



West Route 66

Sector Development Plan

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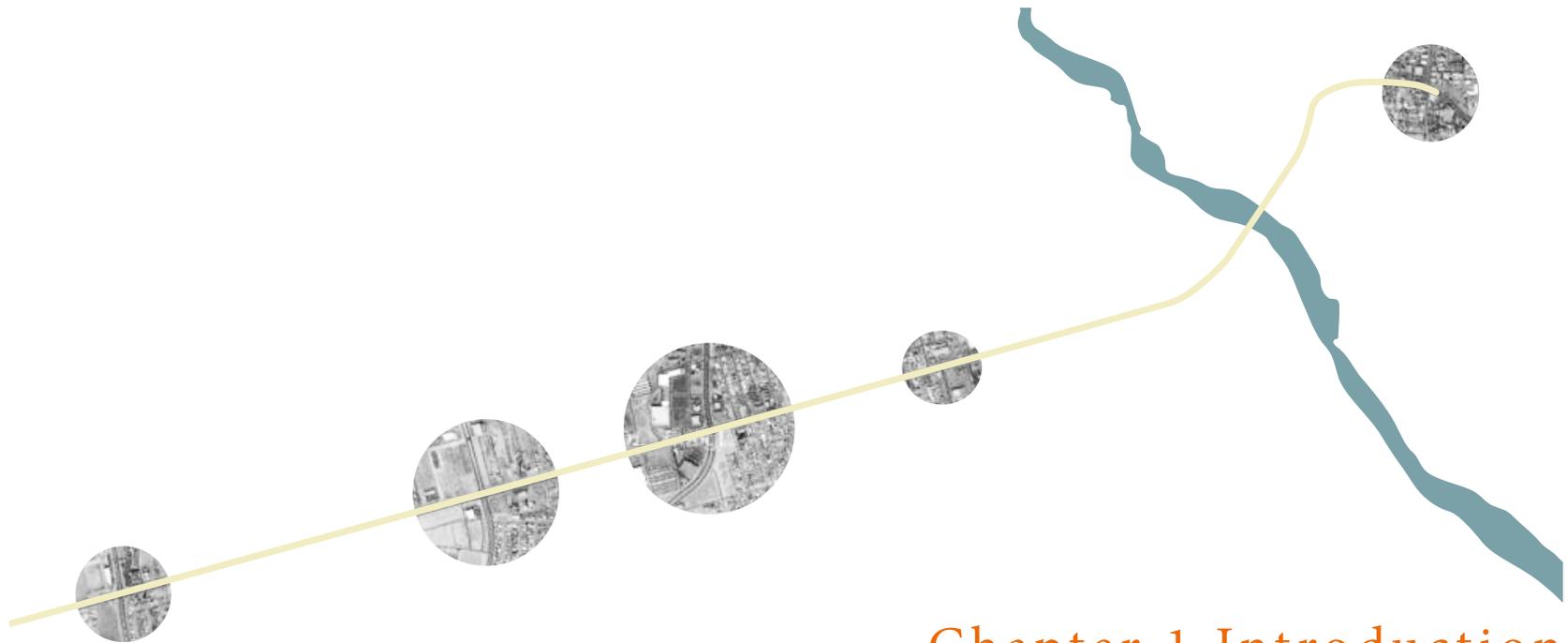
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Chapter 1 Introduction

1.0 Executive Summary

In the fall of 2010, the Albuquerque City Council and the City of Albuquerque Planning Department initiated a planning process for a new *West Route 66 Sector Development Plan* to replace the existing plan which was approved in 1987. After careful review of the existing plan, it was determined that there were enough changes to development trends, City goals and policies, and community needs to warrant a new plan for the corridor.

The goal of the planning effort was to work with the community to establish a vision for the plan area and develop the tools and strategies, such as zone changes, development and design guidelines, and streetscape and transportation improvements, to facilitate the realization of that vision.

This plan contains goals, policies, regulations, and recommendations for land use and zoning, transportation, parks, trails, open space, city services and infrastructure. These were developed based on the input that the Planning Team received from the West Route 66 community during the year and a half long planning process.

Central Avenue's designation as a major transportation corridor and its status as the City's most successful transit route played heavily in the Plan's development.

2.0 General Overview

The West Route 66 Sector Development Plan (the "Plan") encompasses roughly 6 miles of Central Ave. from the City limits at approximately 106th Street to Rio Grande Blvd. The Plan boundary generally includes properties abutting or in close proximity to Central Ave. A vast majority of these properties are commercially zoned with pockets of higher density and employment and light industrial zoning. As a designated major transit corridor, Central Ave. serves many of Albuquerque's premier destinations including the Bio Park within the Plan area and Old Town, Downtown, Presbyterian Hospital, the University of New Mexico, Nob Hill and the State Fairgrounds to the east.

The Plan area is diverse in character; the eastern portion of the Plan on both sides of the river contains denser more established development, while the area from Coors Blvd. west is characterized by larger lots, many of which are undeveloped or underutilized. The corridor has generally suffered from stagnant commercial development for the past 20 years, while single family housing development in the surrounding area has boomed, leaving a significant imbalance in the southwest area of the city between jobs and services on the one hand and housing on the other. This imbalance has forced area residents to drive long distances to meet their commercial and employment needs, causing Central Ave. in the plan area to become a commuter corridor, rather than a destination in and of itself for employment, service, retail and more diverse housing options. It is expected that if historic development trends continue, Central Avenue bridge crossings will triple from 27,500 to 90,800 by 2035.

3.0 Purpose of the Plan

The primary purpose of the plan is to provide the regulatory framework for addressing community and adopted City goals and objectives for the Central Ave. corridor. Throughout the community participation process the Planning Team heard that the cultural legacy of the corridor, including Route 66, the Hispanic agrarian traditions of the Valley, expansive views, and the eclectic and unique character of different parts of the corridor, are a source of pride and should be preserved through the planning effort. The community also stressed their need for a plan to address the significant lack of commercial uses, employment opportunities and public services. In support of adopted City policies, this Plan also seeks to ensure that development and infrastructure improvements capitalize on West Route

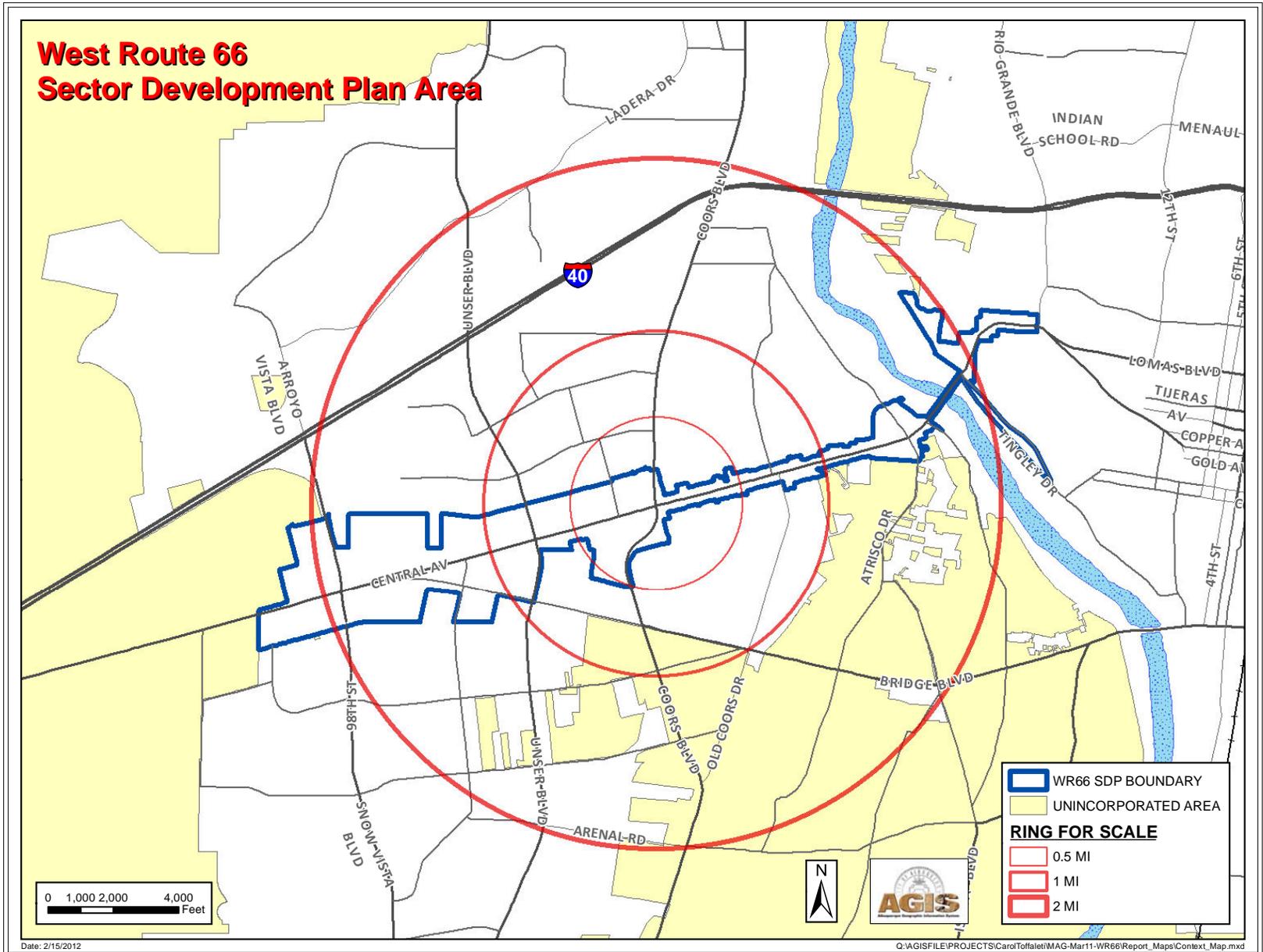


Figure 1: Sector Plan Area

Introduction

66's potential as a high capacity transit corridor, stimulating the development of needed commercial services, employment opportunities, and high quality housing options on the corridor, while recognizing and celebrating the area's cultural legacy and natural setting.

4.0 Regulatory Tool

The West Route 66 Sector Development Plan is a "Rank 3" Plan, which provides policy and regulatory guidance for development within its boundaries. Its adoption sets zoning, land use and design standards as well as policies for improvements to public services such as transportation, drainage, transit, parks and open space for the area, in order to facilitate development outcomes that meet the goals and objectives of the community. Amendments to this Plan including zone changes, text changes and clerical changes shall follow standard City process for sector development plan amendments.

5.0 Policy Guidance

In addition to the goals and objectives developed during the community visioning process, this Plan was guided by existing City policy which included the goals and policies of the Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan as well as the recommendations of other City commissioned studies and conceptual plans including the Central Avenue Streetscape Masterplan(2001), West Central Avenue Corridor Concept Plan (2010) and the Conceptual Design for Central Ave./Unser Blvd. Intersection and Adjoining Public Right of Way (2010).

6.0 Plan Layout

The West Route 66 Planning Team identified two distinct areas within the Plan Area. The western portion of the Plan Area is characterized by a high mesa landscape with expansive views of the valley below. This area has larger lots and is less developed. The eastern portion of the plan area is characterized by a valley floor and bosque landscape with more intense development on smaller parcels of land. Due to the linear nature of the Plan and the identification of these distinct districts, the Planning Team made the decision to perform analysis and display graphic information by breaking the Plan Area into two segments. Segment One starts at the western plan boundary at approximately 106th St. and ends at Coors Blvd. Segment Two starts at Coors Blvd. and ends at the eastern plan boundary at Rio Grande Blvd. In

some cases, in order to portray detailed graphic information these segments have been broken into sub-segments which are identified as Segments 1a, 1b, 2a and 2b. To accommodate the linear nature of the Plan area, the maps and written segments also move geographically from west to east through the Plan area.

7.0 Plan Contents

The Plan contains the following sections:

Chapter 2 contains the **goals and policies** for the Plan derived from both the community visioning process and adopted City policies.

Chapter 3, Context contains the **baseline information** related to transportation, infrastructure, city facilities, parks and open space, and Historic Route 66.

Chapter 4 contains the Plan's **zoning and development regulation** information including: Development Review Process, Zones, and Development Regulations Applicable to all Zones.

Chapter 5 contains **Plan Recommendations** including: Transportation Recommendations as well as recommendations for City services, parks, trails and open Space, utilities and drainage.

Chapter 6, Projects outlines projects that were identified during the Planning process. These projects further both City and community goals for the area.

Appendices contain definitions and information about the planning process. Acknowledgments

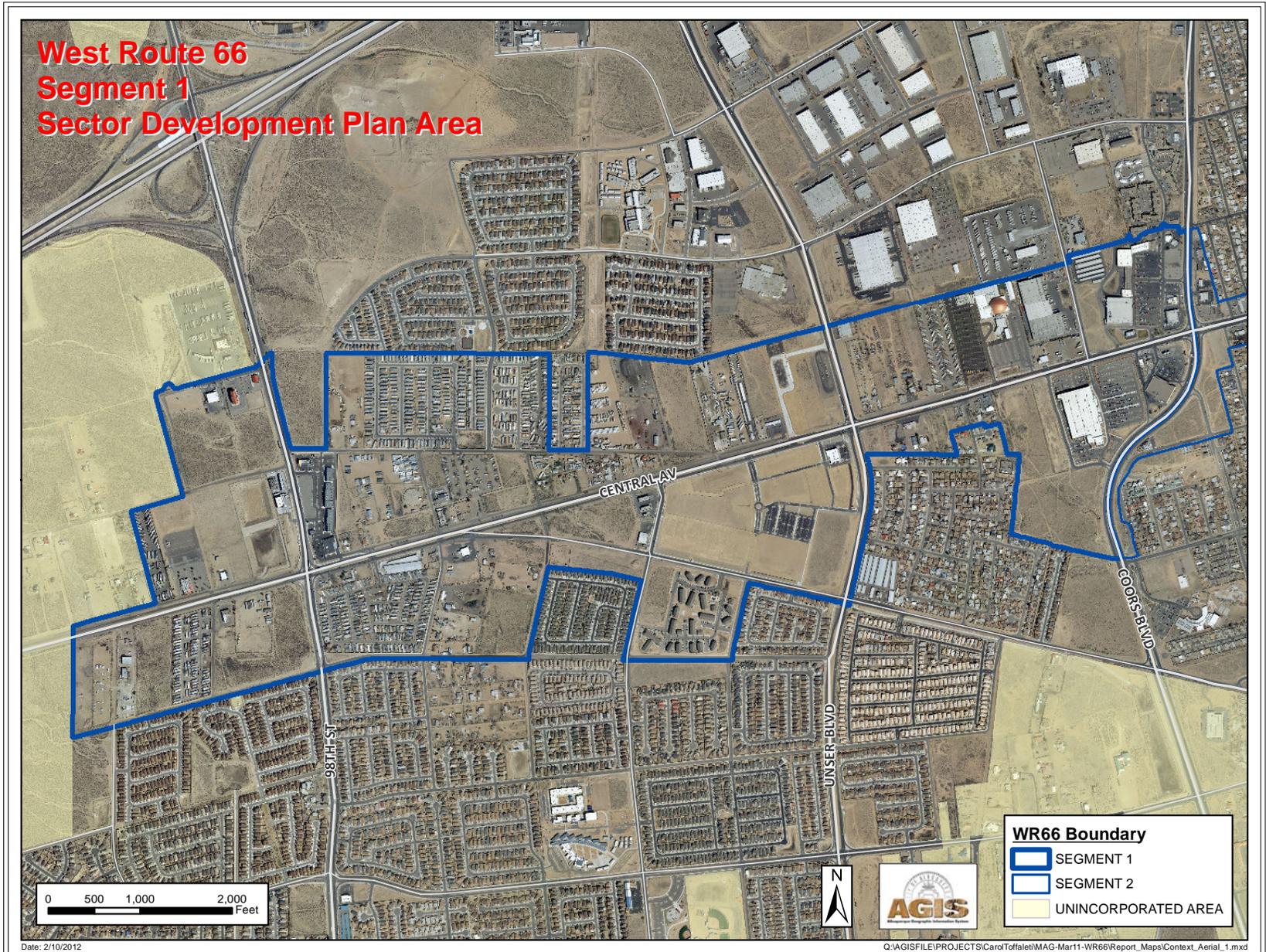


Figure 2: Segment One Aerial

Introduction

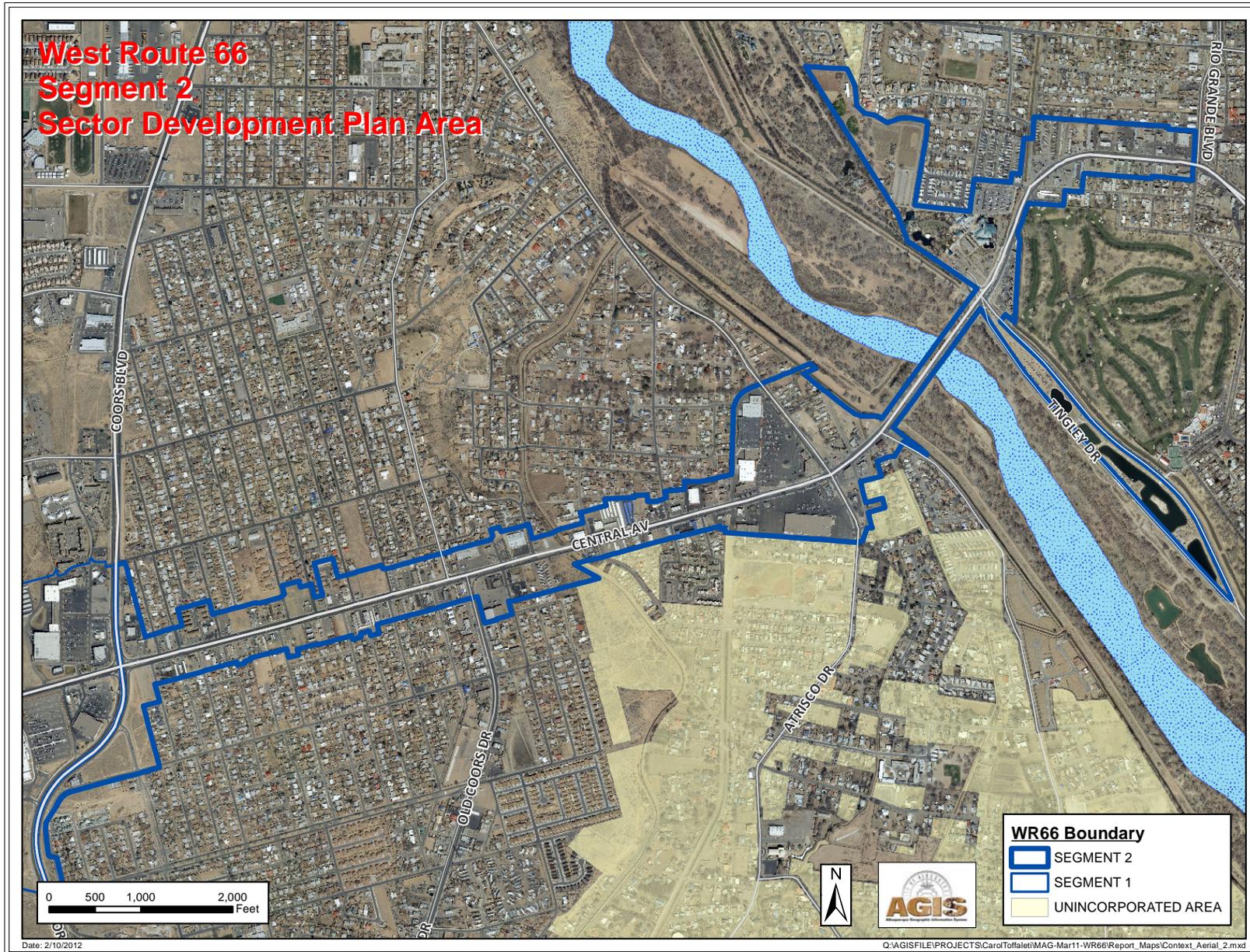


Figure 3: Segment Two Aerial