

II. Neighborhood Context

Rio Grande Bosque and Acequias

The Rio Grande Bosque including the Albuquerque Drain adjacent to the western boundary of the LDSP Area is a designated Major Public Open Space, jointly managed by the City, Rio Grande State Park and the Middle Rio Grande Conservancy District (MRGCD). These lands are managed to retain and enhance their natural values including one of the few remaining extensive riparian areas in the southwest and home to a set of unique habitats in the Albuquerque metropolitan area. It provides regional recreation opportunities for walkers, bicyclists, nature enthusiasts and in the springtime kayakers from Corrales to the South Valley. Numerous pedestrian paths and bicycle routes follow the Bosque corridor and provide an important north-south connection between Los Duranes and many amenities including the Botanical Gardens to the south and the Rio Grande Nature Center to the north. There is a public access point at the west end of Beach Street and informal access off of Gabaldon Road in the southwest corner of the plan area. A bridge crossing the river was completed in 2010, which provides walking, equestrian and biking access to the West Side at the southeast corner of the plan area, and includes an information kiosk and a parking area and at the end of Gabaldon Place.

The acequia system threading through the neighborhood is considered part of the larger open space network and a valued reminder of agriculture's importance to the original settlers and to today's residents. The Duranes Acequia is a major ditch that flows from the north east corner of the neighborhood to the southern boundary through the core of the neighborhood. There are also two lateral ditches, the Pierce Lateral and the Los Anayas Wasteway that flow west from the Duranes Acequia to the Albuquerque Drain. These lateral ditches provide water to several residential parcels with agricultural uses and heritage trees. Adjacent to the eastern boundary of the plan area is the Alameda Drain. It provides water to the Zearing Lateral which flows west from the Drain one block south of Indian School Rd. At its intersection with Rio Grande Blvd it is piped underground until it flows back into the Drain at Interstate 40. ~~The major ditches/acequias, laterals and drains are owned and maintained by the Middle Rio Grande Conservancy District. The named ditches/acequias, laterals and drains, including associated easements, are facilities where MRGCD has, at minimum, an agreement for maintenance and access. They may not be owned in fee simple by MRGCD. [C5]~~ The Duranes Acequia and the laterals feed smaller acequias that ~~are may be~~ maintained communally and individually by property owners. ~~The Riverside and Albuquerque Drains west of the plan area are MRGCD facilities. Although the named drains and ditches within the plan area are primarily irrigation facilities, AMAFCA and the City of Albuquerque also use some of them, including the Alameda Drain, for drainage outfalls.[C6]~~

Community Facilities and Parks

There are several community facilities that are important to the neighborhood's health and vitality. Among these are the Los Duranes Community Center, which has significant youth and senior programs. The Duranes Park contains playground and fields for sports and recreation activities. The Duranes

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Elementary school and the Rio Grande Montessori charter school provide the youth with educational and cultural opportunities. It is important to note that development on property owned by Albuquerque Public Schools is not required to comply with City Code, including zoning.

The following maps illustrate the rich network of acequias, parks, open space, bikeways and cultural / historic sites that contribute to the unique character of Los Duranes and its regional importance.

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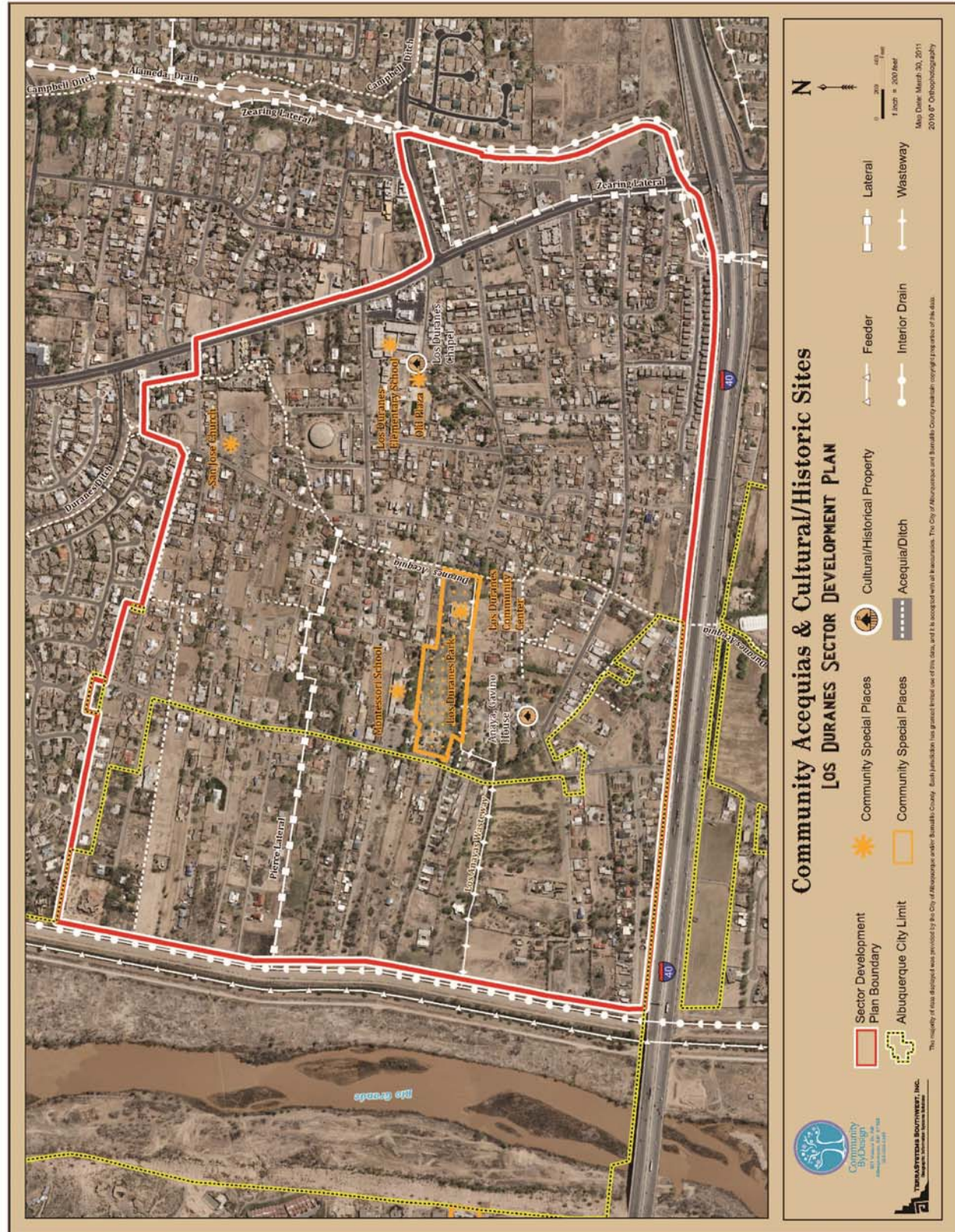


Figure M: Acequias & Cultural/ Historic Sites

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Architectural History & Building Fabric [C7]

The architecture of Duranes today is an eclectic mix of twentieth century buildings. The existing architecture offers few clues to the long history of this community. Narrow, winding roads, a varied settlement pattern, and a wide variety of vernacular houses define the architectural character of the neighborhood, rather than the buildings themselves.

Modest, flat roofed earthen buildings sheltered the twenty-seven families that constituted the little community of *La Plaza de Senor San Jose* identified in the 1790 Spanish census. The most readily available building material in Spanish Colonial New Mexico was adobe (sun dried earth) or *terrone* (sod blocks cut from the riverbank and dried). The strength of the earthen blocks varied with the soil mixture. An adobe building is also vulnerable to moisture and requires repair almost from the time it is first constructed. Given a period of neglect, it was often easier to rebuild rather than repair an eroding adobe structure. The earliest earthen buildings were built without foundations, and the regular influx of water into the Rio Grande floodplain ensured that Albuquerque's earliest buildings would not stand the test of time.

*Why is adobe construction so fugitive,
so transitory?
--Bainbridge Bunting*



In Spanish Colonial New Mexico, houses were built in a linear, or single file plan running east to west, often one room at a time, with rooms added as families expanded. Sometimes the string of rooms would take an “L” or a “U” shape. The 1790 census records indicate that Duranes was not a wealthy community, and would not have had larger haciendas enclosing interior courtyards, such as those that once existed closer to the heart of *La Villa de Albuquerque*. Modest one or two room houses grouped around the plaza would be more characteristic of this outlying agricultural community.

The Gavino Anaya House, sited close to old Duranes Road, is considered to be not only the oldest in Duranes, but it is one of Albuquerque's oldest. Two-foot thick terrone walls with multiple exterior doors and low-lying window openings reflect the early vernacular building traditions and exemplify an “L” shaped plan that characterizes a domestic building of that era. Noted architectural historian Bainbridge Bunting estimated in his notes that the house dates to the early to mid nineteenth century

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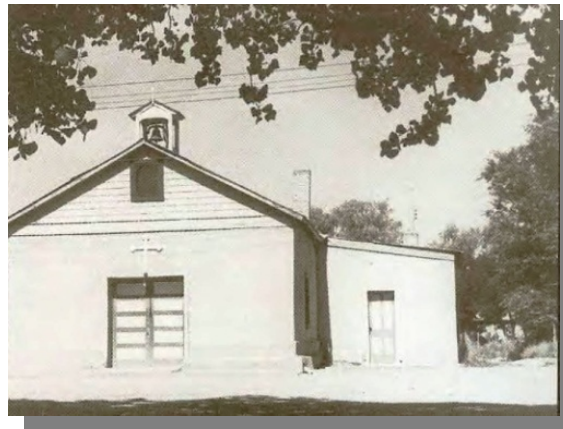


The Gavino Anaya House is listed on the State Register of Cultural Properties and the National Register of Historic Places. It is estimated that the house dates to 1820-1850. In the late 1970's the building was rehabilitated with the assistance of City community development funds.

The arrival of the railroad to the American Territory in 1880 brought with it new building materials and styles that were often incorporated into the traditional adobe buildings of pre-railroad Albuquerque. Pitched metal roofs, wood shingles and windows and Victorian era decorative details were added to the adobe buildings and simple, "Folk" Victorian buildings appeared in Albuquerque's older neighborhoods. This transition is evident in Old Town, which transformed its original flat roofed adobe buildings to a Western Victorian style of architecture. Unlike other downtown neighborhoods where examples can still be identified today, the Duranes neighborhood retains limited evidence of this turn of the century vernacular architecture.

The Duranes Chapel one of a handful of little altered late 19th century chapels in Albuquerque. It is located on the curve of what was the old main road of Los Duranes. The chapel has played an important role in community religious and social activities.

Once in deteriorated condition including serious cracking of its adobe walls, the citizens of Duranes restored the chapel in the 1980's. The chapel is listed on the State Register of Cultural Properties and the National Register of Historic Places.



In Duranes, La Capilla de San Jose, circa 1895, exemplifies the incorporation of the new materials and styles. The simple two room adobe and terrone building was constructed with a corrugated metal, front facing gabled roof with wood siding in the gable end. Centered atop the roof is a plain wood framed bell tower with a simple wooden cross on top.

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In 1978, the City of Albuquerque conducted an extensive historic building survey of the greater Albuquerque area. Pre-World War II buildings throughout the City were inventoried and photographed. The 1978 survey identified a small potential historic district in the area of Old Duranes Road and between the Duranes ditch and Los Luceros Road north and south of Camillo Lane. At that time, the location had a high concentration of New Mexico Vernacular adobe houses built between 1890 and 1915. A historic district designation was never implemented, and today the majority of those buildings no longer reflect their historic nature. Adobe buildings lend themselves to remodeling easily. Home improvements including additions, new roofing materials, modern windows and doors all affect the visual character of historic buildings.



This Folk Victorian house circa 1900 is still easily identified by its cross-gabled, or gable and wing plan, a common house type in Albuquerque at the turn of the twentieth century. Wood shingles remain in the gable end, however the open porch that once faced the street, no doubt finished with spindles and posts, has been filled in for additional living space and the windows have been altered.

A few of the early twentieth century houses have not been altered significantly and can still be found here and there in Duranes, some in better condition than others.



Left: agricultural fields once surrounded this historic house. Today its immediate neighbors are an interstate highway and a large new townhouse development.

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Bottom left: The Hipped Box house form adapted well to traditional adobe building and was a popular New Mexico Vernacular house form at the turn of the twentieth century.

Bottom right: One room wide and two or more rooms deep, a gabled roof and off center door, the Shotgun house form is easily identified.



The architectural character of this traditional community changed again after WWII, when many of the houses in Duranes that we see today were constructed. A number of factors contributed to infill development beginning in the 1940's. By 1940, the MRGCD had completed the flood control system in the valley making more land suitable for residential use. The Federal Housing Administration had introduced programs to make home ownership possible for more people and for small builders to develop tracts of similarly designed houses. The improvement of Rio Grande Blvd., which had remained essentially a dirt track until the 1930's, cemented the Duranes community to downtown Albuquerque.

Beginning in the 1930's locally manufactured clay tile and then cinder block masonry units replaced adobe and wood as common building materials in Albuquerque. The new houses were simple one-story buildings, typically in modified Spanish Pueblo Revival styles. These houses are abundant in Duranes as they are in many of Albuquerque's suburbs that were developed in the 1930's – 1950's. Earth toned stucco exterior finish and metal casement windows characterize the vernacular buildings of this period.



Vernacular houses of the 1940's and 1950's incorporated regionally inspired styles, but were more modestly decorated than the pre-war houses. Ornamentation might include details such as tile accents, window hoods, or protruding vigas. Metal casement windows characterize Albuquerque houses built between 1930 – 1955. Vertical six inch by twelve inch panes were used until about 1940.

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Houses built after WWII became more and more simplified, some no more than simple cubes. Metal casement windows with horizontal seventeen inch by eleven-inch panes were used from 1935 – 1955. After 1945, casement windows flanking a fixed picture window were popular.



The 1960's and 1970's brought an interest in experimental building practices that included the use of passive and active solar energy. Buildings that began as modest dwellings evolved with additions over time. The tradition of owner built vernacular houses continued.



(Above) This house includes a relocated military barracks that has been remodeled with an adobe addition.



(Above) People express their own individual tastes, and as a result, there is an "eclectic" flavor to many of the houses.



After the mid-twentieth century, vernacular houses began to reflect the influence of the Ranch style. One-story buildings with low-pitched roofs, (hipped on true Ranch houses) broad eaves and integral garages characterize the Ranch style.



Late twentieth century vernacular, owner built houses blend into the landscape. Older buildings were remodeled, sometimes to include passive or active solar energy features.

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The last decades of the twentieth century brought resurgence in the popularity of adobe construction and regional styles. Traditional adobe building methods found new expression with local builders and the resulting houses employ various Spanish Pueblo design elements but with unique plans and forms. The Northern New Mexico style also began gaining a popularity that continues today, and adobe or wood frame buildings feature steeply pitched metal roofs.



The architectural character of Duranes is remarkable for the variety of styles and time periods represented. This character is enhanced by the uniqueness of each individual property. For the most part, with the exception of the most recent development, no two houses are the same. No one style or time period dominates, but rather an extensive collection of one-story vernacular houses, of various textures and varying scale result in an interesting and harmonious visual landscape.

There is a relatively recent change in the architectural landscape however that is beginning to intrude on the character of the neighborhood; that is the current popularity of two-story houses with today's consumers. Many new buildings appear out of scale with the neighborhood setting. Multi-car garages are beginning to feature prominently in new development. Recent, homogeneous tract developments with street improvements built to City development standards, contrast with the unique, individual character of the existing houses and the casual semi-rural streetscape of this neighborhood.



The overall massing and scale of this new development might have harmonized with its neighbors, however; the prominent garage door introduces a foreign element to the streetscape. There are very few garages in the neighborhood. Notice how the roof of the garage is higher than the rest of the house to accommodate two-cars.

This recent development sits adjacent to I-25, on the edge of the plan area. This is an urban building form that would be out of place in most parts of Duranes. Two-story houses, or houses with a two-story element dot the overall plan area (mostly recent development) but they are not common.



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This relatively new infill development of contemporary design, incorporating a two-story element, contributes to the eclectic and charming collection of buildings in Duranes. The one story yard wall lends human scale.



This infill development circa 1980's on one of the oldest roads in the community demonstrates sensitivity to its context. As in the example to the left, drive areas are softened with yard walls and a variety of textures and plantings.

The building fabric of Los Duranes is predominantly comprised of vernacular dwellings dating to the 1930s and 1940s. Vernacular architecture, often based on traditional or regional forms, refers to ordinary buildings and landscapes that make up the majority of our built environment. Common architectural features include stucco exteriors, metal casement windows, and gabled or flat roofs. Some of the houses include regional details, such as terracotta tiles, canales, vigas, portals, and shaped parapets. The 1960s and 1970s brought a wave of early “experimental” building practices that included the use of passive and active solar energy, and buildings that began as modest dwellings and evolved with additions over time. Presently, new construction is interwoven throughout the neighborhood with the older homes of Los Duranes. Unfortunately, many historic buildings in Los Duranes have lost their integrity with incompatible additions and materials, and many of the newest structures are inappropriately large in scale to the neighborhood and its setting.

There are two buildings on the National Register of Historic Places and the State Cultural Properties Register:

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~~Capilla de San Jose~~, is a small stuccoed terrone, (sod block) and adobe structure which was built in 1890 on land donated by Maria Jaramillo. It is one of five largely unaltered late 19th century chapels remaining in the city and is located at the west end of Indian School Road. has

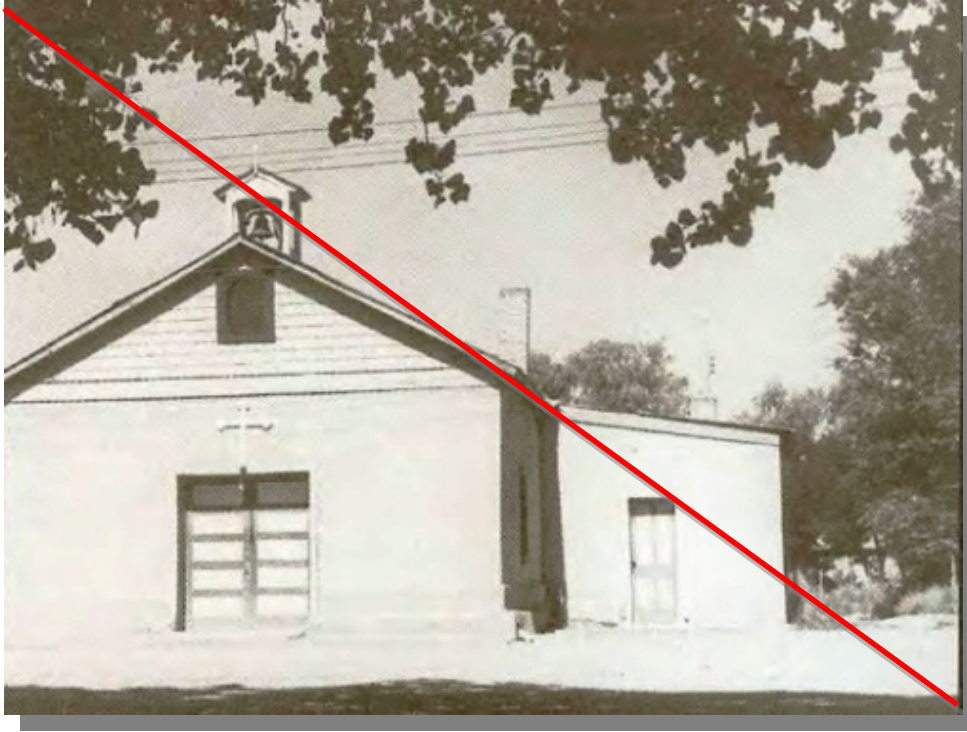


Figure B Capilla de San Jose

The ~~Gavino Anaya House~~ on Duranes Road has a plaque that states "Built in the early 19th century". This house may be one of the oldest in the neighborhood.

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Figure C Gavino Anaya House

The following representative examples of vernacular buildings were selected based on overall integrity, age, and their accessibility from a public roadway. In addition to these criteria, the property at 2929 Floral Drive highlights the agricultural patterns and rural associations of the community.

The surveyed buildings illustrate the character-defining features that are typically found in the Los Duranes neighborhood, such as steel casement windows, exposed vigas, and stucco exteriors. Some of the details are common to a specific period, while others reflect regional influences. The buildings display characteristics of the Ranch style, Pueblo Revival style, and even Modernism, as seen in 2406 Lilac Drive with its use of corner casement windows.

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2452 ROSE DRIVE

Built circa 1940, the details of this one-story vernacular Ranch-style dwelling include large metal casement windows, wood trim, and circular attic vents in the gables. The hipped roof with projecting gabled bays creates a C-shaped plan with a recessed portal supported by wood posts in the center. Exposed rafter tails define the eaves and wood shingles cover the roof. Rose Drive includes similar houses dating to the same period with varying degrees of integrity.



1421 RIO GRANDE BOULEVARD

Several early commercial structures survive on Rio Grande Avenue, although modern development is overtaking them. This one-story stuccoed commercial building features a stepped parapet on the façade that masks a gabled roof. Original one-over-one double hung windows made of wood are found on all elevations. The façade includes two single-leaf entry doors flanked by windows, also set in wood surrounds. The original wood shingled roof has been covered with tarpaper, which is peeling away in many areas.



2929 FLORAL DRIVE (Corner of Duranes Rd.)

Standing on a large corner lot, this complex with its multiple structures and surrounding land exemplifies the historic agricultural patterns and roots of the Los Duranes neighborhood. Likely dating to the 1940s, the one-story house and outbuilding to its east are similarly detailed with stucco exteriors, large metal casement windows, wood trim, and gabled roofs covered with modern V-Crimp metal. The property also includes a garage and an open shed structure. The owner has horses and goats on the land, which is fenced with chain-link. An irrigation system is clearly evident in the field to the east and north (rear) of the house. Large cottonwoods and several fruit trees are located in this area, which was probably used for more extensive agricultural pursuits at one time (see bottom photo).



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2603 & 2607 FLORAL ROAD

This vernacular complex, consisting of the main house and several outbuildings, is one of the older, more intact examples. The main dwelling is a one-story, front-gabled building with a stucco exterior. The original three-over-one double hung windows are set in wood surrounds and rest on projecting sills. The facade has a later addition entry with metal casement windows. Corrugated metal covers the gabled roof, and exposed rafter tails distinguish the overhanging eaves. The smaller structure to the east likely served as a casita. It is a simple, one-story rectangular building with a stucco exterior. The windows are four-over-four double hung sash. Single-leaf entry doors are located on the south and east elevations. The gabled roof is covered with corrugated metal and square attic vents accent the gable. A small shed stands between these two buildings.



2430 RICE AVENUE

This typical vernacular adobe house sits on a corner lot in the heart of the Los Duranes neighborhood. The flat-roofed, one-story building retains its original wood canales, three on the west facade and two on the east facade. Two windows appear on the front facade, the smaller a casement with a two over two glazing pattern. The second, larger window contains four panes in the same two over two pattern, with the two outer panes being operating casements. This window style appears in many historic building in the Los Duranes neighborhood. There are doors on both the front and rear facade, with an identical cantilevered overhang on both entrances. The decorative wood door on the front facade is likely a replacement in kind.



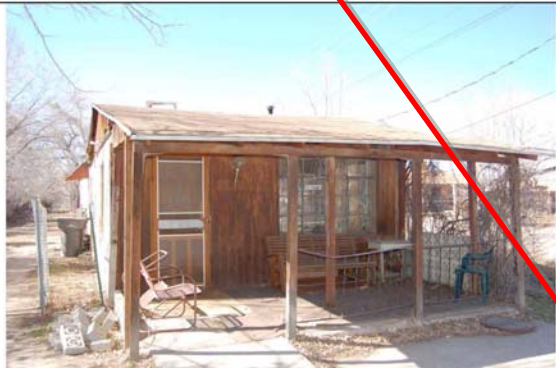
2406 LILAC DRIVE

This one-story stucco house is a larger and more upscale version of the building on Rice Avenue. Multiple casement windows decorate the front facade, most notably two large corner pieces that read as twelve over twelve panes. Three terracotta barrels are used as vents on the front facade. Vigas project from the screened-in, partial porch, which has a flat roofline that is lower than the rest of the house. There appear to be original windows on the porch to the left of the entrance door (evidence it was once an exterior wall), although most of the porch and entryway are obscured by two large evergreens. The front door is wood with a light above. The shed roof steps down to the rear of the house at a low pitch.



1527 GABALDON DRIVE

This one-story pitched roof building was likely a former motel or boarding house. The front facade consists of a wood door and a large four-paned window in a two over two pattern, where the two outside panes open in a casement fashion. A wood framed porch stretches the length of the facade, which is covered in wood paneling. The rest of the building has been covered in stucco. Rafter tails are evident along both sides of the building along with numerous casement windows in a variety of patterns. A few windows retain their brick sills, although most have been stuccoed over. There are also two entrances on the south facade, one with a small vinyl awning above.



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Demographics

Los Duranes is a relatively stable neighborhood comprised of 2143 persons living in 817 households (see Tables 1 and 2). The population has increased by 53 persons (2.5%) between 2000 and 2008.

The population is 69% Hispanic, which is a decrease from the 71% figure in 2000. This percentage is considerably higher than for either the City of Albuquerque (44%) or for Bernalillo County (45%).

The average age is 37, the same as it was in 2000. Twenty-four percent of the population is under 18 years of age, the same percentage as in 2000. Thirteen percent of the residents are 65 or older; this percentage is unchanged from 2000. These age statistics are similar to those for the City of Albuquerque as a whole.

Average household income is \$69,650, and median household income is \$51,165, each higher than for the City of Albuquerque and Bernalillo County. Per capita income is \$26,856, slightly higher than for the balance of Albuquerque and Bernalillo County. Eleven percent of the families are below the poverty level; this is a decrease from the 13% figure for 2000, but slightly higher than the figures for both Albuquerque and the County of 10%.

Three-fourths of the population are high school graduates (or better) and 19% are college graduates. These percentages are below the averages for Albuquerque, where 86% are high school graduates (or better) and 32% are college graduates.

Sixty-two percent of the adult population is in the labor force, vs. 67% for the City as a whole. Average travel time to work is 23 minutes, almost identical to the averages for both the City and the County.

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TABLE 1		
LOS DURANES DEMOGRAPHICS 2008 vs. 2000		
	2008	2000
Population Estimate	2,143	2,090
% Hispanic	69%	71%
Average Age	37	37
% under 18	24%	24%
% 65+	13%	13%
% HS Grads or better	75%	74%
% College Grads	19%	20%
% in Labor Force	62%	62%
Average Travel Time to Work	23 min	23 min
Families Below Poverty Level	11%	13%
Average Household Income	\$69,650	\$56,508
Median Household Income	\$51,165	\$41,750
Per Capita Income	\$26,856	\$20,271
Source: Claritas Reports		

Table 1: LDSP Demographics 2008 vs. 2000

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TABLE 2			
LOS DURANES COMPARATIVE DEMOGRAPHICS 2008			
	Los Duranes	Albuquerque	Bernalillo County
Population Estimate	2,143	510,394	630,737
Estimated Projection for 2013	2,202	550,530	678,985
% Hispanic	71%	44%	45%
Average Age	37	37	37
% under 18	24%	25%	25%
% 65+	13%	12%	12%
% HS Grads or better	75%	86%	85%
% College Grads	19%	32%	31%
% in Labor Force	62%	67%	66%
Average Travel Time to Work	23 min	23 min	24 min
Families Below Poverty Level	11%	10%	10%
Average Household Income	\$69,650	\$59,839	\$62,141
Median Household Income	\$51,165	\$45,585	\$46,208
Per Capita Income	\$26,856	\$25,175	\$25,443
Source: Claritas Reports			

Table 2: LDSP Comparative Demographics

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Neighborhood Housing

Most of the Los Duranes neighborhood is made up of single family homes, with some multi-family housing and commercial uses along Rio Grande Boulevard. Seventy-two percent of the housing units are owner-occupied (higher than the 62% figure for the City of Albuquerque), with an average length of residence of 11 years, compared with 8 years for the City (see Table 3 and 4). Twenty-nine percent of the households include children, vs. 31% for the City.

TABLE 3		
LOS DURANES HOUSING		
2008 vs. 2000		
	2008	2000
Households	817	764
% Owner Occupied	72%	72%
Ave Length of Residence	11 yrs	13 yrs
Median Owned Housing Value	\$164,000	\$106,742
Median Age of Home	40 yrs	44 yrs
% With Children	29%	29%
Average Household Size	2.59	2.71
Vehicles per Household	1.89	1.91
Source: Claritas Site Reports		

Table 3: LDSP Housing 2008 vs. 2000

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The median housing value is \$164,000 with a median age of home of 40 years, higher than for the rest of the City, where the average is 29 years. Average household size is 2.59, larger than for the rest of the City, but down from 2.71 in 2000. There are 1.89 vehicles per household, higher than the City average of 1.68.

TABLE 4

**LOS DURANES COMPARATIVE HOUSING
2008**

	Los Duranes	Albuquerque	Bernalillo County
Households	817	212,274	255,634
% Owner Occupied	72%	62%	65%
Ave Length of Residence	11 yrs	8 yrs	8 yrs
Median Owned Housing Value	\$164,000	\$175,943	\$175,649
Median Age of Home	40 yrs	29 yrs	28 yrs
% With Children	29%	31%	32%
Average Household Size	2.59	2.36	2.42
Vehicles per Household	1.89	1.68	1.74
Source: Claritas Site Reports			

Table 4: LDSP Comparative Housing 2008

Permitting activity in the City area for new single family homes has picked up since 2005, as shown in Table II-5. Overall there were a total of 106 permits issued during 1990 to 2004, an average of 7 per year. During 2005 to 2008, 89 permits were issued (87 within the City), for an average of 22 permits per year. This is three times the historic rate of permitting. Seven non-residential permits for new construction have been issued since 1990, primarily offices uses along Rio Grande Blvd.

The number of lots within the City portion has increased from 929 in 1992 to 1023 in 2009, an increase of 94 lots. Most of the platting activity has been to create an additional lot or lot line adjustments. The only significant project since 1990 was the creation of 58 lot subdivision in the City portion in Floral Meadows in 2005, which is along the north side of I-40.

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TABLE 5

**LOS DURANES BUILDING PERMITS
NEW SINGLE FAMILY UNITS**

1990 - 2008

	Within City of Albuquerque	Within Bernalillo County	Total
1990-1994	37	4	41
1995-1999	38	8	46
2000-2004	11	8	19
2005-2008	87	2	89

Source: City of Albuquerque, County of Bernalillo, and Southwest Planning & Marketing

Table 5: LDSP Building Permits New Single Family Units 1990-2008

Transportation and Circulation

Roads are a major defining element of the Los Duranes neighborhood. The existing transportation conditions were reviewed in order to assess functionality, safety and character. The review was primarily focused on the roadway network, though pedestrian, bicycle and transit modes were also inventoried. The community has a substantial number of traffic calming devices, and these were located and mapped.

Roadways

An inventory was conducted of each of the public streets within Los Duranes. Private roadway easements were not included in the inventory. The inventory included the surface type, roadway width and length, the presence of shoulders or curb and gutter, a general assessment of the surface condition, the presence of sidewalk and bicycle facilities, the presence of traffic calming devices, and the posted speed limit.

Los Duranes has roadways that fit into two functional classifications. Rio Grande Blvd and Indian School Rd are classified as Minor Arterials. All other roadways within Los Duranes are classified as local streets.

Each of the minor arterials has two travel lanes in each direction and a median two-way left turn lane. Rio Grande Blvd has a bicycle lane in each direction with curb, gutter and sidewalk on each side of the road. Bus Route #36 uses southbound Rio Grande Blvd and provides the only transit service within Los

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Duranes. Indian School Rd has curb, gutter and sidewalk along each side of the street with an eastbound bicycle lane. Each arterial street has a posted speed limit of 35 mph within Los Duranes and accounts for 0.86 miles of road.

Los Duranes has 10.44 miles of local streets. Based upon the inventory, 3.70 miles (18 roadway segments) are designed to City of Albuquerque minimum or greater roadway width standards. The remaining 6.74 miles (43 segments) have roadway widths less than the City standard of 30'. Paved streets vary from 10' to 28' wide. The City of Albuquerque Development Process Manual (COA-DPM) requires that alleys have a minimum width of 20'. Fifteen paved roadway segments, 2.77 miles in length, are narrower than the alley width criterion. Most of these roads are inadequate to provide two-way traffic within the paved surface. Table 6 contains a summary of the street miles by width.

TABLE 6						
ROAD MILES BY WIDTH						
Classification	Total Miles	30' +	24'-29'	20'-23'	16'-19'	< 16'
Minor Arterial	0.86	0.86	-	-	-	-
Major Local	1.46	1.46	-	-	-	-
Local – Paved	8.01	2.24	1.53	1.47	1.23	1.54
Local – Gravel	0.61	-	-	0.06	0.20	0.35
Local –Millings	0.37	-	-	-	0.11	0.26
Total Roadway Miles	11.31	4.56	1.53	1.53	1.54	2.15

Table 6: LDSP Road Miles by Width

From a technical standpoint, the principal concern with narrow roadways is that they provide no roadside clear zone. A minimum roadside clear zone of 2' is recommended for roads with 6" high curb and 10' is recommended for roads with shoulders. A number of roads have utility poles located within the paved surface, restricting two-way travel and providing no clearance for errant vehicles. Many of the narrow roads have flat, single slope, or normal crown sections and a few are designed with inverted crowns that drain to the center of the road. To maintain the historic integrity, the Los Duranes neighborhood wishes to maintain the narrow roadways.

A design anomaly was noted at numerous locations within Los Duranes, most frequently along Gabaldon Rd. Many of the intersections along the east side of Gabaldon Rd do not have return radii, rather they are constructed as driveway cuts. This significantly restricts the turning radius for motor vehicles,

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requiring them to slow almost to a stop before turning onto the intersecting street. The reason for this is likely a lack of right-of-way.

The Rio Grande Blvd-Indian School Rd intersection has a number of deficiencies. The two legs of Indian School Rd are offset by approximately 85' (centerline to centerline) and only the east leg of the intersection is signalized. The west approach allows full access, though left-turn movements are problematic. A commercial driveway is opposite the east leg of Indian School Rd, and many motorists were observed to use the driveway to access Indian School Rd west of Rio Grande Blvd. Using a commercial parking lot to provide access is a safety concern that should be addressed. It is also noted that the Rio Grande Blvd-Indian School Rd is signalized, and the commercial driveway does not have signal heads, therefore, drivers egressing from the commercial driveway time their movements with the signal indication to turn left onto Rio Grande Blvd or go through to Indian School Rd.

A review of reported vehicle crashes was compiled for the years 2004 through 2006 from data provided by the University of New Mexico Division of Government Research (UNM-DGR). The review was conducted to determine if the narrow roadways within the community may contribute to a higher than anticipated number of crashes or a high crash rate. Table 7 summarizes the 3-year review, with two groupings of the data. The 'Los Duranes' area comprises all of Los Duranes, including crashes that occurred on Rio Grande Blvd and Indian School Rd. The 'Internal' area is crashes that occurred within the residential portion of the community and were not referenced to either Rio Grande Blvd or Indian School Rd.

TABLE 7						
VEHICLE CRASH SUMMARY DATA						
Year	Number	Los Duranes			Internal	
		PDO*	Injury	Fatal	PDO*	Injury
2004	21	13	8	0	2	0
2005	38	25	13	0	4	0
2006	39	26	13	0	2	1
Totals	98	64	34	0	8	1
*PDO - Property Damage Only						

Table 7: LDSP Vehicle Crash Summary Data

III. Neighborhood Context

The crashes that occurred within the residential area of Los Duranes were minimal (property damage only- PDO), averaging three crashes per year. Review of the data indicates that only one intersection was referenced more than one time, the intersection of Los Anayas Rd at Los Luceros Rd. Two crashes were referenced to that intersection in 2005. It is significant to note that reported crashes within Los Duranes do not indicate unsafe conditions as a result of the narrow roadways.

Crashes along Rio Grande Blvd and Indian School Rd have a higher incidence of injuries. Severity index (SI) is the measure of all crashes that result in either an injury or death in a vehicle crash. The severity index for all crashes within Los Duranes (including the arterials) is 35 (34 of the 98 total crashes). The City of Albuquerque for those three years had an average SI of 31 and the New Mexico average was 33. The Los Duranes rate was slightly higher than the City and state average rates.

Pedestrian Facilities

Los Duranes has a variety of pedestrian facilities including sidewalks, paved and unpaved trails, and paths along the acequias. Sidewalks exist along approximately half of the roadways (5.24 miles). Most roads with sidewalks have one along each side. The notable exception is Gabaldon Lane which has sidewalk only on the City side of the Lane. The County side has a minimal width soft shoulder. Most of the sidewalk within Los Duranes is substandard per the Americans with Disabilities Act (ADA). The most common deficiency is that the driveway cuts do not meet the ADA slope requirement of 12:1 or flatter slopes. This can make it difficult to traverse the driveways, especially where the sidewalk is at the back of curb. In residential areas where this type of sidewalk is present, pedestrians generally tend to walk in the road and step onto the sidewalk only when a vehicle is approaching.

Some sections of sidewalk, notably along Floral Rd, have a significant number of obstructions constructed within the sidewalk as well as numerous gaps. The obstructions are primarily utility poles and mailboxes. In many cases, a utility pole has been placed near the center of the 4' sidewalk, making it inaccessible for wheelchair users. Other locations have utility poles near the back of the sidewalk resulting in only a minor restriction. Where mailboxes are located in sidewalks, they may block the entire pedestrian path.

The Duranes Ditch provides an informal pedestrian walkway through a portion of Los Duranes. The ditch is open to pedestrian and off-road bicycle use, though there are no improvements along the ditch bank. Gates have been installed to prohibit motor vehicle traffic, and at least one location is also restrictive for pedestrian traffic. Establishing a formal trail system may increase the use of the right-of-way associated with the Duranes Ditch.

Los Duranes has access to the Rio Grande Bosque at four locations – Gabaldon Place, Duranes Rd, Ricardo Rd and Beach Rd.. The Gabaldon Place ~~2~~ connection provides access to both the east side of the Albuquerque Drain and the Bosque trail. Duranes Rd is a paved, ADA accessible trail that provides access to both the east side of the Albuquerque Drain and the Bosque trail. The Ricardo Rd and Beach

III. Neighborhood Context

Rd connections provide access only to the east side of the Albuquerque Drain. Additional connections from roadways west of Gabaldon Road ~~2~~ may exist; however, a pedestrian would have to pass through private roadway easements to access the Rio Grande Bosque.

Bikeways

Bike routes or bike lanes are designated on six roadways within Los Duranes on the Long Range Bikeway System Map (MRCOG). Bike lanes are striped on Rio Grande Blvd in each travel direction and along Indian School Rd in the eastbound direction. Supplemental signing is also provided. Bicycle routes are proposed on Floral Rd, Gabaldon Rd, Los Anayas Rd and Duranes Rd west of Gabaldon Rd.. A bicycle connection to the Rio Grande Bosque trail is provided at the west end of Duranes Rd, though guide signing is not provided. This connection is a paved trail and includes a bridge across the Albuquerque Drain. A bridge crossing the river was completed in 2010, which provides walking, equestrian and biking access to the West Side at the southeast corner of the plan area, and includes an information kiosk and a parking area at the end of Gabaldon Place.

Transit

Los Duranes has one bus transit route that serves the community. ABQ Ride transit route #36 provides southbound only service along Rio Grande Blvd as part of a circulator route from the Alvarado Transportation Center. Northbound service uses 12th St, approximately $\frac{3}{4}$ of a mile to the east. The service begins and terminates at the Alvarado Transportation Center, requiring at least an hour to get from the Rio Grande Blvd-Indian School Rd intersection to the 12th St-Indian School Rd intersection, including 15 minutes of layover at the transit center. Transit from Los Duranes is an inefficient travel mode because of the limited service. Weekday service hours are from 7:00 am until 6:45 pm with 1-hour headways and on Saturday from 7:20 am until 6:00 pm with 1-hour headways. No Sunday service is provided.

There is no transit service within the Los Duranes residential neighborhood. A local circulator service that could serve Los Duranes and the Old Town neighborhoods via Gabaldon Rd. could improve transit opportunities for Los Duranes residents by linking them with more efficient routes along Central Ave. One concern with internal transit service is the number of speed humps within Los Duranes. Transit routes are typically not located on roadways with speed humps and there are special design criteria for humps along transit routes. Modifications to traffic calming would be required to provide internal transit service.

Traffic Calming

Los Duranes roadways have numerous traffic calming devices. Most of those devices are speed humps that are located on 11 streets within the neighborhood. A series of three speed bumps are located along Leopoldo Rd (including within the Los Duranes Community Center parking area). The roadways with physical traffic calming devices and the number along each road are summarized in Table 3 below.

III. Neighborhood Context

The number of humps may result in travel patterns changes within the community, especially for access to the Montessori School located along Gabaldon Lane. Most of the students attending the school live outside of Los Duranes, therefore, parents dropping off students must travel through the neighborhood. The logical choices for east-west and north-south access would be Floral Rd and Gabaldon Lane respectively; however, these routes contain the most speed humps. The discomfort associated with traveling over these devices, even traveling at the posted speed limit, may divert some of these trips to other roadways. The narrow streets within the neighborhood also contribute to slowing traffic.

TABLE 8				
TRAFFIC CALMING DEVICES				
Roadway	Street Length	Street Width	Speed Humps	Speed Bumps
Floral Rd	3765'	28'/34'	10	
Gabaldon Road	3940'	27'	8	
Duranes Rd	2725'	20'/25'	7	
Los Luceros Rd	2105'	20'	4	
Zickert Rd	1440'	28'	3	
Rice Ave	1480'	28'	3	
Rose Ave	1065'	32'	2	
Camillo Ln	1500'	12'/15'	3	
Carlota Rd	1605'	12'	3	
Beach Rd	1675'	12'/15'	2	
Los Anayas Rd	1655'	14'/18'	5	
Leopoldo Rd	1565'	18'		3
Totals			50	3

Table 8: LDSP Traffic Calming Devices

Alternative traffic calming devices should be considered along Los Duranes major local roadways to minimize traffic intrusion onto minor local streets. Alternative devices could include curb extensions, , roadway narrowing, and other designs described in the City of Albuquerque Neighborhood Traffic Management Program. Traffic calming devices initially designed to minimize traffic diversion should not cause traffic diversion within the neighborhood, though that likely has occurred.

Neighborhood Transportation Issues

The Los Duranes neighborhood residents have identified a number of transportation concerns that need to be addressed. Critical local roadway issues include speed and safety, and a need to maintain the

III. Neighborhood Context

existing infrastructure. Residents are very concerned about operations and safety at the Rio Grande Blvd/Indian School Rd intersection. Circulation for pedestrians is impeded by missing sections of sidewalk, utility poles and mailboxes in the middle of sidewalks, and streets without safe areas to travel outside of the roadway surface. In addition, a formalized trail system utilizing the area ditches would improve safety and reduce travel distances within the neighborhood. Transit use is discouraged by the lack of facilities within the neighborhood, and access to only one-way transit route. Access to regional transit service would increase neighborhood ridership and improve mobility. The following maps illustrate existing conditions that are associated with circulation in the Los Duranes neighborhood.

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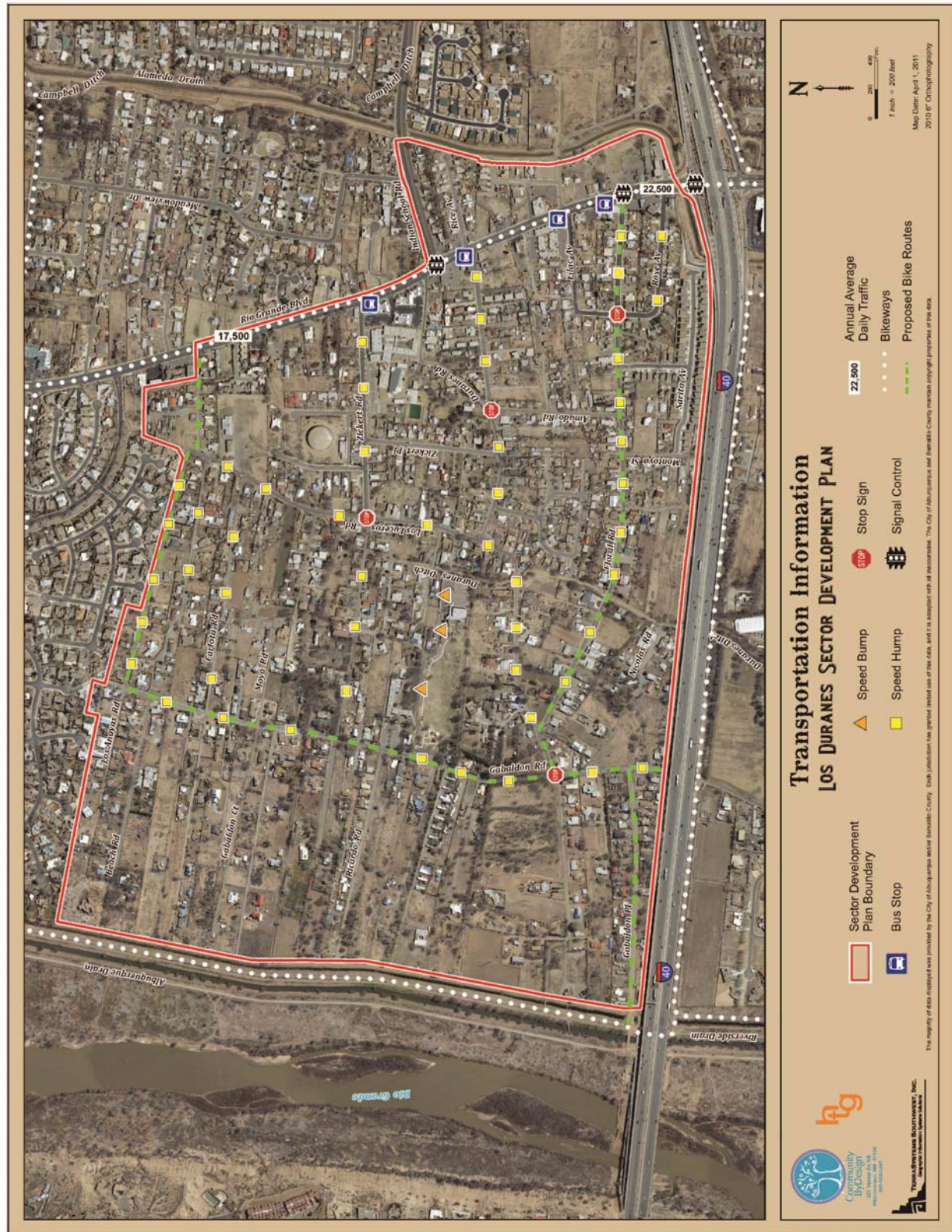


Figure Q: Transportation

III. Neighborhood Context



Figure R: Roadway Widths

III. Neighborhood Context



Figure S Pedestrian Facilities

III. Neighborhood Context

Utilities [C8]

Electric Service

The Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM responds to City growth by adding or expanding the capacity of its electric facilities and plans improvements based on system demands.

Transmission facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the Rank II Plan, 1995 Facility Plan: Electric Service Transmission and Subtransmission Facilities (1995-2005).

Existing Conditions

One 115 kV transmission line is located along the western boundary of the Los Duranes Sector Development Plan area (see map below/on page xx). The transmission voltage is “stepped down” to lower voltages at distribution substations and distribution lines, called feeders, provide electric service to residential and business customers. Distribution lines are located throughout the Plan area.

Utility Easements

Utility companies place lines across others’ property in public utility easements (PUEs). The landowner who grants an easement usually cannot build structures within the easement, cannot use fencing that would hinder access, or cannot plant certain types of trees and bushes.

Public utility easements exist within the Los Duranes Sector Development Plan area. Overhead and underground electric distribution lines are typically located within PUEs. They are compatible with other “dry” utilities such as cable, telephone and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety. Water lines, sewer lines and storm water drainage or “wet” utilities are not compatible with “dry” utilities and separation is required for safety purposes.

Development Considerations

PNM’s landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, trees and shrubs should be planted to minimize effects on facilities maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure.

All screening and vegetation surrounding ground-mounted transformers and utility pads must allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for access and to ensure the safety of the work crews and public during maintenance and repair. It is necessary to coordinate with all utility providers to allow for adequate width, clearance and appropriate locations for PUEs and utility rights-of-way.

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Coordination is necessary to address:

- the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities
- projections such as canopies, portals, stoops, balconies, shop fronts and awnings in PUEs to be compatible with existing utility infrastructure
- parking areas and alleys to allow for adequate utility access
- utility easements within rear lot lines to allow adequate clearances for safe operation, repair and maintenance purposes
- tree variety height at maturity and necessary distance from existing and proposed electric utility easements
- Screening design to allow access to utility facilities

Developers are responsible for costs associated with electric utility relocation, changes or realignment associated with new development. In some cases, relocation or changes to existing facilities may not be feasible due to physical, use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric power systems.

III. Neighborhood Context



Figure T Electric Transmission Facilities

III. Neighborhood Context

Drainage [C9]

The Los Duranes neighborhood is located in the North Valley, which is one of the flattest areas of the City. Since the area is flat, there is little to no slope for stormwater to drain. In addition, the storm drains that are in the area are also flat, which corresponds to limited capacity.

Historically, homes were built on large tracts of land. The reduced density provides for plenty of space for stormwater to pond. As development occurs, these large tracts tend to be subdivided into smaller lots, increasing the density. This reduces the area for stormwater to pond and increases the complexity of development to prevent flooding problems.

The complexity of development in a flat area can be managed by using available green/pervious spaces for water harvesting. A water harvesting area can be multi-use as in a playground, landscape or parking area. In addition, areas that historically have been constructed of impervious materials such as asphalt or concrete can be constructed using pervious materials. Reducing the amount of impervious surfaces on a site will also help prevent flooding in the area.

In general, sites that are being redeveloped will be allowed to discharge an equal amount of stormwater runoff that the site discharges in the existing condition. Sites that will be developed for the first time should employ water harvesting and Low Impact Development techniques.

The entire area is covered by an "X Protected by Levee" Flood Zone as defined by the National Flood Insurance Program Panel 35001C0331H. This means that, if the levee did not exist or was decertified, the Flood Zone designation would change. There is an AO Flood Zone near the west end of Beach Rd and an AH Flood Zone on Sarita Ave.