



***Environmental
Planning
Commission***

***Agenda Number: 2
Project Number: 1009951
Case #: 14EPC-40003
March 6, 2014***

Staff Report

<i>Agent</i>	Planning Department
<i>Applicant</i>	City of Albuquerque
<i>Request</i>	
<i>Legal Description</i>	Central Ave right-of-way between Tramway and 116 th St. (L-6 to L-9, K-9 to K-20, J-12 to J-13, L-20 to L- 23)
<i>Location</i>	City-Wide
<i>Size</i>	Approximately 15 miles
<i>Existing Zoning</i>	
<i>Proposed Zoning</i>	NO CHANGES

Staff Recommendation

***That a recommendation of APPROVAL of
14EPC-40003 be forwarded to the City
Council, based on the Findings on page 22.***



***Staff Planner
Linda Rumpf, Planner***

Vision: Route 66 in Albuquerque is a vibrant and rich experience for all generations; its attraction builds upon the memories of the past, contributes to the present lives of locals with an ever-evolving appeal that expands into the future.

Summary of Analysis

This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council. This Plan is one part of the Mayor's initiative, ABQ the Plan.

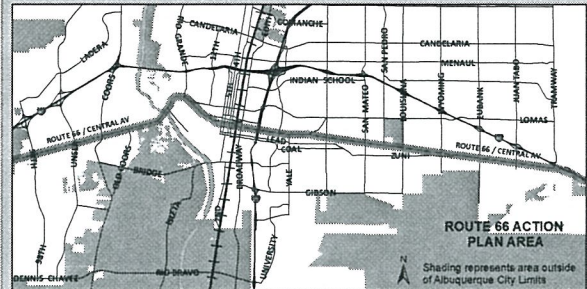
Albuquerque has the longest intact stretch of the original Route 66 highway in an urbanized area. The Route 66 Action Plan encompasses 15 miles of Central Avenue/Route 66 within Albuquerque city limits from 116th Street to just east of Tramway Boulevard.

The Route 66 Action Plan provides goals and policies for City departments – including Planning, Parks and Recreation, Municipal Development, and Transit – to use in the revitalization of Route 66/Central Avenue.

It includes a list of active and proposed projects within the public right-of-way. The Plan does not change zoning or include technical drawings. The intent of the Plan is to inform and direct City efforts that impact Central Avenue and to guide lower-ranking plans, such as sector development plans and corridor plans.

Plan goals address the following key areas:

- Historic Legacy
- Infrastructure & Transportation
- Public Space
- Business & Economic Development
- Promotion & Tourism



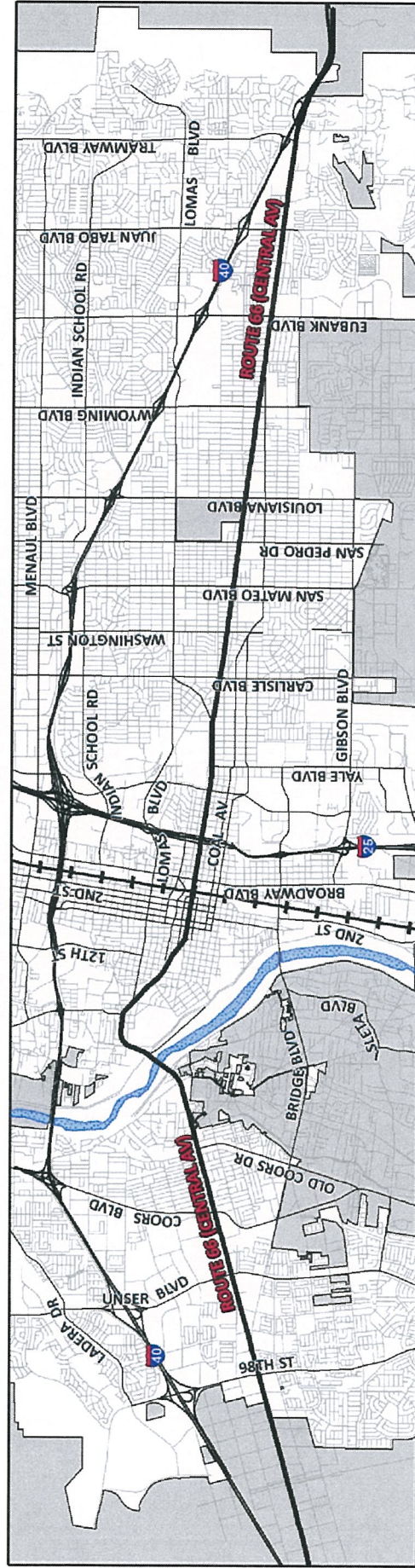
The Route 66 Action Plan intends to catalyze and guide future development along the Route 66 / Central Avenue corridor. The Plan provides policies and actions to direct project managers and private developers looking to invest in Route 66.

The Action Plan Matrix, included in the appendix of the Plan, will continue to be updated and maintained by an inter-departmental Route 66 planning team. The plan will help ensure that Route 66 continues to contribute to the unique and vibrant culture of Albuquerque.

Thank you.



ROUTE 66 ACTION PLAN AREA



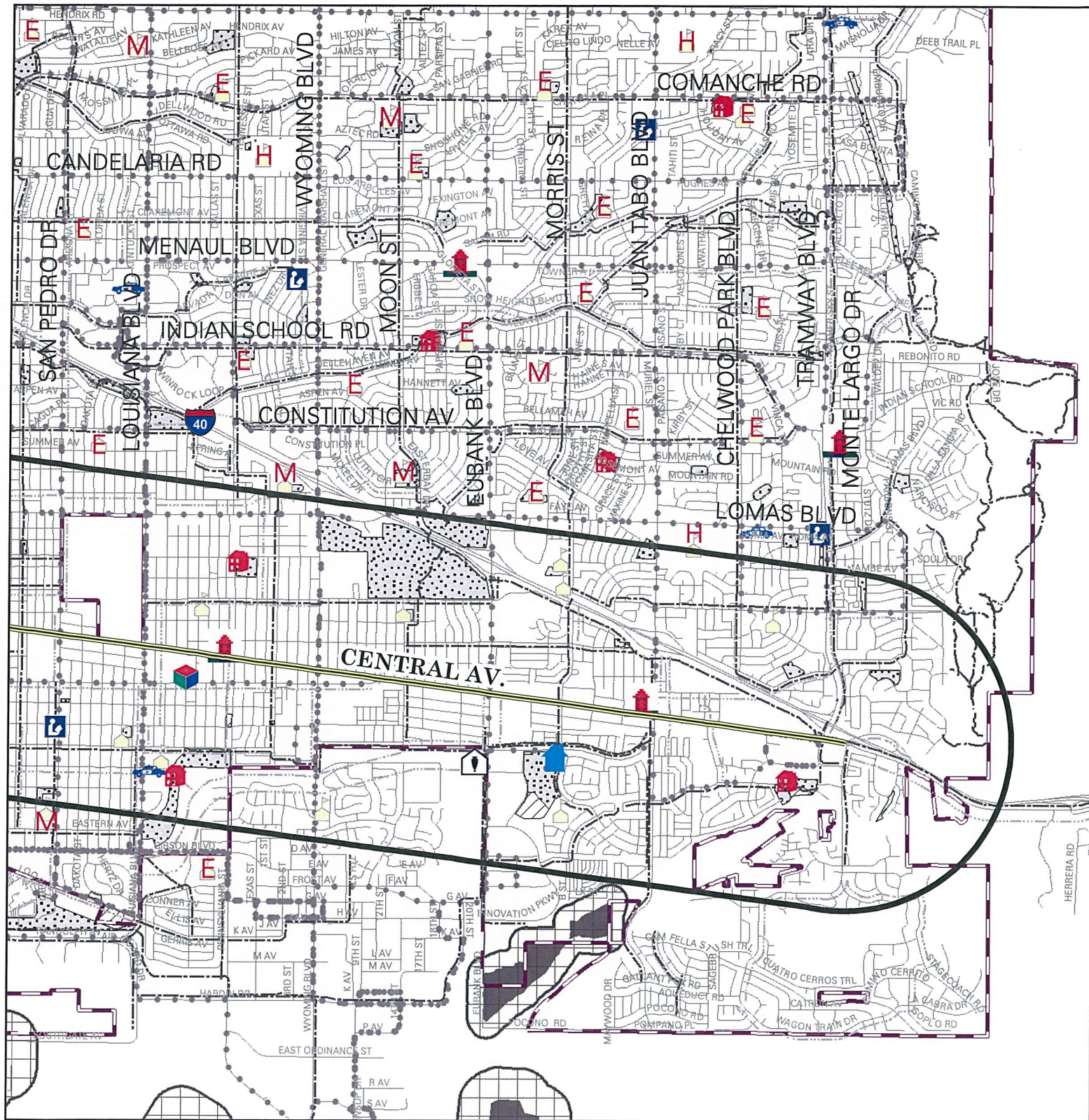
Plan area includes Central Avenue right-of-way in the Albuquerque City Limits, which includes Zone Atlas Map sections L6-L9, K9-K20, J12-J13, L20-L23



1/22/2014

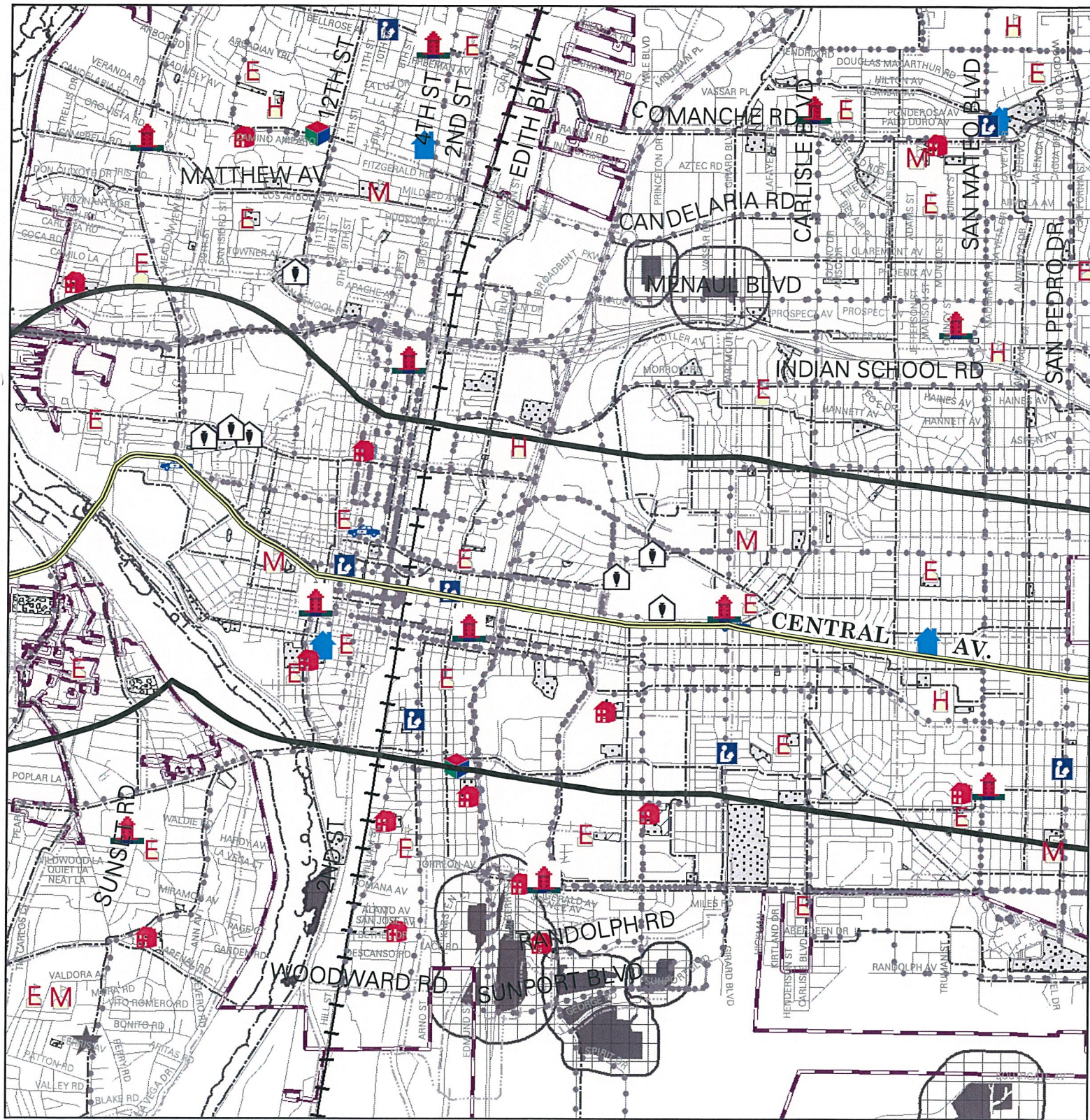
ACTIVITY CENTERS & TRANSPORTATION CORRIDORS





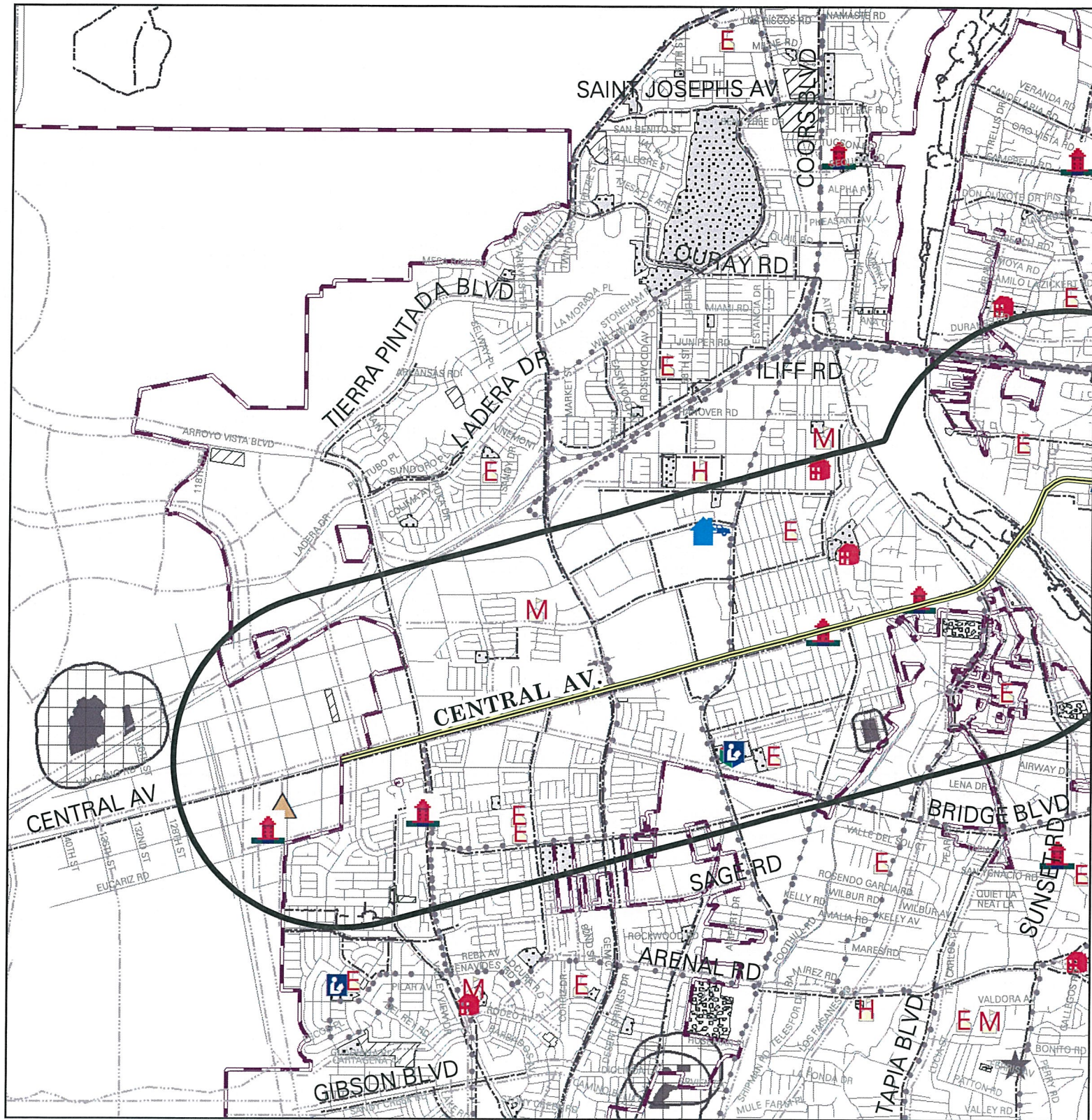
Public Facilities Map with One-Mile Buffer

- | | | | |
|----------------------|-----------------|--------------------------|-----------------------------|
| COMMUNITY CENTER | FIRE | APS Schools | Landfill Buffer (1000 feet) |
| MULTI-SERVICE CENTER | POLICE | Proposed Bike Facilities | Landfills designated by EHD |
| SENIOR CENTER | SHERIFF | ABQ Bike Facilities | Developed County Park |
| LIBRARY | ABQ Ride Routes | Albuquerque City Limits | Undeveloped County Park |
| MUSEUM | SOLID WASTE | Developed City Park | Undeveloped City Park |



Public Facilities Map with One-Mile Buffer

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Project Number: 1009951

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Miles

I. INTRODUCTION

Request

This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council. This Plan is one part of the Mayor's initiative, ABQ the Plan.

EPC Role

The EPC is a recommending body with review authority. The EPC's task is to make a recommendation to the City Council regarding the proposed plan. The City Council is the City's Zoning Authority and will make the final decision regarding this plan.

History/Background

As mentioned, the Route 66 Action Plan (the Plan) is part of ABQ the Plan, Mayor Richard J. Berry's plan to invest in the future of Albuquerque. ABQ the Plan is a long-range plan for investments that will enhance the entire city by spurring job creation and economic development while increasing the quality of life for current residents and future generations.

The planning process for the Route 66 Action Plan began in 2011 and included five community meetings. A Route 66 Working Group was formed and continues to meet regularly to support the goals of the Plan.

The intent of the Plan is to inform and direct City efforts that impact Central Avenue and to guide lower-ranking plans. In addition, the Plan outlines actions to be taken throughout the corridor and at specific nodes for pedestrian improvements, urban enhancements and catalytic redevelopment projects. For implementation purposes, the Plan focuses actions within ten established neighborhood nodes to foster activity along the Route 66/Central Avenue corridor.

Context

Albuquerque contains the longest intact stretch of the original Route 66 highway in an urbanized area. The Route 66 Action Plan is a Rank II City plan that covers the 15 miles of Central Avenue/Route 66 within Albuquerque city limits from 116th Street to just east of Tramway Blvd. The Plan creates strategies to improve, enhance and celebrate this portion of Route 66.

Central Avenue is a highly traveled Urban Principal Arterial and has been designated as a Major Transit Corridor, which is designed to optimize public transit and move large numbers of people efficiently by providing high capacity transit service. There are currently obstacles for bicycle and pedestrian use. One of the goals of this plan is to make Central Ave. a more bike and pedestrian friendly corridor.

Land use along the corridor includes neighborhood commercial, regional commercial, public/institutional and residential. While mostly commercial in nature, the corridor is also home to over 20 neighborhoods that bring character and appeal to Route 66, including Nob Hill, Edo (Huning Highlands), Downtown, International and University districts, Old Town and Atrisco communities, which have worked actively to revitalize their commercial cores along Central Avenue (Route 66) and have been successful in attracting new businesses and residents.

The City of Albuquerque continues to work with these communities to develop public events, specialized zoning and improved infrastructure to support redevelopment efforts.

Albuquerque offers a rich cultural and historic character, having two alignments of the Mother Road, both pre-1937 and post 1937, which have had a direct impact on the development pattern and economic health of Albuquerque. Many historic buildings and businesses characteristic of the 1920's and 30's can still be found along north 4th street and in Barelás south of downtown. Key historic sites include the De Anza Motor Lodge, El Vado Auto Court Motel and the KiMo Theater.

Unlike many other cities along Route 66, the new Interstate took an alternative route in Albuquerque, leaving the original Mother Road intact. As a result, over 15 miles of Route 66 remain today within Albuquerque along Central Avenue.

The Route 66 Action Plan is a new Rank II Area/Facility Plan to use in the revitalization of Route 66/Central Avenue. It includes a list of active and proposed projects within the public right-of-way. The Plan does not change zoning or include technical drawings. The intent of the Plan is to inform and direct City efforts that impact Central Avenue and to guide lower-ranking plans, such as sector development plans and corridor plans.

Route 66 Action Plan Goals:

- *Historic Legacy:* Preserve and protect Route 66 assets and interests.
- *Infrastructure and Transportation:* Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system.
- *Public Space:* Foster a sense of place and a unified streetscape.
- *Business and Economic Development:* Support opportunities that are catalytic for a strong and diverse business economy.
- *Promotion and Tourism:* Recognize and support the potential Route 66 has to create a thriving local and tourist economy.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates Central Ave. as an Urban Principal Arterial.

See attached Activity Center Map

Comprehensive Plan Corridor Designation

Central Avenue has been designated as a Major Transit Corridor, which is designed to optimize public transit and move large numbers of people efficiently by providing high capacity transit service. These streets can have dedicated transit lanes, wide sidewalks, bike lanes, and the longer-term possibility of light rail service. These corridors focus on the movement of many people in a pedestrian-friendly environment, and emphasize short trips and convenience. They are primary candidates for significant mixed-use infill and redevelopment.

This plan will serve to connect community centers and corridors and further enhance the City's efforts to develop a Bus Rapid Transit (BRT) system.

Trails/Bikeways

One of the goals of this plan is to make Central Ave. a more bike and pedestrian friendly corridor. Central Avenue is currently not considered a major bikeway, primarily due to right-of-way restrictions. There are bike routes and lanes on Central west of the river and in portions of downtown, along with parallel bike lanes and bike boulevard facilities from 2nd Street to San Mateo Blvd. The proposed 50-Mile Loop crosses Central Avenue at several locations, including Unser Blvd., the Rio Grande, Downtown, University Blvd. and Alvarado Drive.

Transit

This plan will complement ABQ Ride's existing bus services, the 66 Central Ave. route and Rapid Ride service, and coordinate with the City's efforts to develop a Bus Rapid Transit (BRT) system.

Public Facilities/Community Services

There are numerous public facilities on Central Avenue, including buildings, parks, plazas, utilities, bridges, streets, etc.) that can be enhanced for environmental and beautification. Maps are included in this submittal.

II. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

No zoning changes are proposed. In the development of Route 66 Action Plan projects, adjacent zoning and exiting sector plans were considered. Appendix D provides a list of Related Planning Documents, which includes Rank I, II and III plans, as well as Overlay Zones, MRA plans and other city plans and projects.

The Plan supports the *City Charter*, which provides for maximum local self-government. In conjunction with zoning code, the intent is to create a move livable environment.

Rank I Albuquerque / Bernalillo County Comprehensive Plan

The Comprehensive Plan, the Rank I planning document for the City and County, contains goals and policies that serve as a framework for development and service provision and provide a means through which development and text amendment requests can be evaluated. Rank II plans, such as the Route 66 Action Plan, are more specific in focus yet carry out the Rank I plan's general guidelines and policies. Rank II plans are generally not regulatory in nature.

Goals and policies applicable to the proposed plan are listed here. Staff analysis follows in ***bold italics***.

II.B.6. CENTRAL URBAN AREA: The Goal is to promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.

II.B.6. Central Urban Area policies:

- Policy a: New public, cultural, and arts facilities should be located in the Central Urban area and existing facilities preserved.
- Policy b: Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

Rt. 66 Goal 3: Public Space: Foster a sense of place and a unified streetscape.

The Route 66 Action Plan contains policies, objectives and actions to create attractive and meaningful public spaces along Route 66 to be enjoyed daily by locals and visitors. The Plan considers streetscapes, enhanced public spaces, signage, wayfinding and public art as part of this effort.

Additional policies emphasize the importance of retaining the individual character of established districts and neighborhoods along Route 66 and where appropriate, creating sense of place for communities along Central that could benefit from a strong center or

district/neighborhood identity. The Plan will, in part, enhance the historic status of Route 66 along Central Avenue.

II.B.7. ACTIVITY CENTERS: The Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

II.B.7. Activity Centers:

- Policy a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. The following table specifies policy objectives for each type.

Route 66 Goal 4: Business and Economic Development: Support opportunities that are catalytic for a strong and diverse business economy.

The Plan complements the policies in this section of the Comprehensive Plan. Goal 4 outlines measures to create a strong and diverse business economy. The Major Activity Centers along the Corridor, Unser to Coors, Old Town, the BioPark and UNM are also seen as primary nodes on page 37 of this plan. They are seen as assets to build upon. The Plan also looks at ways to support mixed-use and high-density residential projects, where appropriate, which will help promote multi-modal transportation and effective provision of City services.

II.C.5. HISTORIC RESOURCES: The Goal is to protect, reuse, or enhance significant historic districts and buildings.

II.C.5. Historic Resources, Policies a, b and c:

- Policy a: Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.
- Policy b: Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued.
- Policy c: Increase public and inter-agency awareness of historic resources and preservation concerns.

Route 66 Action Plan: Goal 1 Historical Legacy: Preserve and protect Route 66 assets and interest. Supportive policies include:

-
- *sustaining the New Mexico legacy and provide multi-generation and multi-cultural experiences;*
 - *recognizing Route 66 era buildings as significant features on the Mother Road;*
 - *providing signage on Route 66 that contributes to the visual character and*
 - *celebrating key sites and historic places on Route 66.*

This Route 66 Action Plan Goal and policies encourage protection of historic resources by increasing awareness of historic Route 66.

II.C.7. CULTURAL TRADITIONS AND THE ARTS: The Goal is to emphasize and support unique cultural traditions and arts as viable components of the community's well-being.

II.C.7. Cultural Traditions and the Arts, policies:

- Policy a: Programs which contribute to the greater understanding of area history and ethnic traditions shall be encouraged.
- Policy b: Participation and attendance at traditional community observances and activities shall be encouraged as appropriate.
- Policy c: Coordination and promotion of the arts in the metropolitan area shall be supported.
- Policy d: A cultural Plan for the City of Albuquerque with topic specific goals, policies, and action strategies shall serve to implement the Comprehensive Plan. The Cultural Plan for the City shall be updated in the same fashion as all other Comprehensive Plan elements.*

Route 66 Action Plan Goal 3: Public Space: Foster a sense of place and a unified streetscape.

The Plan considers public art as a major component in supporting the corridor's unique cultural traditions as part of the community's well-being. In addition, it seeks to find ways to keep the history of Mother Road alive, regardless of the age of the audience. The Plan also encourages community events, in addition to the ones in place.

II.C.8. DEVELOPED LANDSCAPE: The Goal is to maintain and improve the natural and the developed landscapes' quality.

II.C.8. Developed Landscape, policies:

- Policy a: The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.
- Policy b: Public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) shall be designed to realize opportunities for City/County beautification.
- Policy c: Incidental structures such as signs, guywires, poles, fireplugs, street furniture and

overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

- Policy d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.
- Policy e: In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

Rt. 66 Goal 3: Public Space: Foster a sense of place and a unified streetscape.

As mentioned, the Plan focuses on the public realm, which includes the streetscape and also the many public facilities along the Route (including buildings, parks, plazas, utilities, bridges, streets, etc.). The Route 66 Working Group has discussed reducing visual clutter such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires for minimal visual intrusion and mobility impediment to pedestrians.

The Plan calls for more coordination among city departments in implementing improvements in the right-of-way and on public property. As a result of writing this plan, that coordination is already taking effect.

Improvement of the developed landscape's quality is a key element of the Action Plan.

II.C.9. COMMUNITY IDENTITY AND URBAN DESIGN: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

II.C.9. Community Identity and Urban Design, policies:

- Policy a: The City and County differentiate into thirteen sub-areas as shown on the Community Areas map; the unique character and constituent neighborhoods of each area identified on the Community Areas map shall be respected in all planning and development actions.
- Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following (paraphrased):
 - 1) The natural environment
 - 2) Built environment
 - 3) Local history
 - 4) Culture and traditions

- Policy c: The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community. (See also policies under “Activity Centers”)
- Policy d: Development projects within Community Activity Centers should contribute the following:
 1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
 2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
 3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
 4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.
- Policy e: Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community’s Activity Centers shall be designed and developed to reinforce the community’s unique identity; streetscape improvements to these roadways shall be designed to:
 - minimize water use
 - screen parking areas
 - create useful and attractive signage and building facades
 - facilitate walking safety and convenience

Overall, the goals and policies outlined in the Route 66 Action Plan encourage coordination amongst City departments and provide guidance to lower-ranking plans. It focuses on the city right-of way and makes suggestions for private property uses to create a better natural environment and built environment. The Plan will promote local history, culture and traditions, while preserving the identity, character and connectivity of each community within the corridor.

II.D.4. TRANSPORTATION AND TRANSIT: The Goal is to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

II.D.4. Transportation and Transit, policies:

- Policy a: The following Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.
- Policy b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.
- Policy c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.
- Policy d: The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.
- Policy e: The architecture of bridge structures, landscaping, planting and public art shall be incorporated into interstate highway engineering designs in cooperation with the State of New Mexico.
- Policy f: Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles.

The Action Plan, in conjunction with lower-ranking plans and ongoing efforts such as Bus Rapid Transit (BRT), will help develop a balanced circulation system through focused and coordinated capital expenditures.

Route 66 Action Plan: Goal 2 Infrastructure and Transportation: Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system.

The Route 66 Action Plan supports this goal, as it provides for the transition of Central Ave. from a predominantly automobile environment to a multi-modal system suited for cars, transit, bicycle and pedestrian users.

II.D.1. SERVICE PROVISION: The Goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

- Policy a: Rank two facilities plans for water, sewer, transportation, and drainage shall reflect the regional nature of these systems and the need for long range analysis.
- Policy b: Capital spending priorities for the City and County shall be consistent with the land use goals and policies of the Comprehensive Plan.
- Policy c: The existing public service area should be highest priority for service, capacity, use, maintenance, and rehabilitation.
- Policy d: Public service expansion costs, benefits, and effects should be evaluated and balanced between new service recipients, existing users and the community at large.

Route 66 Action Plan: Goal 2 Infrastructure and Transportation: Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system.

The Action Plan supports this goal, as it proposes infrastructure improvements to storm water and drainage facilities and high speed digital services. The Plan outlines priorities for capital spending in existing services areas that reflect regional and local systems.

II.D.5. HOUSING: The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

- Policy a: The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Route 66 Action Plan: Goal 4. Business and Development: Support opportunities that are catalytic for a strong and diverse business economy.

The Route 66 Action Plan looks at ways to minimize gaps (undeveloped areas along Central Avenue) by promoting affordable housing projects, mixed use housing and senior living facilities on undeveloped areas and increase density on Central Avenue. It also recommends coordination between internal departments before a building can be demolished.

II.D.6. ECONOMIC DEVELOPMENT: The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

- Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.
- Policy b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.
- Policy c: Opportunities for improvement in occupational skills and advancement shall be encouraged.
- Policy e: A sound fiscal position for local government shall be maintained.
- Policy f: The City and the County should remove obstacles to sound growth management and economic development throughout the community.
- Policy g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Route 66 Goal 4: Business and Economic Development: Support opportunities that are catalytic for a strong and diverse business economy.

The Plan calls for City resources to demonstrate a strong commitment and investment in Central Avenue, giving high priority to city projects done by the Metropolitan Redevelopment Agency, Family and Community Services, Parks and Recreation and the Economic Development Departments. In addition, priorities for public art, museums and cultural events are cited.

The Plan also calls for reinvestment strategies to fill in gaps along the corridor and incentives for Route 66 business and development, attracting a diversity of business types and employment opportunities that serve both local and global markets, including tourism.

Chapter 4 and Appendix B outline funding strategies that include leveraging city assets, prioritizing projects, building partnerships with other government agencies and investing in public/private partnerships.

Encouragement to locate new housing and jobs along Central Avenue may reduce the need to travel and/or focusses travel to the corridor.

II.D.6. ECONOMIC DEVELOPMENT: The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

- Policy d: Tourism shall be promoted.

Rt. 66 Goal 5: Promotion and Tourism: Recognize and support the potential Route 66 has to create a thriving local and tourist economy.

The Plan encourages tourism by offering diverse attractions, lodging, restaurants, sights and sounds, businesses and events, along with unique marketing and branding of Route 66 and Albuquerque. The Plan supports coordination with the Albuquerque Convention and Visitor's Bureau, the New Mexico Route 66 Association, Downtown Action Team, EXPO New Mexico, the City's Economic Development Department, Cultural Services and Special Events, as well as other public and private partners.

II.D.9. PUBLIC SAFETY: The Goal is to develop a safe and secure community in cooperation with the public and other governmental agencies.

- Policy d: Emergency and routine crime prevention efforts shall be continued and improved.

Route 66 Goal 4: Business and Economic Development: Support opportunities that are catalytic for a strong and diverse business economy.

In Goal 4, the Plan outlines a policy to 'Ensure clean and safe environments on Route.' Recommended tools include CPTED (Crime Prevention Through Environmental Design) strategies in new and existing development, as well as in publicly funded projects. It also discusses the location of future police facilities, encouraging more pedestrian activity and expanding the Clean City program.

Sector Plans (Rank3)

As a new Rank II Area/Facility Plan, the Route 66 Action Plan generally encompasses Central Ave. public right-of-way in the City limits east of Tramway Blvd. to 116th Street. The main purpose of the Plan is to provide policy guidance to the City in revitalizing Route 66 / Central Ave. In addition, it provides coordination between the Comprehensive Plan and the following existing Rank 3 sector development plans:

- Downtown 2010 Sector Development Plan (2000)
- Downtown Neighborhood Area Sector Development Plan (2012)
- East Gateway Sector Development Plan (2010)
- Huning Castle & Raynolds Addition Neighborhood Sector Development Plan (1981)
- Huning Highland SDP (1988)
- La Cuesta Sector Development Plan (1982)
- Nob Hill Highland Sector Development Plan (2007)
- Trumbull Neighborhood Sector Development Plan/La Mesa (2011)

- University Neighborhood Sector Development Plan (1986)
- West Route 66 Sector Development Plan (1987)

Coordination begins with the Comprehensive Plan, with a goal of creating greater consistency among the plans. As new plans are created or as existing plans are amended, the Route 66 Action Plan goals and policies, as well as proposed projects, will be taken into consideration. The Plan will not change zoning in the sector plans.

Conclusion

This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council.

The Plan does not change zoning or include technical drawings. The intent of the Plan is to inform and direct City efforts that impact Central Avenue and to guide lower-ranking plans, such as sector development plans and corridor plans.

Currently, there are numerous plans that affect Central Ave. in the City of Albuquerque. It is difficult to coordinate the contents of those plans with the actions of the various city departments that have duties and projects along the roadway. Overall, the Plan provides goals and policies that align with the Comprehensive Plan and other city plans to better coordinate the care and revitalization of Route 66/Central Avenue.

In summary, the Route 66 Action Plan provides guidance in five key areas: Historic Legacy, Infrastructure & Transportation, Public Space, Business & Economic Development, and Promotion & Tourism, to help us achieve this vision:

Vision: Route 66 in Albuquerque is a vibrant and rich experience for all generations; its attraction builds upon the memories of the past, contributes to the present lives of locals with an ever evolving appeal that expands into the future.

III. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

City Departments and other agencies reviewed this application from 1/30/14 to 2/14/14. A few agency comments were received. Parks and Recreation requests that the Plan provide prioritization of projects with clarification of project ownership and financing, including additional language about park maintenance. Open Space remarks that the La Ceja mesa is not owned by City Open Space and that the *Major Public Open Space Facility Plan* (1999) be added to the list of related plans.

PNM remarks us that street light poles that are part of the PNM system are not designed to accommodate banners and that it will be necessary to work with PNM during project design to ensure adequate clearances when siting bus shelters, neon, street trees and street lighting on new projects, as safely allows and where space is available. Additional agencies comments begin on page 26.

Neighborhood/Public

The Route 66 Action Plan concept began in 2011 as part of Mayor Berry's ABQ the Plan initiative. During that planning process for ABQ the Plan, the Route 66 concept was presented at 100 community events to over 3,000 people. Five community meetings specific to the Route 66 plan were held in 2012 and a Route 66 Working Group was developed and has continued to meet in support of the plan.

Generally, the community has favored these ideas, without any significant concerns noted. In 2013, an informal opinion survey was sent to the Route 66 Working Group and the subscribers of the ABQ the Plan e-newsletter list. The survey requested assistance in ranking potential projects for Central Avenue. 116 responses were received, with streetscape improvements and bike and pedestrian projects among the most popular responses.

Per the zoning code, neighborhood notification was not required (Rank II plan). The proposed plan was advertised in the Albuquerque Journal and posted on the Planning Department's main web page. Staff sent a brief article to Office of Neighborhood Coordination (ONC) Staff for inclusion in the February/March 2014 issue of the Neighborhood Newsletter. As of this writing, Staff has received one letter regarding the proposed plan.

IV. CONCLUSION

This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council. The Plan provides goals and policies for City departments to use in the revitalization of Route 66/Central Avenue and does not change zoning or provide technical drawings.

The Route 66 Action Plan is primarily a policy and goal document, with suggestions for projects that will enhance the future of Route 66. Many of the project ideas in the plan are simply ideas and it was not the intention or scope of the plan to provide detailed cost information or assign projects to particular departments.

We will consider agency comments into consideration as the Plan moves forward. Implementation of this Plan will include departmental coordination, safety considerations, budgeting and maintenance responsibilities. The Route 66 Action Plan is designed to encourage Public/Private Partnerships and research creative ways to fund projects. The project matrix may be simplified; however, at this time we do not have prioritizing criteria available. It is the intent that the matrix will continue to be updated by a staff team.

The proposed plan was advertised in the Albuquerque Journal and posted on the Planning Department's main web page. Staff sent a brief article to Office of Neighborhood Coordination (ONC) Staff for inclusion in the February/March 2014 issue of the Neighborhood Newsletter. As of this writing, Staff has received one letter regarding the proposed plan.

Staff finds that the proposed plan furthers many of the goals and policies in the Comprehensive Plan, and the overarching intent of the City Charter and the Zoning Code. Staff recommends that an approval recommendation be forward to the City Council.

FINDINGS - 14EPC-40003, March 6, 2014. Recommendation of adoption of the Route 66 Action Plan.

1. This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council. The Plan covers 15 miles of Central Avenue/Route 66 within Albuquerque city limits from 116th Street to just east of Tramway Boulevard.
2. The Plan provides goals and policies for City departments and other stakeholders to use in the revitalization of Route 66/Central Avenue and does not change zoning or provide technical drawings.
3. The process began in 2011. As part of Mayor Berry's ABQ the Plan, this Route 66 concept has been presented at 100 community events to over 3,000 interested citizens. Five community meetings specific to Route 66 were held in 2012 and a Route 66 Working Group has been meeting to support the plan.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the City of Albuquerque Zoning Code and the Route 66 Action Plan are incorporated herein by reference and made part of the record for all purposes.
5. The Plan is intended to enhance and coordinate with capital projects outlined in the Rank III Sector Development Plans that existing along the Route 66 corridor.
6. The proposed plan is consistent with the City Charter, which empowers the City to ensure proper land use and development (City Charter, Article I) and support a high-quality urban environment (City Charter, Article IX) by establishing a strategy to guide improvements in the built environment.
7. The proposed plan supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The Route 66 Action Plan contains policies, objectives and actions to create attractive and meaningful public spaces along Route 66 to be enjoyed daily by locals and visitors. The Plan considers streetscapes, enhanced public spaces, signage, wayfinding and public art as part of this effort. (II.B.6. Central Urban Area)
 - b. The Plan outlines measures to create a strong and diverse business economy. The Major Activity Centers along the Corridor, Unser to Coors, Old Town, the BioPark and UNM

are also seen as primary nodes. They are seen as assets to build upon. The Plan also looks at ways to support mixed-use and high-density residential projects, where appropriate, which will help promote multi-modal transportation and effective provision of City services. (II.B.7. Activity Centers)

- c. The Plan supports protection and enhancement of significant historic districts and buildings with policies that preserve and protect Route 66 assets, by recognizing Route 66 era buildings and celebrating key sites and historic places on Route 66. (II.C.5. Historic Resources)
- d. The Plan supports the arts, community events and cultural traditions as incremental in the continued traditions of the “Mother Road” and the community’s well-being. (II.C.7. Cultural Traditions and the Arts)
- e. Improvement of the developed landscape’s quality is a key element of the Action Plan as it makes recommendations for urban public spaces, natural open spaces, and a unified streetscape. (II.C.8. Developed Landscape)
- f. The Plan focuses on the city right-of way and makes suggestions for private property uses to create a better natural environment and built environment. The Plan will promote local history, culture and traditions, while preserving the identity, character and connectivity of each community within the corridor. (II.C.9. Community Identity and Urban Design)
- g. The Plan proposes infrastructure improvements to storm water and drainage facilities and high speed digital services. The Plan outlines priorities for capital spending in existing services areas that reflect regional and local systems. (II.D.1. Service Provision)
- h. The Plan, in conjunction with lower-ranking plans and ongoing efforts such as Bus Rapid Transit (BRT), will help develop a balanced circulation system through focused and coordinated capital expenditures with a primary goal to develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system. (II.D.4. Transportation and Transit)
- i. The Plan supports catalytic opportunities for a strong and diverse business economy. It looks at ways to minimize gaps (undeveloped areas along Central Avenue) by promoting affordable housing projects, mixed use housing and senior living facilities on undeveloped areas and increase density on Central Avenue. It also recommends coordination between internal departments before a building can be demolished. (II.D.5. Housing)
- j. The Plan calls for City resources to demonstrate a strong commitment and investment in Central Avenue, giving high priority to city projects. Encouragement to locate new housing and jobs along Central Avenue may reduce the need to travel and/or focusses travel to the corridor. The Plan calls for reinvestment strategies to fill in gaps along the corridor and incentives for Route 66 business and development, attracting a diversity of business types and employment opportunities. The Plan encourages tourism by offering diverse attractions, lodging, restaurants, sights and sounds, businesses and events, along with unique marketing and branding of Route 66 and Albuquerque. The Plan suggests

coordination with public and private partners for economic development, branding and tourism purposes. (II.D.6. Economic Development)

- k. The Plan makes recommendations for a safer and more secure community using tools such as CPTED (Crime Prevention Through Environmental Design) strategies in new and existing development, as well as in publicly funded projects. It also discusses the location of future police facilities, encouraging more pedestrian activity and expanding the Clean City program. (II.D.9. Public Safety)
8. Key city departments, including Municipal Development, Parks and Recreation, and Transit coordinated with the Mayor's Office and the Planning Department as part of this planning effort.
9. re: neighborhood/public support or opposition

There is no known opposition to the proposed plan.

There was a letter of support from Cynthia Tidwell, a member of the Route 66 Working Group, who was instrumental in updating the *Corridor Management Plan for New Mexico Route 66 (2008)*.

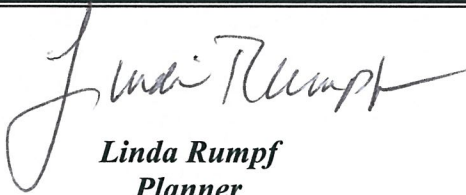
RECOMMENDATION - (14EPC-40003) (March 6, 2014)

RECOMMENDATION of APPROVAL of 14EPC-40003 to be forwarded to the City Council.

This request is for the review and recommended adoption of the **Route 66 Action Plan**, a proposed Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue to the City Council.

CONDITIONS OF APPROVAL - (14EPC-40003) (March 6, 2014)

There are no conditions of approval.



Linda Rumpf
Planner

Notice of Decision cc list:

Planning Department
City Council

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No comments received

Office of Neighborhood Coordination

Per the zoning code, neighborhood notification was not required (Rank II plan). The proposed plan was advertised in the Albuquerque Journal and posted on the Planning Department's main web page. Staff sent a brief article to Office of Neighborhood Coordination (ONC) Staff for inclusion in the February/March 2014 issue of the Neighborhood Newsletter. As of this writing, Staff has received one letter regarding the proposed plan.

2/3/14 – Newsletter Article for the February/March 2014 “Neighborhood News” NL to be submitted by Staff Planner

(Note: The newsletter article was submitted by Staff on 2/5/14)

Long Range Planning

The plan is not regulatory, but will provide a good set of project recommendations for the development and re-development of Central Avenue.

Metropolitan Redevelopment Agency

No comments received

CITY ENGINEER

Transportation Development

No comments received

Hydrology Development

No adverse comments

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Central Ave. is a NMDOT-maintained facility from Arroyo Vista Blvd. to 114th St. Per the Long Range Bikeway System Map, Central Ave. is to have bicycle lanes from Arroyo Vista Blvd. east to Tingley Dr. and from University Blvd. to Girard Blvd, with this latter section also being a bicycle route. There are no other comments on roadway system facilities.

Traffic Engineering Operations

No comments received

WATER UTILITY AUTHORITY

Utility Services

No comments received

ENVIRONMENTAL HEALTH DEPARTMENT

No comments received

PARKS AND RECREATION

Planning and Design

Parks and Recreation supports the approval of this Plan as a Vision/Policy document that will guide the revitalization of this Street Corridor. The Department concerns include:

Comment #1. PAGE E. Appendix B. Funding Sources

Financing of proposed projects and responsibility for implementation. Parks and Recreation Department coordination with other Departments is necessary for Streetscapes and other Public Spaces.

This section is quite thorough but mixes incentives for development with G.O. Bond and CIP funds to build additional infrastructure. It seems likely that some departments have already programmed projects into the future. See comment #5 regarding prioritization.

PAGES K Appendix C Action Plan Matrix

Comment #2. **Maintenance responsibilities for improvements** – City Departments, Developer, Private Entities...these responsibilities are not identified nor how budget for additional maintenance will be increased.

Comment #3 **Proposed uses for Major Public Open Space** – Please see Open Space Division comments.

Comment #4 PAGES 52-54 **Partnership with UNM for proposed improvements to Yale Park and Multi Use Trail** will require coordination with City departments regarding responsibilities for design, construction and maintenance.

Comment #5 PAGES 34 and Appendix C

Suggest **coordination and co-location of Transit (BRT) stations and pocket parks wherever possible.**

Comment #6 Appendix C

Prioritization of Projects in the Plan would be helpful to all Departments.

Open Space Division

Page # Comment

12	La Ceja mesa is not owned by City Open Space, but could be listed as a potential acquisition contingent on funding.
25	Item #4 under “Actions”: Please clarify what is meant by “Ensure that properties along Central will be protected against any negative impacts [...] design review.”
41	<p>#4. Event space: Please include a note in the text stating that the planning and design of all improvements within or adjacent to the Tijeras Arroyo Biozone shall follow the goals and policies of the <i>Tijeras Arroyo Biozone Management Plan</i> (forthcoming) and the <i>Major Public Open Space Facility Plan</i> (1999).</p> <p>Please add “Perimeter Fencing” to list of suggested projects for this Open Space Facility.</p> <p>Route 66 does not connect to the Manzano Mountains. It does, however, connect with the Manzano Open Space (which is not in the Manzano Mountains).</p> <p>#6. Pedestrian/Bicycle Overpass: Please add interpretive opportunities in the foothills on the north side of I-40, and potential acquisition of DOT land containing pre-1926 Route 66 road alignments (contingent on funding).</p>
65	Please include a note in the text stating that the planning and design of all improvements within the Rio Grande Valley State Park shall follow the policies of the <i>Bosque Action Plan</i> (1993) and the <i>Major Public Open Space Facility Plan</i> (1999).
K-S (App C)	Please name Parks and Recreation under “Department/Partner” for all suggested projects within or adjacent to the Bosque or Route 66 Open Space.
T (App D)	Please include <i>Major Public Open Space Facility Plan</i> (1999) under the heading Rank II Facility Plans.
Multiple pages	The name of the Bosque area is “Rio Grande Valley State Park.” Please make all references to it read Rio Grande Valley State Park or RGVSP.
N (App C)	Under Heading Bosque West add “Valley” to Rio Grande [...] State Park.
N (App C)	Under Heading Pocket Parks, last sentence should read “North and South sides of Central on <u>west</u> side.”
S (App C)	Please remove Open Space as partner for the Urban Trail and the Park and Ride Facility at Unser.

City Forester

No comments received

POLICE DEPARTMENT/Planning

No Crime Prevention or CPTED comments concerning the proposed SDP Phase II - EPC Final Review & Approval request at this time. However, I would like to be included in any further discussion about Safety, Security and CPTED.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved as long as it complies with SWMD Ordinances

FIRE DEPARTMENT/Planning

No comments received

TRANSIT DEPARTMENT

No comments received

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

No comments received

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no objection to recommendation for adoption.

ALBUQUERQUE PUBLIC SCHOOLS

No comments received

MID-REGION COUNCIL OF GOVERNMENTS

No comments received

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received

PUBLIC SERVICE COMPANY OF NEW MEXICO

Additional language is shown in underlined italics:

1. In Chapter 2, Goals and Policies, Goal 3, Public Spaces, Policy 3.1, Actions 2., on page 19, and in Chapter 2, Goals and Policies, Goal 5, Promotion and Tourism, Policy 5.2, Actions 2., on page 30, insert the following at the end of the first bullet in each item:

“Street light poles that are part of the PNM system are not designed to accommodate banners.”

2. Chapter 3, Implementation, A. Corridor-Wide Efforts, Streetscape Design, 2. Streetscape Infrastructure and Amenities on page 34, insert the following after the first sentence:

“Electric utility infrastructure is located throughout the Plan area within the ten designated activity nodes, particularly overhead distribution lines paralleling and/or crossing Central Avenue. As the required elements from the Route 66 Amenity Kit are being applied to new projects, it will be necessary to work with PNM during project design to ensure adequate clearances when siting bus shelters, neon, street trees and street lighting.”

3. Chapter 3, Implementation, B. Special Projects, 1. East Gateway, 6. Multi-use Trail East on page 41, insert the underlined language at the end of the second bullet:

“Incorporate public art, landscaping elements and neon as safely allowed and where space is available which re-interpret Route 66.”

4. Chapter 3, Implementation, B. Special Projects, 3. International District, 2. International Public Market on page 46, insert the underlined language at the end of the third bullet:

“Site amenities should include landscaping, shade, lighting, public art, seating and other pedestrian friendly amenities as safely allowed and where space is available.”

5. Chapter 3, Implementation, B. Special Projects, 8. Cultural Cluster (Old Town), 2. Pedestrian Cultural Trail and Streetscape Improvements on page 66, insert the underlined language at the end of the first bullet:

“Widen sidewalks, create wayfinding signage, provide shade, seating and landscaping connecting Old Town, Biopark, Tingley and Museums, and the Atrisco area as safely allowed and where space is available.”

6. Chapter 3, Implementation, B. Special Projects, 9. Old Coors, 5. Streetscape Improvements on page 71, insert the underlined language at the end of the second bullet:

“Incorporate street trees and landscaping as safely allowed and where space is available.”

7. Chapter 3, Implementation, B. Special Projects, 10. Unser/City Limits, 7. Gateway on page 75, insert the underlined language at the end of the first bullet:

“Create a gateway or monument element as safely allowed and where space is available.”

NEW MEXICO DEPARTMENT OF TRANSPORTATION

No objections



Planning & Zoning Department

Village of Corrales

4324 Corrales Road, Corrales, New Mexico 87048
Phone: (505) 897-0502 Ext. 219 / Fax: (505) 897-7217
Email: ctidwell@corrales-nm.org

February 20, 2014

Mr. Peter Nicholls, EPC Chair
Environmental Planning Commission
c/o City of Albuquerque Planning Department
600 Second Street N, Suite 300
Albuquerque, New Mexico 87102

RE: Support for the Route 66 Action Plan

Dear Mr. Nicholls;

As an interested member of the public and as a member for many years with the NM Tourism Department's Region VI marketing board, I wish to express my wholehearted support for the draft Route 66 Action Plan. I grew up in Tulsa, Oklahoma, one house away from Route 66; it has a special place in my personal history, and it is part of my professional passion for historic preservation, conservation, and appreciation for cultural heritage.

I've been part of the Route 66 planning group for more than a year now. Getting from start to finish has been a robust process, with careful attention to existing neighborhood characteristics, authentic expression of what Route 66 was and can be, and taking into account public input from a broad variety of persons. I wrote the updated Corridor Management Plan for New Mexico Route 66 (2008), hoping for exactly what the City of Albuquerque has accomplished with the creation of this plan.

My very best wishes to the EPC and the City of Albuquerque in this venture – it will be an inspiration to all the Route 66 communities along both the original and the final alignments of Historic US Route 66.

Sincerely,

Cynthia C. Tidwell, MCRP
Planning and Zoning Administrator

Cc: Linda Rumpf, Planner, COA Planning Department