



# International District Sector Development Plan DRAFT December 2012



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# Chapter 1

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## introduction

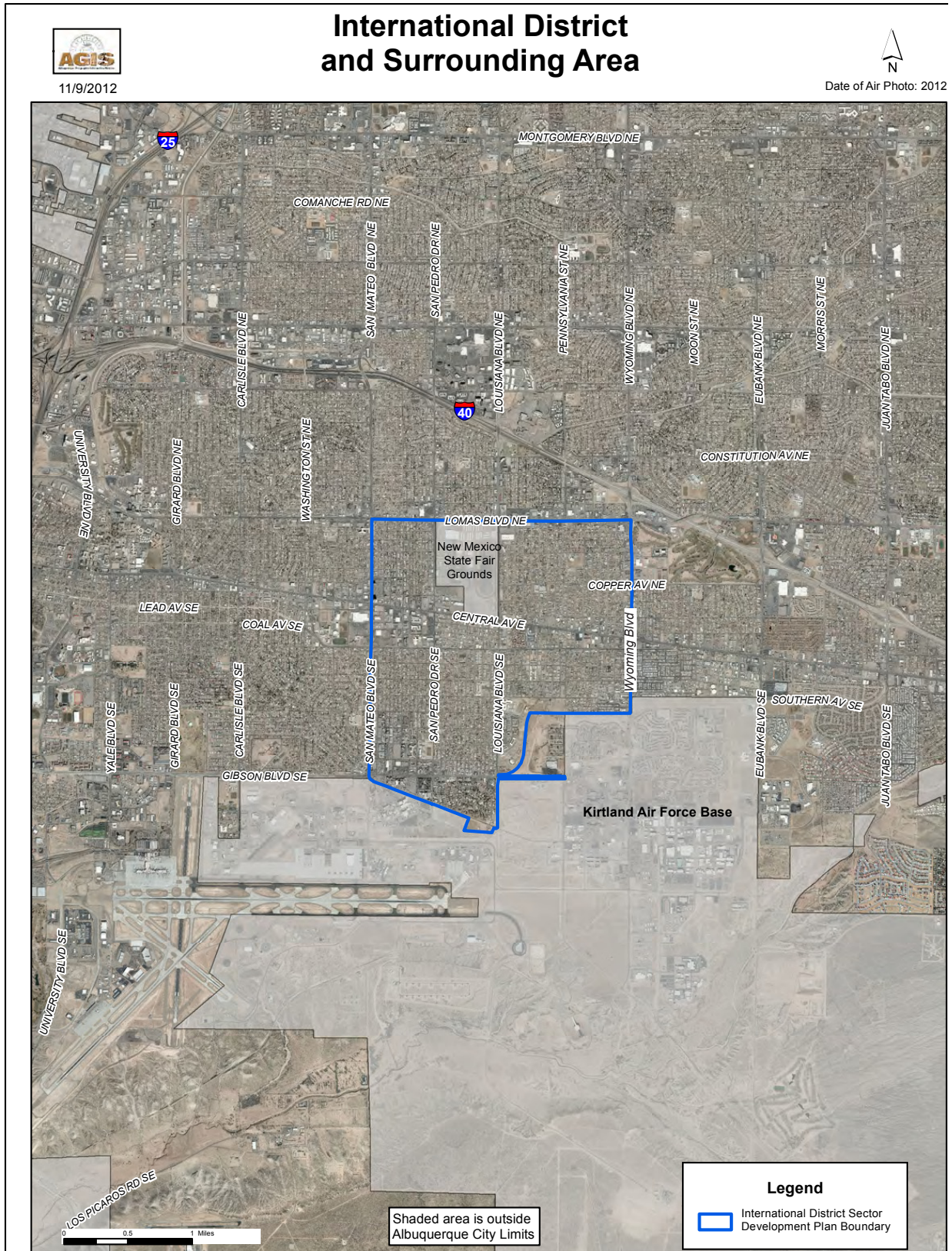


Figure 1.0: Vicinity map



## I. Executive Summary

The International District Sector Development Plan, hereinafter referred to as the “Plan”, was initiated in 2010 by the Albuquerque City Council at the request of several area neighborhoods. The community’s request for a Plan focused on two issues: A) general concerns for health and safety related issues facing the population within the Plan area, including the Plan area’s significantly higher rates of obesity, diabetes, heart disease, criminal activity, and pedestrian and bicycle accidents, and B) the interest in using land use and transportation tools to help address these issues and support the revitalization of the area designated in 2009 as the “International District” by City Council and State legislation.

The request for a Plan was followed by a two-year-long planning process which resulted in the development of a consolidated community vision with supporting goals and policies and the regulatory tools and strategies to implement them. In addition to the goals and objectives developed during the community participation process, the Plan addresses and implements adopted City plans and policies, including the Albuquerque/Bernalillo Comprehensive Plan, the Near Heights Metropolitan Redevelopment Plans, as well as the recommendations of other City and County commissioned studies and conceptual plans, including the Zuni Road Study, the Health Impact Assessment and existing sector development plans (La Mesa, Trumbull) for parts of the International District.

**The Plan was developed based on the extensive community planning work conducted in the past few years to assess the health issues and opportunities in the Plan area.** For over two decades, the International District has been on the radar of health organizations as an area with critical health issues, resulting in a “healthy communities” mandate for the area. This Plan builds on that assessment by acknowledging the shortcomings related to the establishment of a healthy community with respect to the area’s existing zoning and transportation infrastructure and introduces the following tools to guide redevelopment within the International District:

1. New zones with tailored development standards to encourage the creation of appropriately scaled **complete neighborhoods** and streets for key locations within the Plan area,
2. Transportation recommendations for strategic roadway improvements within the Plan area to support the development of **complete streets** and neighborhoods, and finally,
3. Projects that work to support the community goals of the establishment of complete and healthy neighborhoods within the International District.



**Complete Neighborhoods.** A neighborhood that has safe and convenient access to multiple modes of transportation (including walking), housing for people at different income levels and stages of life, and serves most of the daily needs of its inhabitants within a quarter to half mile walking radius.

**Complete Streets.** Road networks that are safer, more livable and welcoming to everyone. The design and operation of the entire roadway considers all users -- motorists, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities (National Complete Streets Coalition).

## II. Purpose of the Plan

The intent of this Plan is to provide a regulatory framework to support and promote the overall health of residents and businesses within the area defined by Lomas Boulevard, Wyoming Boulevard, San Mateo Boulevard and Kirtland Air Force Base. As a Rank 3 plan, the Plan provides both policy guidance and regulations for development within its boundaries. It establishes zoning, land use and design regulations, and contains policies that have been developed to protect the unique conditions of the community. The Plan also provides recommendations for improvements to public services and facilities, such as transportation, drainage, parks, community centers and open space. **The Plan recognizes that, while there are many similar characteristics throughout the International District, the area is comprised of distinct neighborhoods, each with unique issues and opportunities.** The Plan builds upon a comprehensive community planning process which identified the community's health and safety as priorities.

As such, the Plan identifies the following strategies to implement the goals and policies of the Plan:

- Create a live/work International Marketplace District
- Foster "complete streets"
- Create a strong multi-modal transportation system
- Develop spaces for gathering, active and passive recreation and events

The conceptual strategy map (Figure 1.1) highlights focused improvements that aim to increase neighborhood connectivity, provide access to community goods and services, and expand existing public amenities. The location for improvements are based on community input and availability of existing and appropriate infrastructure.

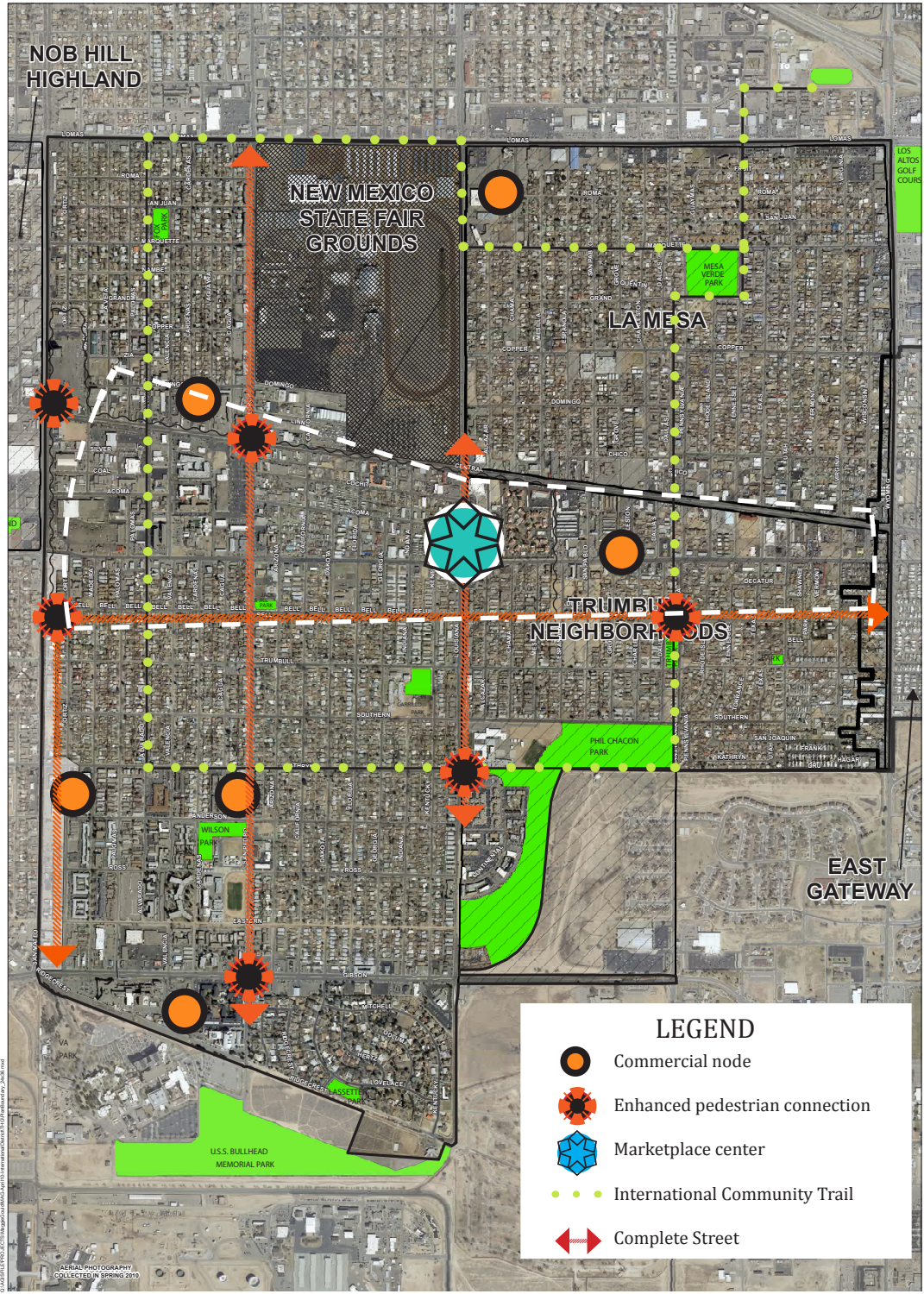


Figure 1.1: Conceptual strategy map

### III. Plan Area Overview

The International District Sector Development Plan area encompasses approximately 2,489 acres and is generally contained within the boundaries of San Mateo Boulevard, Lomas Boulevard, Wyoming Boulevard, and the Sunport/Kirtland Airforce Base. The Plan area includes the Fair West, La Mesa, Trumbull Village, Elder Homestead, South San Pedro and Siesta Hills neighborhoods. Like many communities in Albuquerque, neighborhoods in the International District are automobile oriented, with residential land uses segregated from commercial goods and services. **The existing land use patterns and zoning of the area, typical of post World War II development in Albuquerque, have influenced this automobile dependency and have had an adverse impact on the public health and the general stability of the community.**

The Plan area is primarily residential with commercial and office uses located along its key corridors. The residential neighborhoods in the Plan area were established in the 1950's and range from established single family areas to some of the highest density housing in Albuquerque with a very high turnover rate. The commercial corridors suffer from disinvestment and economic decline. The District's commercial core between San Mateo and San Pedro Boulevards, once envisioned as the original location for "Uptown," has had an historic economic struggle due to its proximity to and direct competition with Uptown Center (Winrock Mall, built in 1961, and Coronado Mall, built in 1965) which is located approximately 2 miles to the north. **As a result, large areas of commercial land, originally envisioned for commerce, have remained vacant or have developed with a wide range of non-commercial uses including light manufacturing, warehousing, office and residential.**

**The Plan area is rich in culture and includes a diverse, international population.** The area is home to a wide variety of ethnic shops, restaurants and businesses that serve local residents as well as the greater Albuquerque area. The New Mexico State Fairgrounds is located in the center of the Plan area, home to the annual State Fair and community special events. A regional flea market at the fairgrounds attracts thousands every weekend.

Prior to the establishment of the International District Sector Development Plan area, two of the Plan's neighborhoods, La Mesa and Trumbull Village, had adopted sector development plans in 1976 and 1981 respectively. **The La Mesa and Trumbull Village Sector Plans plans were primarily policy documents with social action plans, providing a vehicle to connect community issues with appropriate public agencies. They do not contain zoning regulations and capital implementation strategies as modern sector development plans do.** With the adoption

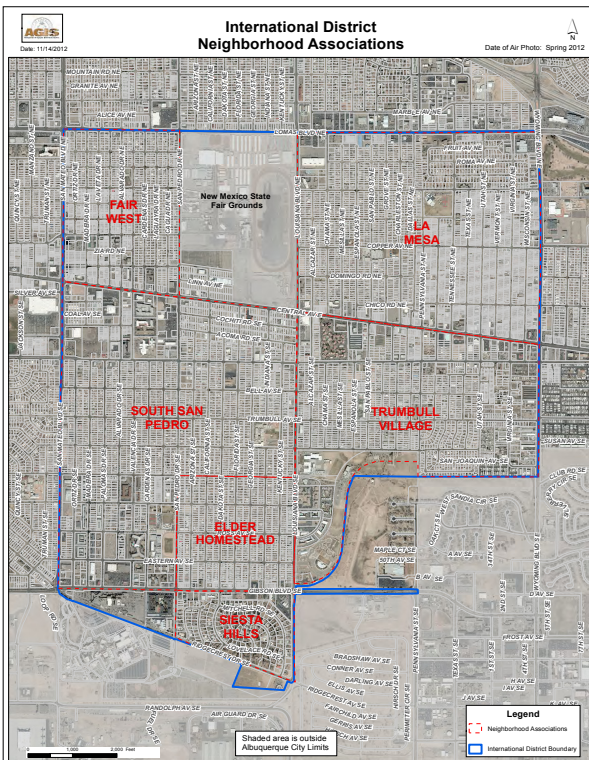


Figure 1.2: International District Neighborhood Association map.

of this Plan, these plans are repealed. See [the appendix \\_\\_\\_\\_\\_](#) for elements of the former sector development plans which have been incorporated into this Plan.

## IV. Plan Organization

The Plan is organized into the following six sections and X appendices:

**Section 1, Introduction**, summarizes the Plan’s policy context and identifies key findings and elements of the Plan.

**Section 2, Goals and Policies**, establishes the rationale and purpose of the changes proposed by the Plan.

**Section 3, Regulatory Plan**, establishes four new zones that regulate lot layout, building form, frontage and use, building articulation, parking, landscaping, lighting and signage in designated mixed use districts and along key transit corridors; modifies uses within the International District to support the goals and policies of the Plan; and rezones properties within the Plan area for the purpose of aligning zoning with established land uses and allowing additional opportunities for uses within the Plan area which support a healthy community.

**Section 4, Implementation: Strategies and Projects**, recommends projects and actions to establish complete streets and healthy neighborhoods within the Plan area.

**Section 5, Community Concerns, Neighborhood Issues and Opportunities**, outlines and analyzes key community concerns and provides potential strategies to address areas of concern.

**Section 6, Existing Conditions and Opportunities**, includes the analysis and general data collection which was used to develop the policies, strategies and implementation tools of the Plan.

## V. The Planning Process

### A. Public Planning Process

The public planning process began with a public kickoff meeting on July 8<sup>th</sup> 2010. More than ten facilitated public meetings and workshops were conducted in late 2010 and early 2011. In addition, the Planning Team conducted surveys, both in paper form and online, in order to assess the community’s perception regarding its economic and physical health, and issues relating to land use and code enforcement. The Planning Team also met with local business owners to solicit their ideas and concerns about the community. (See Appendix x for more details on the planning process).

As a result of these meetings and nearly two years of data collection, site visits, and analysis, the Planning Team developed and presented



Photo: Public Meeting

potential planning strategies at three public workshops in April, August and September of 2011. Zoning and transportation strategies were presented to the public and reviewed in two open houses held in 2012.

The Planning Team has also worked in conjunction with City agencies, Albuquerque Public Schools, Expo New Mexico, STEPS (Southeast Heights Entrepreneurial Leadership Team), the International District Healthy Communities Coalition and Bernalillo County to coordinate planning efforts.

## **B. Recent Planning Efforts**

The following planning efforts were concurrent with or occurred just prior to the development of the Plan. The results of these efforts inform the goals, policies and strategies of this Plan. For additional information on these efforts, please see Appendix N.

**Metropolitan Redevelopment Designation.** In 2000, portions of the International District were designated as The Near Heights Metropolitan Redevelopment Area, noting deteriorated structures and sites, unsafe conditions, impractical planning and platting, and low levels of commercial activity. In 2010, the redevelopment area was expanded. (See Figure 6.10 for designated MRAs within the Plan area)

**International District Designation.** In 2009, the area was designated the “International District” through a joint memorial by the State, County and City and a City Resolution in an effort to capitalize on the unique concentration of diverse cultures living and operating businesses here. This designation is an essential step in the rebranding of the area to combat historic negative perceptions and continues to foster the promotion of the International District as a unique destination in the city.

**Health Impact Assessment (HIA).** “**The International District Health Impact Assessment: Central Avenue in Albuquerque’s International District, Health in All Policies.**” The Plan area was identified by the Bernalillo County Public Health Department as having populations with disproportionate health issues including high rates of diabetes and heart disease as compared to Albuquerque as a whole. As a result, in 2010, Bernalillo County sponsored a Health Impact Assessment for a portion of the plan area. A summary of the HIA can be found in Appendix C.

**Zuni Road Study.** In 2011, the City of Albuquerque contracted with Vector Engineering to conduct a study of Zuni Road. The study involved public meetings, data collection and field surveys and proposes a “Complete Street” road reconfiguration for Zuni Road that includes bike lanes, pedestrian and landscape improvements.

**The International Community Trail.** Bernalillo County Public Works, in coordination with City of Albuquerque Department of Municipal Development, prepared a scoping report for implementing the International Trail located along roadways in the International District of Albuquerque. Trail corridors extend approximately 14 miles (See Figure 1.3). The intent of the trail is to provide better pedestrian and bicycle connections from surrounding neighborhoods to public facilities, such as parks, schools, health facilities, senior and community centers, and other destinations.

The trail alignment was identified by the local non-profit ACHIEVE. The organization received funding in early 2009 from the Centers for Disease Control (CDC) to prepare an Action Guide, “Places for Physical Activity – Facilitating Development of a Community Trail and Promoting Its Use to Increase Physical Activity among Youth and Adults.” This initiative is designed to reduce barriers to physical activity by creating new or modifying existing places for physical activity, and to promote their use.

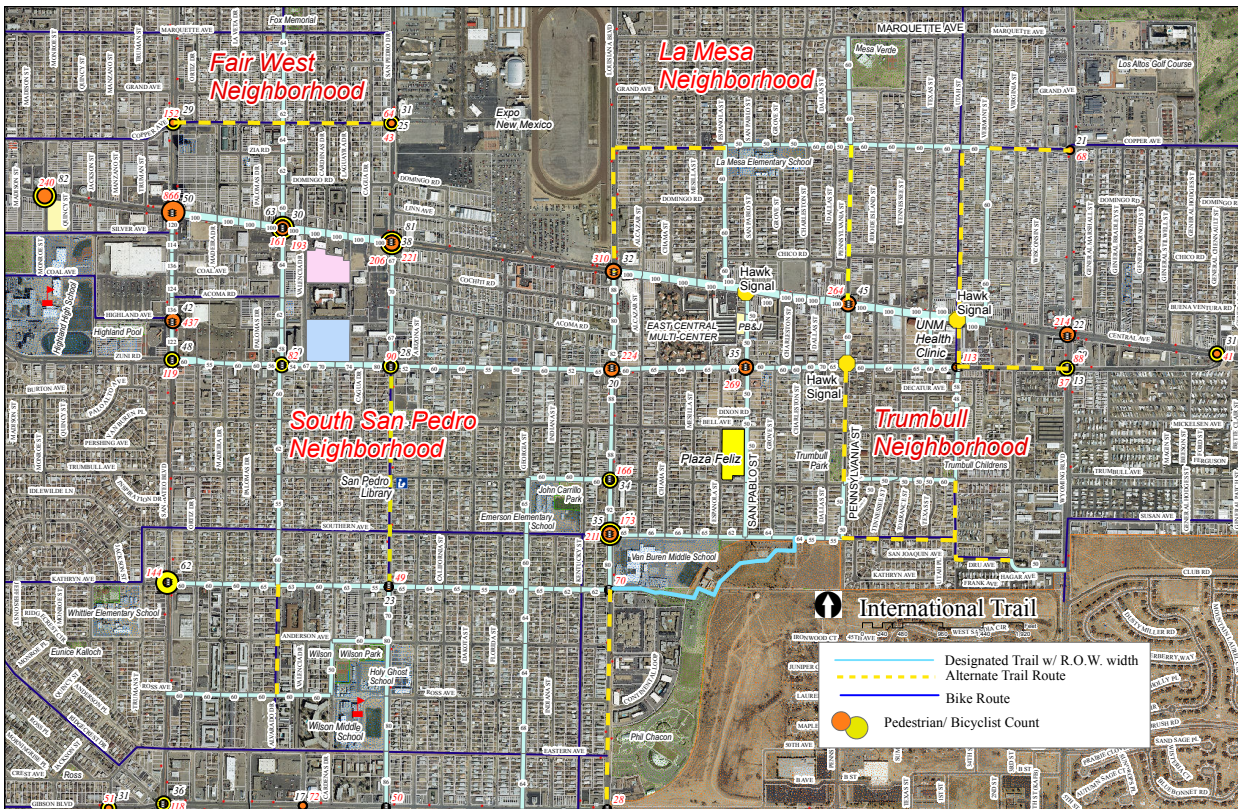


Figure 1.3. International Community Trail Route.

**“Sector Planning, Land Use and Health Promotion in the International District: A Workbook for Community Advocates.”**

This document was developed by UNM School of Architecture and Planning faculty as a companion to a two-session training on sector planning for health sponsored by Saint Joseph’s Community Health Services through the Southeast Heights Health Collaborative (SEHHC).

**University of New Mexico, Advance Planning Studio Fall 2009, International District: Planning and Policy Recommendations.**

This document, developed by UNM Community & Regional Planning graduate students and faculty, contains recommendations based on data collected on district history, existing conditions and future wants and needs for the community as expressed by community members. Recommendations are based on improving community health and vitality in an existing urban environment. Community input was collected through community visioning meetings, focus groups and resulted in a set of goals, policies and recommendations regarding housing, land use, zoning, transportation, community and economic development, and the Expo New Mexico State Fairgrounds.



# Chapter 2

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## goals & policies

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## I. Introduction

Throughout the public participation process, the community worked to develop visions, goals, and objectives for both the International District and each individual neighborhood. Participants were asked to generate ideas about how they envisioned the International District and its neighborhoods in ten to twenty years and to generate goals and objectives to achieve their vision. The following represents the synthesis of the thoughts and ideas developed by the community throughout this process.

### Plan Vision

Based on individual neighborhood visions and consolidated planning efforts, the following overarching Plan vision has been developed in order to support the growth and redevelopment of the International District as a whole:

*The International District is a vibrant, healthy and culturally rich community for both residents and visitors to live, work and play.*

**Neighborhood Visions.** In addition to the overarching Plan vision, the following neighborhood visions were also developed in recognition of the unique character and desires of the Plan's individual neighborhoods.

**Fair West Neighborhood** is a part of the City known for accentuating diversity, becoming a magnet for the City. Connected to community at large with a vibrant, healthy population that utilizes the community through bike trails, buses and has a beautified Central Boulevard. A healthy, vibrant, walkable, multi-generational community.

**La Mesa Neighborhood** is an International District known for restaurants, import stores and cultural activities providing a world bazaar type destination that attracts visitors from all over the city and beyond -- a place where people stay, work, live and visit.

**South San Pedro/Elder Homestead** neighborhoods A safe, friendly, walkable community which is recognized locally as a gem in Albuquerque. A healthy, vibrant community where residents and businesses interact in a mutually supportive way.

**Trumbull Village** Healthy, safe, walkable, multi-generational community where everyone can meet all of their needs on foot, a sustainable community. A community where we can live, laugh and play.



Community Process

## II. Plan Goals and Policies

*Note: The Following land use and transportation goals and policies were developed through the community planning process and have corresponding regulations and implementing projects described later in the plan.*

### Land Use Goals and Policies

**Land Use Goal 1:** Create attractive, healthy and accessible “complete neighborhoods” that provide opportunities for people of all ages and incomes to live, work and play.

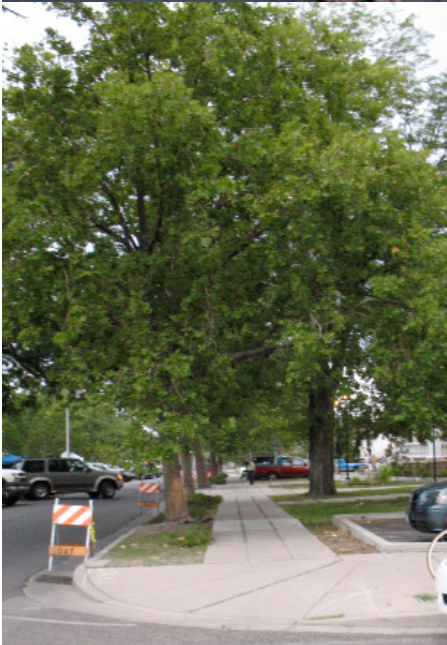
**Policies:**

- Mixed-use development that supports quality transit service and provides employment opportunities in close proximity to residential neighborhoods should be allowed and encouraged.
- Daily goods and services and gathering spaces, such as grocery stores, restaurants and pubs, should be provided within walking distance of existing residential areas.
- 

**Land Use Goal 2:** Provide safe, quality housing opportunities for all ages and income levels

**Policies:**

- A mix of housing types should be allowed and encouraged within the Plan area with higher densities along or in close proximity to corridors to support transit and retail.
- Apartment and multifamily development, where appropriate, should be designed to be integrated into and to complement the existing development pattern and neighborhood character.
- New and existing residential development should provide adequate access to open space, light, air and amenities in order to facilitate a holistic living environment.
- Residential development that allows community members to age-in-place should be encouraged.
- Maintenance of apartment complexes should occur regularly and efforts should be made to foster relationships between property owners, neighborhood associations and tenants.



Street trees and open space help filter pollutants from the air and mitigate the “heat island effect” caused by bare pavement.” (1)

**Land Use Goal 3:** Support redevelopment and preserve existing investments by promoting land uses that protect the health, welfare and safety of the community and encouraging site development standards that enhance the built environment

**Policies:**

- Farmer’s markets, food vendors, community farms and gardens should be allowed and encouraged throughout the Plan area, where appropriate.
- Package liquor sales should be restricted to improve safety and community health and reduce crime and public intoxication.
- Street trees and site and parking lot landscaping and buffering should be provided in order to reduce noise, filter pollutants and provide shade.
- New development sites should be designed to support walking and reduce conflicts between pedestrians and vehicles.
- Revitalize existing neighborhood shopping centers by attracting tenants which provide daily goods and services and incorporating spaces for gathering such as plazas, patios and promenades.
- Adopt zoning which encourages active spaces and “eyes on the street.”

**Transportation Goal 1:** Provide a safe and convenient multi-modal transportation network of “Complete Streets” that serve all users: motorists, pedestrians, cyclists and transit riders.

**Policies:**

- Streets and intersections should be designed with minimum lane widths and curb radii required for expected vehicles in order to necessitate compliance with posted speed limits and encourage safe, efficient vehicle travel.
- Major multi-modal corridors within the Plan area should be comprehensively redesigned and reconstructed as “Complete Streets” in order to support adjacent land development and the creation of healthy neighborhoods.



Residents in communities with a more “imbalanced food environment” (where fast food and corner stores are more convenient and prevalent than grocery stores) have more health problems and higher mortality than residents of areas with a higher proportion of grocery stores when other factors are held constant. (2)

A study of more than 500 zip codes in California over time found that an increase in the number of bars and take-out alcohol retailers corresponded with an increase in the rate of violence. (3)



People living in highly walkable, mixed-use communities are more than twice as likely to get 30 or more minutes of exercise as people who live in more auto-dependent neighborhoods. (4)

Creating new places for physical activity or improving their accessibility can increase the proportion of residents who exercise three times a week by 25%. (5)

## 2 goals and policies



- Consideration should be given to reducing posted speed limits on major thoroughfares to make them safer and more compatible with other users, such as bicyclists and pedestrians.
- Safe and usable sidewalks, bike lanes and crossings that meet federal accessibility standards and provide safe routes to schools and other key destinations should be provided throughout the plan area.
- Pedestrian amenities, such as shade structures, benches or trash receptacles, should be provided in areas where there is high pedestrian activity.

### Policies:

**Transportation Goal 2:** Provide safe and convenient transit services and amenities that are designed to serve and support activity centers and mixed use redevelopment along key transit corridors, such as Central Ave.

- High use transit facilities should be sited and designed to provide dedicated waiting areas for transit users that allows unobstructed pedestrian passage and minimizes conflicts with neighboring land uses and property owners.
- Transit facilities should be located within easy access of signalized intersections to discourage mid-block crossings, support development in activity centers and facilitate route transfers.
- Improved pedestrian and bicycle linkages should be provided from neighborhoods to transit corridors.

**Transportation Goal 3:** Implement the International Community Trail in order to provide a comprehensive pedestrian and bicycle network throughout the International District.

### Policies:

- An enhanced pedestrian and bicycle network that connects key community services and destinations and includes wayfinding signs, lighting, street trees and pedestrian amenities should be provided throughout the Plan area.

*Note: The following goals and policies were articulated by the community during the sector planning process but do not have corresponding regulations or implementation actions. They are included here to provide general policy guidance for future development proposals and programming decisions but are not necessarily tied to the land use and transportation implementation tools found in this plan.*

**Economic Development Goal 1:** Grow the existing business community and attract new businesses that provide goods and services currently unavailable in the community and that help support the International District as a unique, culturally rich destination.

**Policies:**

- The City, in partnership with other governments and community organizations, should explore incentives, such as façade improvement programs, and develop a plan to support and expand existing local businesses and attract new businesses.
- The City, in partnership with other governments and community organizations, should promote the area’s “brand” as a destination for internationally-themed retail, restaurants and services to attract visitors and new businesses to the area.
- Local businesses should explore the establishment of an organized business association that can advocate for funding and other resources to improve the area.

**Economic Development Goal 2:** Encourage opportunities for local employment to strengthen the economic health and stability of the community.

**Policies:**

- Local businesses should take advantage of the area’s designation by the Small Business Administration as a Historically Underutilized Business, or HUB, zone, which provides incentives for hiring local residents.
- The City should consider waiver of permitting fees, provision of training, extension of utilities, Industrial Revenue Bonds and other incentives for businesses that commit to hiring from nearby neighborhoods.

Crash rates increase exponentially with street width, especially since drivers move faster on wider roads and more cautiously on narrow streets. (6)

Pedestrian injuries can be reduced more than seven-fold by slowing traffic down from 30 to 20 miles per hour. Slowing traffic from 40 to 20 miles per hour can reduce a pedestrians’ chance of being killed, if hit, from 85 percent to just 5 percent. (7)

Compact communities have lower vehicle ownership rates and fewer Vehicle Miles Traveled (VMT) per day. (8)



Almost one-third of Americans who use public transit to get to work meet their daily requirements for physical activity by walking as part of their daily life, including to and from the transit stop. (9)

## 2 goals and policies



Neighborhood density is positively correlated with the number of minutes of physical activity residents get per day. (10)



A lack of affordable housing compromises the health of low and fixed income residents as they spend more money on housing costs and less on health care and healthy food. (11)

- The City, in partnership with other local governments and organizations, should prioritize commercial and economic development strategies in the area that are appropriate to residents' skill levels and employment needs.

**Community Health/Quality of Life Goal 1:** Encourage entertainment opportunities and community activities for people of all ages.

**Policies:**

- New development, redevelopment projects and existing facilities, where feasible and appropriate, should provide opportunities for festivals and music events and support the creation of nodes of community activity, such as dining, shopping and cultural exchange.

**Community Health/Quality of Life Goal 2:** Improve the physical environment and appearance of the area for current residents and businesses in the International District, and to attract new investment, residents and visitors.

**Policies:**

- The City, in partnership with residents and community groups, should focus efforts on enforcing existing weed and litter ordinances in order to protect investment and encourage redevelopment.
- The City, in partnership with community groups, should seek funding for additional trash removal service or large item drop off locations to mitigate accumulation of abandoned furniture, particularly in areas of high apartment turnover.

**Community Health/Quality of Life Goal 3:** Improve access to social services for all populations within the International District.

**Policies:**

- The City and community should explore ways to improve access to services, amenities and basic needs for all residents, including populations with specialized needs.



**Community Health/Quality of Life Goal 4:** Prioritize efforts that support an active lifestyle for people of all ages and income levels.

**Policies:**

- Program parks and recreation facilities for active use.

**Community Health/Quality of Life Goal 5:** Foster a safe environment for residents and a safe and attractive destination for tourists and residents of greater Albuquerque.

**Policies:**

- The City should increase walking/biking police patrols in higher density areas to provide more efficient and effective community policing and address issues that are prevalent in this community, such as prostitution, vagrancy and aggressive panhandling.
- The community should work with APD to establish neighborhood watch programs that foster resident involvement in crime prevention and develop regular channels of communication between neighborhood residents and area APD officers.



**Environmental Goal 1:** reduce storm runoff into streets.

**Policies:**

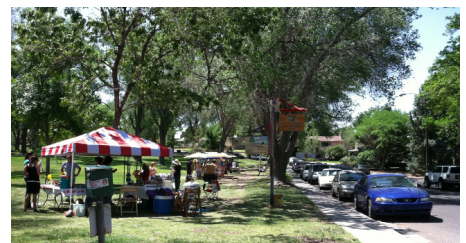
- LID, or Low Impact Development) techniques for new development in order to collect on site drainage for sustaining vegetation.

**Environmental Goal 2:** Reduce general noise pollution in neighborhoods.

**Policies:**

- Prioritize traffic calming to slow traffic and mitigate noise.
- Ensure adequate landscaping and vegetation to absorb noise.
- Work with the Sunport/Kirtland AFB to mitigate aircraft noise.
- Enforce City noise ordinance.

Older non-drivers take 65 percent fewer social, family, and religious trips than older people who still drive. Seniors in lower-density neighborhoods are 50 percent more likely to stay home than those living in denser neighborhoods. (12)



The presence of shared natural or open spaces has been associated with stronger social ties among neighbors. (13)



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6. C. Zegeer, et al, *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines*, Federal Highway Administration, Washington, D.C. (2002).
7. P. Peterson et al., *supra* note 29; Zegeer, C.V. et al., *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines*, Federal Highway Administration, Washington, D.C. (2002).
8. (pending)
9. L. Besser and A. Dannenberg, *Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations*, Vol. 29, No. 4, *American Journal of Preventive Medicine*, at 273-280 (2005).
10. L. Frank et al., *Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings From SMARTRAQ*, *American Journal of Preventive Medicine*, at 117-1255 (February 2005).
11. R. Cohen, *The Positive Impacts of Affordable Housing on Health: A Research Summary*, Enterprise Community Partners, Center for Housing Policy (2007).
12. Surface Transportation Policy Project, *Aging Americans: Stranded Without Options* (April 2004).
13. E. Kuo et al., *Transforming Inner-City Neighborhoods: Trees, Sense of Safety, and Preference*, Vol. 30, No. 1, *Environmental Behavior*, at 28-59 (1998).

# Chapter 3

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regulating plan

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## I. Introduction

### A. Overview

This **Regulating Plan** establishes zoning regulations and general development standards for the Plan area. The development standards, new zones and modifications to existing zones provide the regulatory framework necessary for implementing the land use, transportation and community health goals and policies for the International District outlined in Chapter 2. The intent of the regulatory changes to the Plan area is to create more compact and walkable environments in key redevelopment areas than are allowed under current zoning, and remove uses from the International District that conflict with the health and general wellbeing of the community. Several new zones established by the Plan provide flexible development opportunities, allowing for a mixture of uses with a wide range of residential opportunities in order to respond to changing market demands.

### B. Summary of Changes

Changes have been made to all commercial zones within the Plan area to prohibit the establishment of new businesses that sell alcohol for off-premise consumption. New uses have been added to some zones, including mobile vending carts and community gardens. Standards have been created for new multi-family residential to ensure that development is pedestrian friendly and at a neighborhood scale. In addition, development standards that are applicable to all zones within the Plan area have been developed in order to implement the goals and policies of the Plan.

### C. New Zones

This plan includes four new zones which have been tailored to respond to the unique conditions of the International District: **SU-2/International District Neighborhood Flex zone, SU-2/International District Community Flex 1 zone, SU-2/International District Community Flex 2 zone and SU-2/International District Live/Work Marketplace zone.** These zones are based on the existing City Comprehensive Zoning Code and use components of the City's Form-Based Code to provide predictable development outcomes while allowing a wider range of uses than conventional zones to allow flexibility of uses over time as market conditions change. These new zones require new development and substantial redevelopment of properties to conform to a set of building and frontage types to ensure that new development contributes to an environment that is pedestrian friendly. This is accomplished by locating buildings close to the street with pedestrian amenities, such as storefronts, shading, courtyards and building articulation at a human scale.

Because this plan contains tailored, SU-2 (special use) zoning and other regulations that may differ from current requirements, property owners and/or developers may wish to meet with City staff prior to submitting development applications. To schedule such a meeting or for other assistance with this Plan, please contact the Planning Department 505-924-3860.

#### **Conventional or "Euclidian Zoning."**

With the exception of the Form Based Zones, the zones within the City of Albuquerque Comprehensive Zoning Code are examples of conventional or "Euclidian" zoning. Euclidian zoning is based on separation of uses that may not be compatible with one another, such as commercial and residential areas.

#### **Form Based Code and Form Based Zones.**

In recent years, communities have realized that mixing uses, especially in dense urban areas, leads to the creation of more sustainable, desirable places where residents can live, work, shop and recreate in one walkable district. Form Based Codes foster predictable built results and a high-quality public realm by using physical form (rather than the separation of uses) as the organizing principle for the code (Form Based Code Institute). In January, 2009, the City of Albuquerque added five Form Based Zones to the Comprehensive Zoning Code. Some of the new zones found in this plan are a hybrid of Form Based Codes and conventional "Euclidian" zoning.

**Hybrid Form Based Zones.** Hybrid form based zones use both the tools of form based codes and the controls of conventional zoning to create a physical environment that is tailored to the needs of a specific community. Form based tools regulate placement of the building within certain prescribed parameters to ensure a harmonious environment. "Building and Frontage Types" are incorporated to create street environments which are physically interesting and engaging to the pedestrian. Conventional zoning tools, such as uses, signage and lighting requirements of the Comprehensive Zoning Code ensure compatible land uses in sensitive areas.

## II. General Provisions

### A. Plan Authority

The International District Sector Development Plan is a Rank III Plan that includes regulations and policies in order to implement the goals and policies of the Rank I Albuquerque/Bernalillo Comprehensive Plan.

### B. Ranked City plans

Planning in the City of Albuquerque is organized by a ranking system. The Rank I plan is the Albuquerque/Bernalillo County Comprehensive Plan, which provides a broad policy framework for development throughout the City and County. Rank II plans (area and facility plans) provide more detailed analysis and policies for large sub-areas, and are intended to further the policy objectives of the Comprehensive Plan. Rank III plans include Sector Development Plans, which are intended to cover the smallest geographic areas and provide the most detailed planning on a neighborhood or corridor level. Sector Development Plans typically establish zoning on a parcel level and contain more detail relative to the physical development of an area and capital improvements. The International District Plan is a Rank III plan. Lower-ranking plans are required to be consistent with higher-ranking (Rank I and II) plans.

This Rank III SDP is intended to further and comply with the policies and intents of adopted City plans.

### C. Other Sector Development Plans

The Trumbull Village Sector Development Plan and La Mesa Sector Development Plan will be repealed with the adoption of this Plan, however, relevant portions of these Plans have been included within this document in order to continue the efforts of those neighborhoods. For instance, the La Mesa Sector Development Plan calls for removal of blight and blighting influences and enforcement of existing regulations. This plan's development standards, regulations and capital projects aim to address these issues and continue current efforts.

### D. Application of the regulatory plan

1. New zones, rezoning and modifications to existing zones become regulatory with the adoption of this Plan.
2. Triggers for compliance with setback, height or general development standards:
  - a. New buildings,
  - b. Additions to existing structure of more than 25% of gross square footage, or
  - c. Major façade alterations of existing structures shall comply with design requirements to the extent possible.

3. In addition, the policies and regulations of Resolution R-02-186, The International Marketplace Special Use zone, shall remain in effect. See appendix X.

#### **E. Existing entitlements**

1. All properties with an existing approved Site Development Plan as of the adoption of this Plan shall retain all rights and restrictions granted by the Site Plan Approval Process, except that an addition of 25% or more to approved building footprints shall trigger the standards of this plan.

#### **F. Exemptions for compliance with setback, height or general standards**

1. New uses in existing structures,
2. Tenant improvements to the interior of a building,
3. Building repairs, window and door replacements, new stucco and paint and/or new roof.
4. For additions of more than 25% of gross square footage which cannot meet the building placement requirements of this zone due to existing site constraints, see **Development Standards for Exceptions for compliance with building setback requirements.**

#### **G. Conditional uses**

1. Conditional uses approved prior to the adoption of the Plan shall be allowed for the life of the use. If the use ceases for a continuous period of two years or more, the conditional use approval shall be considered expired.
2. New conditional uses shall be approved per section 14-16-4-2 of the Zoning Code.

#### **H. Non-conforming uses**

1. Non-conforming uses and existing legal uses that become non-conforming upon adoption of the Plan shall be treated as approved conditional uses and shall be regulated per conditional uses in Chapter 3 of this Plan (see above).

#### **I. Relationship with other City Codes**

1. Where a conflict arises between the regulations of this Plan and the Zoning Code, this Plan shall prevail. When the Plan is silent on an issue that would otherwise be governed by the Zoning Code or other applicable City codes those codes shall prevail.

**J. Development Approval Matrix Update Pending**

**UPDATE PENDING**

	ID - LWM	ID - NF	ID - CF 1	ID - CF 2
<b>Establishes compliance and process</b>	Pre-Application Review Team Required.			
<b>Compliant on Use and Form</b>	Building Permit No Public Notification Required	Building Permit No Public Notification Required	Building Permit No Public Notification Required	Building Permit No Public Notification Required
<b>Conditional Use</b>				
1. Permitted by zone	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption	ZHE File within 6 months of plan adoption
2. Non conforming approved conditional use.				
<b>Compliant on Use, but Major Modifications to Form</b>	EPC	EPC	EPC	EPC
<b>Compliant on Use and Minor Modification to Form</b>	Planning Director	Planning Director	Planning Director	Planning Director

**K. Modifications and non-compliant development**

The regulations of this Plan provide certainty for applicants, neighborhoods and zoning staff. However, these standards are not intended to limit creativity or to ignore unique site or neighborhood conditions. The standards are intended to allow creativity to provide acceptable alternatives within the framework of the standards. As such, two levels of modifications to the zoning and general development standards are permitted as follows:

1. Minor: The Planning Director or his/her designee may approve deviations from any dimensional standard by no more than 25%.
2. Major: Any deviation from a dimensional standard that is greater than 25% shall be reviewed by the Environmental Planning Commission (EPC). In order for the EPC to grant the deviation(s) and approve the site development plan, the applicant must demonstrate that 1) the original standard(s) cannot be reasonably met without substantial hardship, due to the uniqueness of the site, and 2) applicable goals, policies and intents of the Plan are still met even with the proposed deviations.



## L. How to Use this Plan

Step 1: Locate property on the Regulating Plan map (Figures 3.4-3.8) to determine zoning.

Step 2: For all zones, see **Prohibited Uses for all zones within the Plan area** (Page 34)

Step 3: Review **General Provisions** (Page 30) for applicability and exemptions from standards.

Step 4: Review **Land Uses** (Page 34), **Establishment of New Zones** (Page 40) and **Development Standards** (Page 54) as applicable to your property.

1. For properties with new zones: follow requirements of the zone for height, building type and placement, articulation, parking, landscaping.
2. For properties with Conventional zones (example, C-2, R-2 etc.): Follow the City's Comprehensive Zoning Code requirements where the General Development Standards and zoning of this plan are silent.
3. For all properties, See Development Review Process on Page 32 for additional requirements.

## IV. Land Uses

### A. Overview

The zones established by this Plan expand uses in certain areas and increase development intensity in others from what is allowed by current zoning. However, the Plan limits particular uses that have been identified as having a significantly negative impact on the overall community health within the International District. Existing legal non-conforming uses shall be considered approved conditional uses and shall be allowed per the terms of the Conditional Use section (Page 31).

Note: new development and major modifications to existing development may trigger additional development standards. See Application of the Regulatory Plan (Page 30) for a list of redevelopment thresholds that will activate requirements of this Plan.

### B. Prohibited Uses for all zones within the Plan area

In order to support the healthy communities goals and policies of the Plan, the following uses are prohibited in all zones within the Plan area:

1. The sale of liquor for off-premise consumption shall be prohibited. Existing package liquor uses made non-conforming by the adoption of this Plan shall be considered approved conditional uses subject to the terms of the Conditional Use section (Page 31).
2. Lending facilities not affiliated with a Federally-secured bank shall be prohibited. Existing lending facilities not affiliated with a Federally-secured bank shall be considered a non-conforming approved conditional use.

### C. Additional Permitted Uses for Specific Zones within the Plan area

In order to support the healthy communities goals and policies of the Plan, the following uses have been added to appropriate zones within the Plan area.

1. **Stationary Mobile Carts.** Stationary Mobile Carts, such as food trucks, shall be permissive on private property in each of the C-1, C-2, C-3, SU-2/International District Neighborhood Flex zone, SU-2/International District Community Flex 1 zone, SU-2/International District Community Flex 2 zone and SU-2/International District Live/Work Marketplace zone or any equivalent SU-1 zone, with the authorization of property owners, with the following conditions:
  - **Location.** Stationary Mobile Carts used on private property shall be parked on parking lots and paved areas.
  - **Off Street Parking.** If located in an existing parking lot, the parking spaces impacted shall be considered “available” to meet off-street parking requirements for the business provided that they do not encumber more than 25 percent of the required off-street parking. No off-street parking required for Stationary Mobile Carts.
  - **Other Requirements.** All applicable environmental health or other City regulations shall apply.

a. **Community Gardens.** Community gardens shall be permitted in all zones on lots fronting local and collector streets only. A Community garden is an area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers, for personal or group use, consumption or donation or to be sold for profit. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members. The following shall be permitted in conjunction with a community garden use:

- **Sale of items grown at the site.** In residential zones, sale of items grown at the site shall be limited to one day a week. Vending is not limited in commercial zones.
- **Signs. In residential zones,** signs for community gardens shall be limited to identification, information and directional signs, including sponsorship information where the sponsorship information is clearly secondary to other permitted information on any particular sign. Signs shall be limited to 24 square feet in area and may not be illuminated. Materials for signs shall be limited to wood or metal. Banners shall only be permitted for events and may only be displayed up to two weeks prior to the scheduled event. Signs in **commercial zones** shall comply with the underlying zone.
- **Off-street parking.** In residential zones, off-street parking shall be permitted only for those garden sites exceeding 15,000 square feet in lot area. Off-street parking shall be limited in size to ten percent (10%) of the garden site lot area and shall be surfaced with gravel or other pervious material. Walkways shall meet the needs of individuals with disabilities. Parking shall be located on the side or rear of lot where possible. Off-street parking shall comply with additional requirements of underlying zone.
- **Walls and fences.** Walls and fences shall be limited to 6 feet in height and shall remain transparent through materials or penetrations for a minimum of 50% of the vertical area. Walls and fences shall maintain a minimum front setback of 5 feet with the remaining setback area landscaped with vegetative cover.

D. Existing Zoning

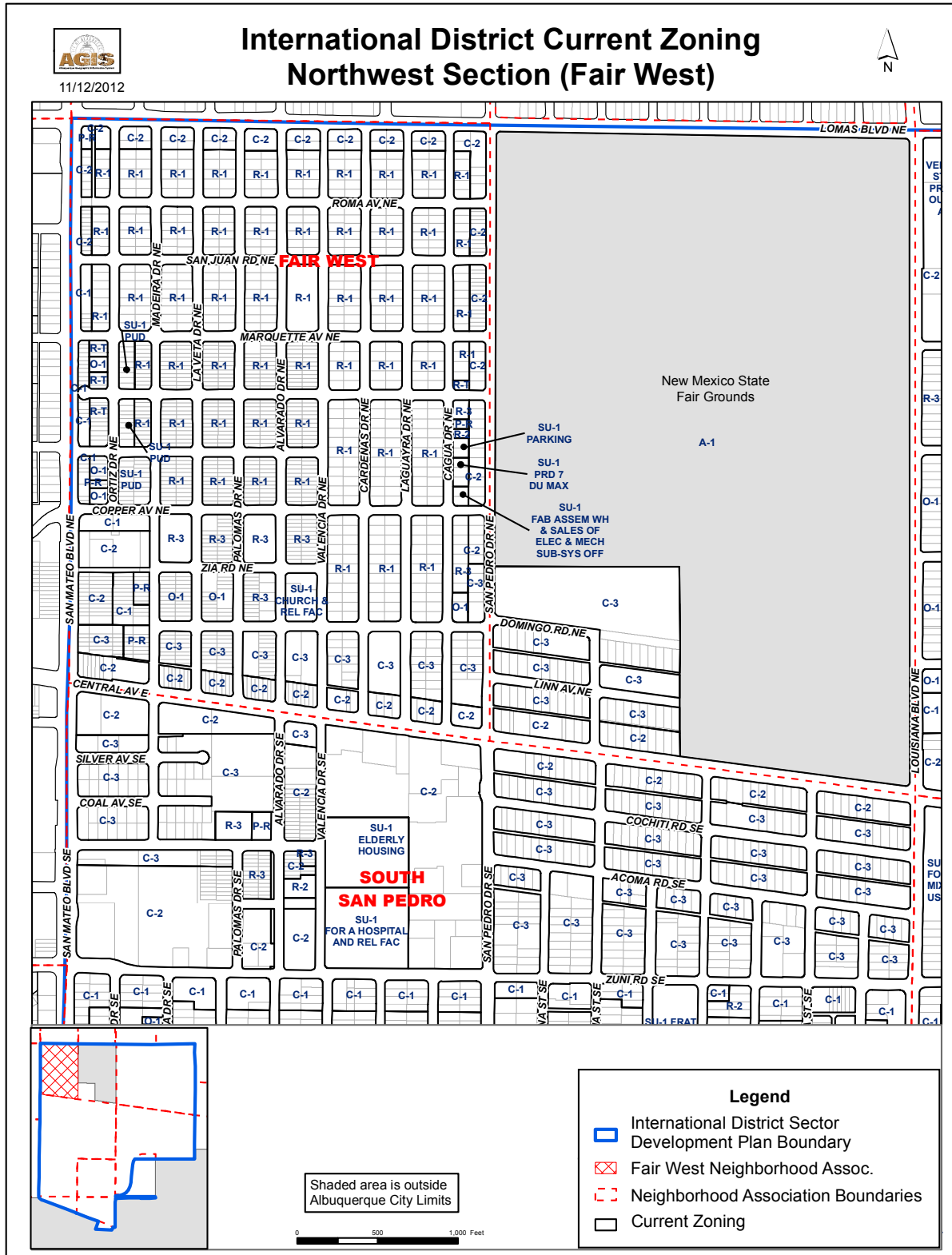


Figure 3.0: Existing Zone map (Fair West)

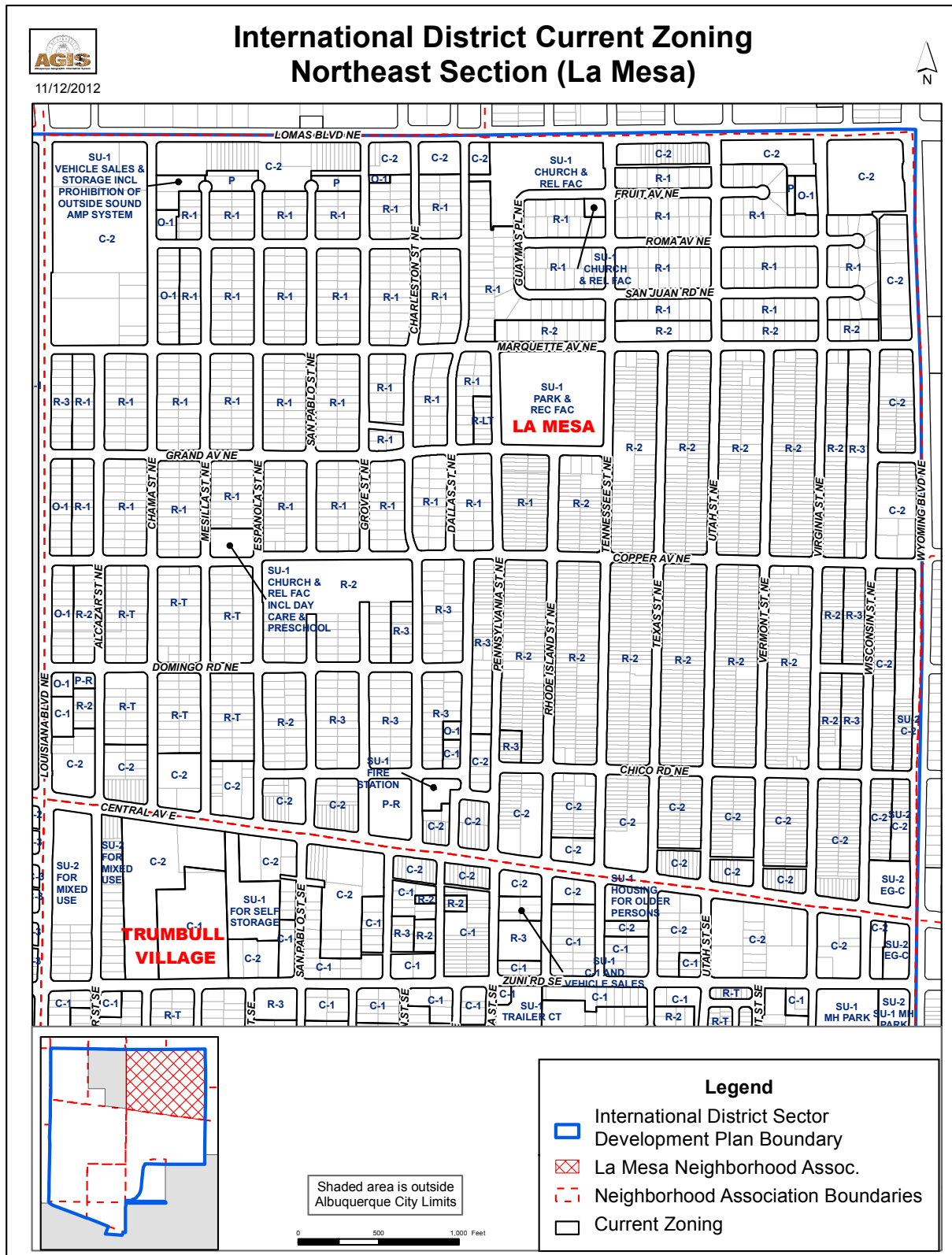


Figure 3.1: Existing Zone map (La Mesa)

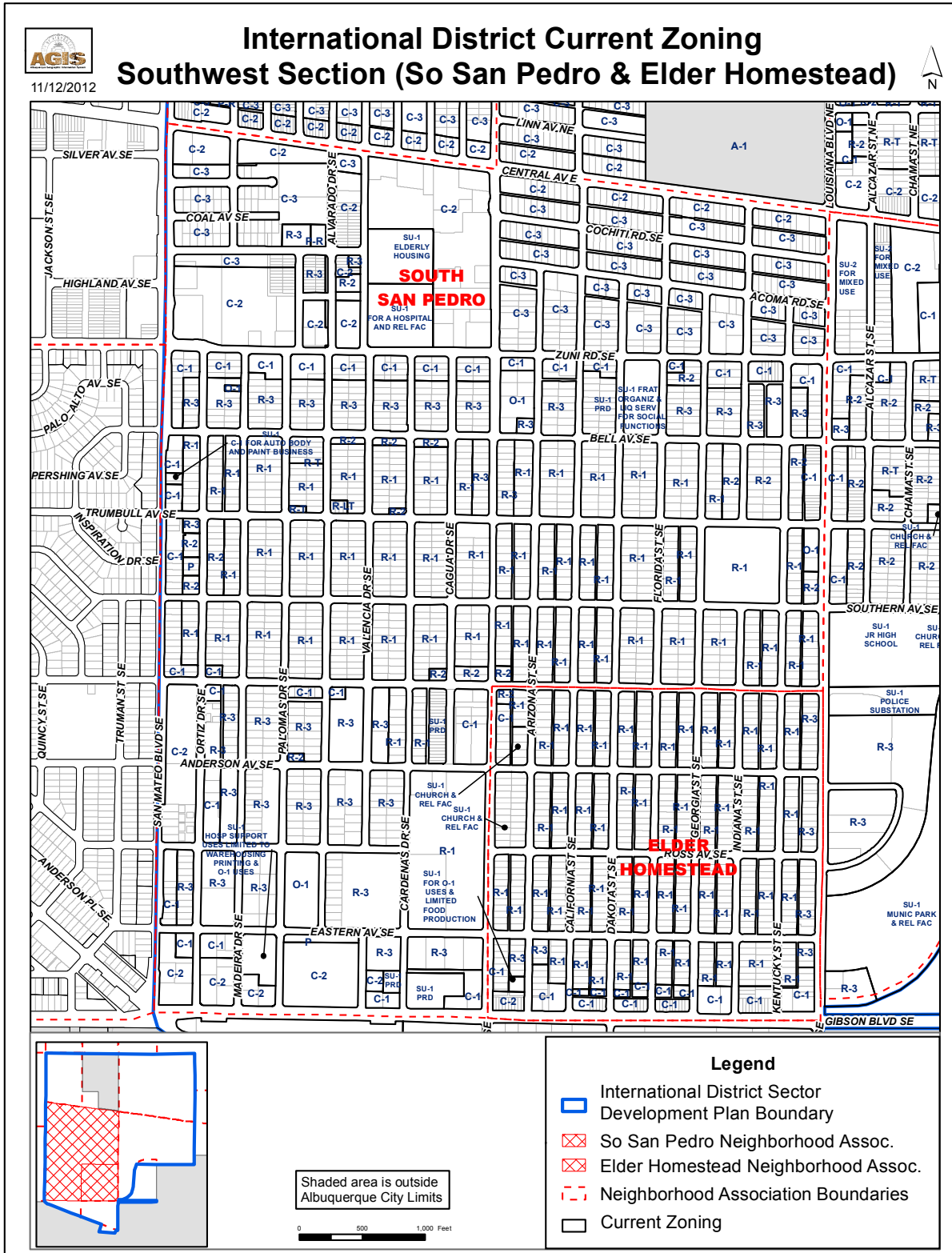


Figure 3.2: Existing Zone map (South San Pedro/Elder Homestead)

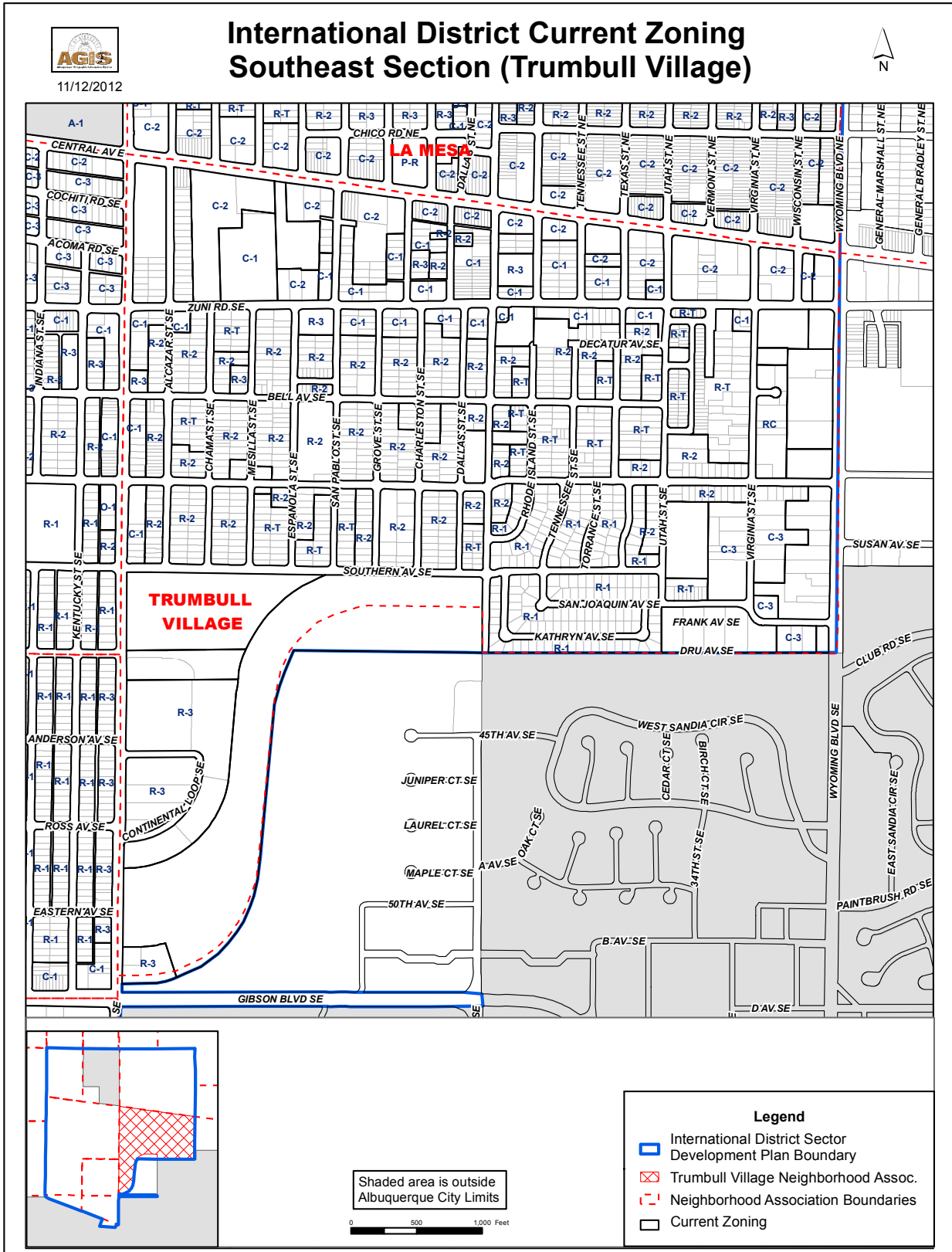


Figure 3.3: Existing Zone Map (Trumbull Village)

## II. Establishment of New Zones

In order to implement the goals and policies of the Plan, new zones are established in areas of vacant or underutilized space and/or where existing zoning does not match current land uses or does not support adopted City goals and policies related to achieving transit-supportive development, strengthening communities through attracting reinvestment and generating economic development. Figure 3.4, Regulating Plan: Overview of International District on Page 41, as well as Figure 3.5-3.8 indicate properties that have received zone changes.

### A. New Zones

The following new SU-2 zones are established in order to create new development opportunities in identified areas to institute healthy and complete neighborhoods and streets within the International District. These new zones provide development standards that respond to the unique existing environments and conditions of specific areas identified through this planning process. This section includes a brief description of each new zone, the actual zone regulations begin on Page 46. The location of these new zones can be found on Figures 3.4-3.8, beginning on Page 41. The four new zones are:

**SU-2/ International District Neighborhood Flex zone (SU-2/ID-NF).** This zone supports the development of “complete neighborhoods” in established residential areas. Complete neighborhoods offer a variety of housing opportunities and neighborhood commercial goods and services. Properties designated ID-NF are adjacent to areas with high concentrations of residential uses and are intended to provide access to goods and services within walking distance. The SU-2/ID-NF zone replaces existing C-1, O-1 and R-2 zoning on parcels fronting key corridors south of Central Ave (See Figure 3.4).

**SU-2/ International District Community Flex 1 zone (SU-2/ID CF-1).** This mixed-use commercial zone is intended to create “complete streets” along underutilized commercial corridors in the Plan area. This zone is sensitive to the existing abutting residential areas and allows for flexible commercial and residential opportunities that support transit and foster community health. The SU-2/ID CF-1 zone replaces existing C-1, C-2, O-1, R-2 and R-3 zoning on parcels fronting Zuni Road, San Mateo Blvd. and Louisiana Blvd. (See Figure 3.4).

**SU-2/International District Community Flex 2 zone (SU-2/ID CF-2).** This zone is intended to create a mixed use node in two distinct areas that have an existing diversity of land uses. These areas are intended to aid in the development of complete neighborhood and are located within proximity to existing regional transit facilities. The SU-2/ID CF-2 zone replaces existing C-1, C-2, C-3, R-2 and R-3 zoning on parcels between Domingo Road and Central Ave. and between Zuni Road and Central Ave (See Figure 3.4).

**SU-2/ International District Live/Work Marketplace zone (SU-2/ID-LWM).** This zone provides opportunities for a mixture of moderate density residential, commercial, entertainment, civic, and employment uses within a designated community activity center. The intent is to foster the development of a pedestrian-friendly, multi-modal district with complete streets to attract both neighbors and visitors to-shop, work, live and recreate. The SU-2/ID-LWM zone replaces existing C-2, C-3, P-R and R-2 zoning on parcels between Zuni Road and Central Ave. and some parcels north of Central Ave. (See Figure 3.4).



B. Regulating Plan

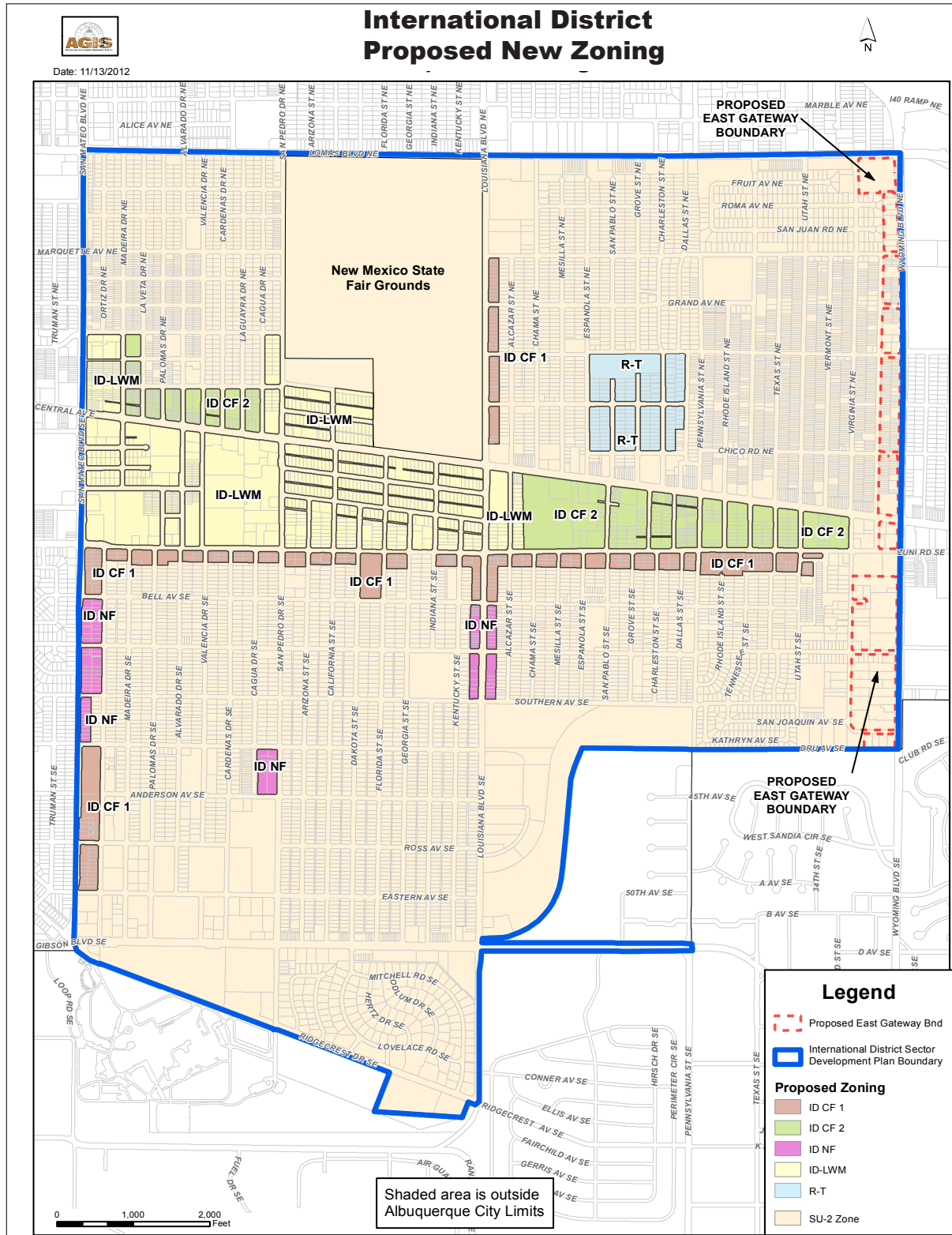


Figure 3.4: Regulating Plan (Overview of International District)

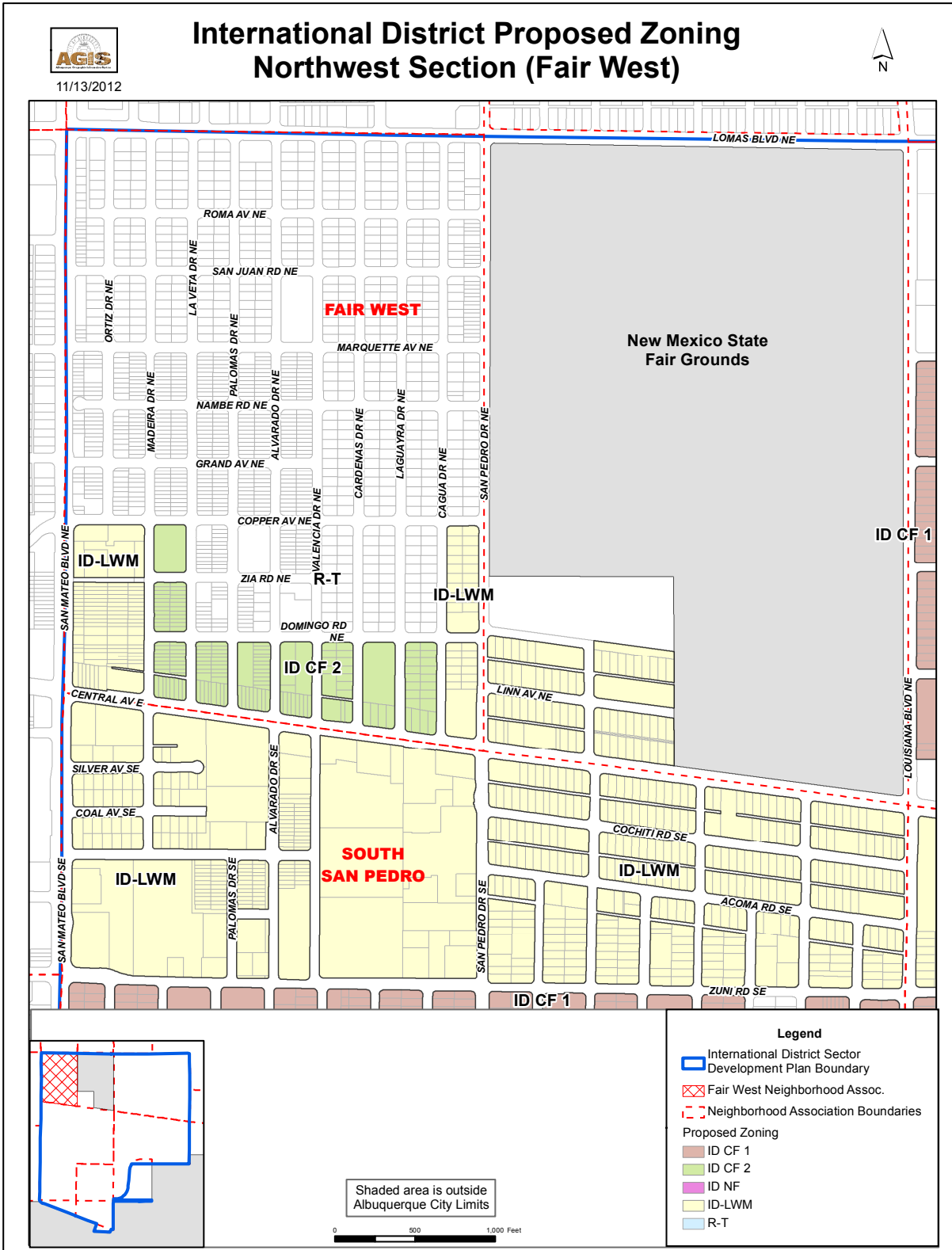


Figure 3.5: Regulating plan map (Fair West)

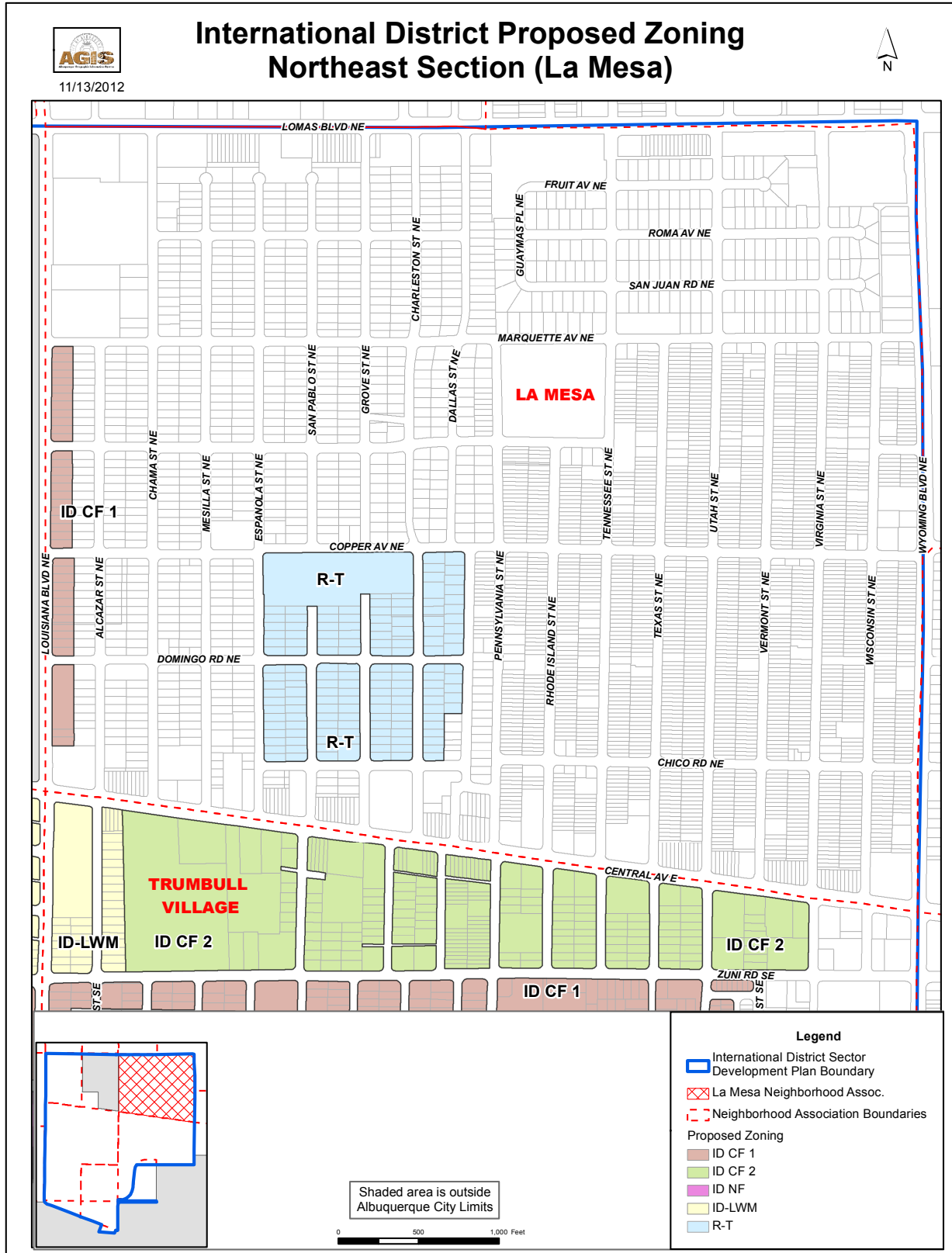


Figure 3.6: Regulating plan map (La Mesa)

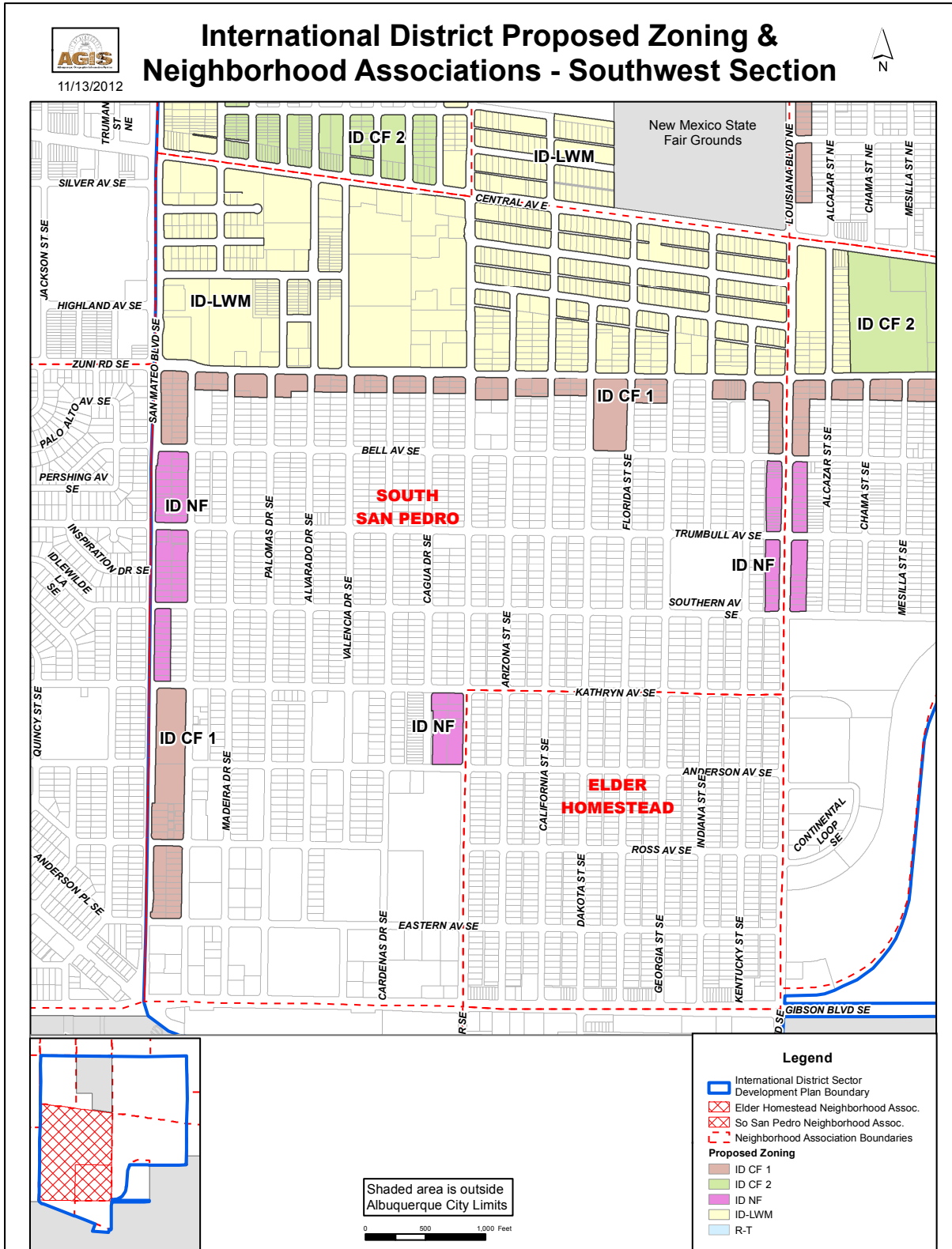


Figure 3.7: Regulating plan map (South San Pedro/Elder Homestead)

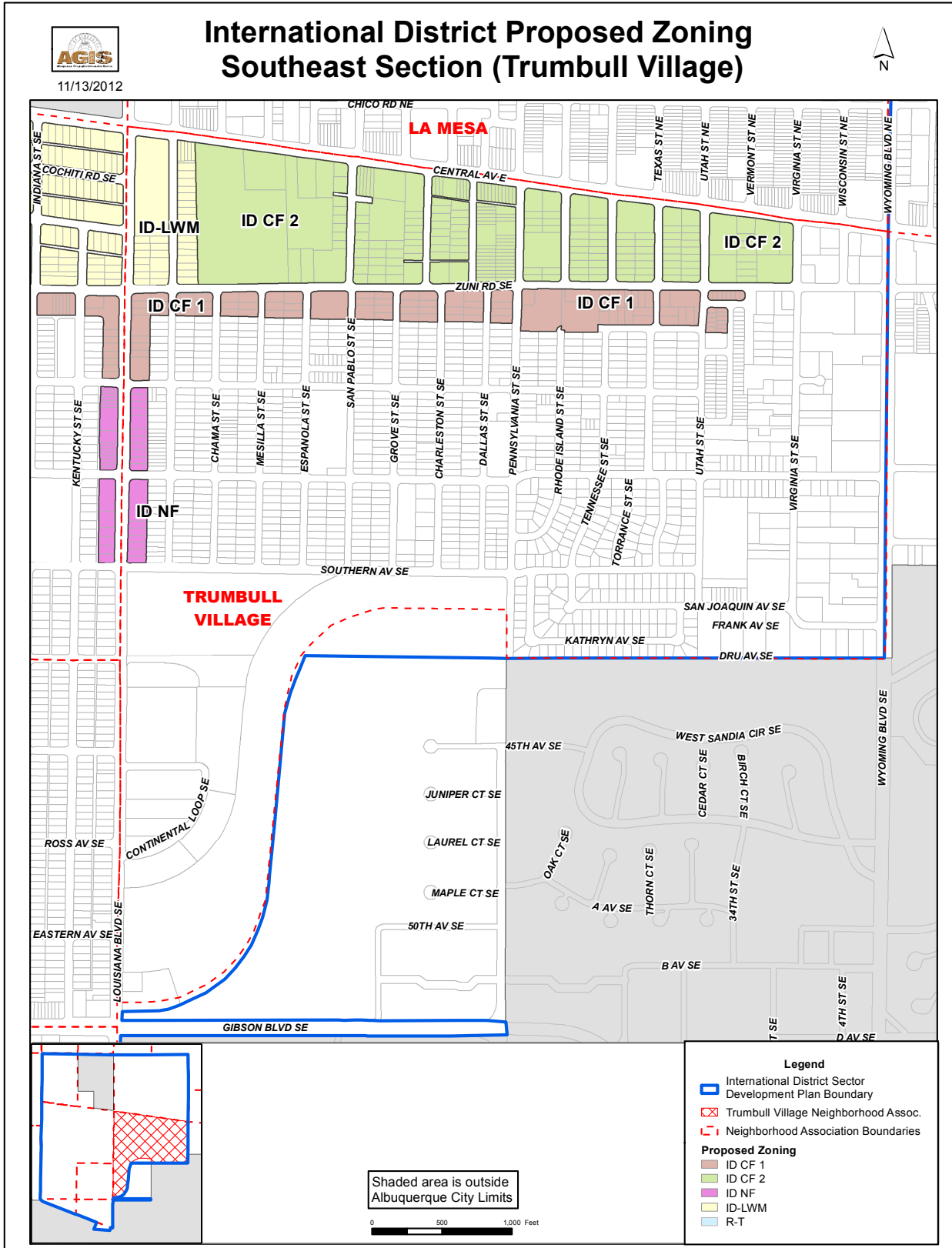


Figure 3.8: Regulating plan map (Trumbull Village )

## ID NF - International District Neighborhood Flex Zone

Zone intent. The intent of this zone is to allow for the creation of mixed use neighborhood nodes in or adjacent to existing residential areas in order to foster complete neighborhoods through the facilitation of access to goods, services, employment and a diverse array residential uses within a walkable environment. This hybrid form based zone adds residential options to areas which currently have small scale neighborhood commercial uses. The building types of this zone allow for a variety of housing opportunities and flexible neighborhood commercial opportunities to serve adjacent neighborhood and create a pedestrian oriented environment.

### Permissive Uses.

1. C-1 and R-2 Permissive Uses

### Conditional Uses.

1. C-1 and R-2 Conditional Uses
2. Existing non-conforming uses shall be approved conditional uses.
3. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

### Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption,
3. Vehicle fuel sales.

### Permitted Building Types

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft



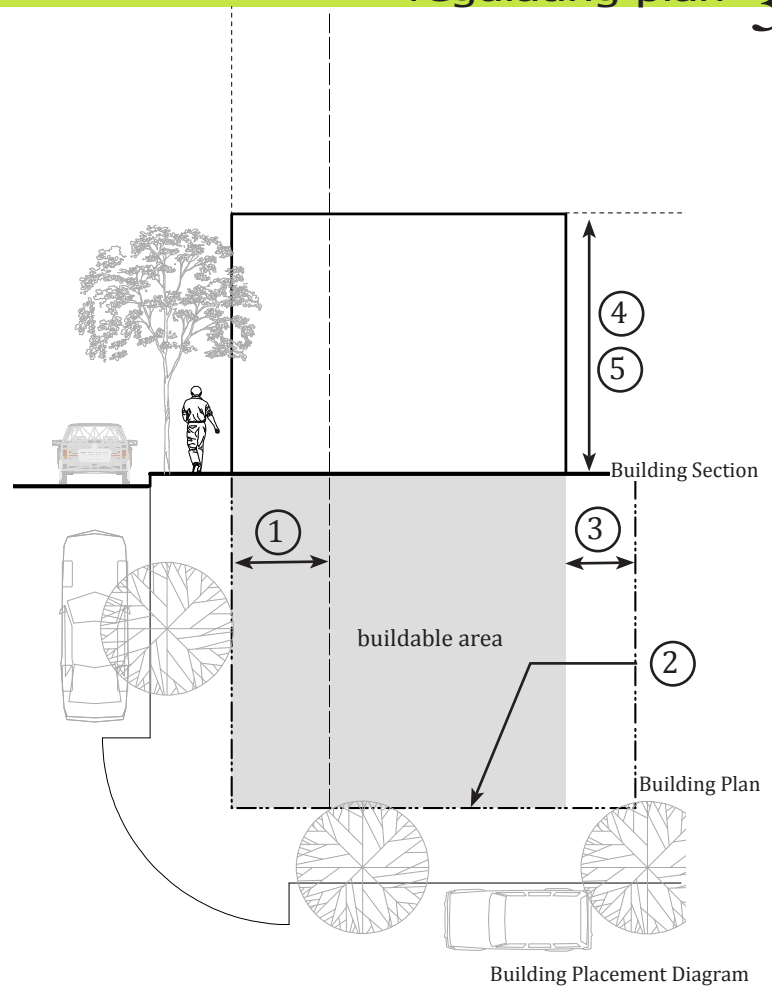
### Parking Requirements

Parking requirements shall be as follows:

- a) Residential Uses: 1 space per unit minimum
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
  - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
  - ii. Where no on-street parking abuts property: Per Zoning Code Section 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

### Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B) (2) with the following exceptions:
  - a) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.
2. See Development Standards for additional exceptions and requirements.



### Building Placement and Height

#### Setbacks:

- 1. Front.** Buildings shall be located within 10 feet of front property line. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

#### Height:

1. Maximum building height shall be 35 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 26 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

## ID CF 1 – International District Community Flex 1 Zone

Zone intent. The intent of this zone is to allow for vertical mixed use development along existing commercial corridors within the International District that currently have a horizontal mixture of land use. The purpose of this zone is to assure that development form and land use are sensitive to the existing abutting residential areas. The building types and placement requirements of this zone have been developed to foster flexibility in development to respond to neighborhood needs and market trends while creating a physical environment which respects adjacent single family and low density multi-family development.

### Permissive Uses.

1. C-2 and R-2 permissive uses.

### Conditional Uses.

1. C-1 and R-2 conditional uses.
2. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

### Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption.

### Building Types.

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft
- i) Stand alone Commercial/Office building





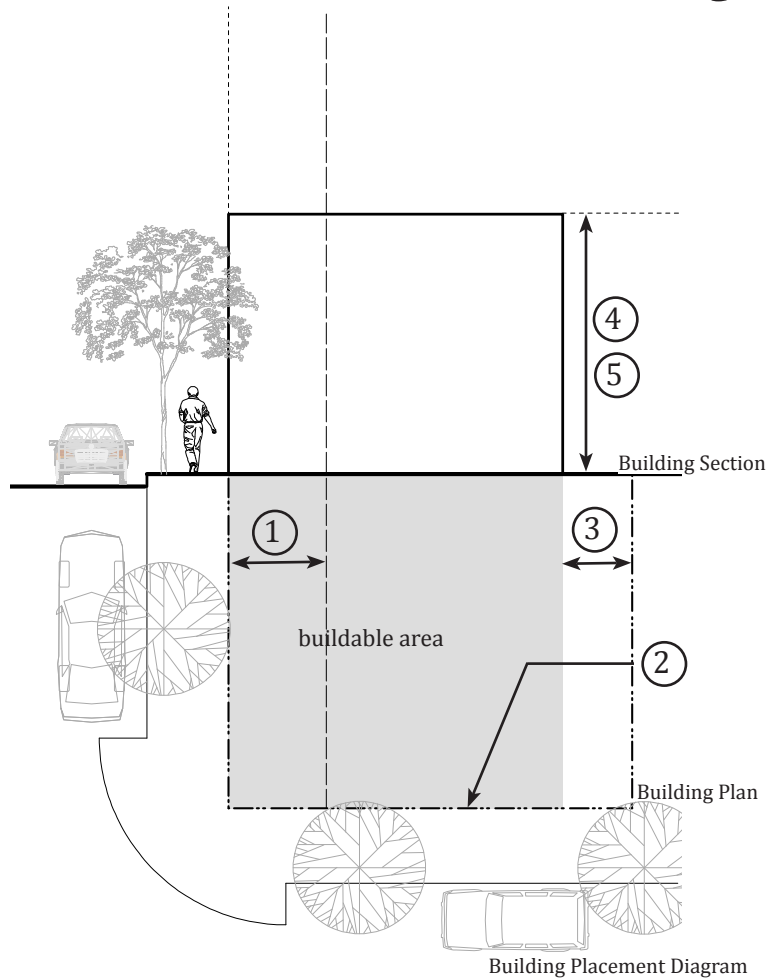
### Parking Requirements

Parking requirements shall be as follows:

- a) For Residential Uses: 1 space/unit minimum.
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
  - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
  - ii. Where no on-street parking abuts property: Section Per 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

### Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(3) with the following exceptions:
  - a) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.
2. See Development Standards for additional exceptions and requirements.



### Building Placement and Height

#### Setbacks:

- 1. Front.** Buildings shall be located within 10 feet of front property line. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

#### Height:

1. Maximum building height shall be 45 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 26 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

## ID CF 2 – International District Community Flex 2 Zone

Zone intent. The intent of this zone is to create moderate density mixed-use villages within the International District. This hybrid form based zone responds to the existing horizontal mixture of residential, office and commercial uses, and permits a vertical mixture of uses to increase development flexibility, and uses building types to create development which is complementary and pedestrian oriented.

### Permissive Uses.

1. C-2 and R-3 permissive uses

### Conditional Uses.

1. C-2 and R-3 conditional use.
1. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan

### Prohibited Uses.

1. House, one per lot,
2. Sale of alcohol for off-premise consumption.

### Building Types.

The following building types shall be permitted as per Section 14-16-3-22(C).

- a) Flex Building
- b) Podium Building
- c) Liner Building
- d) Courtyard Building
- e) Stacked Flats
- f) Civic/Institutional Building
- g) Townhouse
- h) Live/Work Loft
- i) Stand alone Commercial/Office building



### Parking Requirements

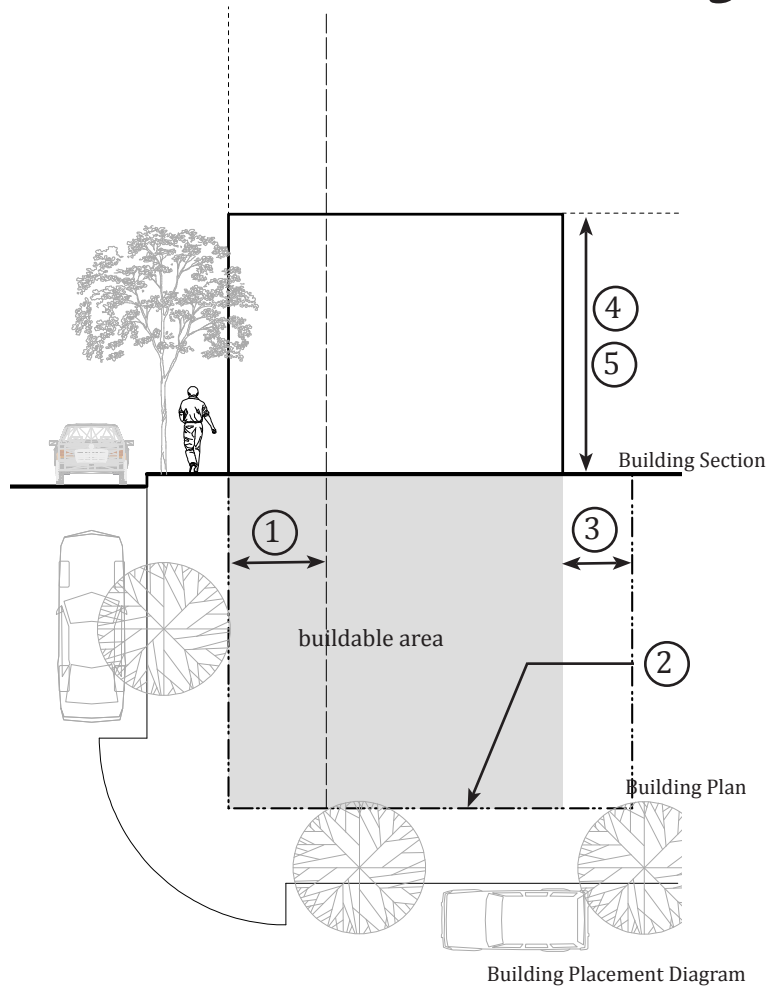
Parking requirements shall be as follows:

- a) For Residential Uses: 1 space/unit minimum.
- b) Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses:
  - i. Where on-street parking abuts property: minimum 1 space per 1000 square feet of building net usable space.
  - ii. Where no on-street parking abuts property: Section Per 14-16-3-22(C)
- d) See Development Standards for additional requirements and exceptions.

### Additional Requirements

Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(3) with the following exceptions:

- a) The total landscape area required for each development shall be a minimum 10% of the net lot area.
- b) Usable Open Space. A minimum 20% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See General Standards for Usable Open Space reductions.
- c) See Development Standards for additional exceptions and requirements.



### Building Placement and Height

#### Setbacks:

- 1. Front.** Buildings shall be located within 10 feet of public right-of-way. Additional allowances shall be permitted for building articulation, courtyards and entry ways, see building types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum setback is required from residential zones.

#### Heights:

1. Maximum building height shall be 65 feet, except that properties within 150 feet of Zuni Road shall be limited in height to 45 feet.
2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.

## ID LWM – International District Live/Work Marketplace

Zone intent. This zone is intended to create a vibrant, mixed-use neighborhood in an area designated by the Albuquerque/Bernalillo County Comprehensive Plan as a Community Activity Center. It allows a mixture of higher density residential, commercial, entertainment, civic, and employment uses within prescribed building forms that are oriented to the street in order to create an area that is pedestrian-friendly, while accommodating automobiles.

### Permissive Uses

1. Any use not listed as a prohibited use shall be permissive.
2. Any existing legal use that becomes non-conforming with the adoption of this plan shall be an approved conditional use subject to the Conditional Use regulations of this plan.

### Prohibited Uses

1. House, one per lot,
2. Uses permitted and conditional in the P or PR zone,
3. Sale of alcohol for off-premise consumption,
4. Lending Facilities not affiliated with a federally secured bank,
5. Adult amusement establishment and adult store where not previously permitted,
6. Truck plaza, and
7. Uses first Permissive and Conditional in the I-P, M-1, M-2 zones.

### Building Types

The following building types are permitted and regulated as per Section 14-16-3-22(C).

- a) Flex Building
- b) Courtyard Building
- c) Podium Building
- d) Stacked Flats
- e) Courtyard Apartments
- f) Liner Building
- g) Townhouse
- h) Live/Work Loft
- i) Civic Institutional Building
- j) Structured Parking



### Parking Requirements

1. Parking requirements shall be as follows:

- a) For Residential Uses: 1 space per unit minimum.
- b) For Bars, Restaurants, and Dance Halls: 1 parking space per 6 persons of the permitted fire occupancy load.
- c) For all other uses: minimum 1 space per 1000 square feet of building net usable space.

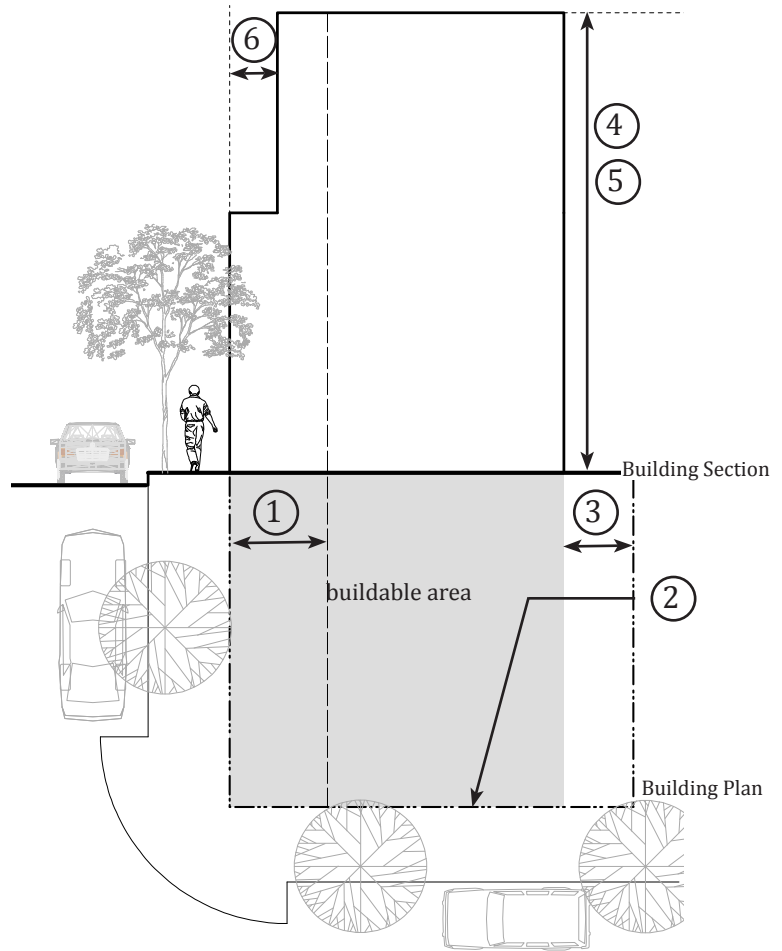
2. See Development Standards starting on page 54 for additional requirements and exceptions.

### Additional Requirements

1. Building Standards, Usable Open Space, Parking, Lighting, Signage, Walls and Fences, Screening and Landscape standards shall be regulated by Section 14-16-3-22(B)(2) with the following exceptions:

- a) The total landscape area required for each development shall be a minimum 5% of the net lot area.
- b) Usable Open Space. A minimum 10% of the site area shall be designated as usable open space in the form of patios, plazas, balconies, roof decks, courtyards, or exterior walkways. See Development Standards for Usable Open Space reductions.

2. See Development Standards for additional exceptions and requirements.



### Building Placement and Height

#### Setbacks

- 1. Front.** Buildings shall be located within 20 feet of the front property line. Additional allowances shall be permitted for building articulation, courtyards and entryways. See Permitted Building Types for information.
- 2. Side.** There shall be no minimum or maximum side setback requirement.
- 3. Rear.** There shall be a 5 foot minimum rear setback requirement. A 15 foot minimum rear setback is required from residential zones.

#### Height

- 1. Properties within 150 feet of the centerline of Zuni Road shall be limited in height to 45 feet.
- 2. Abutting or adjacent to a residential zone, height shall be limited to 26 feet.
- 3. Building step back requirements may apply, see Development Standards.

## V. Development Standards

### A. General Development Standards for all zones.

The following development standards shall apply to all zones in the International District:

1. **Sidewalks.** In order to promote a pedestrian-friendly environment in the International District, new sidewalks shall be a minimum of 5 feet in width. Where 4 or more feet exist between the edge of sidewalk and the back of curb, street trees shall be required a minimum of 25 feet on center. Tree grates shall be permitted. Where 2 to 4 feet exists between sidewalk and back of curb, planted areas shall be provided with a minimum of 1 shrub or 2 ornamental grasses every 10 linear feet. For less than 2 feet between the sidewalk and back of curb, the area shall be paved and treated as sidewalk.
2. **Public utilities.** A five foot minimum clear pedestrian circulation path shall be maintained. Public utilities shall not be located within the clear pedestrian circulation path.
3. **Walls and fences.** As per City Zoning Code (§ 14-16-3-19) with the following exception: Chain link fencing shall not be permitted in the front setback or where adjacent to a residential use. Chain link fencing shall be permitted in all other locations.
4. **Off-street parking.** As regulated in each zone, and per City Zoning Code (§ 14-16-3-1) with the following exceptions:
  - a. Private residential parking garages and carports shall be located to the rear or side of a dwelling unit. Garages and carports that front a public ROW shall be setback a minimum of 5 feet from the front facade.
  - b. Adjacent and abutting on-street parking may count toward off-street parking requirements as permitted by zone.
  - c. Parking shall be located on the side of or behind buildings. Off-street parking shall be designed and screened per the regulations of City Zoning Code (§ 14-16-3-1) (F).
5. **Screening of mechanical equipment, service and loading areas.** Pursuant to City Zoning Code (§ 14-16-3-18(C)(6)(a)) with the following additions and exceptions:
  - a. Trash enclosures shall set back a minimum of 10 from the front property line. Trash containers shall be screened by a six-foot high solid wall and/or gate.
  - b. Ground mounted mechanical and electrical equipment

shall be accessed from alleys or rear access easements where possible.

- c. Exterior mounted mechanical and electrical equipment shall be architecturally screened. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely affect the streetscape, pedestrian circulation, or open space.

## **B. Requirements for auto-oriented uses**

1. In order to support the development of a safe and attractive pedestrian realm, queuing lanes shall not be permitted between building and the public right-of-way. This requirement shall be triggered by new construction or an addition of more than 25% of the existing net building area in order to guide the site development of auto-oriented uses such as, but not limited to drive up service windows
2. In addition, the following requirements shall apply to new construction of drive-through restaurants:
  - a. Buildings shall orient to the street with direct pedestrian access from the public sidewalk.
  - b. A minimum of 100 square feet of outdoor area with shaded seating shall be provided.

## **C. Requirements for Multi-Family Residential**

The following requirements apply only to new multi-family development in the following zone categories; R-T, R-2, R-3, C-1 and C-2 or any similar SU-1 zoned property. Single-family development is exempt from the following:

1. **Building Frontage and Articulation:** The following regulations shall apply to all facades fronting a street:
  - a. The design standards of § 14-16-3-18 (C)(2)(a)(b)(c) (d) and (e) shall apply.
  - b. The design standards of § 14-16-3-18 (D)(2), except section (h), shall apply.
  - c. A minimum of 30% of the ground floor shall have windows. For facades with doors, the percentage of windows may be reduced to 20%.
  - d. Upper floors shall have a minimum of 20% glazing.
  - e. The primary entry to the building shall be oriented toward the street or within 50 feet of a central courtyard.

2. **Alleys:** Existing alleys shall remain in place to provide access to a site.
3. **Building Placement:**
  - a. Buildings shall be set back 0 to 15 feet from property lines adjacent to a street.
  - b. Side and rear setbacks shall be pursuant to the underlying zone.
4. **Building Size:** Large (over 30,000 square feet footprint) multifamily designs are discouraged. Building mass and footprint shall be broken up through the use of smaller buildings, courtyards/courts, paseos and internal site streets.
5. **Entryways:** Residential units with exterior entry ways shall have a minimum of 40 square feet of usable entry area dedicated to the unit for private use. Minimum dimension of exterior entry way shall be 5 feet. Usable entry area may be in the form of a balcony, porch, patio, courtyard or terrace. No access path to another unit counted toward required square footage. Usable entry way shall be buffered from abutting units through landscaping, site or building walls, or offsets in building facade. Usable entry space may count toward Usable Open Space requirement.
6. **Pedestrian Access:** Residential uses shall provide direct pedestrian connections from the residential building(s) or units to all street sidewalks and to other building(s) on the premise or project site. See §14-16-3-1 (H).
7. **Landscaping:**
  - a. Building setbacks not used for pedestrian circulation shall have a minimum landscape area of 50%. Asphalt is not a permitted material within the setback area.
  - b. Landscaping on roof decks may be counted toward the required area landscaping as regulated by §14-16-3-10.
8. **Parking Placement:** Parking shall be located to the rear or to the side of a building, in a common parking area located interior to the block, or in a combination of the above. Parking is not permitted between a building



and the street on which it fronts if alternative areas for parking are available on site. Parking areas between a building and a side street are limited to 64 feet in width and shall have landscaped buffers facing the streets with a minimum depth of 4 feet and a screen wall with a minimum height of 3 feet. Wall material shall be as regulated by §14-16-3-19(c).

9. **Open Space, in lieu of parking:** For existing multi-family developments that are non compliant with existing Usable Open Space requirements, parking requirements may be reduced to 1/unit such that excess parking areas be dedicated as Usable Open Space. Usable Open Space shall be developed to meet requirements of underlying zone.
10. **Curbs:** New curb cuts shall be limited to one per 150 linear feet. per lot. Roll curbs shall not be permitted.

#### **D. General Development Standards for SU-2/ ID NF, ID CF-1, ID CF-2 and ID LWM Zones**

The following standards apply only to the SU-2/ID NF, ID CF-1, ID CF-2 and the ID LWM zones and are intended to create an environment that is visually appealing and pedestrian friendly by requiring building articulation that creates visual interest and variety, relates to a pedestrian scale, provides visibility both into and out of buildings, creates sidewalk activity, and provides pedestrian comfort through sidewalk shading.

1. **Architectural Style:** No specific architectural style is required and a variety of styles are encouraged.
2. **Articulation on street facades:** The design standards of § 14-16-3-18(D) shall apply with the following modification and exception:
  - i. Wall plane projection or recesses shall occur at least every 75 feet (ref. § 14-16-3-18(D)(2)(a))
  - ii. Art such as murals and sculptures shall not require coordination with City Arts Program if maintained by the property owner. (ref. § 14-16-3-18(D)(2)(e).
3. **Pedestrian Shade:** Buildings which face south or west shall provide shading of the sidewalk adjacent to the building for a minimum of 50% of the street facade in the form of awnings, overhangs, arcades, trees or other

methods approved by the Planning Director or his/her designee.

4. **Stepbacks:** Building heights over 60 feet shall step back a minimum of 20 feet from the public ROW above 26 feet in order to minimize the impact of tall buildings on the public realm. Exceptions for tower or other elements may be permitted by the discretion of the Planning Director or his/her designee.

5. **Criteria for Exceptions to Building Setbacks:**

a. **Site constraints:** For additions of more than 25% of gross square footage which cannot meet the front setback requirements of the zone due to existing site constraints, such as the placement of existing structures, a buffer zone shall be required a minimum of 10 feet deep measured from the front property line, as well as the side property line on corner lots shall be considered equivalent per Planning Director approval. The buffer zone shall include a minimum of one of the following: water feature, art piece such as a statue or mural, plaza, moveable or fixed seating, or trees minimum of 25 feet on center. Parking shall not be permitted within the front setback if alternative areas for parking are available on site.

b. **Multiple buildings on site:** Where multiple buildings exist on a site, there are no front setback requirements once the requirement for a building to be located within 10 feet of the public right-of-way has been fulfilled.

c. **Shopping center sites:** Existing shopping center sites over 5 acres shall have no maximum front setback. Pad site buildings or portions of the development shall front the street, with windows and doors oriented to the public ROW. Access from the public ROW to buildings on site shall be provided a minimum of every 300 linear feet along the public ROW via designated pedestrian paths a minimum of 5 feet in width with defined paving (paint shall not be considered an accepted material for delineating pedestrian paths), pedestrian scale lighting, 1 street tree for every 25 linear feet and 1 bench per 100 linear feet.

6. **New Curb Cuts.** New curb cuts shall be limited to one per 150 linear feet per lot. Roll curbs shall not be permitted.
7. **Usable Open Space:** Usable Open Space shall be provided per the requirements of each zone, with the following exception. Within 1000 feet of a public park or dedicated open space, usable open space may be limited to a minimum of 100 square feet of space per residential unit which may be in the form of a patio, balcony or other exterior space for use by the inhabitant.
8. **Public Space:** As per § 14-16-3-18 (C)(4) with the following exceptions:
  - a. Public Space requirement shall apply to all development of buildings 60,000 square feet and greater;
  - b. Solar angles and wind conditions should be considered in the design of the space;
  - c. Public Space shall be designed for security and be visible from the public right-of-way;
  - d. Public Space shall have pedestrian scale lighting a maximum of 16 feet in height;
  - e. Public Space shall utilize distinctive paving materials, including permeable paving. Asphalt paving is prohibited.
9. **Off-street Parking Standards:** Off-street parking shall meet requirements of each zone, with the following exception:
  - a. Parking shall be located to the side or rear of building where possible. Lots which can demonstrate constraints that prohibit the location of parking to the side or rear shall screen parking adjacent to a public ROW by either a 5 foot landscape buffer and 3 foot high wall or a 10 foot landscape buffer with trees and two shrubs or ornamental grasses a minimum of 20 feet on center.
  - b. Sites within 650 feet of a Rapid Ride stop may take an

additional 20% reduction on parking.

- c. Transit Shelters can be counted on a 1 to 1 basis as part of the landscaping requirement (e.g. a 250 square foot shelter can be counted as 250 square feet of landscaping) if acceptable by the Transit Department.

**10. Landscape Standards.** Landscaping shall meet requirements of each zone, with the following exceptions:

- i. The following landscape reductions in parking areas shall be permitted:
  - a) For parking areas located to the side of buildings that are a maximum of 60 feet in width and up to 100 in depth, landscaping requirements for trees may be reduced to ornamental grasses or two trees and four shrubs located within the front setback area.
  - b) On corner lots, additional landscaping shall be required within the front setback as follows: Ornamental grasses or a minimum of 1 tree and two shrubs located a minimum of 25 feet on center.
  - c) For parking areas located behind buildings, there are no landscaping requirements, except for required landscape buffers, per Section 14-16-3-10.
  - d) On sites that utilize these landscape reductions, parking shall not be permitted between a building and the public ROW.
- ii. All landscaped areas shall be served by underground irrigation systems unless otherwise approved by the Planning Director.

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# Chapter 5

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## Community Conditions: Neighborhood Issues and Opportunities

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# I. Introduction

During the planning process, the Planning Team conducted a series of listening and visioning sessions with each neighborhood in order to obtain information on individual neighborhood issues and opportunities as well as visions and goals for the larger International District. This chapter contains a summary analysis of key community issues and concerns and has been incorporated in the larger community-wide planning effort.

The International District is comprised of six individual neighborhoods, Fair West, La Mesa, South San Pedro, Elder Homestead, Trumbull Village and Siesta Hills, each with unique conditions and opportunities.

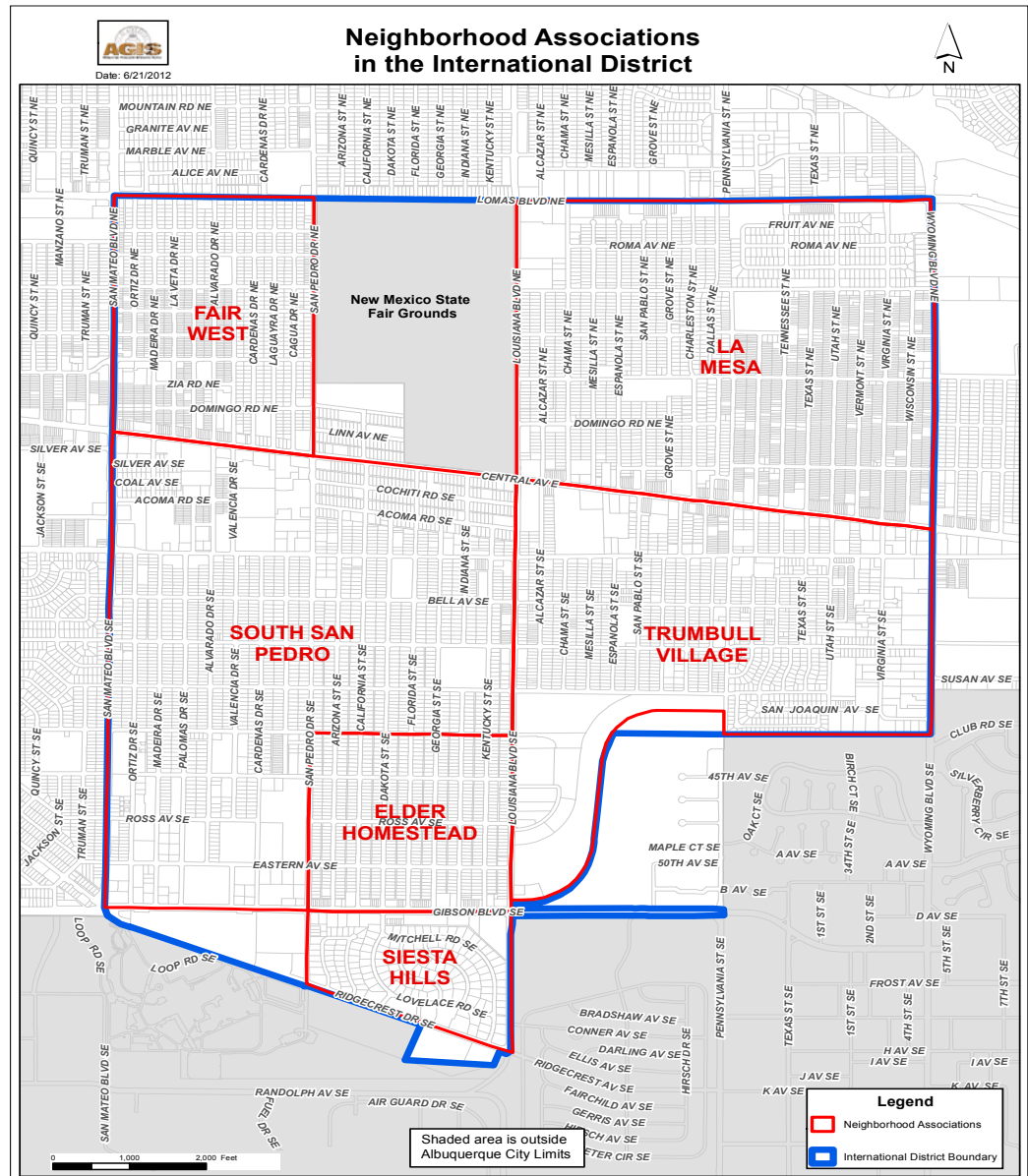


Figure 5.0: Neighborhood Association map



Fair West

## II. Fair West (FW)

### A. Overview

This neighborhood is generally located south of Lomas Boulevard, east of San Mateo Boulevard, west of the State Fairgrounds, and north of Central Avenue. Platted in X, Fair West is approximately 220 acres.

### B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with the Fair West neighborhood and were analyzed as part of the planning process:

**FW Issue 1: Car dealerships on Lomas Boulevard negatively affect neighborhood.** Residents have stated that car dealerships park cars in the neighborhood and use the area for “test drives.” Vehicle delivery trucks also use the residential streets to access and unload/load vehicles. There have also been complaints regarding the noise pollution from the paging systems.

#### FW Issue 1 Analysis

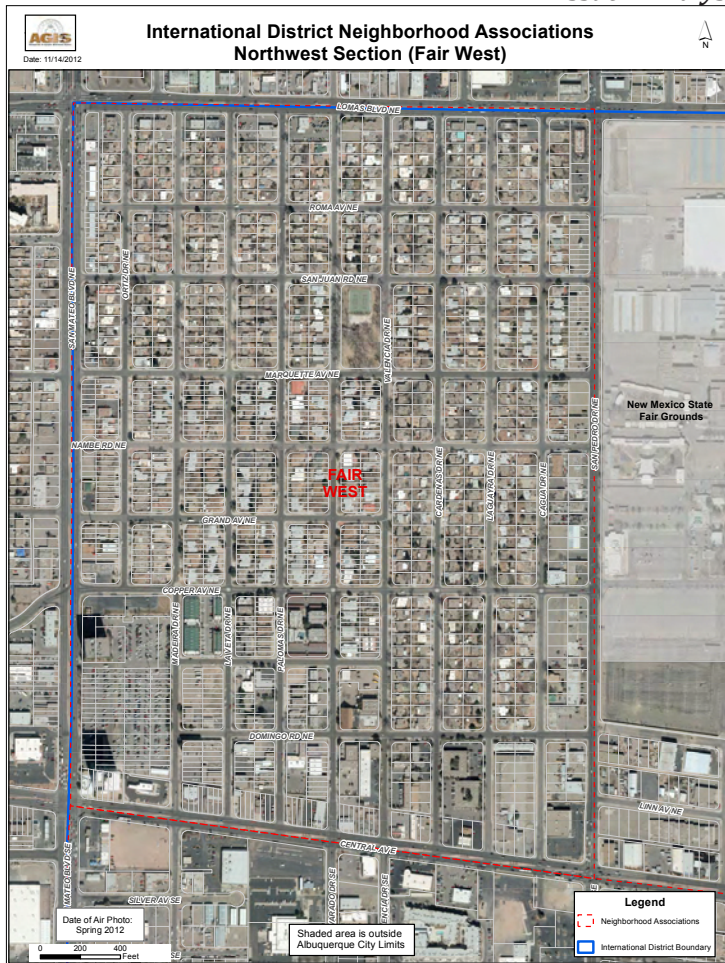


Figure 5.1: Fair West Neighborhood Association Boundary map

Parking in the Fair West is impacted not only by the car dealerships to the north, but also the Fairgrounds to the east. Car dealerships are located on small lots and have limited parking for employees and visitors. As a result, dealerships are using residential streets to park and load cars. Though primarily an issue during the State Fair, other events at the Fairgrounds create parking issues within the neighborhood.

The City of Albuquerque Noise ordinance restricts the level of noise and generally allows a 5-decibel increase above existing noise levels at any residential property line at any time. Amplified sound (radios, televisions, stereos, live bands, etc.) has an additional restriction: it must not be plainly audible inside any residence between 10 pm-7 am (9-9-1 to 9-9-99 in the City of Albuquerque Code of Ordinances).

#### FW Issue 1 Potential Opportunities:

1. Enforce noise ordinance.
2. Consider permit parking. In areas affected by car dealerships and the State Fairgrounds, residents should apply for on-street permit parking.

3. Use traffic calming systems to discourage access into neighborhood. Narrowing streets at access points along Lomas Boulevard will discourage truck access and help to reduce speeds of through traffic.

***FW Issue 2: Transient population and traffic speeds at Fox Park.***

Residents have expressed concern regarding the population which uses Fox Park for drug use, sleeping, bathing and other personal needs. The lack of lighting has also been expressed as a barrier to crime prevention. Residents have also expressed concern regarding traffic speeds on streets adjacent to the park.

***FW Issue 2 Analysis.***

Located six blocks north of Central Avenue, the park receives a fair share of foot traffic traffic. Due to its quiet location and lack of lighting a night, the park is attractive for criminal activity.

***FW Issue 2 Potential Opportunities:***

1. Install park lighting. Park lighting will assist in crime prevention by allowing the park to be observed at all hours by residents and APD. Lighting for tennis courts and play areas will extend the hours the park is used in the winter, deterring unwanted activity.
2. Organize neighborhood park watch. Fair West residents could work directly with crime prevention programs such as neighborhood watch in order to patrol and protect the park.
3. Narrow streets around park to reduce traffic speeds. On-street parking and street trees could be added along the park side in existing paved areas with bulb outs to narrow the street around the park. Crosswalks and ADA accessible ramps should also be installed to facilitate park access.

***FW Issue 3: Land use in area south of Copper Avenue is under utilized and inconsistent, older apartment complexes do not meet current code and landscape standards, and illegal dumping is an issue in the area.***

***FW Issue 3 Analysis.***

Although the neighborhood north of Copper Avenue is primarily R-1 with long established single family uses, the area south of Copper Avenue is a mixture of C-3, C-2, R-3 and O-1 zoning. The existing land use is primarily multi-family, though some professional businesses and vacant land do exist in the area. The C-3 zoning is primarily under-utilized with land uses primarily meeting C-1 and C-2 limits. R-3 zoned properties host older apartment complexes that meet R-2 limits.

The land use south of Copper Avenue to Central Avenue is divergent and lacks cohesion. Multifamily is located on Copper Avenue which

### Fair West

has consistent traffic, while quieter blocks have professional offices and commercial enterprises which receive minimal visibility. Between Valencia Street and San Pedro Boulevard, C-3 zoning is across the street from R-1 single-family houses. With the exception of two townhouse communities, the majority of the commercial and apartment buildings in the area were built prior to 1970 and do not meet current landscape or buffering requirements. Large and small undeveloped parcels are scattered throughout area.

Due to the two blocks of commercial and office uses located between Central and the multifamily residential apartments along Copper, a portion of the Fair West neighborhood feels empty and off limits to residents. Commercial activity in the area is not general neighborhood goods and services that are used daily.

#### ***FW Issue 3 Potential Opportunities:***

1. Allow mixed-use zoning in order to increase population in area and increase demand for neighborhood goods and services. Mixed-use zoning will allow development flexibility and help transition the variety of separated use categories into more congruent and compatible uses. In addition, increasing the area where residential uses are permitted increases the residential qualities of the portion of Fair West south of Copper Avenue.
2. Limit C-3 uses. C-3 uses in this area are currently underutilized and are not generally compatible with residential uses. Such uses should be removed from allowable uses in the area or be required in a fully enclosed building.
3. Enforce existing landscape and buffering requirements.
4. Provide additional large item trash pick up in multi-family areas.

***FW Issue 4: Businesses on San Mateo Boulevard are difficult to access and many parcels are vacant and under utilized. Residents desire to see more neighborhood goods and services within walking/biking distance of the neighborhood.***

#### ***FW Issue 4 Analysis***

San Mateo Boulevard, between Central Avenue and Lomas Boulevard, is a busy Principal Arterial. Parcels on both sides of San Mateo Boulevard are zoned C-1 and C-2, mostly consisting of neighborhood goods and services. A large percentage of these lots are vacant and under utilized.

Due to the high travel speed, the abundance of curb cuts, narrow sidewalks and lack of pedestrian amenities, the businesses on San Mateo are not easily accessible by pedestrians. In addition, travel

speeds combined with small street frontages on commercial parcels limit store visibility from vehicular traffic. This makes the land less desirable from a commercial standpoint and may be a factor in vacant parcels along San Mateo Boulevard that have never seen development.

***FW Issue 4 Potential Opportunities:***

1. Introduce transportation strategies to make San Mateo Boulevard more accessible to neighborhood by pedestrians. Wider sidewalks, streetscape improvements, reduced curb cuts, reduced traffic speeds and on-street parking would improve pedestrian access. Reduction of travel speeds would also improve commercial viability in the area by increasing the visibility of businesses along San Mateo.
2. Allow residential uses. The introduction of residential uses to the existing C-1 and C-2 uses would allow greater development flexibility and increase the demand for neighborhood goods and services.

La Mesa

### III. La Mesa Neighborhood (LM)

#### A. Overview

This neighborhood is located south of Lomas Boulevard, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of Central Avenue. Platted between the early 1920's and mid-1940's La Mesa neighborhood consists of 563 acres of land.

#### B. Issues and Opportunities Analysis.

The following issues and concerns resulted from the community meetings and surveys with La Mesa neighborhood and were analyzed as part of the planning process:

**LM Issue 1: Perception – old name, crime, drugs, prostitution.**

#### LM Issue 3 Analysis

Community groups have been working to rebrand the area. The media has been asked to use the name International District when addressing the area. Crime statistics indicate that reported crime has fallen in the neighborhood from 739 cases reported in 2008 to 351 in 2012.

**LM Issue 2: Inadequate lighting.**

#### LM Issue 2 Analysis

Lighting in La Mesa is limited to one light per intersection, which is typical for Albuquerque residential areas. Mesa Verde Park and Community Center have lighting. Due to the very long blocks in the eastern portion of La Mesa, streets are very dark. The lack of lighting impedes efforts to visually survey the area and deter crime.

#### LM Issue 4 Potential Opportunities:

1. Introduce additional lighting such as mid-block street lighting. Additional lighting should be provided mid block on residential streets, especially on blocks over 600 linear feet. Copper Avenue should also receive additional lighting.
2. Encourage more lighting at public facilities. Lighting at APS sites, community churches, community centers, fire stations and other public services should keep lighting on throughout the night in order to provide more visibility on larger public areas. Lighting should meet the State dark skies lighting ordinance.
3. Determine which areas additional lighting would assist in crime prevention. Work with community members and APD to determine where additional lighting is needed.

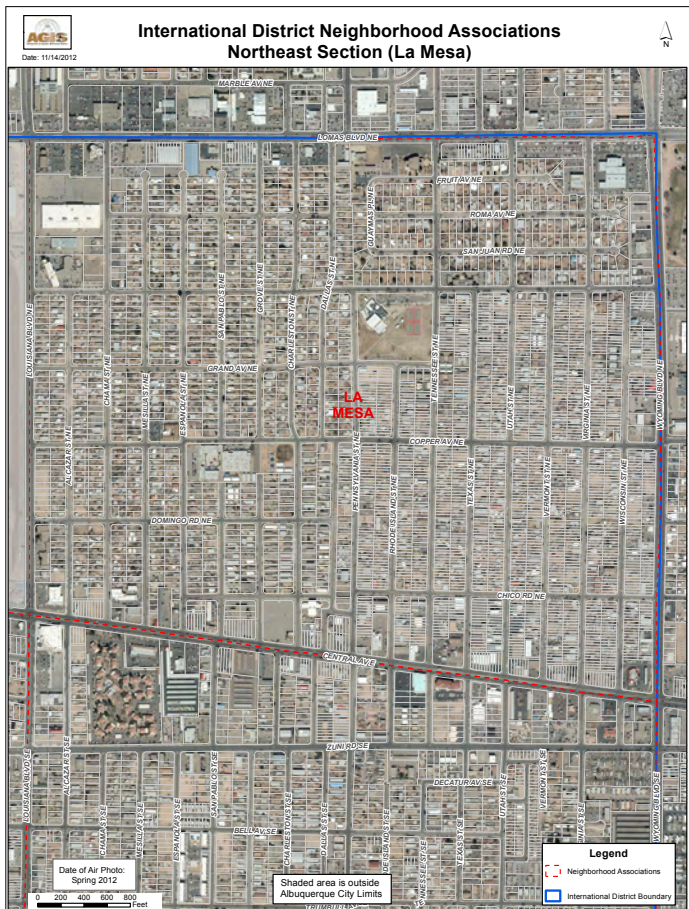


Figure 5.2: La Mesa Neighborhood Association Boundary map

**LM Issue 3: Too many apartments.** Community members have expressed concern over the number of apartments and parcels zoned for multi-family use. Community members have expressed a desire to see more home ownership opportunities in the area to increase neighborhood stability.

**LM Issue 3 Analysis**

La Mesa currently has a high percentage of multi-family housing with respect to other Albuquerque neighborhoods. According to 2010 census data, X units of multi-family housing exist within census tract X with X units of single family housing. The majority of multi-family housing and land zoned for multi-family use is located in the eastern and southern portion of La Mesa. The lots in these areas are typically narrow, and development tends to be setback from the street with parking areas located to the front of the lot. Many of the platted lot sizes do not meet existing zoning code minimum lot standards of a minimum of 60 feet wide and 6000 square feet for R-2 and 150 feet wide and deep for R-3. Apartment buildings are typically narrow with unit access located along the side. Limited visual connection exists between the street and apartment entry ways and windows, which limits “eyes on the street” as well as visual surveillance of activities in apartment complex sites. Block sizes in the majority of the multi-family zoned area exceed 600 feet and in many cases exceed 1200 sqft. Long block lengths limit connectivity throughout the neighborhood and make community policing difficult. Excessively long blocks also increase the repetitive feel of small lot apartments and expanses of parking areas.

Single-family housing is located in the northern and western portions of La Mesa. Block sizes in single-family areas are typical, approximately 600 feet in length. While housing stock in La Mesa is older and established, it is relatively well maintained.

**LM Issue 3 Potential Opportunities:**

1. Rezone multi-family housing in some areas to less intensive/ alternative uses. In order to create more housing options in areas with a high concentration of multi-family housing, areas should be considered for rezoning to RT uses that would allow for more opportunities for homeownership. Other multi-family areas which are located in the southern portion of La Mesa could be rezoned to be mixed use, which would allow for live/work and office opportunities which could bring more stability to the area and create a transition from single family zoning to the commercial uses along Central Avenue.
2. Create development standards which encourage quality development. Design standards should be developed which create residential development that is oriented to the street, with parking screened from the street, with a neighborhood scale and has contributing design elements.

### La Mesa

3. Determine enforcement strategy for non-conforming properties. Some multi-family developments do not meet current City zoning requirements. Strategies need to be developed to bring these structures into compliance or provide standards that allow these structures to remain until a specified date.

***LM Issue 4: Not enough public green space. Community participants have expressed a desire to see more public green space to serve the high-density population of La Mesa.***

#### ***LM Issue 4 Analysis***

La Mesa currently has Mesa Verde Park which consists of 8.6 acres with soccer fields, play areas, tennis courts and open green space. In addition, La Mesa has Trumbull Park 1.4 acres, Trumbull Children's Park and Phil Chacon Park, 20 acres are located less than 2 miles to the south, Jerry Cline Park (1.5 miles to the north) and Los Altos Golf course, 178 acres is located .5 miles to the east. La Mesa Elementary School, located within the neighborhood has play equipment and a field available after school hours and on the weekends.. According to the City Parks Department, this area is well served by recreational facilities and there are no plans for new parks in this neighborhood.

Access to parks could be improved in adjacent neighborhoods via improved pedestrian and bicycle connections and more signalized crossings at major intersections. Vacant lots within the Plan area could be utilized as public open space as a pre-development strategy pending agreements with property owners and the La Mesa Community Land Trust, neighborhood association or City Parks Department. Community greenways lined with landscaping and street trees along existing public right of ways could contribute to the community as public green space.

#### ***LM Issue 4 Potential Opportunities:***

1. Increase site programming at Mesa Verde park. In order to serve more of the residents, additional site amenities could be added to the existing park, such as more walking trails, half court basketball, garden areas, and more shade trees.
2. Identify potential sites for future parks. Identify areas of vacant land or desirable lots for a future park site. Site should be a minimum of 2 acres and be located south of Copper Avenue in order to better serve highly populated areas.
3. Determine if a joint use agreement can be established with La Mesa Elementary School. A small children's park could be located at La Mesa Elementary school to increase park availability during non-school hours.

4. Utilize vacant land for community gardens and small pocket parks. Vacant land could be leased by the City or used for public use with an agreement between neighborhood and property owner. Such use would activate vacant parcels, provide public activity in more areas of La Mesa and provide places of community ownership. Ideas for vacant parcels could include gardens, sports courts, playgrounds, and dog parks.

***LM Issue 5: Not enough destinations within walking distance. Community participants have expressed an interest in walking to neighborhood stores and services. Saturation of car dealerships limit opportunities for a variety of uses and encroach on residential streets.***

***LM Issue 5 Analysis***

La Mesa neighborhood is within easy walking distance of areas with commercial zoning. However, the activity along Central Avenue, Lomas Boulevard and Wyoming Boulevard are limited to auto-oriented uses. Lomas Boulevard between Louisiana Boulevard and Wyoming Boulevard is almost entirely auto sales, with the exception of two bowling alleys, a few restaurants and a church with a school. No stores or services are located on Lomas Boulevard. Central Avenue has similar auto related businesses and a handful of restaurants. Fair and Square market is located across Central Avenue, but is difficult to access and provides limited grocery goods. Wyoming Boulevard is also flanked by auto related uses with a restaurant and several convenience stores.

As a result of the over saturation of auto related uses, there is limited access to neighborhood goods and services within walking distance of La Mesa.

***LM Issue 5 Potential Strategies:***

1. Introduce zoning regulations which limit the number of auto related uses in the La Mesa neighborhood area. Zoning could restrict number of particular uses in the area or limit the proximity of auto related uses in order to reduce saturation of similar uses.
2. Limit zoning in areas to neighborhood goods and services. In order to encourage neighborhood goods and services, areas adjacent to La Mesa could be zoned only to allow neighborhood goods and services.
3. Enforce parking requirements for car dealerships, apply other strategies to mitigate impact of car dealerships on neighborhood. In order to prevent car dealerships for parking and utilizing residential streets, parking requirements should be enforced on all car dealership parcels. In addition, streets adjacent to car dealerships should consider permit parking. Landscape buffering between neighborhood and dealerships



### La Mesa

needs to be enforced. Street access from Lomas Boulevard could be narrowed in order to deter auto delivery truck traffic and deter test driving in the neighborhood.

***LM Issue 6: Businesses and streetscape are not cohesive on Louisiana Boulevard from Central Avenue to Lomas Boulevard. Community participants have noted the range of uses along Louisiana Boulevard and have expressed an interest in creating a cohesive environment.***

#### ***LM Issue 6 Analysis***

Land uses along Louisiana from Lomas Boulevard to Central Avenue include large commercial structures, multi-story residential, single family, small scale commercial businesses and vacant parcels. The zoning along Louisiana Boulevard includes C-2, R-3, O-1 and C-1. Some community participants have expressed an interest in limiting development along Louisiana Boulevard to residential. Others feel the speed of Louisiana Boulevard and the location of the State Fairgrounds across the street create more of a commercial environment.

#### ***LM Issue 6 Potential Opportunities:***

1. Create a flexible mixed-use zone which is sensitive to the adjacent neighborhood in order to provide more consistent land use along Louisiana Boulevard. Zoning could limit commercial, office and residential uses to intensities and uses that respect the adjacent single-family neighborhood. Design standards could be developed to provide scale and site design that is compatible with residential areas.

***LM Issue 7: Package liquor sales. Community participants have expressed an interest in limiting package liquor sales in the area.***

#### ***LM Issue 7 Analysis***

La Mesa neighborhood and surrounding neighborhoods have worked to limit the sale of package liquor. Package liquor sales in the area affect the incidence of crime and unwanted activity in the neighborhood. Recently a drug store with package liquor sales has opened in the La Mesa neighborhood. Neighbors are working to have the package liquor sales removed. Ten businesses within the International District have liquor licenses which allow packaged liquor sales. Four of these businesses are within or adjacent to the neighborhood. In addition, five more business have package liquor type licenses just outside the Plan area within close proximity to La Mesa neighborhood.

#### ***LM Issue 7 Potential Opportunities:***

1. Limit alcohol sales to full service grocery and restaurant/bar use. Package alcohol sales should be restricted through zoning on sites in La Mesa neighborhood.

## IV. Siesta Hills Neighborhood (SH)

### A. Overview

This neighborhood is located south of Gibson, east of San Pedro, west of Louisiana, and north of Ridgecrest. Platted in X, it is comprised of approximately 97 acres of primarily single family homes.

### B. Issues and Opportunities Analysis.

The following issues and concerns resulted from the community meetings and surveys throughout the planning process and were analyzed as part of the planning process:

**SH Issue 1: New Day Park south of Ridgecrest Drive, needs to be developed.**

*SH I Analysis  
(pending)*

**SH Issue 2: Many businesses on Gibson Boulevard have recently closed.**

#### *SH Issue 2 Analysis*

The downgrading of the Lovelace Hospital from a full service hospital to medical offices has significantly reduced the number of employees and visitors in the area who demand goods and service.

The area does, however, see a significant amount of through traffic to Kirtland AFB via the Gibson gate.

#### **SH Issue 2 Potential Opportunities:**

1. Opportunities exist to tailor goods and services, such as restaurants, that cater to the needs of base residents and employees.
2. Opportunities exist for short term and long term housing for the base. Re-zoning appropriate properties along Gibson Boulevard to accommodate multi-family and mixed use development may spur new development in the area.



Figure 5.3: Siesta Hills Neighborhood Association Boundary map

South San Pedro  
Elder Homestead

## V. South San Pedro and Elder Homestead Neighborhoods (SSP/EH)

### A. Overview

The South San Pedro and Elder Homestead neighborhoods are co-located in the southwestern portion of the Plan area. South San Pedro neighborhood is the largest in the plan area, consisting of 658.6 acres and is located south of Central Avenue, east of San Mateo Boulevard, west of Louisiana Boulevard and the Elder Homestead Neighborhood, and north of Gibson Boulevard. South San Pedro has concentrations of higher density multi-family residential, single family and areas that are a mixture of single family, low density multifamily and medium density multi-family.

Elder Homestead neighborhood consists of 160 acres and is located east of San Pedro Boulevard, south of Kathryn Avenue, west of Louisiana Boulevard, and north of Gibson Boulevard. Elder Homestead is the smallest neighborhood in the district and is made up of mostly single-family, detached, suburban homes.

### B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with the South San Pedro and Elder Homestead neighborhood and were analyzed as part of the planning process:

**SSP/EH Issue 1: Lack of park space.** Community members in South San Pedro and Elder Homestead have expressed a desire to see more parks and open space within the neighborhood and have expressed an issue with existing parks regarding size and hours. Many community members are concerned that the existing parks cater to specific age groups and desire more multi-generational programming.

#### SSP/EH Issue 1 Analysis

South San Pedro and Elder Homestead have three parks, Jack and Jill park, John Cabrillo park, and Wilson Park within the neighborhood. One park is under 2 acres and two are above. Two public pools with tennis courts, one at Wilson Park and Highland Pool are located within a half a mile. Wilson Park, which consists of X acres, also has green space for passive recreation. Wilson pool is open from Memorial Day until Mid-August and Highland is a year round indoor

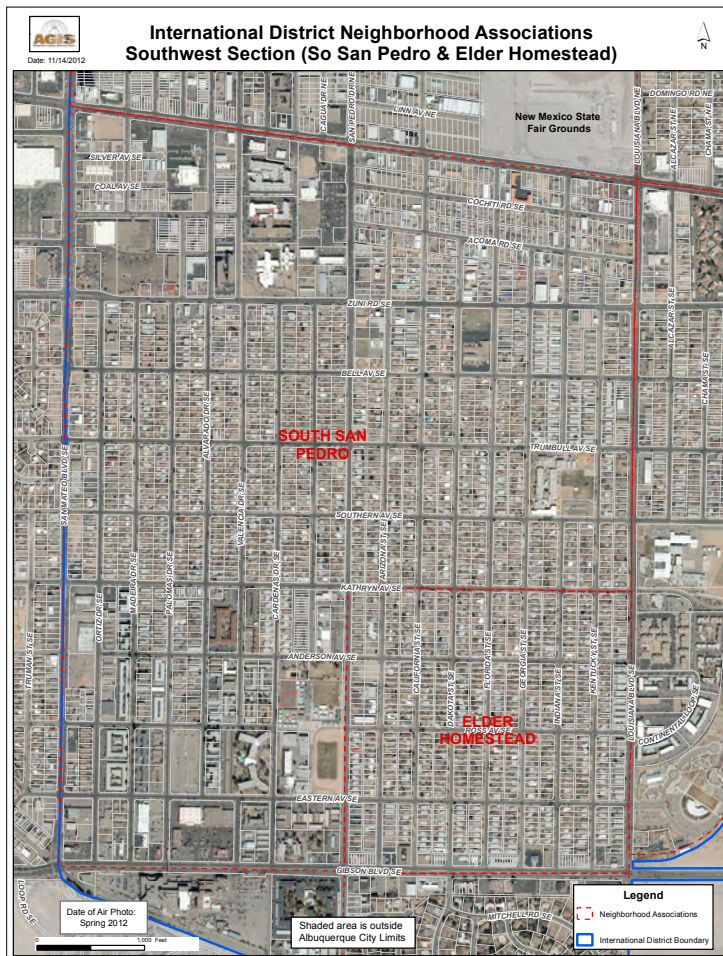


Figure 5.4: S. San Pedro and Elder Homestead Neighborhood Association Boundary map

**South San Pedro  
Elder Homestead**

pool. Two larger regional parks lie within 1 mile; Phil Chacon (20 acres) and U.S.S. Bullhead (35 acres). Cesar Chavez community center, which has a playground, basketball courts and other community amenities is located within 1 mile.

The Zuni Boulevard to Central Avenue section is isolated from the rest of the neighborhood south of Zuni and serves as a buffer between the more cohesive residential areas to the south and the State Fair activity to the north. There is no accessible park that residents living within this area s can walk to safely without having to cross a major arterial. In comparison to other areas of the City, South San Pedro neighborhood has a large number of City parks and public amenities within a 1 mile radius. However, access to many of the area's amenities is inhibited by major roadways and limited pedestrian and cyclist crossing opportunities. In addition, John Carillo and Whittier Parks are small, joint-use with APS facilities, and only available during non-school hours. Wilson Park is also owned by APS. As a result, over half of the parks within the neighborhoods are on property owned by APS and leased by the City. As a result, the usable area of these parks has the potential to decrease as the schools require additional space.

***SSP/EH Issue 1 Potential Opportunities:***

1. Improve pedestrian and bicycle circulation throughout the area. In order to improve access to the areas public amenities, a comprehensive pedestrian and bicycle circulation system needs to be developed.
2. Reduce traffic speeds and improve pedestrian amenities on major streets.
3. Improve and increase amenities at existing public facilities. South San Pedro and Elder Homestead have access to many existing public amenities.
4. Introduce more community open space where possible. Vacant land is limited within the Elder Homestead and South San Pedro residential areas. However, vacant and under utilized land, excess public right of way and alleys could be utilized to create pocket parks, trails and open space.

***SSP/EH Issue 2: Limited gathering spaces and neighborhood retail services.*** Residences have expressed a desire for more gathering spaces, such as outdoor cafes, coffee shops, pubs, full service restaurants, and community grocery stores. Others would like to see public plazas with food carts, farmers markets and potential international and crafts markets.

### South San Pedro Elder Homestead

#### *SSP/EH Issue 2 Analysis*

Three neighborhood shopping centers exist within South San Pedro and Elder Homestead. Parkland Hills at the intersection of Kathryn Avenue and San Mateo Boulevard, a 5.3 acre, approximately 70,000 sqft shopping center is currently vacant with the exception of a furniture rental store. Parkland Hills shopping center was built in the mid-50's. The site was designed to be easily accessible by automobile and consists of buildings surrounded by parking. Willow Village shopping center at Kathryn Avenue and San Pedro Boulevard is a X acre, X sqft shopping center with a high vacancy rate. Current businesses range from, Giovanni's Pizza, a dry cleaners, a convenience market, a restaurant, barber shop and smoke shop. A parking area fronts this shopping center as well. The third shopping center, Siesta Hills built in X, is located on Gibson Boulevard and consists of approximately 100,000 square feet of retail and restaurant space. This includes an Asian market, pizza restaurant, bank, Asian grill and Starbuck's. Several fast food restaurants with drive-thrus are located in the large parking lot.

Although the neighborhoods have access to two coffee shops, a Starbuck's on Gibson Boulevard and a recently opened café in the Parkland Hills shopping center, two grocery stores (one providing ethnic foods, the other providing mostly convenience foods) they are difficult to access by foot or bike and have no pedestrian amenities such as plazas and public spaces, interior pedestrian site circulation, trees, shade and landscaping or pedestrian furnishings. Only one full service restaurant is located in the area and has been in operation since 1976. There are no pubs or outdoor cafes. Many retail spaces are vacant and many existing businesses do not reflect the desires of the neighborhood. Siesta Hills and Parkland Hills Shopping Centers are not oriented or developed for easy pedestrian access.

Challenges to retail development at Siesta Hills, Parkland Hills and Willow Village shopping centers are the proximity to other major retail centers such as Winrock, Coronado, ABQ Uptown and Nob Hill, lower than state average per capita income (need to verify tract data), and a large percentage of vacant retail space. However, population in the area is continuing to grow (statistic) as is the student population at Wilson Middle School (need statistic). A new K-8 charter school, with an expected enrollment of around 450, is anticipated to start construction within the next few years. These populations could positively affect the demand for neighborhood retail and services. In addition, rental rates for Nob Hill commercial real estate continue to increase pushing tenants to other areas. The older shopping centers in Elder Homestead and South San Pedro neighborhoods may provide an attractive alternative location.

Wilson Park is another potential opportunity for a community gathering space. The park is X acres and located within easy walking distance of most residential areas, is currently programmed for passive recreation with perimeter trees and two picnic tables. Community members have

## South San Pedro Elder Homestead

expressed concern about the transients in the park and the overgrown landscaping which limits the ability to visually observe the park for criminal activity. Since 2011, the park has been the location of a Growers' Market that runs on Tuesdays, 7 am - 12 pm & Sundays, 10 am - 4 pm and is open June 17<sup>th</sup> - November 15<sup>th</sup>. The market accepts EBT, Debit, WIC & Senior checks.

### ***SSP/EH Issue 2 Potential Opportunities:***

1. Revitalize existing shopping centers. Existing shopping centers are at a neighborhoods scale within easy walking distance. Shopping center should be redeveloped with pedestrian amenities including plazas, outdoor seating, covered walking areas, landscaping and lighting. Shopping centers should focus on providing daily goods and services, such as cafes, restaurants, specialty markets, bakeries, etc. Encourage residents to shop and obtain services within the Plan area.
2. Reprogram Wilson park to encourage neighborhood gathering. Consider adding programming to Wilson park which supports active uses, such as plazas, covered seating, a tot lot, walking paths with benches and picnic areas.

### ***SSP/EH Issue 3: Vacant and under utilized commercial properties.***

Community members have expressed concern that the vacant and under utilized properties create an image of blight and should be redeveloped to provide neighborhood services. Surveys and comments from community meetings also reflect a strong desire from the community to access daily goods and services by foot or bike to reduce dependency on the automobile and to facilitate a healthy lifestyle. Some services the neighborhoods would like to see include: community oriented grocery stores, full service restaurants, shops and stores that build on the international theme, coffee shops, pubs, places with activities for youth and fitness facilities.

### ***SSP/EH Issue 3 Analysis***

A large portion of vacant land that has never been developed exists on San Mateo and a large commercial site, Parkland Hills shopping center, is vacant except for one tenant. The three shopping "nodes," Parkland Hills, Willow Village and Siesta Hills shopping centers, are within excellent walking and biking distance of South San Pedro and Elder Homestead neighborhoods. Due to site configurations, development scale and orientation, these shopping centers are designed to facilitate access by the automobile and discourage access by foot or bike from the neighborhood. Goods and services in Willow Village and Siesta Hills shopping centers reflect a range of neighborhood uses that do not reflect the tastes and desires of the surrounding residents who chose to shop outside of the district to obtain daily goods and services.

The South San Pedro and Elder Homestead neighborhoods consist of X acres of commercial property to serve a population of X. Typically, one

### South San Pedro Elder Homestead

household will support 10 sqft of retail development. Like many areas of Albuquerque there is an abundance of commercial land available, leaving many commercial properties to lie vacant until the population in the area increases to serve the demand. Commercial zoning along San Mateo Boulevard and the south side of Zuni Road is primarily C-1 which provides opportunities for neighborhood commercial goods and services. Parcel sizes on San Mateo Boulevard are typically 60 feet wide with a depth of no more than 150 feet. Current speed limits on San Mateo Boulevard also impact access to and visibility of commercial properties. As a result, X% of the land in this area remains vacant or under utilized.

Commercial properties along San Pedro Boulevard and Louisiana Boulevard face similar constraints with respect to parcel size, street frontage and road conditions. Overtime, a large portion of land zoned commercial in these areas has developed as multi-family.

A Retail Market Analysis for the International District conducted in March 2011 notes the areas strong retail competition with the adjacent Nob Hill shopping district and the Uptown Center shopping center and regional mall. It notes that in addition to the current market conditions, the area struggles with crime, blight and outdated auto oriented redevelopment patterns.

#### ***SSP/EH Issue 3 Potential Opportunities:***

1. Increase area population in order to support neighborhood retail. In order to increase the demand for neighborhood goods and services, area population should be increased.
2. Improve access to commercial areas from surrounding residential areas. Improving pedestrian and bicycle circulation to the three shopping areas will improve neighborhood access to existing shopping centers, increasing a demand for neighborhood goods and services and reducing the need for additional site area to be devoted to parking.
3. Create pedestrian friendly environments around shopping centers. In order to encourage access to commercial areas by foot or bike, streetscapes and shopping center sites need to be responsive to the needs of pedestrians and bicycles.

#### ***SSP/EH Issue 4: Stabilizing single-family and multi-family areas and providing access to a wide range of housing opportunities.***

Community members have expressed a desire to see more single-family home ownership as well as preserving diverse housing opportunities in the neighborhood. Concern has been expressed regarding existing single family housing being removed and replaced by multi-family housing. In addition, concern has been expressed regarding the maintenance and management of larger existing multi-family structures. Respondents to community surveys would like to see future multi-family development

**South San Pedro  
Elder Homestead**

limited within the neighborhood. However, most respondents recognize a need to provide a diverse range of housing in the area and are in favor of mixed use multi-family and townhouse development on the existing commercial corridors.

***SSP/EH Issue 4 Analysis***

South San Pedro and Elder Homestead consist of X acres of land zoned for single-family use and X acres of multi-family use. According to AGIS data, X acres consist of single family, X acres consist of multi-family and X remain undeveloped. Currently, single-family houses are located on land with higher intensity residential zoning. In the recent past, some single family housing on R-3 zoned land has been replaced by multi-family housing causing concern to nearby single-family home owners. Many streets between Zuni Road and Bell Street consist of a mixture of single-family houses, duplexes and multi-family apartments. One street consists of exclusively of single-family houses, but is zoned R-3. Between Bell Street and Kathryn Avenue the zoning is primarily R-1 with a couple of R-2 parcels on corner sites that are either duplexes or four-plexes. South of Kathryn Avenue, the residential increase to R-2 and R-3 with a block of Cagua Street consisting of R-1 zoning.

Between Bell Street and Zuni Road there is an inconsistency of the intensity of land use. However, the zoning is for higher intensity residential and the location is appropriate for apartment and townhouse use as the area acts as a transition from single family to the commercial uses on Zuni Road. South of Kathryn Avenue the majority of the parcels are developed as larger multi-family apartment complexes. Although it appears that the majority of the larger complexes are around the same age, it is clear that development patterns, management and maintenance play key roles in the visual presence on the surrounding neighborhood. Complexes that have parking areas located in the side or rear and have maintained landscaping along the street create a neighborhood supportive street environment that is more desirable than apartment buildings which are developed as an island in a sea of parking. Other smaller apartment buildings that are tucked toward the rear of the site and fronted with non-landscaped parking areas also fail to contribute to an aesthetically pleasing environment.

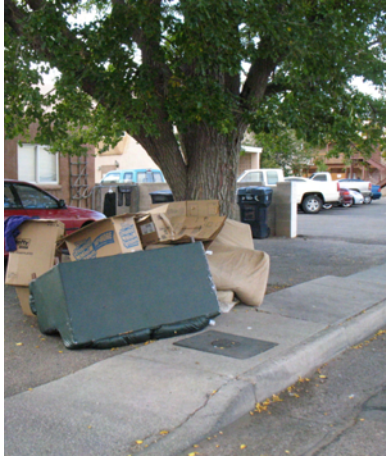
***SSP/EH Issue 4 Potential Opportunities:***

1. Determine if there is a desire to downzone R-3 zoning to R-1 on single family dominated streets. Coordinate with single-family home owners on Cagua Street and other streets with single-family houses to see if there is a desire to protect single-family land use.
2. Create design guidelines for multifamily complexes to create neighborhood friendly environments. In order to make higher density developments compatible with adjacent single-family areas, design controls should be introduced to minimize the visual impact of large housing complexes on the surrounding



## 5 neighborhood issues and opportunities

### South San Pedro Elder Homestead



neighborhood. Examples might include concealing parking areas from the street, creating visual interest in the building (breaking up the mass), increasing visual relationship between the street and units (encouraging patios, balconies and windows facing the street), and providing landscaping between the building and the street. Create buffering and transition requirements for complexes that are adjacent to R-1 zoning.

3. Require multi-family complexes to come into compliance with existing landscaping requirements where possible.

## VI. Trumbull Village Neighborhood (TV)

### A. Overview

This neighborhood is located south of Central Avenue, east of Louisiana Boulevard, west of Wyoming Boulevard, and north of the southern City limit. Platted in X, Trumbull Village consists of 477 acres.

### B. Issues and Opportunities Analysis

The following issues and concerns resulted from the community meetings and surveys with Trumbull Village and were analyzed as part of the planning process:

**TV Issue 1: Vacant residential parcels and existing substandard housing.** Surveys and participants in neighborhood focus groups have indicated that many housing opportunities in Trumbull Village are substandard and negatively contribute to the residential quality of the neighborhood. Many community members recognize the need for low-income housing and a diversity of housing options in the neighborhood, however the concern is with the maintenance and the quality of the existing multi-family housing in the area. Some participants would like to limit any new housing development to single-family housing, as they perceive this model as more stabilizing to the neighborhood. Others express the need for rental housing that is affordable and contributes to the overall character of the neighborhood.

#### TV Issue 1 Analysis

Trumbull Village has historically had issues with sub-standard housing. In X, the City purchased and removed X acres of substandard housing. The intention was to replace the multi-family housing with single-family housing which would increase affordable home ownership options. Fourteen units of single-family housing were developed in 2007 by the Greater Albuquerque Housing Partnership (GAHP). Unfortunately the economic situation of the end of the last decade has made affordable



Figure 5.5: Trumbull Village Neighborhood Association Boundary map

### Trumbull Village

single-family development difficult to finance. As a result, vacant parcels are being developed as multi-family units and townhouses. As these properties are controlled by the City and GAHP, quality development and maintenance are assured and will serve the area's demand for affordable housing options.

Trumbull Village consists of inconsistent residential zoning. Blocks may be zoned for single family for half the block and townhouses or multifamily for the other half. Land use in this area reflects this pattern, creating visual discontinuity and impacts neighborhood stabilization.

In the "wedge" between Zuni Road and Central Avenue, land uses range from single-family and multi-family residential uses to commercial and light industrial uses. The zoning reflects this land use, and it is common to find R-2 next to C-2 with no buffering. The 1980 Trumbull Village Sector Development Plan calls for the zoning in this area to be changed to mixed use to reflect the current inconsistency in zoning and land use. With its excellent access to public transportation and medical services, this area has recently attracted a 40 unit senior housing complex.

#### ***TV Issue 1 Potential Opportunities:***

1. Create consistent residential zoning on blocks within Trumbull Village. Determine through land use and development patterns how to increase zoning consistency and compatibility in residential areas. This may include the introduction of design standards for multi-family development that are adjacent to single family zoned areas.
2. Create a mixed-use zone for parcels between Central Avenue and Zuni Road which has development controls and buffers to ensure compatibility between residential and commercial land uses. Standards should encourage and increase development opportunities.
3. Create development standards for multifamily and townhouse development that ensures quality and design that contributes to the neighborhood. Design controls could include concealing parking areas from the street, maintaining visual interest in building design, promoting a visual relationship between building the street with balconies, patios, doors and windows on street facades. Buildings should be separated from the street by landscaping not parking.

***TV Issue 2: Under utilized aspects of existing park sites.*** Community participants recognize the abundance of parks and recreational facilities in the Trumbull Village area. However, participants have expressed a desire to use existing public facilities as resources for everyone. Phil Chacon park was indicated as an opportunity to incorporate additional community amenities. Other participants expressed concern that Trumbull Children's park, which was developed for the younger children of the area, is a place for gang activity and is no longer safe for the young population it was intended for. Cruising has been a historic issue on Southern Avenue in front of Van Buren Middle School and Phil Chacon Park.

**Trumbull Village*****TV Issue 2 Analysis***

Trumbull Village has several parks, and community spaces within the neighborhood. Trumbull Park, Trumbull Children's Park, and Phil Chacon Park provide 20 acres of open space. Caesar Chavez community center, Trumbull Early Head Start and Van Buren Middle School are also located in the Trumbull area, and provide programmed open space along with community services and activities. Cesar Chavez Community Center is connected by a developed trail to the X acre Veteran's Memorial Park. In addition, Phil Chacon park has X acres of undeveloped park space and has a total park acreage of 27 acres.

Gates have been installed on Southern in order to control cruising that has been a historic problem for the area. The gates have been effective at preventing cruising on Southern, but have diverted some of the cruisers into the neighborhood and impeding access to the park for other users.

***TV Issue 2 Potential Opportunities:***

1. Increase programming at Phil Chacon Park. Utilize undeveloped portions of the site to create more public amenities.
2. Post age limit restrictions at park. Consider providing a programmed use geared toward young children on the site or a community garden to avoid conflicting user groups and to provide visual observation on the park.
3. Increase programming at Trumbull Park. Create more multi-generational uses at Trumbull park to attract all age levels to have activity throughout the day.
4. Provide linkages through the neighborhood to facilitate neighborhood access to public facilities. In order to increase access to Trumbull residents and adjacent neighborhoods to the many public facilities in the Trumbull Village area, pedestrian and bicycle amenities should be provided. Streets such as Pennsylvania Street and Southern Avenue which connect Trumbull Village parks, schools and community centers to surrounding neighborhoods should be developed as pedestrian and bicycle corridors with wider sidewalks, bike paths and street trees. These pedestrian and bicycle corridors also facilitate access to neighborhood amenities which lie just outside Trumbull Village.

***TV Issue 3: Poor commercial land use along commercial corridors.***

Community participants have expressed concern with under utilized commercial land especially along Central Avenue. Many have expressed that there are too many similar uses in the area, mostly related to the automobile and would like to see more variety. Many have also expressed a desire to shop in the area and encourage more local businesses.

### ***TV Issue 3 Analysis***

Zoning along Central Avenue is C-2 and Wyoming Boulevard is primarily C-2 with C-3 south of Zuni. Land use tends toward the automobile with tire shops being a dominant land use. Limited neighborhood stores and services are located in the area despite the high percentage of pedestrian traffic. Only X percent of Trumbull residents use a car. A small grocery store on Central Avenue provides a limited selection of food a couple blocks north of Trumbull Village. The new UNM medical facility on Central Avenue provides medical services within walking distance of the community. Aside from the grocery store that needs major updating and the new clinic, there are limited neighborhood goods and services within walking distance of Trumbull Village.

### ***TV Issue 3 Potential Opportunities:***

1. Increase residential population in the “wedge” to attract more neighborhood stores and services.
2. Encourage a better mixture of uses. Consider incentives for attracting neighborhood uses in areas with a high percentage of similar and related uses.
3. Improve pedestrian and bicycle access to and along commercial areas.

***TV Issue 4: Foster social change/reduce social stresses.*** Community respondents have indicated that Trumbull Village suffers from a negative perception based on a high level of social stresses – crime, gangs, and unemployment. Many community participants have noticed a recent increase in crime and drugs.

Community participants have noted that more resources need to be allocated to Trumbull to enforce the existing laws and regulations through an increased police presence, as well as an organized effort by the community to report crime.

Participants have also expressed a concern with absentee landlords and involving apartment owners and management companies in the clean up of the neighborhood. Community members have indicated that many apartments in the area are in violation of zoning and code requirements. In addition, participants have expressed concern that the landlords do not enforce regulations with respect to tenants.

### ***TV Issue 4 Analysis***

Trumbull Village has had a long history of crime and violence. However the last two decades, residents have worked hard to reduce these factors and to improve the perception of the neighborhood. 2011 was a difficult year for Trumbull with five homicides.

Trumbull Village suffers from a high rate of population turn over in the older multi-family apartments which foster disinvestment in the neighborhood. In addition, the abundance of older rental apartments creates a saturation of a particular type of housing, lowering the demand in the area. As a result, rental prices are low and units plentiful, resulting in a high concentration of very low-income housing.

Due to the high percentage of rental units in Trumbull Village, it has been difficult for the neighborhood association and other community organizations to get good participation in cleaning up the neighborhood. Landlords and management companies are either out of state or not interested in working with the community to affect change. The neighborhood association has worked to attract renters as members, however, as people tend to move in and out of the neighborhood frequently, there is very little incentive for renters to become involved.

***TV Issue 4 Potential Opportunities:***

1. Create additional enforcement mechanism to current 311 system for addressing zoning and code issues. Work with code enforcement to develop process for creating a local tracking system of code violations in order to document repeat and ongoing code violations.
2. Provide redevelopment incentives. Work with Metropolitan Redevelopment to develop incentives for revitalizing substandard apartments, as well as upgrade landscape and other development standards to meet current code requirements.
3. Improve area identity. Help improve community image through area signage and imagery. Build upon idea of Trumbull as a “village” utilizing existing community infrastructure – school, community centers and parks.
4. Encourage a diversity of housing types. Use zoning and land use tools to create more housing choices in the neighborhood.

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# Chapter 4

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## strategies and projects



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## I. Introduction

This chapter contains the strategies and projects necessary to implement the Plan. Its recommendations were developed through an analysis of existing conditions, the application of relevant city policies and input received at community workshops and agency meetings. The chapter is divided into the following sections:

The **Strategies** section includes the following action items for implementing the Plan and generally covers Land Use, Transportation and City Facilities and Services:

- *Land Use Actions* contains improvements to public spaces, revitalization opportunities for existing areas and opportunities for developing an area identity in order to support the development of active and healthy communities and neighborhoods.
- *Transportation Actions* contains roadway, transit, bikeways and multi-use trails improvements necessary to create a truly multi-modal network where non-vehicular travel is not just a necessary option but an attractive option.
- *City Facilities and Services Actions* contains recommended improvements to libraries, parks, trails, and police substations.

The **Projects** section identifies key projects which if implemented would significantly advance the development of the area as envisioned by this Plan. The project recommendations range from those that create the necessary impetus for redevelopment investment to those that improve the overall quality of life in the area by enhancing existing amenities.

## II. Strategies

The following section contains strategies for land use and transportation improvements which are intended to support the creation of complete streets and healthy neighborhoods by:

- Activating existing public spaces by increasing programming. Providing community activities at area parks provides areas for community gathering and enables community ownership of the park.
- Capitalizing on under utilized neighborhood commercial sites. Attracting daily goods and services to existing neighborhood shopping centers, brings local residents together, activates existing spaces and supports established businesses.
- Enhancing the street network to support pedestrian and bicycle circulation and to improve linkages between residential areas, parks and commercial areas.

### A. Land Use Strategies

The following strategies have been developed to implement the goals of the Plan and include projects which build on existing infrastructure in order to capitalize on community assets:

**Land Use Strategy 1: Create and enhance area destinations.** Increase destinations within the Plan area in order to foster community, improve community amenities and to incentivize pedestrian mobility.

1. **Actions for public spaces.** Existing public infrastructure, including parks, community centers, libraries and pools are located within walking distance of most International District neighborhoods and have the potential to be community gathering spaces. In order to fully utilize public assets and provide amenities that attract residents throughout the day and seven days a week, programming should be expanded on City facilities.
  - **Wilson Park.** Increase programming to include a walking path with benches, gathering space, picnic areas located near street venter sites, tot lots and public art.
  - **Fox Park.** Complete paved walking trail around park. Install lighting in areas identified to increase safety.
  - **Mesa Verde Park.** Increase shaded seating areas.
  - **Trumbull Children's Park.** Add a community garden site or other complementary use to increase users and improve safety for young children.
  - **San Pedro Library.** If the facility is replaced, reuse the existing facility to serve other community needs if a new

library should be constructed within the International District. New use could include a specialty library with a focus on international books or languages or perhaps a children's library. The library site could also support a garden club, senior center, youth center, family center or Headstart school.

- **Police substations and Fire stations.** Add basketball court, public plazas with shaded seating and other amenities in order to foster interaction with the community.

2. **Actions for new public facilities.** Opportunities exist in the International District due to the availability of public and other vacant land to pursue the development of new public facilities. New facilities would provide additional destinations for residents within walking distance and act as catalytic projects to revitalize stagnant areas.

- **New International District Library.** Develop a new large regional library to serve the International District and the southeast area of Albuquerque. Library should be located on a strong transit corridor with pedestrian access to the neighborhoods within the Plan area.
- **Transit Pullouts.** Larger transit pullouts, such as San Mateo Boulevard south of Zuni Road have the potential to become public green spaces. Large transit pullouts are no longer desired by transit because of the difficulty and time lost getting back into traffic. These spaces could be landscaped and developed as public spaces with shade and seating and programming depending on size of pullout to serve as open space in urban areas.
- **New Mexico Fairgrounds.** Pending – need to discuss major issues and opportunities relating to the site and its impact on the International District.
- **Asian Cultural Center.** Community members have expressed interest in seeing additional cultural centers located at the Fairgrounds. An Asian Cultural Center is currently being explored.
- **Mixed use transit transfer facility.** San Mateo Boulevard and Central Avenue is the intersection of two successful transit corridors. Currently, transit riders exceed the capacity of sidewalk area and bus shelters. Pedestrian traffic is high in the area and conflicts exist between vehicles and pedestrians. A transit facility, which accommodated riders while waiting for buses

## Key Project: International District Library and re-use of San Pedro Library

### A. Library Program

New library facility should serve a regional library base and include products which serve the multi-generational and multi-cultural communities within the district. Facility provide access to books, both hard copy and digital, as well as various media via computers and tabloid devices. The library should incorporate indoor and outdoor public spaces to accommodate individual users as well as larger meeting groups. Meeting space should be available that is private as well as in more open areas. Virtual library components should be incorporated as satellites throughout the district. In addition, commercial elements, such as cafes, gift shops, coffee/food carts should be incorporated into library program.

### B. Location

The new library facility should be located within easy access of public transit. Facility should be within walking distance of area neighborhoods, with frontage on a major corridor, such as Central, with proximity to a signalized intersection to facilitate pedestrian access. Two appropriate locations include the U.S. Post Office training facility at Alvarado and Central; and near the San Mateo and Central intersection. Both sites have excellent transit service and strong frontage on Central. The Alvarado location has excellent access to area neighborhoods via the proposed International Trail.

### C. Orientation

The new library facility should have a strong relationship to the street with pedestrian oriented access. Building include public space adjacent to the pedestrian realm of the street, such as a plaza, wide landscaped sidewalk area or courtyard. Library entrance should direct from the street, plaza or courtyard with a strong indoor/outdoor relationship.

### D. Multi-use.

In order to maximize its redevelopment potential, the new library facility should be developed with a mixed-use program and create an active environment. Multi-family housing, commercial, park, office, or a combination thereof are appropriate and complementary to a library facility bring additional users to the site throughout the day.

### E. Re use of San Pedro Library

The existing library, which is currently too small to accommodate the needs of the community, should be reutilized to serve the community. Possible ideas include; an international library - with multi-cultural and multi-lingual books, a youth center, a multi-generational center, or a charter or vocational school site.



## Key Project: Mixed use transit transfer station

### A. Mixed use program

A transit transfer station combined with housing, office and/or retail uses has the potential to build upon an existing transit infrastructure and provide amenities to transit riders. Development should allow for a mixture of uses that can evolve over time to respond to changing transit conditions. Station should be flexible, to serve various modes of public transportation, provide areas for park and ride parking, and provide ample space for users to access and wait for transit.

### B. Location

A highly desirable location for a transit station would be the intersection of San Mateo Boulevard and Central Avenue. Currently vacant land is available just east of San Mateo Boulevard on the south side of Central Avenue.

### C. Orientation

A transit facility should contribute to the public realm of the street. Careful attention should be paid to the flow of traffic for pedestrian safety, and transit efficiency. Where possible transit facility should incorporate walls, structures and other architectural elements within the front setback in order to reinforce the street edge.

### D. Multi-use.

In order to maximize the potential of the high ridership and to expand the communities ability to offer goods and service with ease to pedestrians, a transit station should be constructed in conjunction with a mixed use facility.



could provide more space and be combined with uses such as housing, retail, or service.

- 3. Actions for private spaces.** The following existing developments were originally developed as community gathering spaces with collections of retail, restaurant and services establishments at both a community and neighborhood scale. These sites could be enhanced with pedestrian amenities such as plazas, shaded seating areas, outdoor dining spaces and art. Large sites could support the addition of residential uses, which would increase area rooftops and support the addition of more retail and service tenants to serve adjacent neighborhoods.

- **Willow Village shopping center.** The existing shopping center, with proximity to three schools (and possibly a fourth) could be developed into a mixed use pedestrian shopping area. Residential units could be added above existing ground floor neighborhood retail uses. A small building could be added to the corner to accommodate a neighborhood cafe or restaurant taking advantage of adjacent Wilson Park and creating a more pedestrian street edge.
- **Parkland Hills shopping center.** Located on San Mateo Boulevard, a major transit corridor, and Kathryn Avenue, the defunct Parkland Hills shopping center site could support the addition of multifamily or townhomes on excess parking areas. Residential units could also be added on upper floors. Adding residential to the existing commercial spaces would increase the demand for goods and services and create a redevelopment demand for the site.
- **Siesta Hills shopping center.** Located on Gibson Boulevard, near San Mateo Boulevard, the facility has the potential for mixed use development, and residential infill. Senior living facilities and services could do well in this area with excellent proximity to the Veteran's Hospital, Kirtland AFB, regional transit and shopping centers.
- **Shopping center at Zuni Road and San Mateo Boulevard.** Large portions of the existing shopping center are unused parking areas. A strip mall on the eastern edge is mostly vacant and under utilized. These vacant portions of the site could easily accommodate residential uses, such as townhouses, apartments and apartments over retail.

**Key project: Wilson Park and Willow Village Shopping Center**

**1. Farmer’s Markets and Craft Fairs**

Opportunities exist to capitalize on the Grower’s Market by creating more areas for vending, providing pathways for pedestrian movement, benches and shade structures for gathering, and signage for community events. Developing a crafts market for vending locally made goods with an International flavor would attract people to the area and capitalize on locally made goods.

**2. Provide areas for community gardens and garden clubs**

Space is available to create areas for community gardens with garden plots for rent or to develop gardens sponsored by garden clubs. Encouraging community gardening fosters community building, provides more active users at the park, and fosters park pride and ownership.

**3. Covered seating areas and food vending**

Opportunities exist to provide food and drink vending on the park. Combined with shaded seating areas, food vendors attract people to the park and provide a community gathering opportunity.

**4. Walking paths**

Opportunities exist to create walking paths through the park. Walking paths accompanied with benches provide places for exercise and people watching. Walking paths attract multi-generational users and are utilized throughout the day. Walking paths could be used to support farmers market as well.

**5. Opportunities for active recreation**

Possible park improvements could include playground equipment for young children and an exercise course. Parents with young children use play areas during the school day and working hours. Other members of the community, such as seniors and people with flexible schedules could use exercise equipment throughout the day.

**6. Spray pad**

Possible improvements to Wilson pool could include a spray pad. A spray pad would take advantage of existing pool infrastructure and provide additional recreational opportunities at the pool site.





- **Bank of the West office tower complex.** Much of the office tower site is devoted to parking. Parking could be accommodated in a parking structure on site and existing parking areas could be redeveloped as mixed use or multi-family in order to take advantage of proximity to existing transit.
- **Mercado shopping center.** Located at San Pedro Boulevard and Central Avenue, large portions of the site are devoted to parking or undeveloped pad sites. These under utilized portions of the site could accommodate residential uses. Linkages could be made to existing apartment and retirement communities to the west to develop an internal village where seniors and residents can walk to goods and services.
- **Former Kmart site area.** Vacant and under utilized land surrounding the old Kmart (now an APS food production facility) at Louisiana and Lomas Boulevards, including the adjacent professional buildings has development potential for senior housing and supportive services in a mixed use environment. There is currently a rehabilitation facility, pharmacy, and professional services in the area.
- **Talin Market site (Alcazar).** Support private redevelopment with streetscape improvements on Alcazar.

**Land Use Strategy 2. Ensure high quality revitalizations.** The redevelopment of key sites within the International District could be catalytic to development by infusing reinvestment into the International District. These areas have been selected for strong existing infrastructure, excellent community access, vacant and under utilized land and potential to positively affect redevelopment of adjacent areas.

### 1. Actions for Public Private Partnerships.

- **South San Mateo Boulevard Complete Street.** The creation of a complete neighborhood street on San Mateo Boulevard south of Zuni Road has the potential to create a mixed use, live/work community that also provides goods and services within easy access to adjacent neighborhoods. This portion of San Mateo Boulevard, also has the potential to become a bridge between neighborhoods to the east and west, improving access to City services and amenities. Improvements could include new crosswalks for pedestrians or bicyclists and wayfinding elements.

- **Zuni Triangle.** This under utilized area of the International District is located with close proximity to transit and City employment areas. Redevelopment of this area into a live/work village, with a public park or plaza, a vertical mixture of uses would support the goals and policies of the plan.
- **Gibson Parkway** – implementing the Metropolitan Redevelopment Plan’s proposal for traffic calming at Dakota st and international District design elements including gateways at Kentucky St.
- **Former motel sites.** In order to implement strategies of the MRA plan investigate opportunities for redevelopment from housing, to offices or businesses incubators to job training.

**Land Use Strategy 3. Improve community perception.** A visual impression is the first and lasting impression of a place. The International District is beginning to reverse its long term negative image, but still suffers from a perception of blight and neglect.

1. **Actions for branding and community identity.** The following actions offer opportunities for reinforcing the brand and identity of the International District as well as the temporary activation of vacant and under-utilized sites have the potential to re-frame and activate the visual environment of the area in the short term, enhancing opportunities for long term investment in the community:

- **Wayfinding.** A comprehensive wayfinding system in the International District is key to facilitating the interaction of people with goods and services within the area. The International District name is becoming familiar with residents of Albuquerque and potentially with a tourist market. However, it is still unclear how to engage the district – where to find restaurants, shops, etc. Signage, sidewalk markers and kiosks can help people quickly orient and navigate the district and can be designed to reinforce the brand and identity of an area.
- **Public Art.** Public art can play a important role in creating memorable visual associations with an area. Whether positively or negatively, people respond viscerally to art. Pieces become navigational landmarks, meeting places, and area icons.
- **Ephemeral Art pieces.** Opportunities exist to utilize public and private vacant or utilized sites for art installations that are temporary in nature. Invigorating

these sites together or individually could serve as a way to pre-activate sites, attract people to the area, and showcase the talents of the community and the greater Albuquerque area. Ephemeral art pieces could include wall projects, temporary sculptures and installations, signage, etc.

- **Signage.** Area signage provides opportunities to reinforce the district's identity and branding. Neon signage could encourage on businesses on Central to reinforce Route 66 history and identity. The International District logo could be implemented on roadways sign and street signs to distinguish the area. Banners on streetlights and over roadways could celebrate and advertise community events.
- **Route 66.** Opportunities exist along Central Avenue to build on the history and national identity of the former highway while celebrating the current role of the International District.
- **International theme.** Investigate opportunities for branding the International District through wayfinding, marketing, publications, and events.
- **Celebrate everyday infrastructure as public art.** Community art projects could involve the painting of objects in the community – murals, fire hydrants, parking bumpers, manhole covers etc.
- **Community Events.** International Festival, Farmer's market, events at the Fairgrounds, Pride parade, restaurant tours/cook offs.
- **Community maps.** Create community maps which guide visitors through the area. Topics for maps might include: International District goods and services, Route 66 culture, Recreation and Entertainment, etc.
- **Pop up cafes and shops in empty retail spaces.** Large shopping centers within the Plan area could host "pop up" shops and cafes - temporary vending and eating facilities which activate vacant retail spaces.

## B. Transportation Strategies

The Plan area contains an inter-connected network of streets which move vehicles quickly and efficiently. However, this network lacks many of the improvements necessary for safe and comfortable travel by walking and bicycling. Enhancing the transportation network for all users is essential for two important reasons:

- improving overall community health by providing access to safe, inviting pedestrian and bicycle and transit facilities and,
- promoting and incentivizing redevelopment efforts that will further community and City goals, including the development of a vibrant, multi-modal community where goods and services are easily accessible.

The investment in improvements such as new streetscapes, permanent transit infrastructure and enhanced pedestrian and bicycle infrastructure will encourage non-motorized travel, for both commuting and recreational purposes, and will be a building block which demonstrates community reinvestment encouraging and supporting private redevelopment.

The following section contains three Transportation Strategies for creating a network of streets which allow for a range of transportation options. The Strategies include improvement for: ***Walkability, Bikability and Transit Ridability***. These strategies are supported by a range of Actions or tools, which may be applied Plan wide or at targeted sites. Specific implementation is identified in Chapter 5, Projects. The recommendations are based on an analysis of specific issues detailed in Chapter 4, Existing Conditions and Opportunities.

**Transportation Strategy 1: Ensure neighborhood walkability.** Make the International District a community where walking is a safe, comfortable and enjoyable option. Supporting community walkability means implementing the following actions for **Crosswalks, Sidewalks and the Pedestrian Network**:

### 1. Actions for Pedestrian Safety and Comfort at Crosswalks.

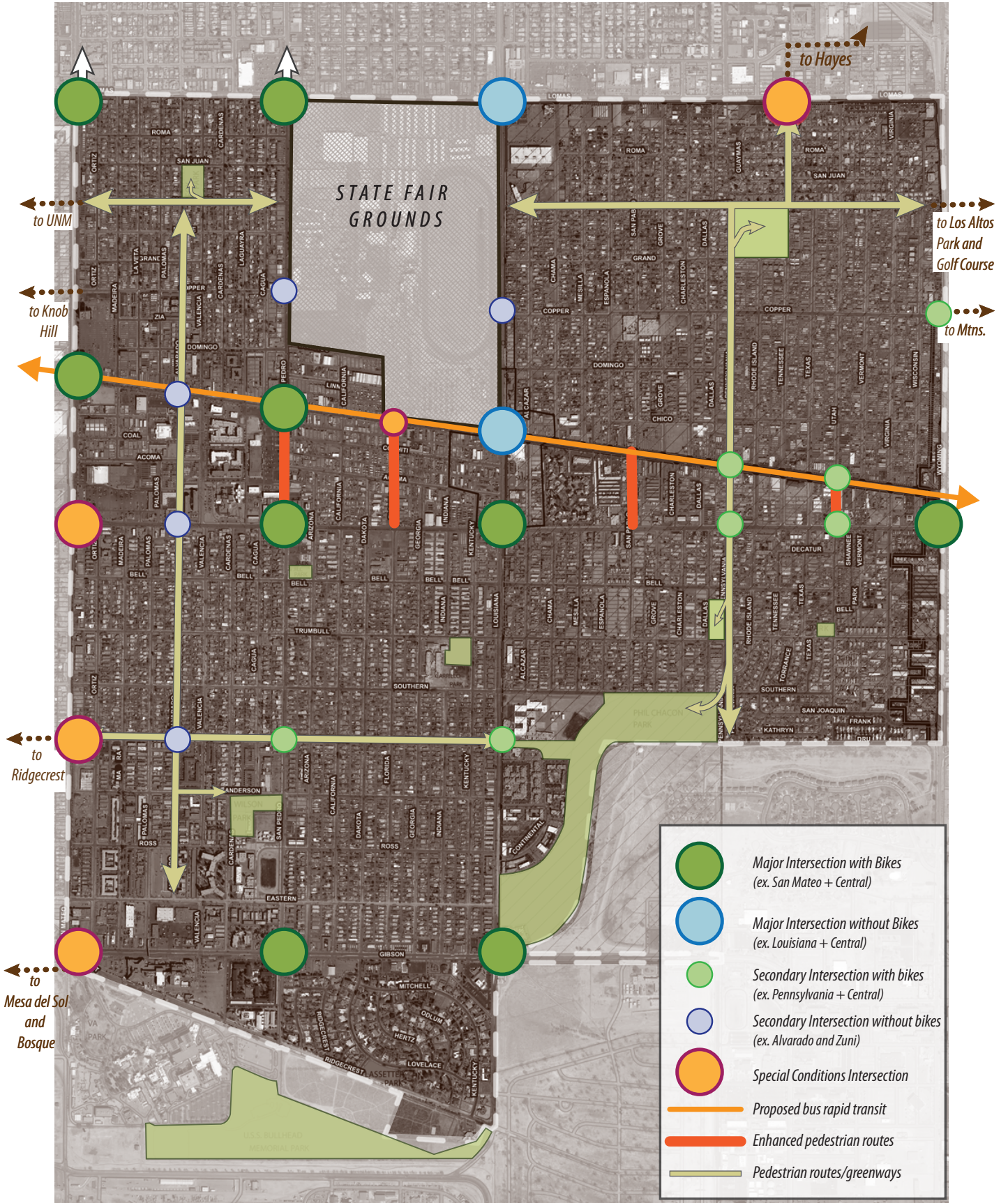
Figure 4.0 - 4.4. identify intersections in need of safety and comfort improvements. These improvements may include the following elements.

- **Crosswalk Design.** Place markings for continental crosswalks either aligned with the edges of travel lane lines or at the center of travel lanes so that the majority of vehicle tires will not pass over the markings, thereby extending their useful life. Establish a cycle of repainting and repair for existing crosswalks, prioritizing continental crosswalks and areas with the highest pedestrian traffic.
- **Stop Bars.** Stop bars are the line that runs parallel to the crosswalk signaling to vehicles where to stop. Move stop bars back ten feet from all crosswalks at signalized intersections. This setback improves visibility between pedestrians and vehicles, which particularly important when trucks or other large vehicles are turning. The added visibility is also important on roads with two or



stop bar

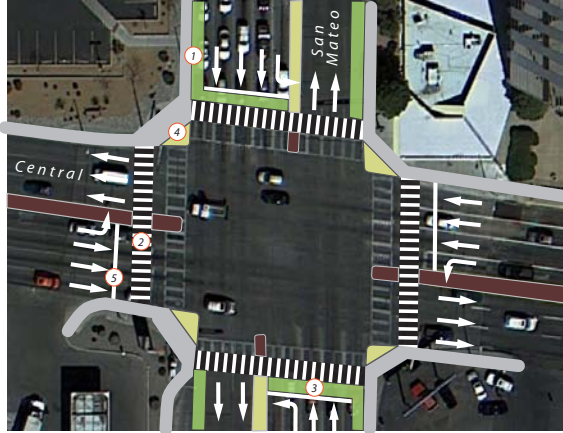
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Central Intersection Improvements, Figures 4.1- 4.4

**Major Intersection with Bikes**  
(ex. San Mateo + Central)

- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 Tightened Corners with Landscaping/Paving
- 5 10' Stop Bar for Cars



- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 Tightened Corners with Landscaping/Paving
- 5 10' Stop Bar for Cars



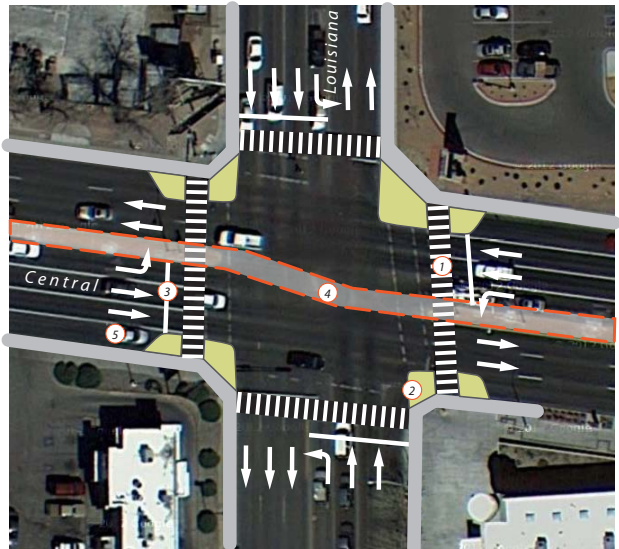
**Secondary Intersection with bikes**  
(ex. Pennsylvania + Central)

- 1 Dedicated Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 10' Stop Bar for Cars
- 5 Landscaped medians



**Major Intersection without Bikes**  
(ex. Louisiana + Central)

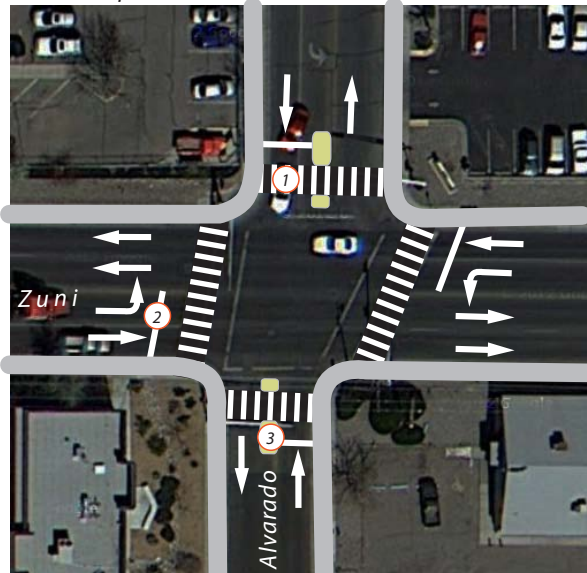
- 1 Enhanced Pedestrian Crossing
- 2 Tightened Corners Bulbouts with Landscaping/Paving
- 3 10' Stop Bar for Cars
- 4 Proposed Bus Rapid Transit
- 5 Onstreet Parking



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Secondary Intersection without bikes  
(ex. Alvarado and Zuni)

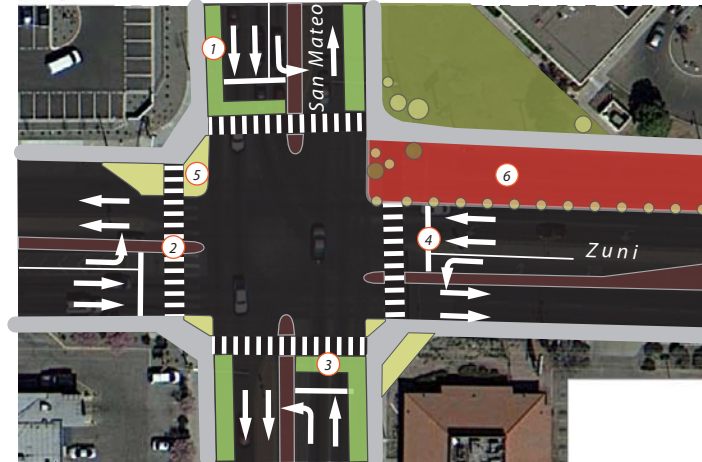
- 1 Enhanced Pedestrian Crossing
- 2 10' Stop Bar for Cars
- 3 Landscaped medians



Zuni Intersection Improvements. Figures 4.5-4.6

Special Conditions Intersection  
(San Mateo and Zuni)

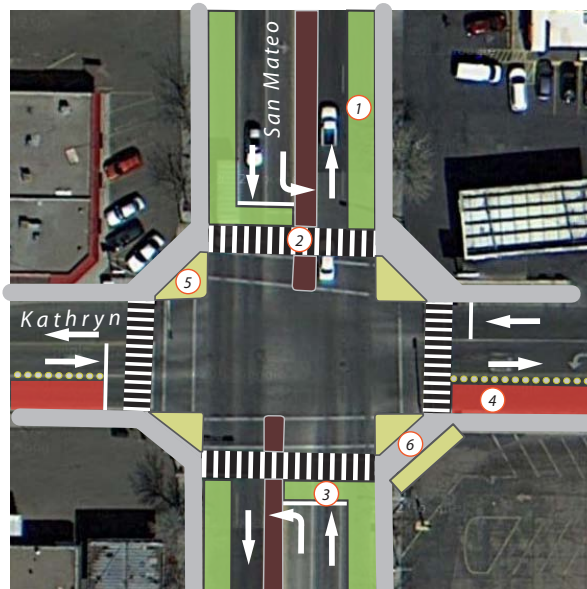
- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing
- 3 Bike Box
- 4 10' Stop Bar for Cars
- 5 Tightened Corners with Landscaping/Paving
- 6 Street to Plaza (road diet)



San Mateo Intersection Improvements, Figures 4.7-4.8

Special Conditions Intersection  
(San Mateo and Kathryn)

- 1 Dedicated Bus/Bike Lane
- 2 Enhanced Pedestrian Crossing with Refuge
- 3 Bike Box with 10' Stop Bar for Cars
- 4 Street to Plaza
- 5 Tightened Corners with Landscape/Paving
- 6 Pedestrian Plaza



Special Conditions Intersection  
(San Mateo and Gibson)

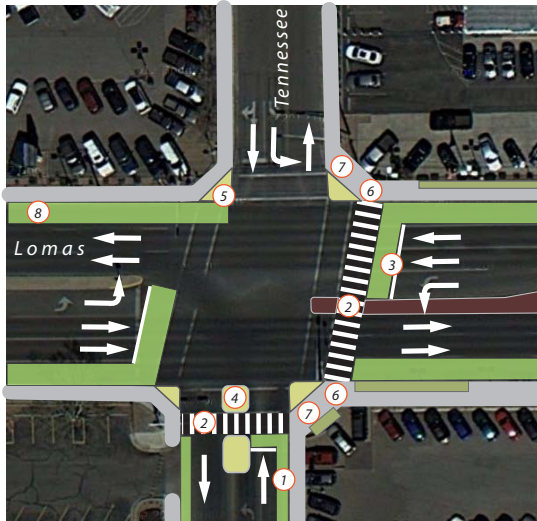
- 1 Dedicated Bike Lane
- 2 Enhanced Pedestrian Crossing with Refuge
- 3 Bike Box with 10' Stop Bar for Cars
- 4 Landscaped Medians
- 5 Tightened Corners with Landscape/Pavers
- 6 Pedestrian Plaza
- 7 Dedicated Bus/Bike Lane



Lomas/Tennessee Intersection Improvements, Figure 4.9

**Special Conditions Intersection**  
(Lomas and Tennessee)

- 1 Dedicated Bike Lane
- 2 Enhanced Pedestrian Crossing with Refuge
- 3 Bike Box with 10' Stop Bar for Cars
- 4 Landscaped Medians
- 5 Tightened Corners with Landscape/Paving
- 6 HAWK Pedestrian Crossing
- 7 Pedestrian Plaza
- 8 Bus/Bike Lane



more traffic lanes where a car or truck that has stopped for a pedestrian can block the view of the pedestrian for drivers in other lanes. Recessed stop bars also create de facto bike boxes where bicyclists can change lanes to make turns.

- **Curb Ramps.** Install ADA-compliant curb ramps at all marked and unmarked crosswalks. At T-intersections, curb ramps are required at the top of the T even though there are no street corners.
- **Pedestrian Refuges.** Assist pedestrians to cross streets with higher traffic volumes or multiple travel lanes. Provide medians or pedestrian refuge islands. Raised islands are particularly effective at calming traffic.
- **Curb Extensions.** Curb extensions, also called bumpouts or bulbouts enhance pedestrian and motor vehicle safety by reducing pedestrian crossing distances, encourage slower operating speeds, make pedestrians more visible to drivers and physically prevent cars from parking or standing within the portion of an intersection required for sight distance. The use of bumpouts is limited mainly by the cost and complexity of reworking the drainage at the intersection. On the other hand, curb extensions can be designed to also serve in the management of stormwater from the City's streets.



curb ramp



ped refuge



curb extension



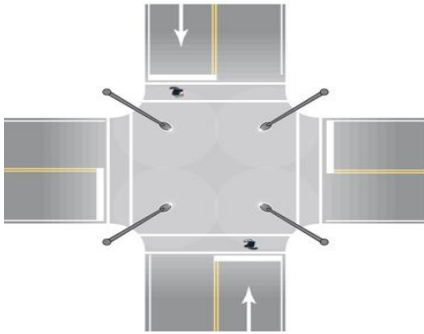


Fig. 4.10 Traditional intersection lighting layout, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

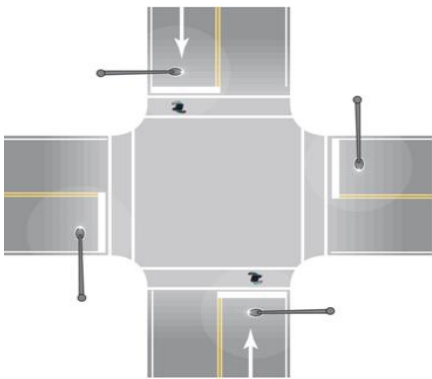


Fig 4.11 New FHWA design recommendations for lighting layout for crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

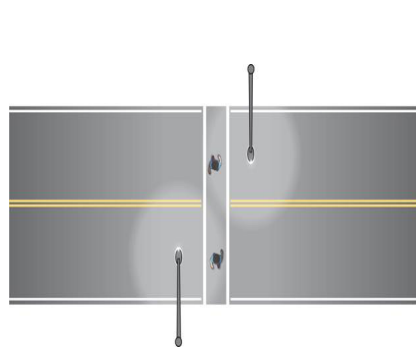


Fig 4.12 New FHWA design recommendations for lighting layout for crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

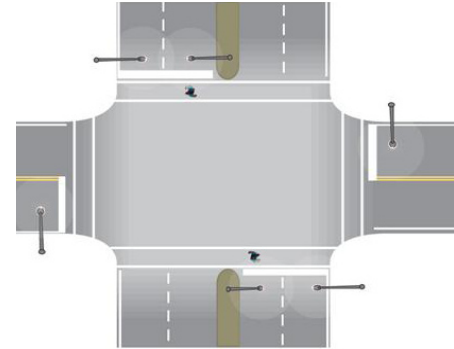


Fig. 4.13 New FHWA design recommendations for lighting layout for mid-block crosswalks, Source: FHWA Report on Lighting Design for Crosswalks, April 2008.

- **Crosswalk Lighting.** Improving the safety and security of pedestrian crossings at night means improving the pedestrian visibility distance for driver. The greater the visibility distance the more time a driver will have to react to a crossing pedestrian. Installing overhead road lighting at crosswalks improves visibility. According to the FHWA, the effectiveness of overhead lighting in increasing visibility distance is related to light location, orientation, intensity and color of the light source.
  - o Location: See Figures 4.10-4.13, which locate lighting in front of crosswalk so that light projects at pedestrian, instead of behind crosswalks which shadows the pedestrian:
  - o Light Source: The white or bluish-white light of a Metal Halide lamp is most effective for creating contrast and improving general pedestrian visibility for drivers.



- **Mid-Block Crossings.** A pedestrian crossing at a location other than an signalized intersection is a mid-block crossing. Because mid-block crossings can present certain inherent dangers to pedestrians they should be supported by improvements that insure pedestrian safety at the crossing.

Generally mid-block crosswalks may be appropriate where distances to signalized crosswalks are long, causing jaywalking. Appropriate areas for mid-block crossing occur where there are the following: projected or existing increased pedestrian use, pedestrian destinations such as schools, medical facilities, senior or community centers, shopping areas, long distances to the nearest marked crosswalk, good sight distance, proximity to transit, special population needs or a known jaywalking location.

Important safety improvements include: clearly marked crosswalks, z-crossing alignments, pedestrian lighting, HAWKs, raised medians, median refuge islands, traffic calming treatments, enhanced lighting, traffic signals, signage and/or warning beacons, curb ramps.

## 2. Actions for sidewalk improvements.

Figure 14 identifies key corridors in which to target sidewalk repairs and enhancements. Generally sidewalks are in good condition throughout the network of local streets. However, on arterials such as Central, Lomas, San Mateo and Louisiana, poor sidewalk conditions necessitate improvements to enhance walkability. The improvement to the corridors may include the following elements.

- **Sidewalk repair and enhancements.** Throughout the plan area, sidewalk conditions vary greatly, with undersized sidewalks along arterials, to obstructions in sidewalks including lighting and utility poles, curb cuts with steeply sloping drive pads. Generally sidewalks along arterials should be at least 6 feet wide, with street trees and landscaping at the curb to create pedestrian comfort with shade and buffering. Sidewalk widths between eight and ten feet are desirable in areas of more intense pedestrian activity.
- **Streetscape Landscaping.** To enhance pedestrian comfort and general roadway aesthetics. Most of the roadways in the International District have their sidewalks at the curb so the opportunity to install landscaping between the curb and street is often limited due to costs and roadway capacity issues. Where possible, installing landscaping along the curb should be a priority for landscaping improvements.
- **Landscaping at intersections of arterial and collector/locals.** Other options for introducing landscaping into the streetscape include landscaping along arterials at local and collector street intersections including landscape bulb-outs and mini-medians.
- **Gateway/mini-median landscaping at arterial and local intersections.** Where landscaping is limited at the curb, investigate opportunities for cross street landscaping at local and collector intersections. This mini-median will help create identity and calm turning traffic while softening and adding interest to the streetscapes with plants or art. These improvements along a corridor though at the block interval could provide a rhythm and identity to support a sense of investment in the community.
- **Landscaping in excess R.O.W. at the setback.** Often times the limited pavement width and extreme costs of moving curb and gutter will not allow for locating a landscape strip at the curb. In such situations, improvements in excess ROW at the setback should be considered. Landscaping these areas, in conjunction with required setback landscaping will dramatically improve and support pedestrian walkability. Landscaping in these areas should focus on developing the tree canopy for shade and maximum visual benefit.
- **Buffering.** Most of the sidewalks in the Plan area are located at the curb forcing pedestrian activity in close proximity to fast moving and high volume traffic. While it may not be an option for many streets, creating buffers from that traffic can help improve the pedestrian experience. Buffers may generally include treatments

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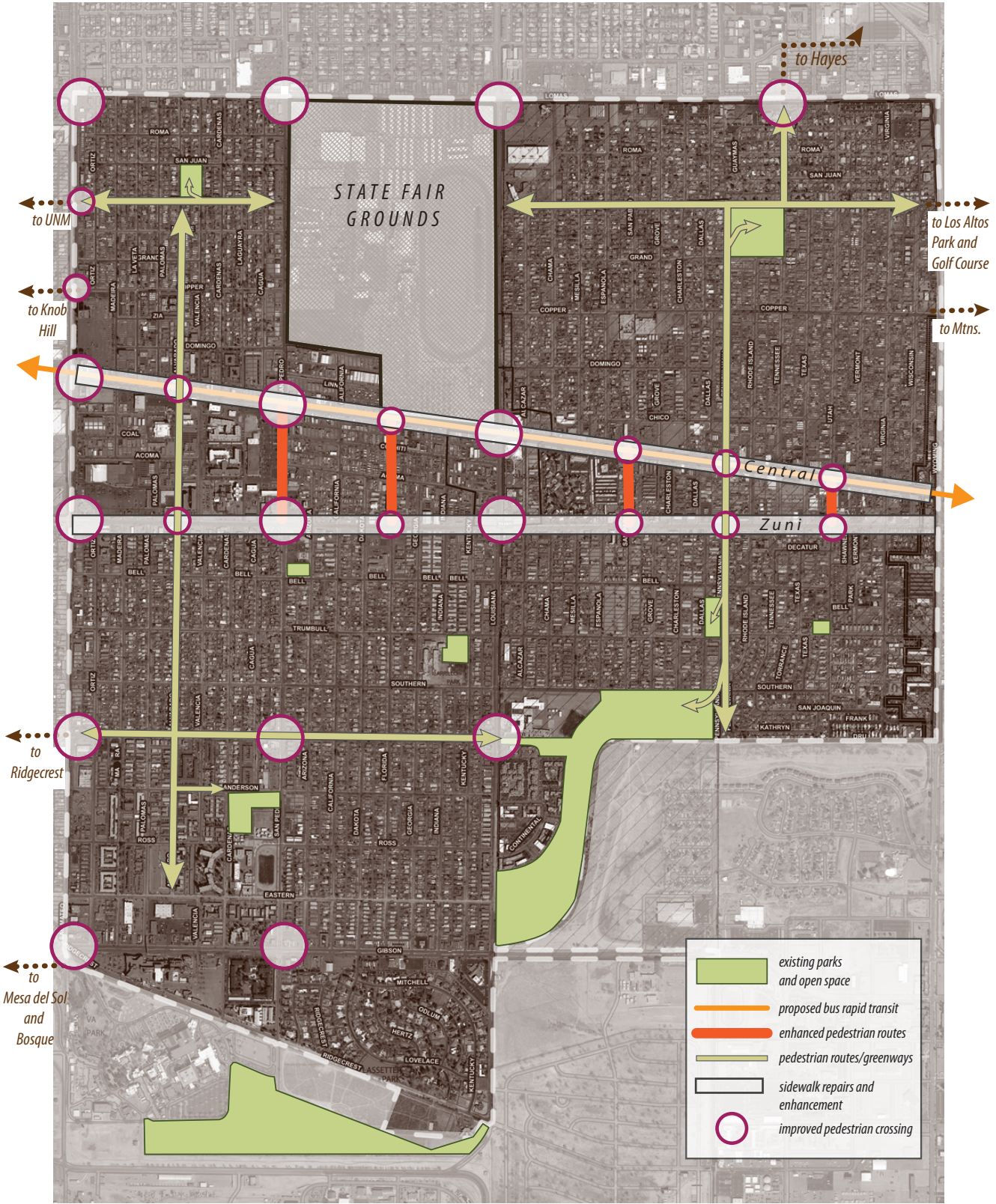


Figure 15, Sidewalk Improvements

that separate vehicular traffic from the pedestrian such as planting strips, pits or wells, bike lanes, on-street parking and dedicated bus lanes.

- **Lighting.** Pedestrian scaled lighting along sidewalks is key to creating safe, attractive environments for walking. Lighting should be at a scale should be between 13 and 16 feet.

**3. Actions for an improved Pedestrian and Bicycle Network.** Figure 15 proposes a network of pedestrian and bicycle routes which provide easy, comfortable and efficient access to area goods, services and amenities. The routes include greenways, bicycle boulevards and share streets to support and encourage recreational and commuter bicycle and pedestrian travel through and around the Plan area. A key component of the network is the adoption of the International Trail.

- **International Trail,** see Figure 1.3. The intention of the trail will provide better pedestrian and bicycle connections to public facilities such as parks, schools, health, senior, and community centers and other destinations from surrounding neighborhoods. The alignment for the trail was identified by the local non-profit ACHIEVE based on community input and assessing the walkability of the South San Pedro, Trumbull, and La Mesa neighborhoods. The International Trail report contains community transportation analysis which benefitted the planning of the Sector Plan transportation projects. The report is available through Bernalillo county.
- **Urban Greenways or Green Street.** Urban Greenways are travel routes which promote pedestrian and bicycle travel. They may be along green spaces or through dense urban corridors, however their purpose is to create safe, comfortable and easy routes which promote non-vehicular travel. The Plan proposes the following urban greenways to connect the Plan area:
  - o Pennsylvania. This north south roadway provides a unique opportunity to connect Phil Chacon Park, Trumbull Park, Zuni, Central, La Mesa School, Mesa Verde Park and Community Center and Hayes Middle School outside the Plan area.
  - o Marquette
  - o Kathryn
  - o Alvarado

**Transportation Strategy 2: Ensure community bikability.** Make the International District a community where biking is a safe, comfortable and enjoyable option.

**1. Actions for an improved pedestrian and bicycle network.** The following improvements to bicycle network in the Plan area will create not only more opportunities for non-motorized travel but also opportunities for engaging the streets recreationally. Enhancing the bicycle network will make schools, parks, libraries and community centers more accessible.

- **Bike Boulevard.** A bike boulevard is essentially a share street for bikes. Typically they are located on a lower speed and lower traffic volume streets with traffic calming improvements to en-

# 4 implementation: strategies and projects

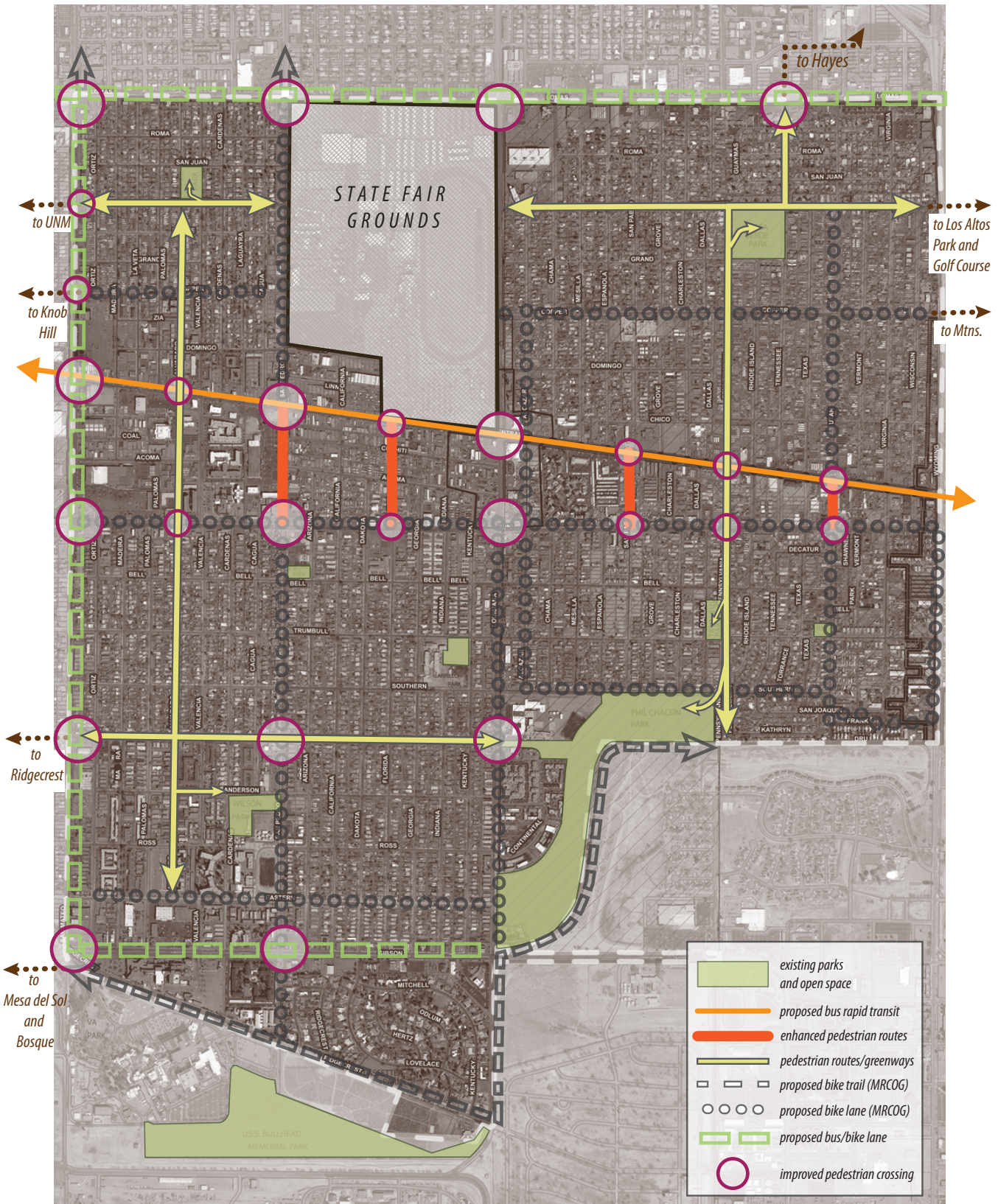


Figure 16, Enhanced Pedestrian Network

sure bicycle safety. Well designed bike boulevards give priority to cyclists as through-going traffic. where they cross major streets they are assisted by traffic signals and other safety elements such as signage and traffic calming. They are intended to improve cyclist comfort and/or safety and efficiency. Bike Boulevards can be relatively in expensive to designate due to minimal infrastructure improvements.

- **Bike Route, Lane and Trail.** The City of Albuquerque has adopted a three tiered system for designating bicycle travel opportunities. (pending description). The Zuni Road Study as part of its strategy to improve pedestrian and bicycle safety and access, designates bike lanes at the curb. These bike lanes will support excellent east west connectivity and buffer pedestrians from high volume traffic at the curb.
- **Bike/Bus Lanes.** Bike-bus lanes are travel lanes restricted to buses, bicycles, and vehicles turning right. The lane is separated from general purpose lanes by a solid white line, and designated by signs and painted legends. A key element to ensuring bicycle safety is the education of bus drivers. Generally bike bus lanes are more appropriate along roadways with transit service with larger headways.
- **Bike Train.** Bike trains encourage children to bicycle to school. An adult leader collects a 'train' of student riders who join in line as the bike train passes their homes. Traveling en mass they bike trains are highly visible increasing bicyclist safety. Bike to school programs can also include "Bike-Drives" -- collecting and donating used bicycles to children who may otherwise not have them.
- **Bike Wayfinding.** Wayfinding for the bicycle assists in legitimizing bike route, by acknowledging official bike use. Time and length, destination information assist all users with navigating and route strategy.

**Transportation Strategy 3: Ensure and Enhance Transit Ridability.** Make the International District a community where transit is a safe, comfortable and enjoyable option.

**1. Transit Action: Improve existing transit infrastructure.** The International District has generally excellent access to transit, with multiple transit routes transecting the area. A testament to this access is the high rates of transit ridership in the area. In addition to improvement to transit facilities, improvement to the street network including safe street crossings and wider sidewalks especially in areas of transit facilities supports enhanced transit service. Figure 4.17 identifies the existing and enhance transit network.

- **Bus Shelters.** An important component of making transit more accessible is the provision of bus shelters and benches. Locate shelters and/ or benches where missing and expand sidewalk widths at heavily used stops. Co-locate wayfinding materials which identify area amenities.

*"Bike-to-school programs address large global issues from climate change to childhood obesity. With each group ride, children are empowered to take charge of their own transportation – they learn to be more confident cyclists, and that they don't have to depend on cars to get around. They (and their parents) learn which of their classmates live nearby, making it easier to build networks for friendship and support." Christian Science Monitor, June 25, 2012.*



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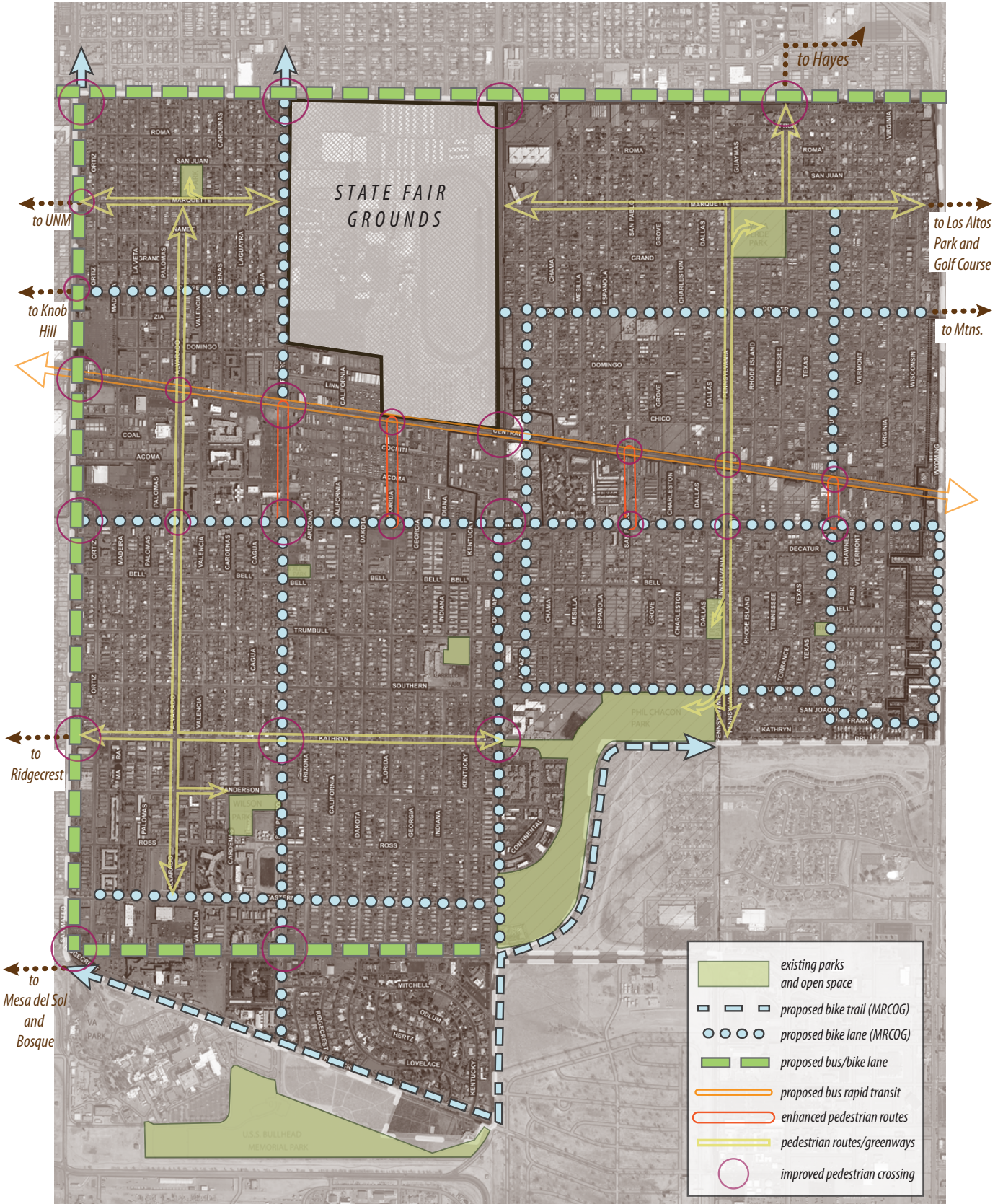


Figure 4.16, Enhanced Bicycle Network

- **Coordinating Stops with Street Crossings.** Ensure stop locations are coordinated with street crossing opportunities to prevent jaywalking.
- **Dedicated Bus Lanes.** Where traffic volumes allow, consider dedicating bus lanes. In some areas, combining Bike/Bus Lanes may also be appropriate. These dedicated lanes will enhance transit efficiency and provide buffering from high volume traffic lanes.
- **Park and Ride Facility.** Due to the high transit ridership at San Mateo and Central, investigate opportunities for park and ride facility.

**2. Transit Action: Expand transit service. (Pending, for now see conceptual images, figures 4.18-4.19)**

- **Future BRT. (Bus Rapid Transit).** Plans for future BRT should consider pedestrian improvements to Central Avenue. Possible improvements may be feasible if BRT runs down the middle of the roadway, allowing for expanded sidewalks with street trees where the ROW allows.
- **Rapid Rides on Lomas and San Mateo.** Planning for BRT on Central Avenue, may present the opportunity for Rapid Ride service on Lomas and San Mateo Boulevards.

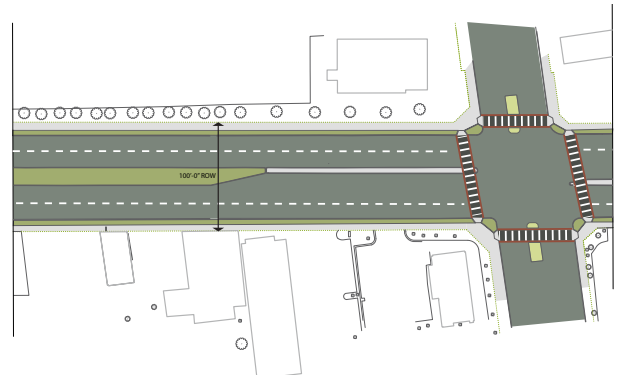
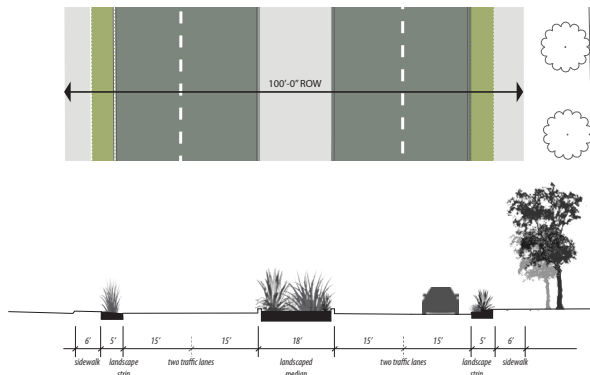


Figure 4.18, Central Ave. Improvements, no BRT

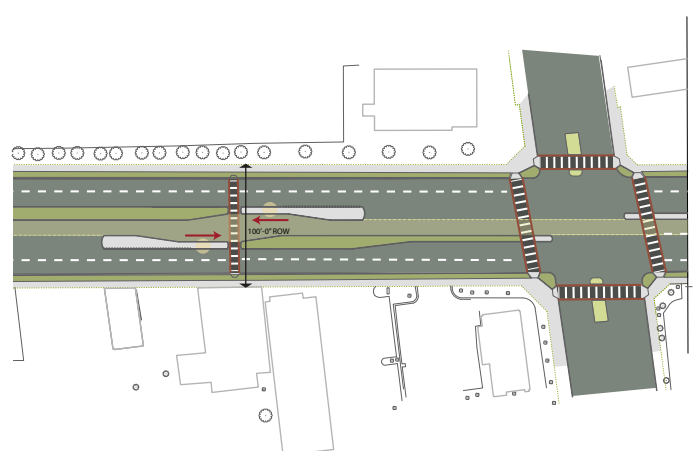
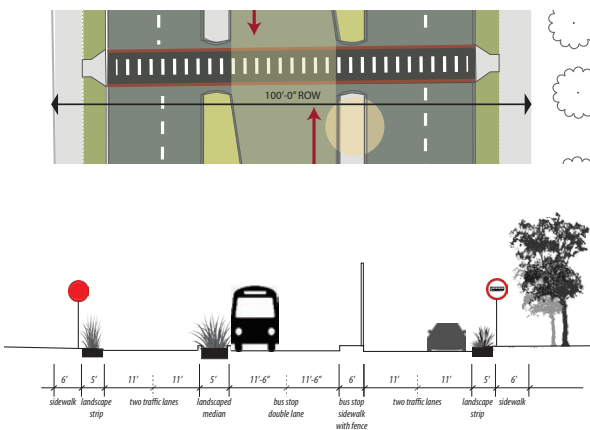


Figure 4.19, Central Ave. Improvements, BRT and Landscaping



# 4 implementation: strategies and projects

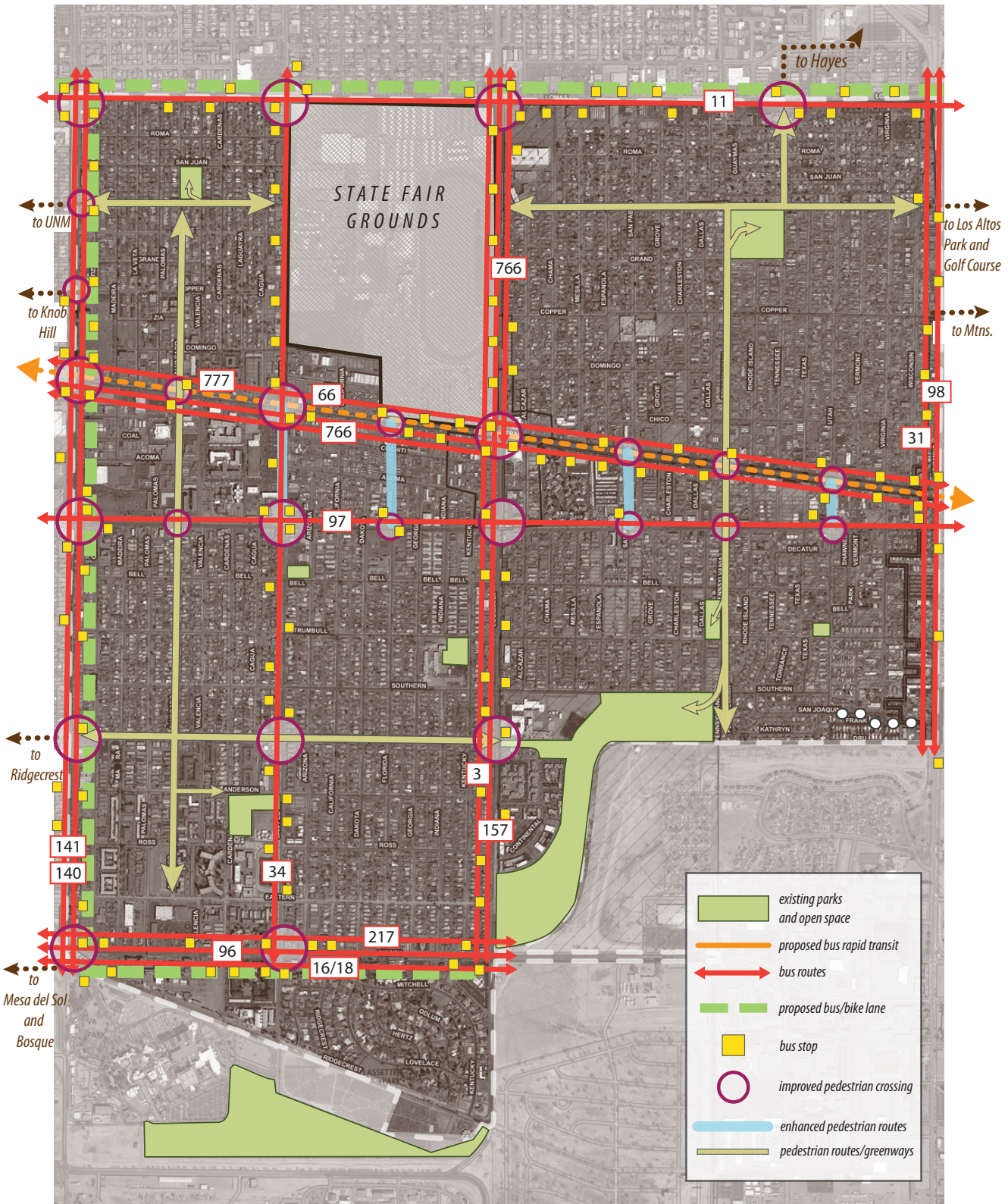


Figure 4.17, Transit Network

**Transportation Strategy 4: Plan for Sustainability in street design.**

Make the International District a flagship community in the City in its implementation of transportation related Green Infrastructure (GI) or Low Impact Development (LID). Green Infrastructure is defined as “constructed features that use living, natural systems to provide environmental services, such as capturing, cleaning and infiltration stormwater; creating wildlife habitat; shading and cooling streets and buildings; and calming traffic. (Green Infrastructure for Southwestern Neighborhoods, prepared by Watershed Management Group, August 2010).

**1. Sustainability Actions: Introduce and support sustainability through practices that introduce new green infrastructure or elements into the neighborhood and by retrofitting existing areas and systems.** Many of the following practices related to transportation can be used alone or in combination with other practices and strategies. Figure xx identifies areas for recommended improvements which may include the following strategies, adapted from the book Green Infrastructure for Southwestern Neighborhoods:

- **Road Diet.** In some areas, it is appropriate to reduce the width of the street. This can be done in sections or along the entire length of the street. A reduction in street width significantly reduces impervious areas and helps with heat islands, calms traffic, increases safety, softens the street, aids with stormwater, and invites pedestrian activity.

There are two strategies for road diets; they can be used alone or in conjunction with each other. One strategy is to re-appropriate paved drive lanes into pedestrian areas and/or areas with permeable material and landscaping. The other strategy is to re-program drive lanes into shared bus/bike lanes or parallel parking zones. Both strategies can incorporate other GI and LID strategies like landscaped chicanes, bio-retention basins and curb cuts.

**Location and Notes:**

- o San Mateo, Zuni, Kathryn and Gibson are viable candidates for a road diet. If an entire drive lane can not be claimed, there generally needs to be an excess of 8'-0" or more to effectively introduce a pedestrian or landscaped zone. The excess can be used for a landscaped median or split to each side for landscaping and expanded sidewalks.
  - o Drive lanes can be reduced to 11'-0" and 10'-0" in a turn lane as a method of finding extra right of way.
  - o Where parallel parking is programmed, landscaped bulb-outs with curb cuts should be incorporated to help protect pedestrian crossings. In areas, like Kathryn, a “Street to Plaza” can be defined at the road grade and defined from the drive lanes with large planters, bumpers, and where possible, landscaped swales or medians.
- **Right of Way Adoption.** Identify and adopt excess strips of right

of way along streets for re-vegetation. Often vacant right of way is only compacted earth and/or gravel. By introducing native, drought resistant grasses, shrubs and trees, the once vacant strips of land can significantly contribute to storm water management, softening the street experience and adding to community identity.

### **Locations and Notes:**

- o Identify vacant right of way and recruit local businesses and neighbors to adopt, develop and maintain gardens.
  - o In areas where a landowner does not want to directly participate, obtain written permission from the landowner to work on the adjacent lands. Conduct a site observation during a rain storm to determine what green infrastructure strategies are needed. Locate utilities and work with City to follow appropriate design standards for utility access. Submit design for City permitting if needed.
- **Curb and Sidewalk Channels.** Curb cuts are openings in the curb to allow stormwater to drain into a landscaped area from adjacent, impervious surfaces like streets and parking lots. Sidewalk Channels are cut and grated channels that run perpendicular to sidewalks and terminate into adjacent landscape. Like a curb cut, the channels collect and direct storm water as it sheet drains from the sidewalk. Both of these are great retro-fit strategies with minimal construction or impact to existing infrastructure.

### **Location and Notes**

- o Streets that are crested in the middle provide a more beneficial condition for drainage.
  - o Avoid streets and sidewalks that have more than a 5% slope.
  - o Curb cuts should be 18"-24" with 45 degree sloped sides. Channels should be 12" wide with 45 degree sloped sides. Grates should fit securely over channel be flush with sidewalk. Grates should also be removable so debris can be cleaned.
  - o The cuts and channels should terminate into a rock apron composed of 4"-8" specimens. An inlet with a rock apron will help with both soil erosion and undercutting of the sidewalk and road surface. The apron should sit 1"-2" below sidewalk or road surface to assist in positive water flow.
  - o In addition to sidewalk channels, in new construction, sidewalks can be sloped towards landscape with a 1 degree slope.
- **Bio-Retention Basins and Swales.** As an alternative to traditional piping, bio-retention basins and swales are an effective way to collect stormwater run-off, filter ground water, and promote healthy native landscape. Both refer to depressed areas of landscape that are composed of rock, mulch and plant material. It is also optimum to incorporate other GI or LID strategies into the design like curb cuts and mulch. Basins and swales can be designed or retro-fitted into street medians, bulb-outs or chicanes, parking lot islands and street landscaping. Basins can also be used in open space design and along

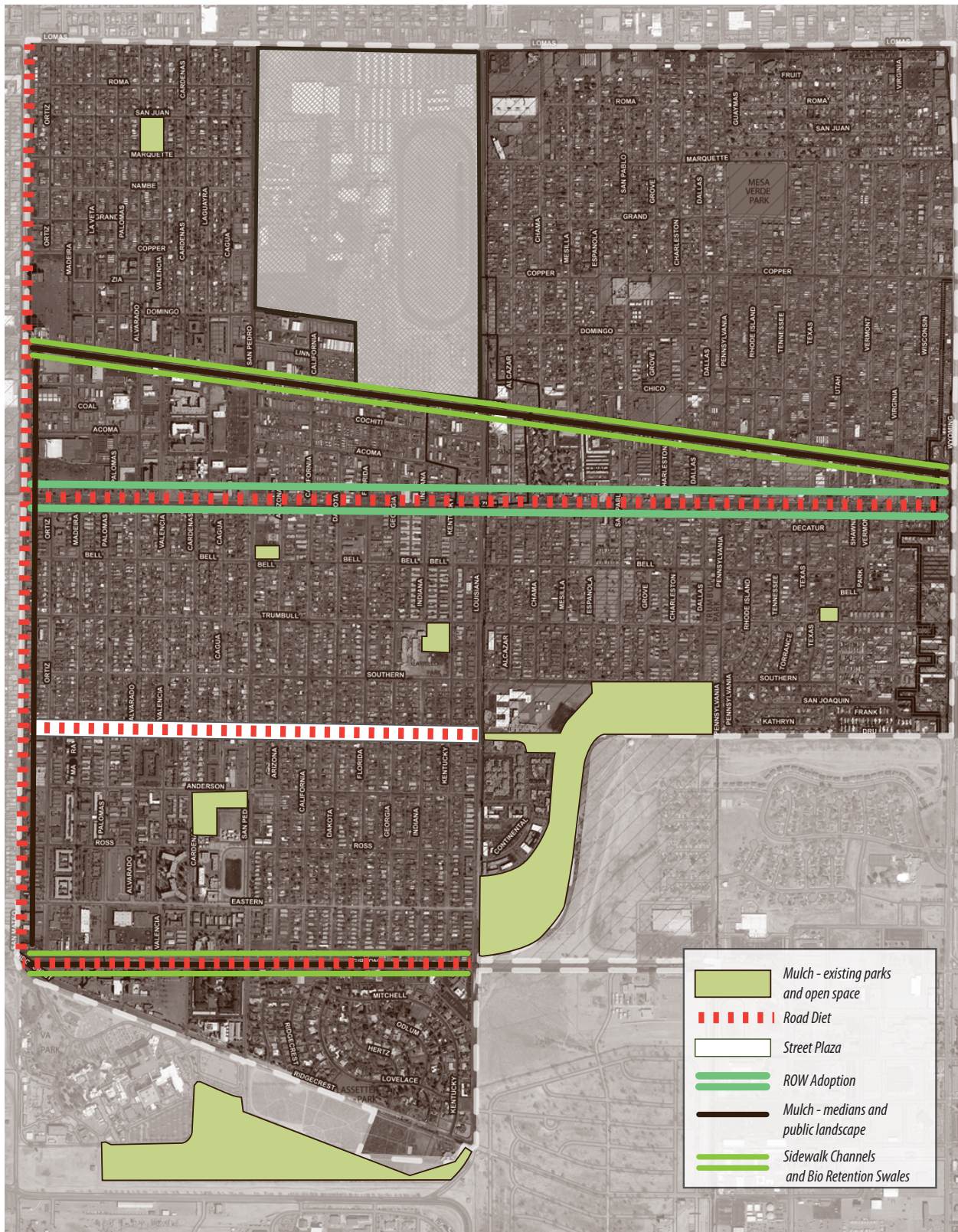
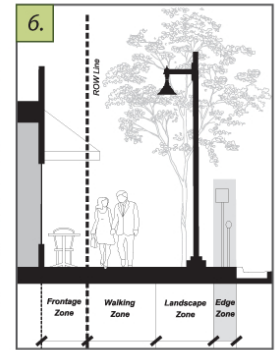
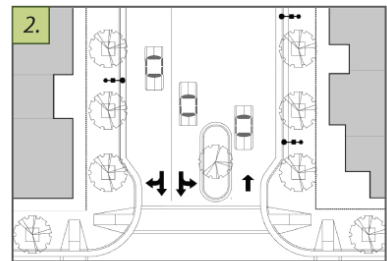


Figure 4.17, Sustainability Improvements

# 4 implementation: strategies and projects



- 1. intersection bulb outs
- 2. local street medians
- 3. landscaped medians
- 4. sidewalk repairs and enhancement
- 5. public art
- 6. edge zone for utilities
- 7. LID strategies - depressed swales, curb channels, native plants



Great Streets Facility Plan, 2008



Figure 4.17, Examples of Sustainability Improvements

trails and ditches.

Location and Notes:

- o 6'-0" is the minimal width for an effective basin or swale.
- o Make area at the bottom of the basin as large as possible for maximum water retention. Evacuate the bottom 10-12" below the street and/or sidewalk.
- o Where the slopes of the basin will exceed 33%, stabilize the slope with 8"-16" rock. In narrower strips of land (like a parking island) , a more gradual slope can still be effective and does not need to be rock lined.
- o In areas adjacent to streets, allow for an 18" strip of flat soil or gravel to act as a "step out zone" for pedestrians.
- o Do not plant trees or shrubs that will encroach into travel lanes.
- o Create terraces or planting shelves along the along the basin.