improvements will be developed over the next five years.

The *Park Once - Pedestrian First* program shifts the priority for using Downtown's street. For several decades, moving cars had the highest claim on the use of Downtown streets. The need to move so many cars developed out of conditions at the time. In the pre-Interstate days, Downtown Albuquerque streets carried major interstate highway traffic, most notably the famous Route 66. Off-street parking was scarce, and therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space. This loss of street space resulted in other measures (one-way streets) being utilized to compensate for the lost traffic capacity.

In downtowns throughout the nation, there is a renewed quest for "balance" in the use of streets and sidewalks. In order to compete with suburban shopping malls and office parks, downtowns must reactivate their prime asset - the welcoming, walkable, human-scale which prevailed a hundred years ago. No where else in cities can people experience a *Park Once - Pedestrian First* environment, and it is essential to Downtown's success that we promote, enhance, and renew that pedestrian friendly environment wherever possible.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect from the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within Downtown can be reached by walking from this parking. The traveler then walks or uses transit to multiple destinations within the *Park Once - Pedestrian First* district.

Elements of the *Park Once - Pedestrian First* Area

Parking is the first activity that the incoming visitor encounters in a *Park Once - Pedestrian First* environment. Parking must be located throughout the Downtown, so that drivers are greeted by parking regardless of their route of arrival. The visibility of multiple parking structures scattered throughout Downtown further adds to the reassurance that parking is available and plentiful.

In the *Park Once - Pedestrian First* area, it is essential that the parking feel public in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents drivers with highly predictable fees, availability, and hours of operation.

In today's Downtown, the presence of parking must be advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through:

1. on-street parking, which informs drivers that parking is an expected and permitted part of Downtown and
2. prominent identification of parking structure entrances.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from the view of the street. This is accomplished by locating parking in the interior of blocks, by fronting parking structures with a veneer of retail floor space, and by designing the exterior of the parking structures to disguise their interior use.

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* environment is the landing of the pedestrian into a public space. Typically, this is accomplished by providing ramps, stairs, elevators, escalators, etc. which lead to public spaces such as sidewalks, arcades, or public building lobbies. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a single retail store, etc., are detrimental to the *Park Once - Pedestrian First* atmosphere. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces not be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail, and entertainment).

How Many Parking Spaces are Enough?

Over the next eleven year period (1999 - 2010), we estimate the need for around 3,000 more parking spaces Downtown. At present, there are 14,400 parking spaces in Downtown Albuquerque.

Our estimate of future parking demand is based on the following assumptions:

- A 20% growth in parking demand over the eleven year period 1999 - 2010 from the current peak demand of 9800 vehicles.
- A loss of 1,800 parking spaces in surface lots over the eleven year period 1999 - 2010.
- An increase in parking garage occupancy from the existing 68% to a projected occupancy of 76% by the year 2010.

Computing the above factors we project for some 3,000 spaces of new parking by the year 2010.

Location of New Parking Facilities

A ten-year program of adding 3,000 spaces to Downtown Albuquerque's parking supply can be accommodated through a series of 7 - 10 new garages over the next decade. Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision. (See Parking Structures Map)

In their projected order of priority, the new parking structures would be:

Garage 1 - The Alvarado Redevelopment Area.

This garage will serve the new multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of Downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on Gold Avenue between First and Second Streets.

Garage 2 - PNM/South Federal Area.

This garage serves commercial activity in the southern part of Downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage 3 - located south of Lomas Blvd. to the West of Fourth Street. The demand for this garage will come predominately from the new courthouses. Garage 3A is an alternate privately funded facility located north of Lomas.

Garage 4 - located at the Old Albuquerque High School Reuse Site. This small garage serves not only the uses in the recycled high school, but also walk-in visitors to Downtown Albuquerque.

Garage 5 - located at Copper Avenue between Sixth and Seventh Streets. This garage will anchor the revised commercial activity in the west end of Downtown including a possible super-market. Its location one block north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue. Garage 5A is an alternate site for garage #5 activity.

Garage 6 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue. Similar to garage #5, it flanks Gold Avenue from Seventh to Eleventh Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

Garage 7 - located along Copper Avenue to the east of Third Street. This garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of Downtown.

Garage 8 - north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage 9 - located on First Street between Lead and Coal Avenues. This garage serves future commercial growth within the southeastern sector of Downtown.

Garage 10 - located in the northeast sector of Downtown. Three options are suggested to serve future commercial growth in the northeastern sector of Downtown.

Transit Circulator Service

In order to facilitate further *The Park Once* concept, a transit circulator system for Downtown is needed. The circulator would be used by residents, visitors, and Downtown employees. For employees in particular, a Downtown shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in Downtown and maximize parking facilities throughout Downtown.

Non-daily visitors to Downtown are generally on a more flexible schedule than daily Downtown workers, and are likely to visit other Downtown destinations beyond their primary destination. Tourists visiting Downtown are a predictable source of ridership for the Old Town/Biopark express shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assistance of a circulator shuttle. Similarly, a link between Downtown and the University will serve students, residents, and visitors alike and create a predictable ridership for a UNM/Nob Hill express shuttle.

Three routes are proposed for Albuquerque:

A. Downtown Circulator Loop

This 1.8 mile loop connects the employment area along Lomas Blvd. with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Blvd. area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Express Shuttle between Downtown and Old Town/Bio Park

This is an express route, making three stops outside Downtown: Laguna, Old Town, and Bio Park. Primarily users are tourists and non-daily visitors to Downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University between Downtown and UNM/Nob Hill

This route would operate along Central Avenue, making stops at the University of New Mexico and Nob Hill. Primary source of ridership is University students, employees and visitors to Downtown. A seven-minute headway is proposed for this service.

Pedestrian-First Zones

In support of the *Park Once - Pedestrian First* concept, we recommend that two zones within Downtown be designated for high priority sidewalk and streetscape treatment:

- The first priority streetscape zone is the retail center of Downtown bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west. Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.
- The second priority should be improving the Fourth Street sidewalks and streetscape to connect the Central Avenue retail and entertainment district to the emerging judicial office zone along Lomas Blvd. in the north part of Downtown.
- The employment district along Lomas Blvd. between Fifth and First Streets should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

Conversion of the One Way Streets

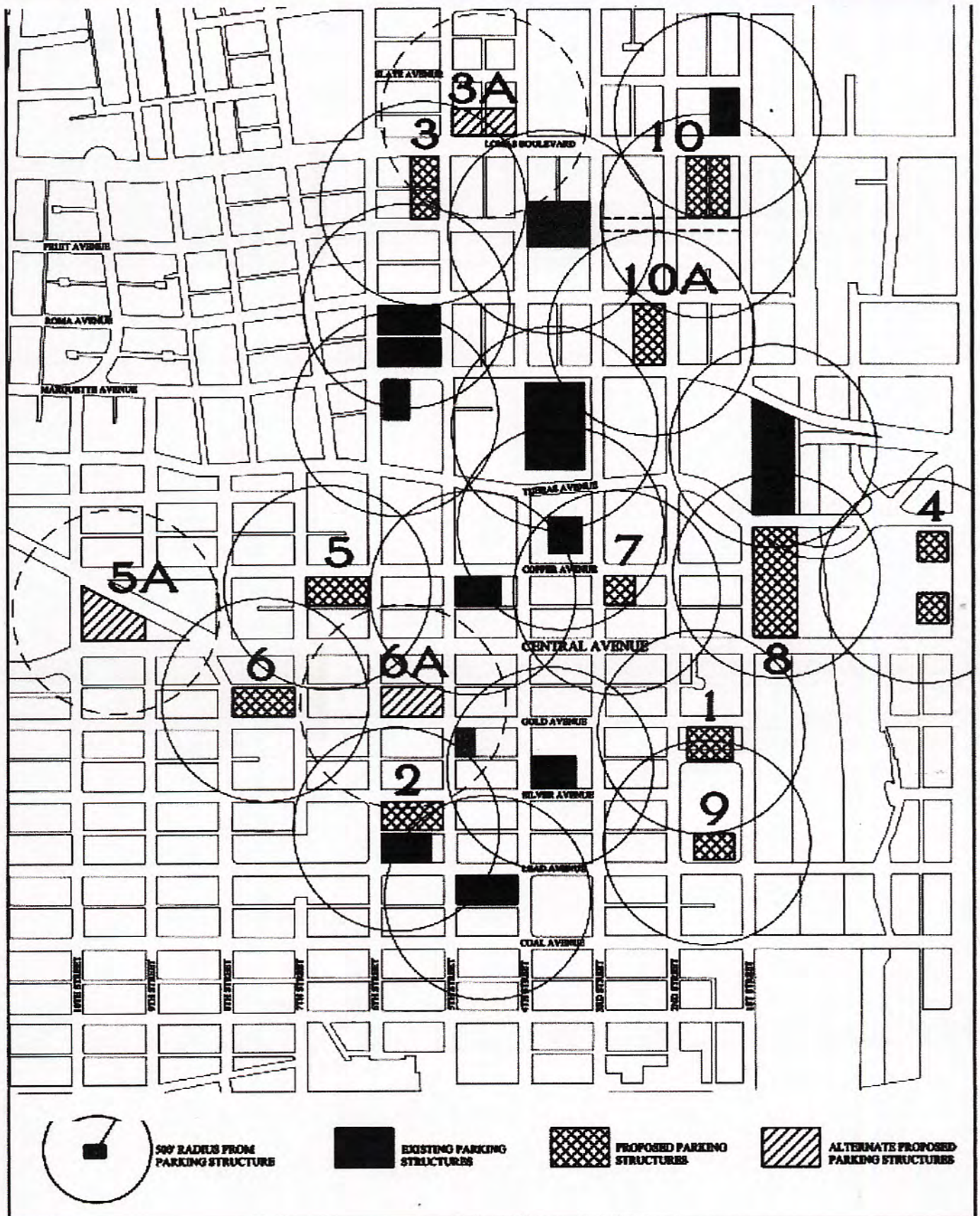
Conversion of the one way to two way traffic encourages pedestrian activity by calming traffic and providing additional very visible on-street parking. The conversions of the one way couplets should be completed as soon as possible. In addition, bicycle corridors and facilities will be designed and implemented with the conversion of one way streets to two way operations in the Downtown Core.

Bicycle Amenities and Routes

At least one North/South and at least one East/West bike route into Downtown will be established. These routes must be striped and signed for bicycles everywhere but the arts and entertainment section. Bike lockers, facilities, and showers should be encouraged in new Downtown

buildings and secure bike facilities should be provided in highly visible locations at ground level at each parking facility with a minimum of 1.2% of the spaces devoted to bicycle parking.

The combined efforts of the public and private sectors are an essential element of *The Plan*. The civic infrastructure improvements discussed here are the key public component which will create an environment in which private sector businesses and entertainment establishments can thrive and which invites substantial private investment. Downtown's *Park Once - Pedestrian First* environment is what will enable it to be special and unique, offering something which no suburban mall or factory outlet center can. By giving people the ability to get out of their cars once, and have a multitude of safe, enjoyable experiences, we will make Downtown Albuquerque an urban center we can be proud of.





Catalytic Projects are critical Downtown projects which, when initiated, will drive (catalyze) other spin-off development activity. The projects are prioritized to indicate which projects will have the most impact initially, and then phased over the next 5-10 years. All of the projects are important and should proceed as funding is available.

Priority 1

a. West End Neighborhood Infill Housing

A podium apartment building located between Silver - Gold, and 7th - 8th would bring significant housing close to office and retail while making a transition to the neighborhoods with three story buildings, and parking below.

b. Grocery Store

A 50,000 sf grocery store lined with smaller neighborhood shops together with a parking structure and housing should anchor the west end of Central across from Robinson Park, between Park and Ninth. An alternative location would be on Central between 6th and 7th.

c. Downtown Arena/Stadium

Located adjacent to the Convention Center and across Central from the new theaters and Transportation Center a multi-purpose arena, hotel and shops would help anchor the Arts and Entertainment district and support Convention Center activity at the east end of Central.

d. Park-Once Parking Garage

This typical Park-Once structure shows the liner shops and offices around the garage, and housing above. It would be located south of Lomas between First and Second.

e. Roma Neighborhood Infill Housing

Courtyard housing is a type that can exist compatibly with single family housing by presenting a house-width face to the street, separated by a courtyard. The illustration is shown on Roma near 7th.

f. UNM Student Housing

Graduate Student housing or senior housing would be a positive addition to the Downtown. Service oriented shops and offices would serve the neighborhood. Shown at Central and Broadway.

Priority 2

a. Albuquerque Performing Arts Center (horizontal performing arts)

Rather than a vast mega-building for the Performing Arts, all of Downtown should be treated as a venue for the Arts. This is the concept of "retailing" the Arts, increasing participation and interacting with other uses by adapting existing spaces.

b. Silver Parking Structure

Existing parking structures should be adapted to allow retail on the ground floor. The structure on Silver between Third and Fourth could have apartments facing Silver, creating a lively and attractive compliment to the adjacent church.

c. Fourth Street Mall

From Central to Tijeras, the pedestrian mall must be opened up to allow for restaurants and retail to flourish. Removing planters, widening walkways, building a small performance stage and providing more movable tables and chairs will help create this environment.

d. Warehouse Infill

Build 1-2 story structures that complete the feeling of the warehouse district that can be used for office, gallery, and nightclub activities. Locate parking at center of blocks.

e. Detoxification Center

A central facility for drug and alcoholic dependent transients, as well as the mentally ill is badly needed. Combine the center with job training programs and other social services.

f. Sixth & Marquette Park/Playground

Develop a shared park/playground for St. Mary's and Lew Wallace schools. This site could also be framed with senior housing, daycare and park services overlooking the park/playground.

Priority 3

a. Saks & Gizmo

Attract a small upscale department store, such as Saks Fifth Avenue, to the Gizmo Building on Central to announce the return of fashion retailing to Downtown.

b. Magnet High School Campus

The old Post Office Building on Gold between Fourth and Fifth could serve as an exemplary civic anchor for the Downtown, emphasizing the commitment of the City to education in the center of the region.

c. Rail Yards Re-use

This cathedral of transportation is vast enough for many activities, including the Wheels Museum, office & retailing. Other possible uses on the site are a regional park, a Tivoli Gardens type amusement park, workshops and artist's foundries.

d. District Transportation Link

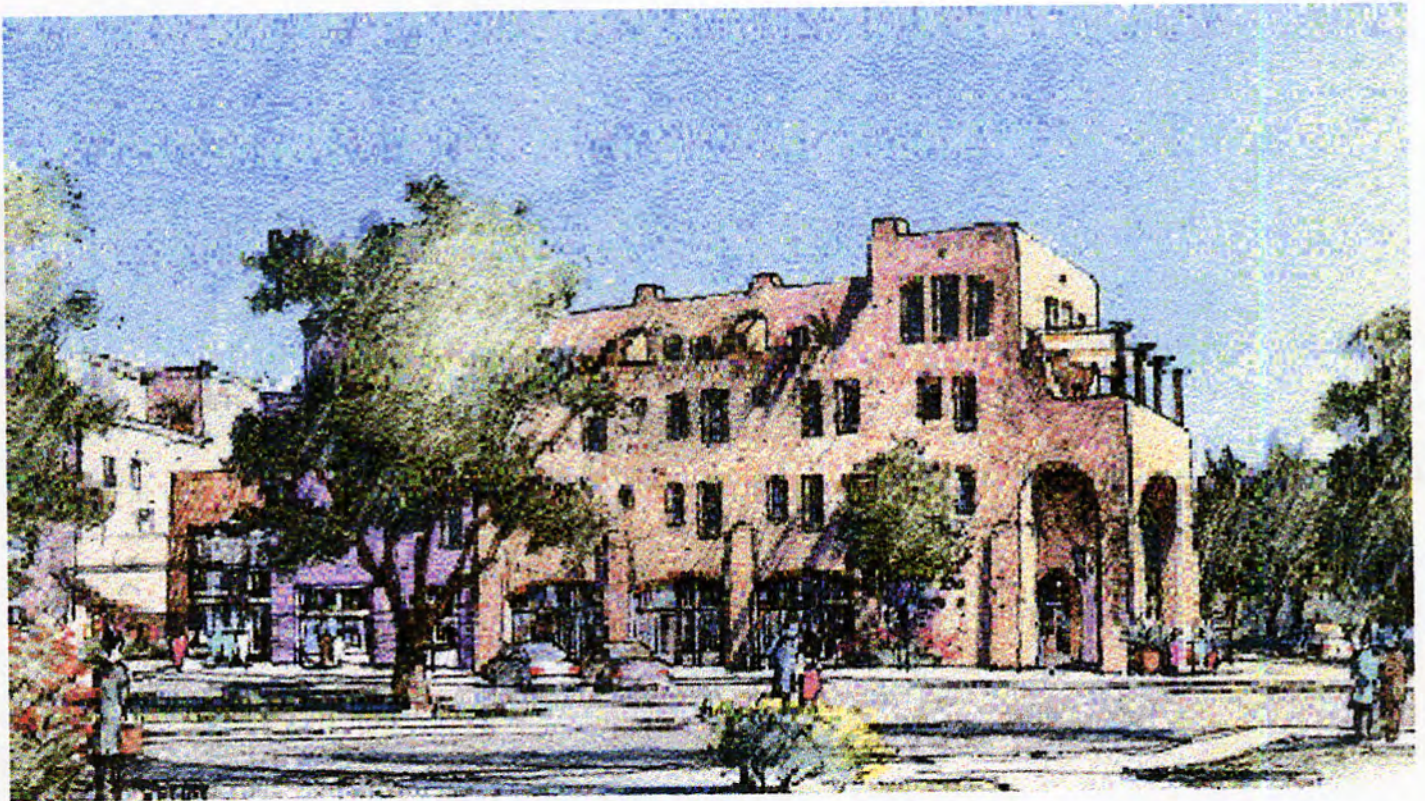
Further development of the transportation center to include light rail or fixed rail trolleys, as well as a rental car area, taxi stands, bike and roller blade rental, and carriage rides.

e. Management, Design & Programming of Public Spaces

Establish a "Fun Czar" to furnish the public realm with the excitement and unpredictable happenstances of a vital city.

f. Third & Gold Park

Create a new park on the site of the current drive-through bank. This park could be lined with one-story shops and cafes and could have controlled access at night. This park would highlight the extraordinary Occidental Building across Gold as well as providing much needed green space in the southern part of Downtown.



GROCERY STORE



PARK-ONCE PARKING
GARAGE



ROMA NEIGHBORHOOD INFILL HOUSING



UNM STUDENT HOUSING



Downtown Arena / Stadium



West End Neighborhood Infill Housing