



***August 2008 Workshop Summary*** for the  
**EAST GATEWAY**  
**Sector Development Plan**

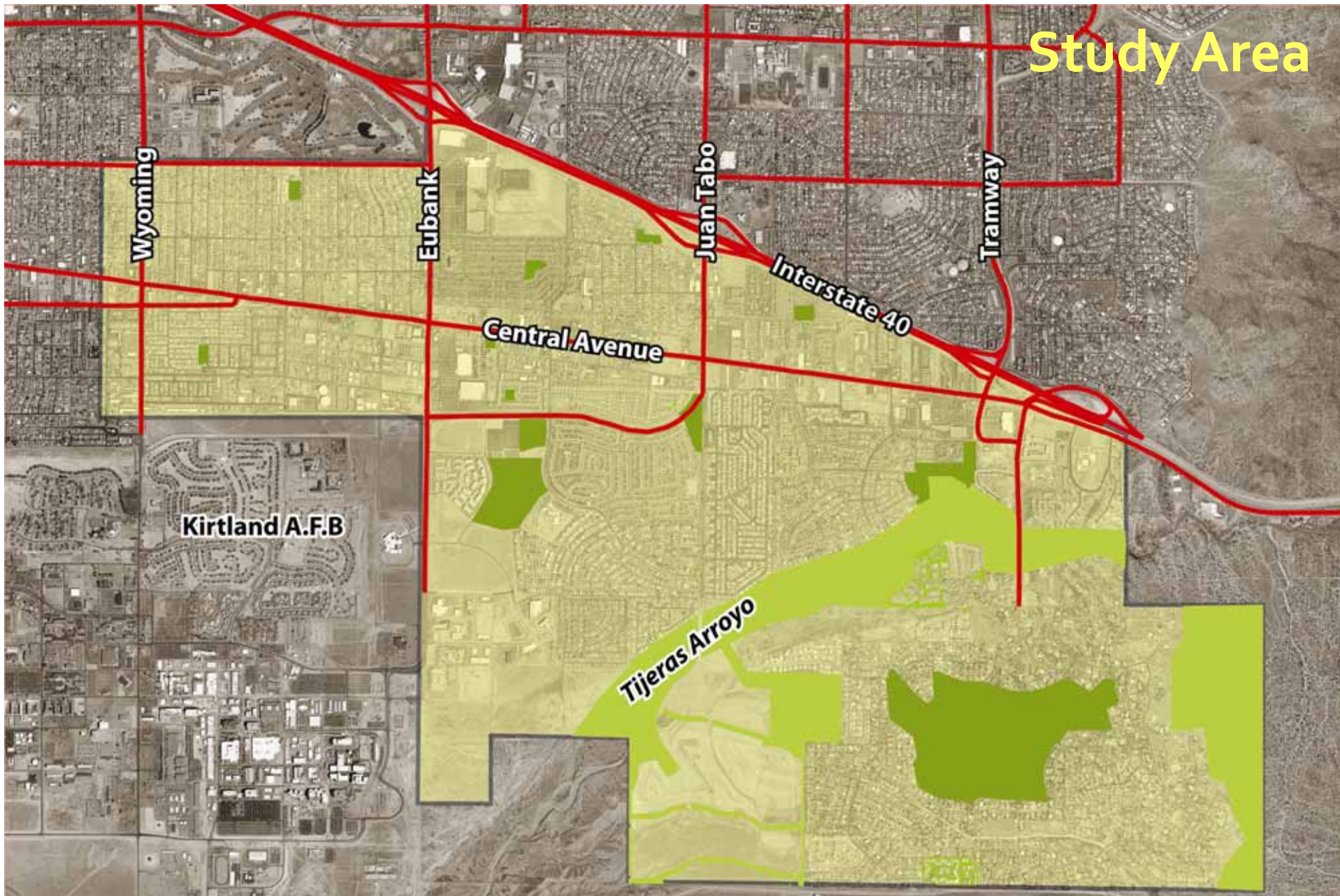
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*November, 2008*

*City of Albuquerque Planning Department*

# What is the East Gateway Sector Development Plan?

- Evaluates the market potential of the East Gateway area for the next 5 to 15 years
- Guides development and redevelopment in East Gateway
- Prioritizes public infrastructure investments over the next 20 years including:
  - Street & Intersection Modifications
  - Parks, Trails and Major Public Open Space
  - Sidewalks and Streetscape Enhancements
  - New Community Facilities
- Establishes the City's standards for the area, including:
  - Allowed uses
  - Allowed densities
  - Design guidelines: site design, building orientation and heights, parking, landscape, and signs
- Will be consistent with The Albuquerque/Bernalillo County Comprehensive Plan and any special area-wide requirements



*November, 2008*

**East Gateway Sector Development Plan**  
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# What is the Purpose of the August 2008 Workshop Summary?

- Present recommendations for community review
- Receive public comment on alternatives (through December 2008)
- Focus solutions for crafting Sector Development Plan (Spring 2009)

## CONTENT:

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- Summary of Market Opportunities: Page 5
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- Proposed Infrastructure Recommendations: Page 18- 29

# Schedule & Project Milestones

Project Scoping Workshop - **August 2007**

Stakeholder Interviews & Community Values Workshop - **May 2008**

Market Analysis of Development Opportunities - RCLCO - **August 2008**

Transportation Analysis - Glatting - **Summer 2008**

Community Workshop & Charrette - **August 2008**

**Workshop Summary / Community Review - November 2008**

1<sup>st</sup> Draft Plan / Community Review - Spring 2009



*November, 2008*

**East Gateway Sector Development Plan**  
*Workshop Summary – Page 4*

# Summary of Market Opportunities

( from Market Analysis of Development Opportunities, prepared by RCLCO)

	(2009-2015)	(2016-2022)
<b>Office</b>	Limited	Moderate
<b>Retail</b>	Strong	Strong
<b>Light Industrial</b>	Strong	Moderate
<b>Residential</b>	Very Limited	Limited

This report and other East Gateway reports are available online at <http://www.cabq.gov/planning/advance/eastgatewaysdp.html>

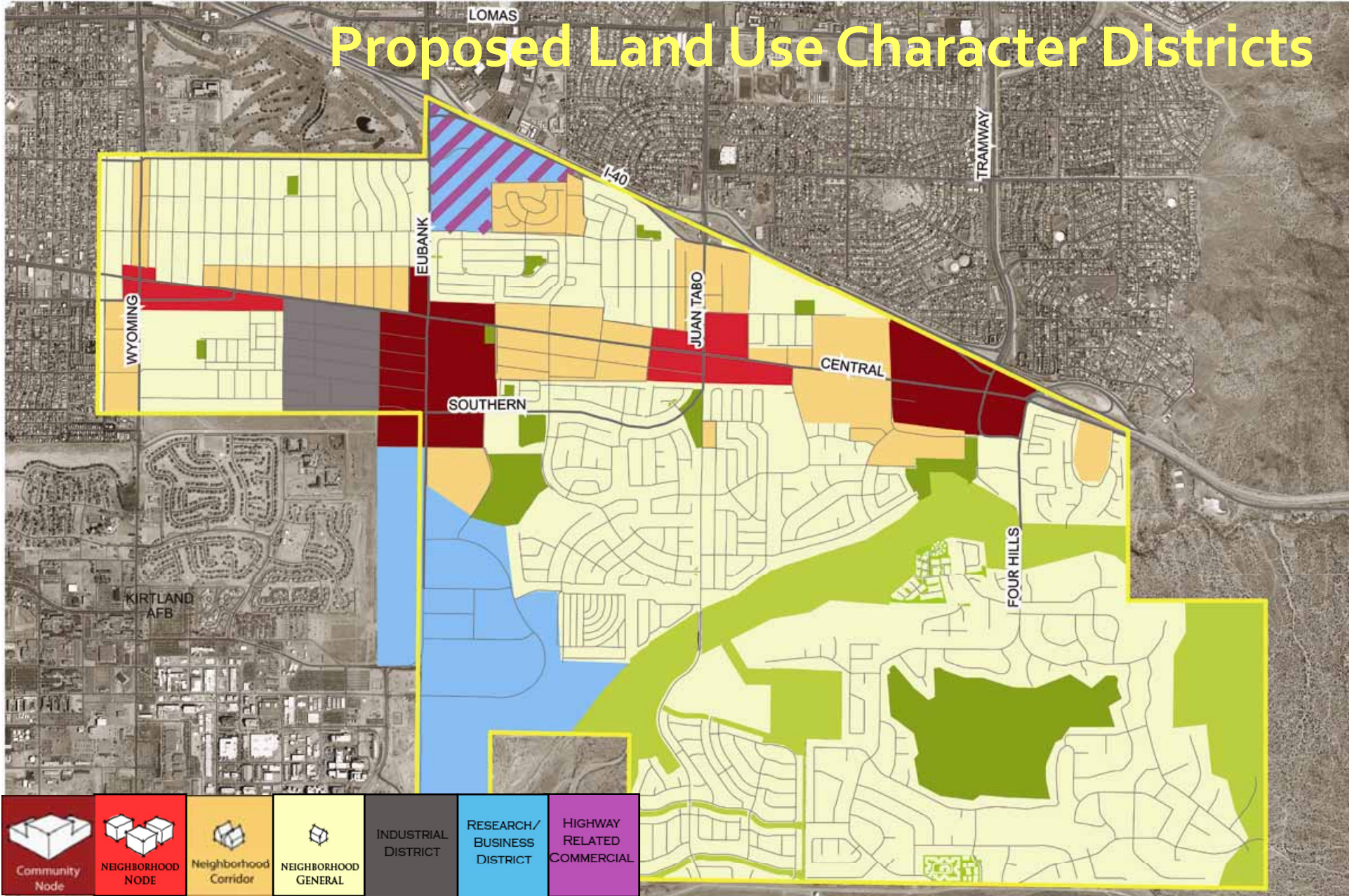
# Summary of Land Use Proposals

The following districts of land use, described in detail on the following pages, are proposed for the East Gateway plan area:

- Community Nodes (Community Activity Centers)
- Neighborhood Nodes (Neighborhood Activity Centers)
- Corridors
- Special Districts

*"The East Gateway Sector Development Plan will present a sustainable yet flexible development framework consisting of strategic land use and transportation policies and project recommendations to support the continued success of East Gateway property owners and businesses."*

# Proposed Land Use Character Districts



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# Character Areas



Character of Use	Mixed or Multi-Use (Retail, Office, and/or Residential)	Mixed or Multi-Use (Retail, Office, and Residential)	Mixed with corridor commercial, industrial and residential and neighborhood-scale services	Residential	Single-Use Industrial	Single-Use Commercial / Industrial	Single-Use Commercial
<b>Building Types</b>							
Mixed-Use	XXX	XXX	XXX	----	----	----	----
Storefront Comm.	XXX	XXX	XXX	----	XXX	----	XXX
Lg-Format Retail	XXX	----	----	----	----	----	XXX
Industrial Bldgs.	----	----	XXX	----	----	XXX	----
Stand Alone Comm.	XXX	XXX	XXX	----	XXX	XXX	XXX
Apart House	XXX	XXX	XXX	----	----	----	----
Townhome	----	XXX	----	XXX	----	----	----
Detached House	----	----	----	XXX	----	----	----

## Purpose

- Serve regional retail commercial demands
- Provide medium-density residential in mixed-use settings

## Community Node (Community Activity Center)

## Character of Use

- Mixed or Multi-Use
- Residential, Office, Retail, Civic, Religious

Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.

## Development Form

- Pedestrian scale and orientation with quality transit access
- Connected streets and walkable block sizes
- Mix of commercial uses
- Larger building footprints and dense housing types are appropriate

## Building Types

- Commercial / Mixed Use

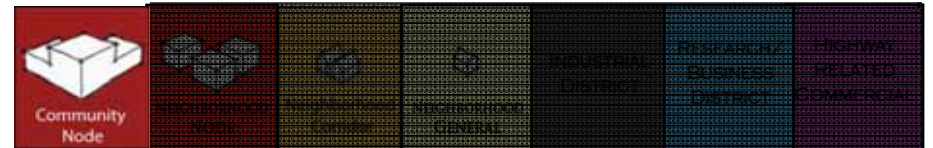
Large-Format Retail, Storefront Commercial, Buildings that Line the Street, Theatre, Indoor Recreation

- Utilitarian Building Forms

Civic or Institutional

- Residential Building Forms

Apartments - variety of building styles



# Community Node – Example (Eubank & Southern)



*Illustrative Concept*

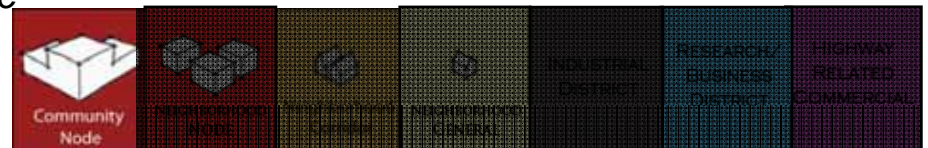


*View Along Southern*



Eubank / Southern and Central / Tramway

*Mixed Use development on vacant APS property to frame the street, complement the new museum on SW corner*



*November, 2008*

# Neighborhood Node (Neighborhood Activity Center)

## Purpose

- Serve local retail and commercial demands
- Provide medium-density residential in mixed-use settings

## Character of Use

- Residential, Office, Retail, Industrial, Civic, Religious

## Development Form

- Varying scale with pedestrian orientation
- Mix of commercial uses
- Range of moderate scale housing types

Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.

## Permitted Uses & Building Types

- Residential Building Forms

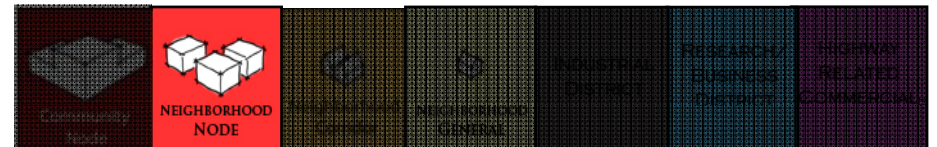
Apartments - variety of building styles

- Commercial / Mixed Use

Storefront Commercial, Small Format Commercial, Buildings that Line the Street

- Utilitarian Building Forms

Civic or Institutional



# Neighborhood Node – Example (Juan Tabo & Central)

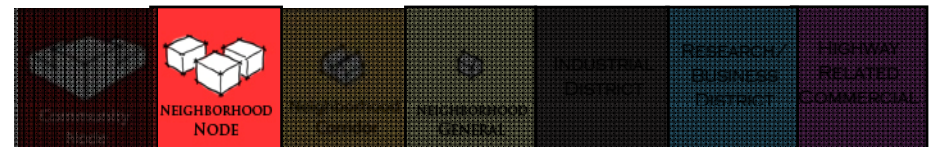


*View of Central at Juan Tabo*



*Central / Wyoming and Central / Juan Tabo*

*Illustrative Concept*



# Neighborhood Corridor

## Purpose

- Provide medium-density residential in mixed-use settings
- Serve local, small-scale retail, commercial and very light industrial demands

## Character of Use

- Mixed or Multi-Use
- Residential, Office, Retail, Civic, Religious

## Development Form

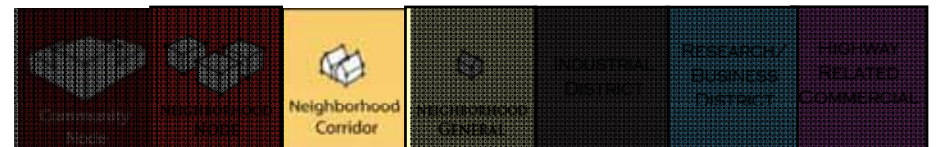
- Pedestrian scale and orientation
- Mix of Commercial Uses
- Range of moderate scale housing types

## Permitted Uses & Building Types

- Residential Building Forms  
Apartments - various of building styles
- Commercial / Mixed Use  
Storefront Commercial, Small Format Commercial, Flex Space (vocational training)
- Utilitarian Building Forms  
Civic or Institutional



Predominantly between nodes along major arterials



# Neighborhood General

## Purpose

- Provide lower-density residential neighborhoods

## Character of Use

- Residential

## Development Form

- Pedestrian scale and orientation

## Permitted Uses & Building Types

- Residential Building Forms  
Single-family detached homes, Townhomes (in areas already zoned for them)



Neighborhoods



# Industrial District

## Purpose

- Provide industrial-oriented employment and tax base for the community

## Character of Use

- Single-use industrial, with limited supporting retail or office uses

## Development Form

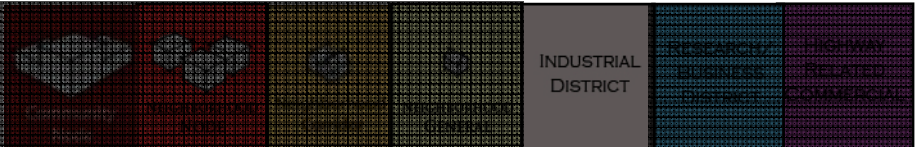
- Mix of Commercial Uses

## Permitted Uses & Building Types

- Commercial / Mixed Use
  - Manufacturing Facilities, Warehouses, Flex Space
  - Storefront Commercial, Small Format Commercial



Small industrial section north of Kirtland



# Research/ Business District

## Purpose

- Provides opportunities for automobile-related uses that do not fit within the mixed-use, pedestrian-oriented nodes

## Character of Use

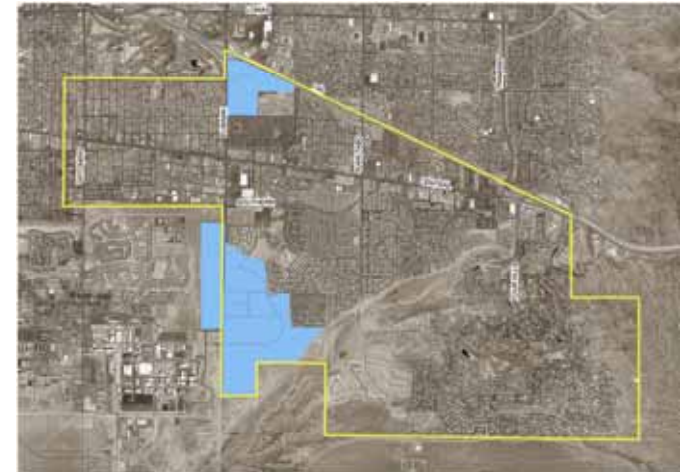
- Single-use laboratory and office, with limited supporting retail uses

## Development Form

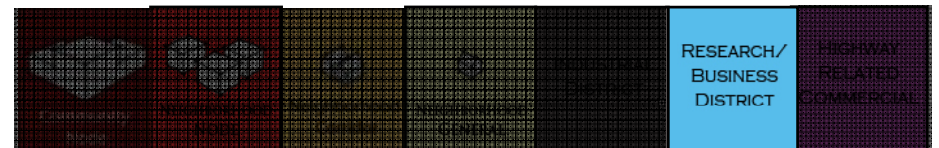
- Mix of Commercial Uses

## Permitted Uses & Building Types

- Commercial / Mixed Use  
Manufacturing Facilities, Warehouses, Flex Space  
Storefront Commercial, Large Format Office



Along Eubank at 1-40 & Kirtland A.F.B.



# Highway-Related Commercial

## Purpose

- Predominantly automobile-oriented commercial uses

## Character of Use

- Predominantly automobile-oriented commercial uses

## Development Form

- Mix of Commercial Uses

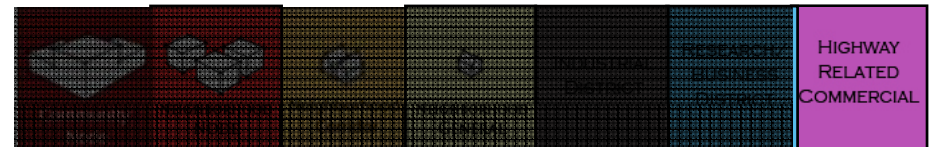
## Permitted Uses & Building Types

- Commercial / Mixed Use

Auto Dealerships, Utilitarian Commercial, Storefront Commercial, Large Format Commercial



Eubank & I-40



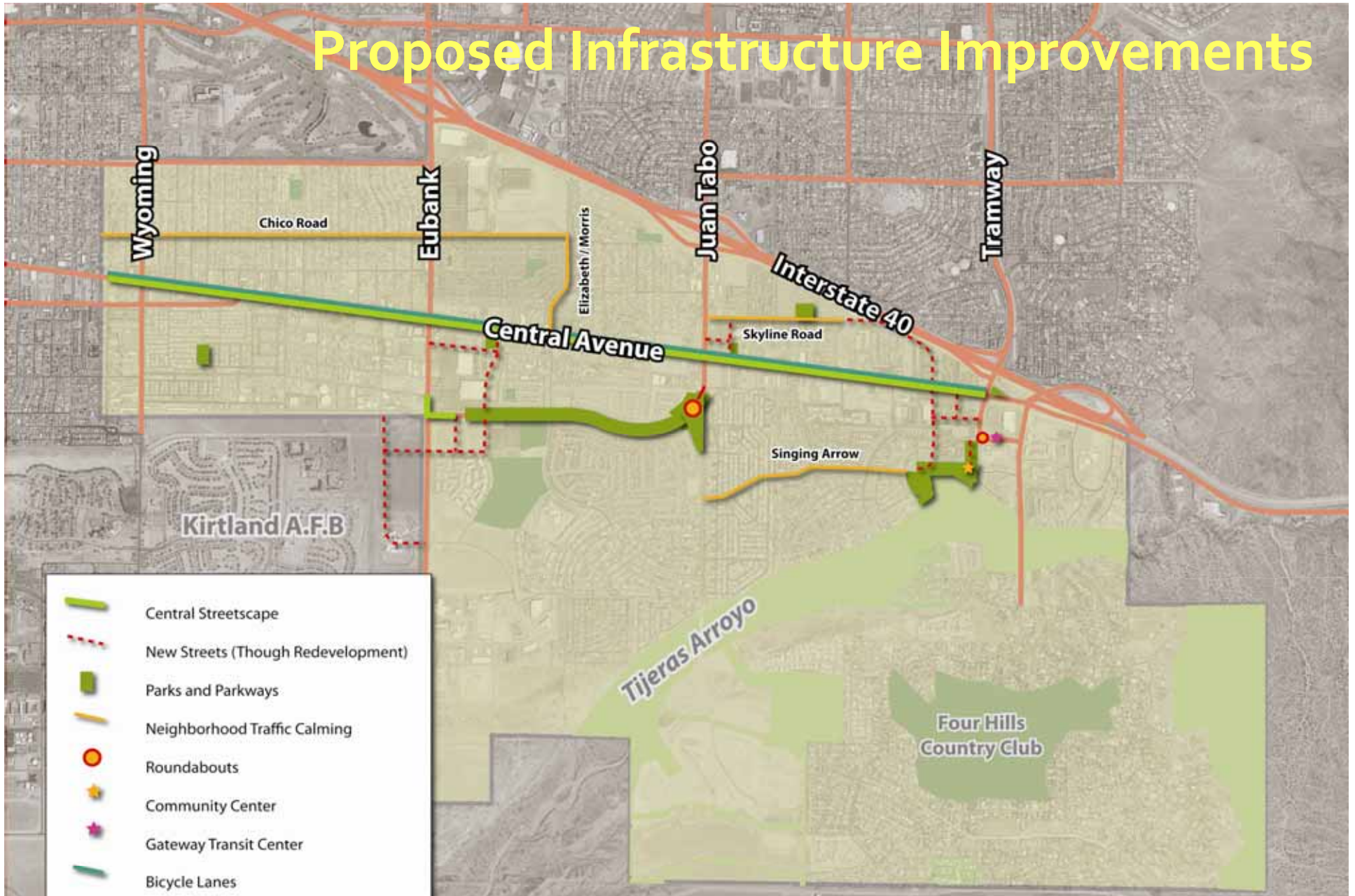
# Summary of Proposed Public Infrastructure Investments

As identified in the August 2008 workshop:

- Central Avenue
- Southern Boulevard
- Bicycle / Pedestrian Facilities
- New Transit Center / Singing Arrow Community Center

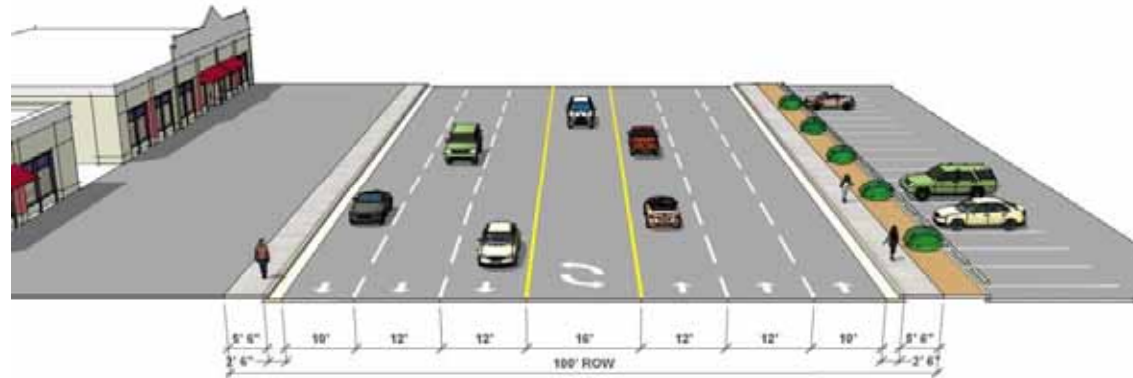
(More recommendations for community facilities and services may be included in the sector development plan draft.)

# Proposed Infrastructure Improvements

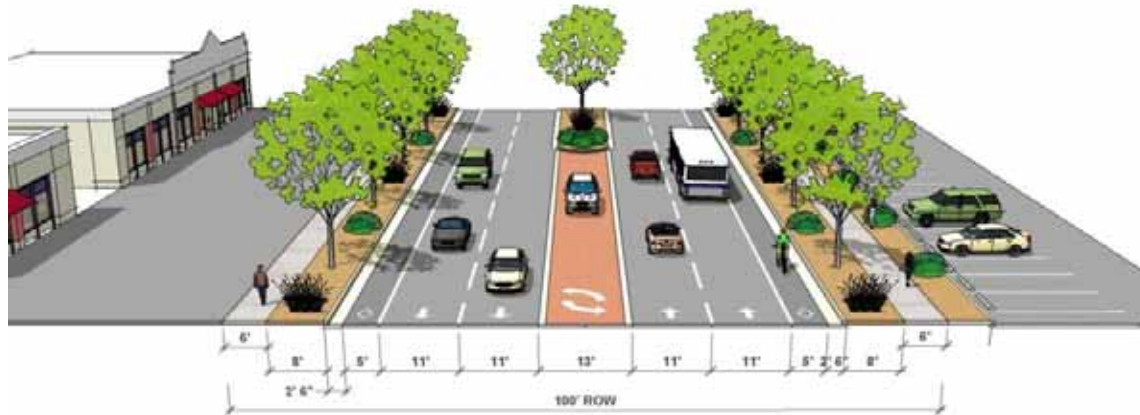


November, 2008

# Reduce Central Avenue Vehicle Lanes and Introduce Spot Medians

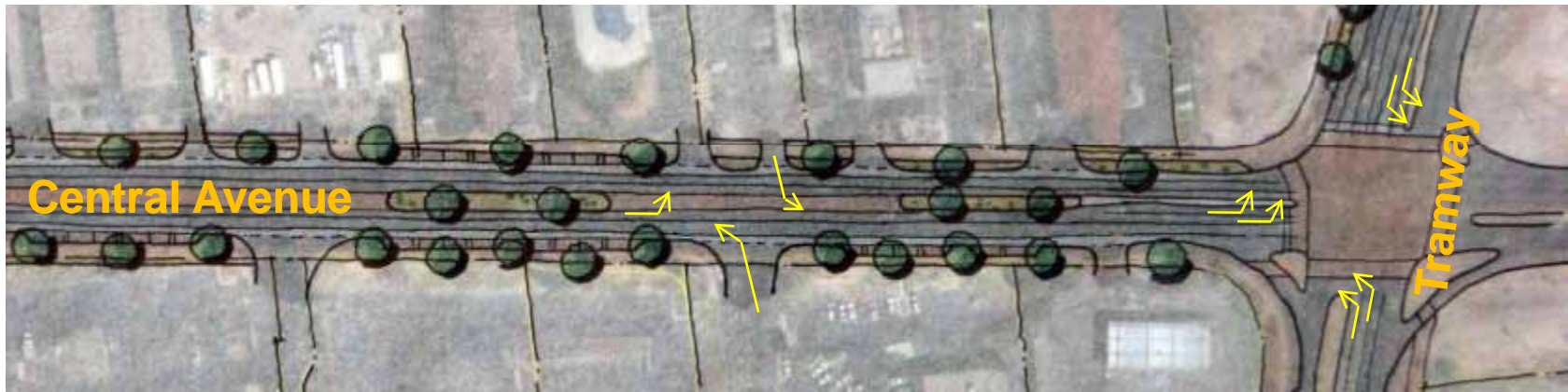
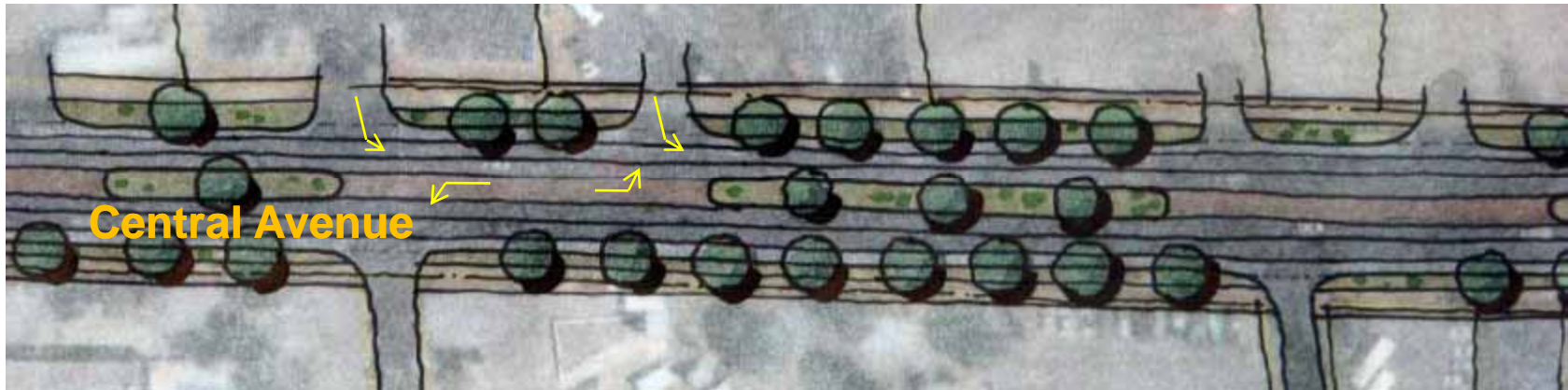


from 6-lanes to 4 lanes



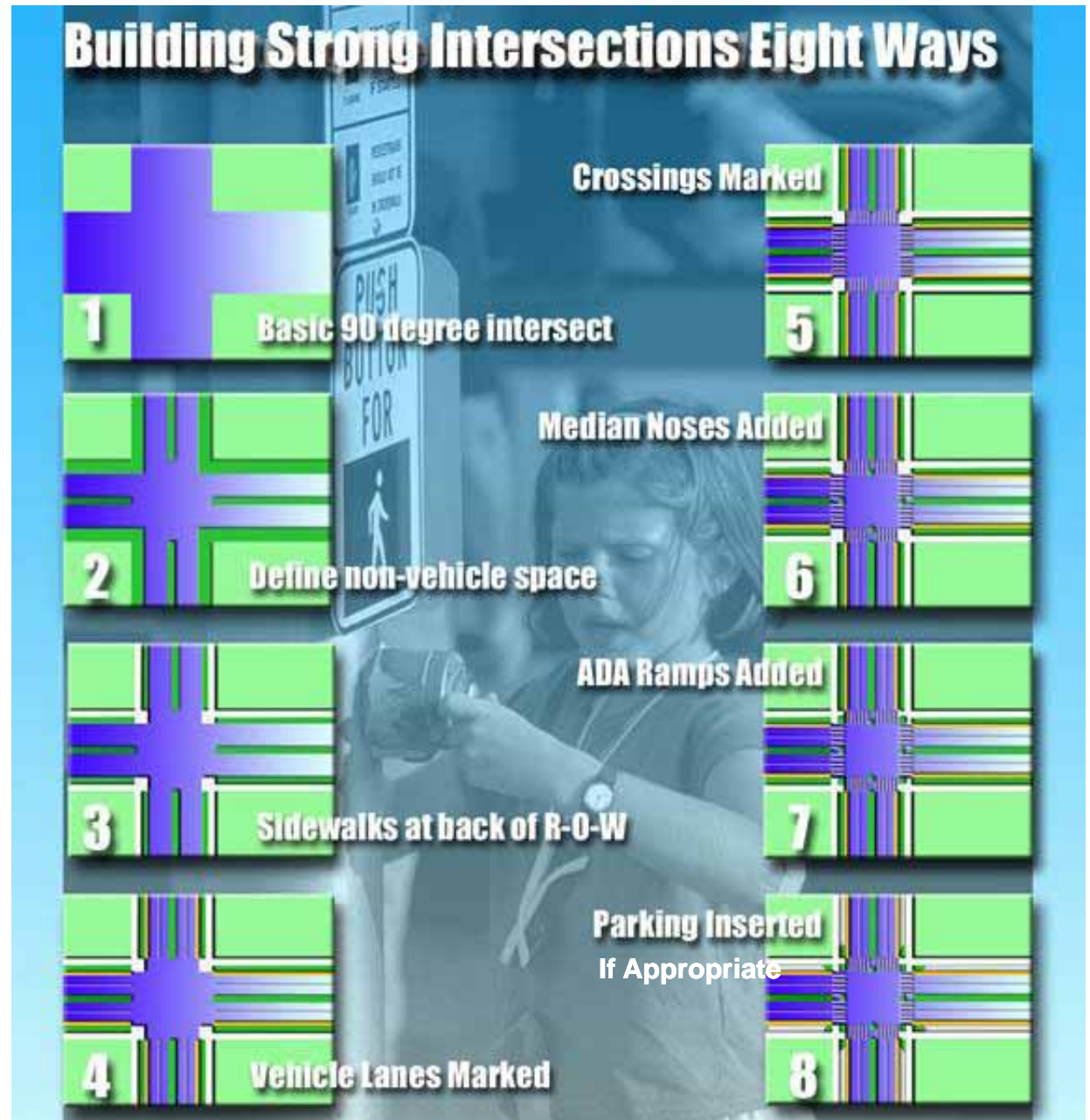
Wider sidewalks, bike lanes, improved landscape

# Introduce spot medians along Central Avenue and Wyoming Blvd. south of Central.



Introduce spot medians to improve safety and aesthetics along the corridor. These medians can be introduced with little change to existing left turning traffic.

Redesign intersections along **Central Avenue** to accommodate the lane reduction and improve pedestrian and transit access.



# Reduce Central Avenue Vehicle Lanes and Introduce Spot Medians

<i><b>Intersection</b></i>	<i><b>Today</b></i>		<i><b>Today's Roads/ Tomorrow's Traffic</b></i>		<i><b>Concept Roads/ Tomorrow's Traffic</b></i>	
	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
Central/Wyoming	39.4	D	47.1	D	50	D
Central/Zuni	13.2	B	14.7	B	15	B
Central/Moon	4.8	A	5.8	A	6.6	A
<b>Central/Eubank</b>	<b>72.6</b>	<b>E</b>	<b>126.5</b>	<b>F</b>	<b>97.9</b>	<b>F</b>
<b>Central/Juan Tabo</b>	<b>71.7</b>	<b>E</b>	<b>128.9</b>	<b>F</b>	<b>83</b>	<b>F</b>
Central/Western Skies	5.3	A	5.5	A	8.3	A
Central/Dorado	6.3	A	10	B	12.3	B
Central/Tramway	36.6	D	37.1	D	45	D
Central/Four Hills	23.7	C	25	C	25.6	C

Reducing Central Avenue will improve corridor aesthetics, increase safety, and position more land uses for success, while increasing travel time by approximately **1 minute** from Wyoming to Four Hills Road

# Modify Eubank at Southern Blvd. to position additional development and create better a pedestrian environment.

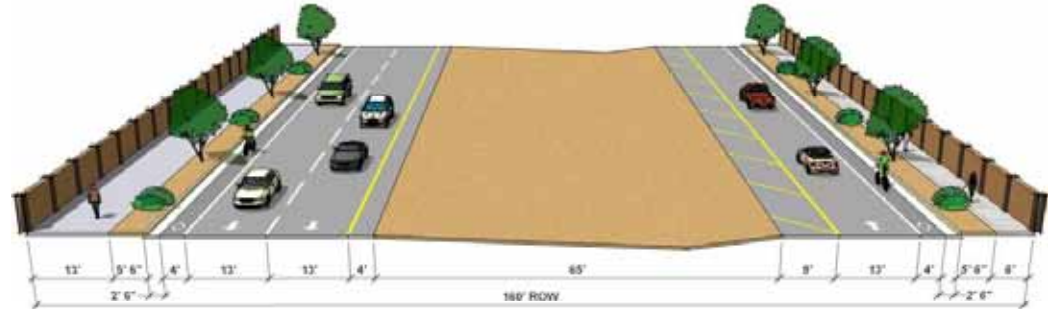


Acknowledge that Southern Blvd. will not evolve to become the Gibson Connector, allowing the intersection to be reduced by eliminating dedicated right turn-lanes and reducing the median width of Southern at Eubank.

# Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection



*Potential Roundabout at Juan Tabo & Southern*



from barren unfinished 4 lanes



to finished beautiful 4-lane Boulevard

# Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection

<i><b>Intersection</b></i>	<i><b>Today</b></i>		<i><b>Today's Roads/ Tomorrow's Traffic</b></i>		<i><b>Concept Roads/ Tomorrow's Traffic</b></i>	
	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
Southern/Eubank	11.2	B	9.7	A	23.4	C
Southern/Elizabeth	30.9	C	30.2	C	30.2	C
Southern/Juan Tabo	75.2	E	28.3	C	28.3	C

Modifying Southern Boulevard’s intersections with Eubank and Juan Tabo will improve pedestrian safety, comfort and corridor aesthetics, and is worth the additional 15-seconds of delay.



## TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)

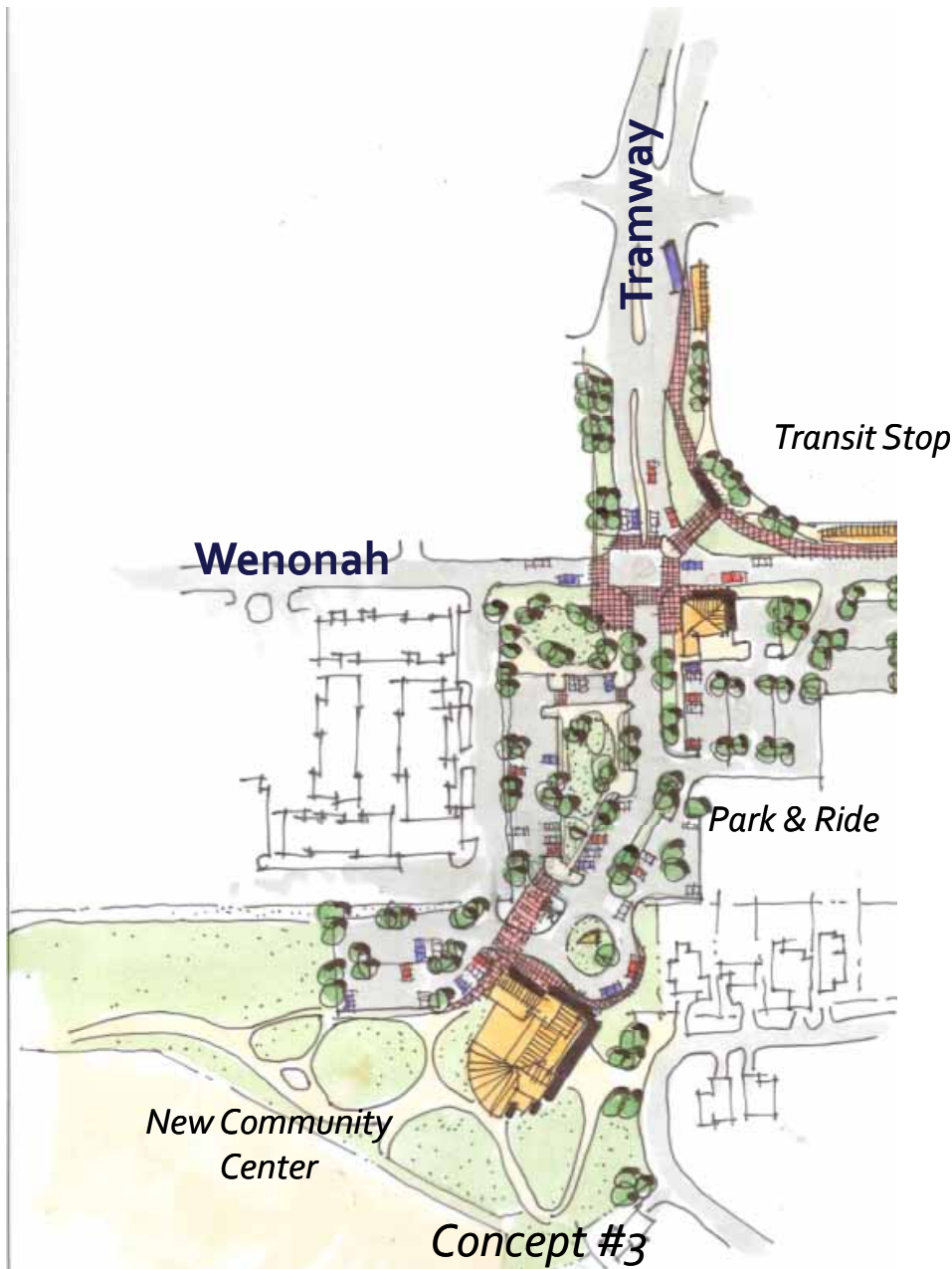
New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

# TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)



New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

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New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

# Comments

Please provide comment to the City Planning Department by December 18, 2008:

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If you have questions, contact Paula at ~~924-2932~~:

924-3932