

An aerial architectural rendering of a city street grid. A central transit corridor, likely a light rail or tram line, runs diagonally from the top center towards the bottom left. The corridor is flanked by wide sidewalks and green spaces with trees. On either side of the corridor are multi-story buildings in various colors (blue, yellow, red, brown). The perspective is from a high angle, looking down on the city. The word "EDO" is overlaid in large, bold, black letters on the left side of the image.

EDO

ILLUSTRATION LOOKING NORTH OVER INNOVATE
ABQ AND SHOWING POTENTIAL CONNECTIONS
TO DOWNTOWN OVER THE TRACKS AT COPPER
AND THE PROPOSED AT GRADE SIDEWALKS AT
CENTRAL.





OLD ALBUQUERQUE HIGH

EDO SUMMARY

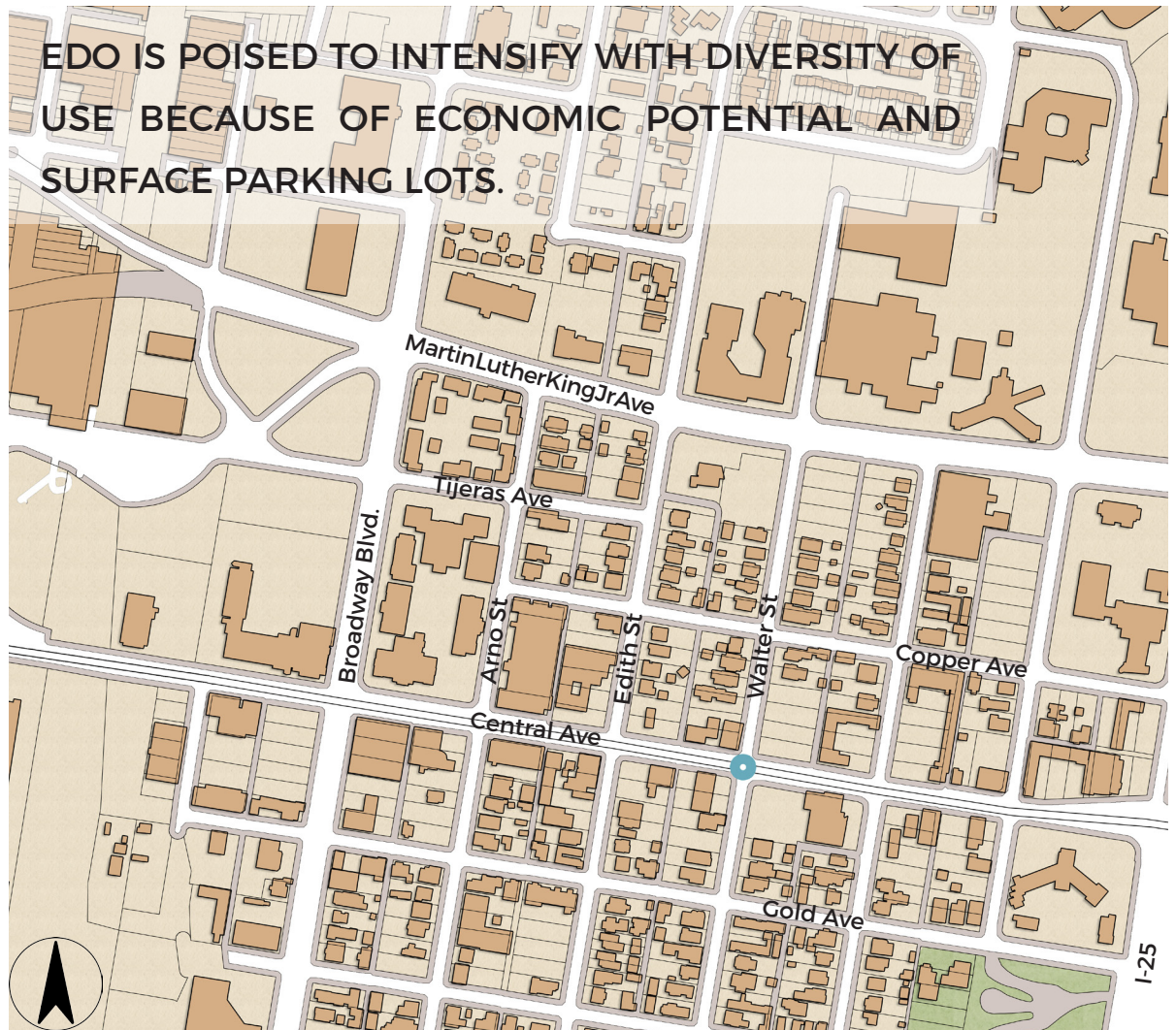
EDo is the eastern extension of downtown and the hub of innovation as well as the commercial heart of two historic neighborhoods. The area north of Central Avenue and South of Lomas Boulevard will see a significant transformation as a combination of light industrial makerspace shops pop up around the rail line, anchored by the larger, more intense uses around Innovate ABQ. The east end of EDo is primarily residential with the exception of some 1-3 story retail shops fronting Central Avenue. The neighborhood has a stable urban character with a good mix of uses and housing types.

EDO STATION AREA

The EDo station is east of Innovate ABQ at Walter, and will serve as a neighborhood center for the area. The station is centrally located and will fully serve the users traveling to and from EDo.

HIGHLIGHTS

- + Build makerspaces along the tracks to support growing small businesses.
- + Implement shared parking across multiple sites and owners.
- + Implement the *Downtown Walkability Study* recommendations.
- + Improve pedestrian and bicycle connections between EDo and Downtown.



■ E.1 EDo Existing Conditions

STATION AREA TYPE

The East Downtown (EDo) station is unique due to its location, history, and adjacent transportation facilities. Walter Street station is an Urban Neighborhood Station due to the growth of employment and housing in EDo. The historic neighborhood protections, however, limit intensification, so the station area will likely remain a Neighborhood Center Station while the area around Broadway will intensify with the influence of Innovate ABQ. Both of these fit within the Urban Station category.





■ E.2 EDo Illustrative Plan

DESTINATIONS

The section of Central in EDo is not consistently a main street at present, but it contains a number of destination restaurants, frequented by both nearby residents and those across the city. With good branding and active developers, EDo is a burgeoning destination.

Two blocks north of Central, at MLK Avenue, is the medical district containing Lovelace Medical Center, the Heart Hospital, and Kindred Hospital. These medical centers will be easily accessible from Walter Street station, which will likely be used by employees.

STATION AREA STRUCTURAL ANALYSIS

The largest potential activator in EDo is Innovate ABQ, located north of Central and west of Broadway. A partnership led by the University of New Mexico, Innovate ABQ is slated to be a center of high-tech research and innovation. Innovate ABQ will bring significant activity to the area and will help spur redevelopment of the surrounding blocks between Broadway and the train tracks. Being directly adjacent to the tracks, Innovate ABQ will provide activity for both downtown and EDo. ■

INNOVATE ABQ
IMAGE: DEVELOPMENT FRAMEWORK





DRAFT FOR PUBLIC COMMENT

TRANSPORTATION

THE FINE GRID OF EDO IS COMPOSED OF PLEASANT NEIGHBORHOOD STREETS CROSSING THE SPINE OF CENTRAL AVENUE. BOUNDED BY I-25 ON THE EAST AND THE RAIL TRACKS ON THE WEST, THERE IS LIMITED EAST-WEST ACCESS TO AND FROM THE NEIGHBORHOOD.

EDo's and Huning Highland's street grids are generally well connected within the study area, however connections to the east and west are limited by the freeway and rail tracks. The few streets that connect carry more traffic than would exist with a fully connected grid. South of Coal, connections west are further limited by the Rail Yards. To the north, connections east are limited by the widening freeway. The neighborhood fabric south of Central is very well connected with good block sizes and an abundance of small, neighborhood streets. North of Central, the street network becomes less and less connected, and east-west roads become larger. Because of limited connectivity due to barriers and the reduced connections to the north, the east-west roads that connect through are congested, especially near the freeway.

EDo is a relatively small area, so internal bicycle needs are limited, however it lies at an important location between Downtown and the neighborhoods further east. Within EDo, bicycles, pedestrians, and cars share the street network on low-speed, neighborhood streets.

It should be noted that the 970-foot crosswalk gap between Broadway Boulevard and 2nd Avenue contains a pedestrian underpass guiding pedestrians underneath the railroad

tracks. Though the underpass has interesting photography and art displayed, considerations for better visibility in the underpass could improve conditions for pedestrians. Ideally, the crosswalks should be located at grade. ■

PARKING ASSESSMENT

There are over 1,000 on-street parking spaces in EDo and Huning Highlands not including Central and Broadway. Under current City rules, property owners in Huning Highlands, not living on Central Avenue or Broadway Boulevard, may request a neighborhood parking permit program for their street or area. Residential parking permits protect on-street spaces for residents only from 8:00 a.m. to 5:00 p.m.¹

Parking concerns in EDo related to TOD will likely be related to a perceived loss or scarcity of parking rather than actual rates of use. To receive the greatest return on investment from ART, it is critical that strategies focus on efficiently distributing parking demand to underutilized facilities, leveraging opportunities for shared parking partnerships, and integration of parking into districtwide mobility branding and communications.

¹ EDo Neighborhood Association & Huning Highlands Historic District Association, Complete Street = Economic Development Charrette, April 2016





NEIGHBORHOODS

The EDo station area includes two neighborhoods: **MARTINEZTOWN**, north of Lomas, and **HUNING HIGHLAND**, from MLK to south of Iron. Central Avenue is a main street that serves the neighborhoods.

HUNING HIGHLAND is known for its significantly intact historic district, and it has a Historic Protection Overlay (HPO) in the draft IDO. **MARTINEZTOWN** was established in the 1800's with a mix of formal and informal streets, conforming to the topography north of MLK Ave.

Both neighborhoods are located between two major transportation corridors: I-25 to the east and the train tracks and depot to the west. Given these barriers, **HUNING HIGHLAND** has a very orthogonal neighborhood structure. **MARTINEZTOWN** has a more organic structure due to the street trajectories and a few large non-residential uses along I-25: the hospital district, Embassy Suites, and Albuquerque High School.

While the train tracks to the west form a clear barrier, Broadway really demarks the edge of both neighborhoods. The area between Broadway and the tracks is generally commercial in use with significant areas of surface parking. Much of this area is slated for redevelopment as a part of Innovate ABQ or by taking advantage of the anticipated activity.



OLD ALBUQUERQUE HIGH SCHOOL

OPPORTUNITIES

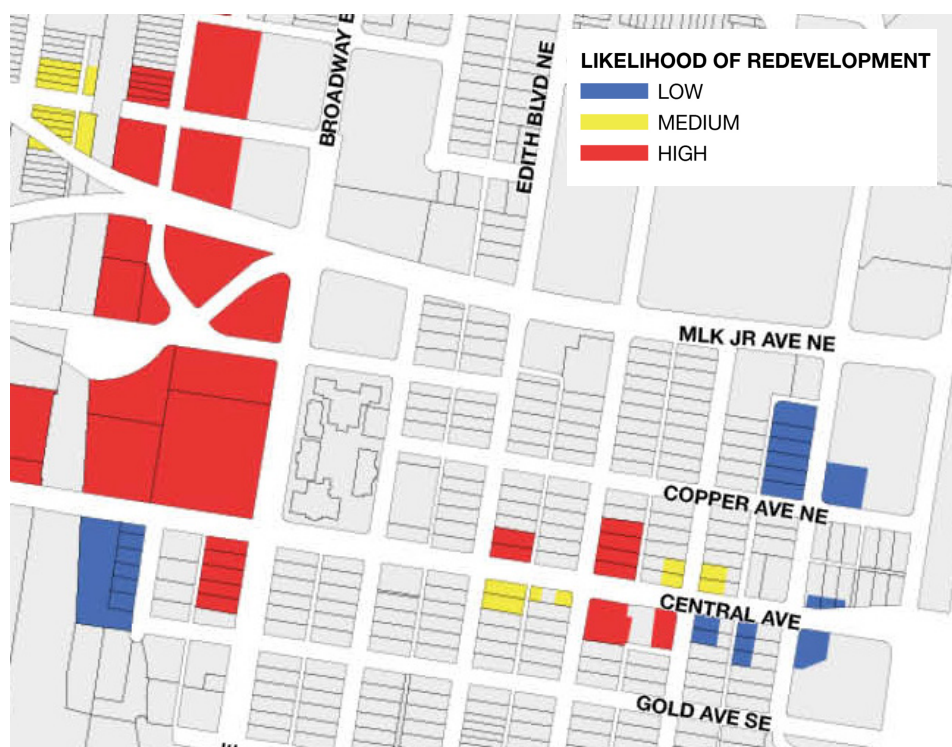


There is a lot of momentum in EDo because of redevelopment over the past decade plus the potential of Innovate ABQ. The 2015 market study was very optimistic for residential and small-scale retail.

EDO

A significant amount of land is available for development along Central Avenue and between Broadway and the tracks.

Many empty or under-utilized lots exist along Central Avenue and there are large land assemblages between Broadway and the train tracks, prime for redevelopment.



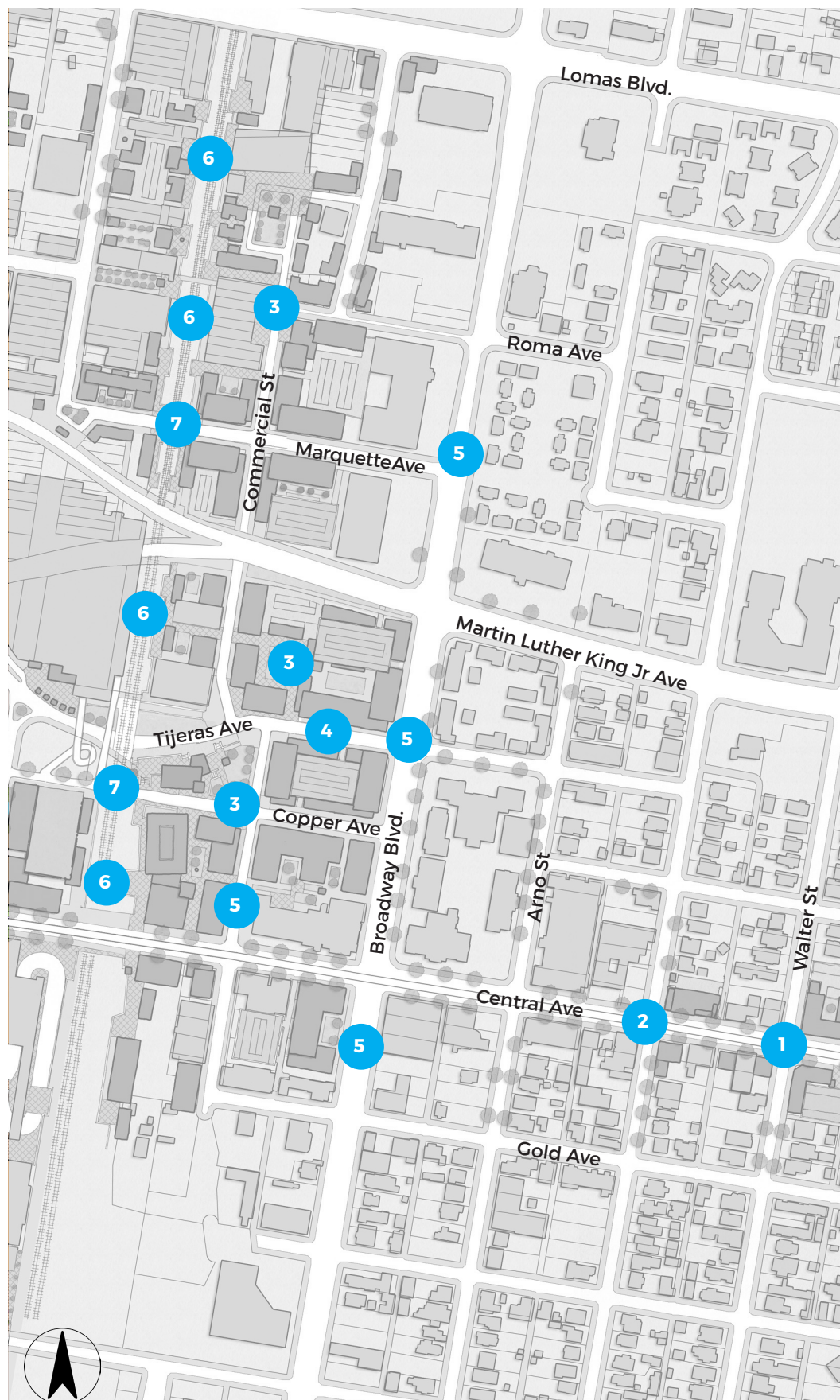
Including Innovate ABQ, numerous development projects are lined up, which will in turn spur further redevelopment as more people, jobs, and activities occur in EDo.

During the workshop, all of the in-progress development projects, and many of those parcels highly likely to develop, were analyzed and illustrated with the Integrated Development Ordinance (IDO) metrics. Innovate ABQ alone projects approximately 600,000 square feet of new development across office, research, institutional, retail, hospitality, and residential uses, including nearly 400 student units. In addition to Innovate ABQ, approximately 800 residential units and 800,000 square feet of new non-residential development is possible with the IDO volumes and parcel availability.

Proposals are being developed to use the rail line as a connector between Old Town, north Downtown and EDo, and will celebrate the tracks as an amenity.

Currently the train tracks separate Downtown from EDo. There are very few at-grade crossings south of Lomas and streets either go over or below the rail. Bridges and tunnels are uncomfortable and potentially dangerous for pedestrians and cyclists. Because of this, Downtown and EDo are physically challenged by the tracks.

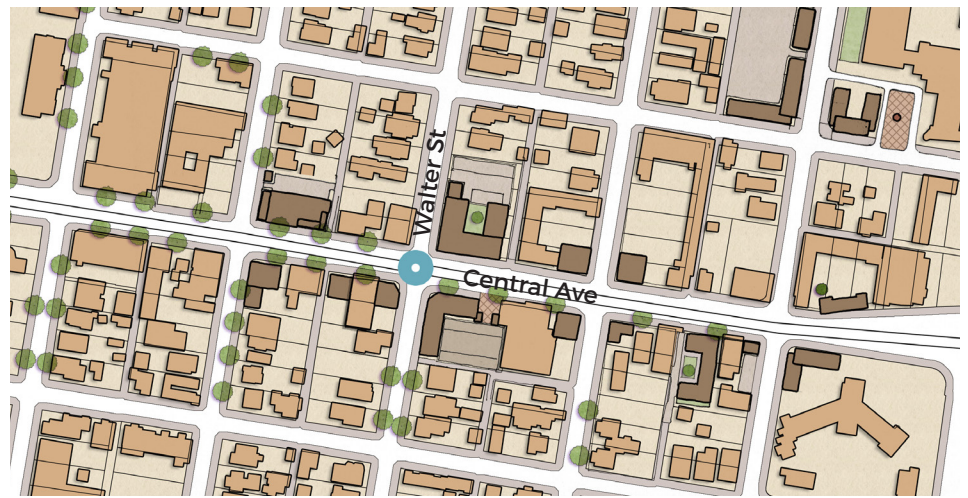
Industrial use of the tracks has been in decline, and with relatively infrequent passenger service between Albuquerque and Santa Fe, the tracks are generally under utilized. Parcels along the tracks could be redeveloped, orienting the buildings towards the tracks with amenities that celebrate rail.



KEY ELEMENTS

1 The first station east of Downtown, is the Walter Station. There are a sites directly adjacent to the station that are currently underutilized and ripe for redevelopment. Once developed, these sites could support the station by providing opportunities for ground floor retail and additional residential density, thus creating a robust neighborhood center anchored by the station. See illustration of plan in E.7 below. This shows structured parking for The Grove, with mixed use lining the deck, and residential over retail in the NE corner of Walter and Central.

2 Both sides of Walter and Central have significant opportunities to provide continuous street frontage by filling in the gaps. Some sites already have development interest and plans underway, while others have proposals that are idealistic in nature, with the aim to provide a high quality pedestrian realm. EDO can support ground floor retail uses along Central throughout the district, due to strong activity centers and destinations. Retail use for one block east and west of Walter should be a priority, given the opportunity for Walter Street to be the EDO neighborhood center.



■ E.7 Walter Street & EDO Infill, plan above, illustration below looking east



■ E.6 EDO Station Annotated Plan

3

There are several property owners scattered east of the rail line to Broadway, and from Central to Lomas, anchored by Innovate ABQ. There is a collective effort by the owners to work on development opportunities that support each other rather than compete.

There is an opportunity to centralize services such as parking. Each of the properties in this area would lose a large portion of their site to provide adequate parking, however if there is a centralized parking strategy, land can be better utilized. Without a professional organization to help facilitate these efforts, many good ideas and intentions can easily be lost. It is a recommendation that this particular area consider a Business Improvement District to assist with security, parking collaboration, and needed maintenance, as the area develops.

CELEBRATING RAIL AS AN ASSET MAY BUILD ECONOMIC OPPORTUNITY.

4

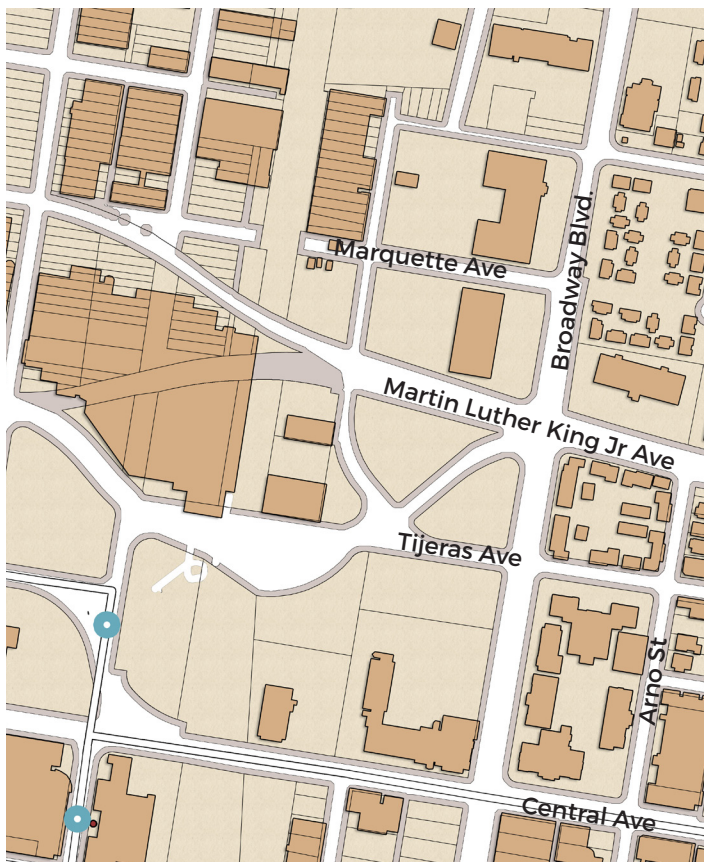
Downtown and EDo have a very regular block structure which is suddenly lost 1-block on either side of the rail line. Statistics show that a connected network of streets is beneficial to the movement and relief of traffic by providing multiple opportunities of flow.

The block structure should be re-established between Downtown and EDo. There are obvious locations where this is not practical due to natural constraints as well as

buildings, however there are a few specific opportunities.

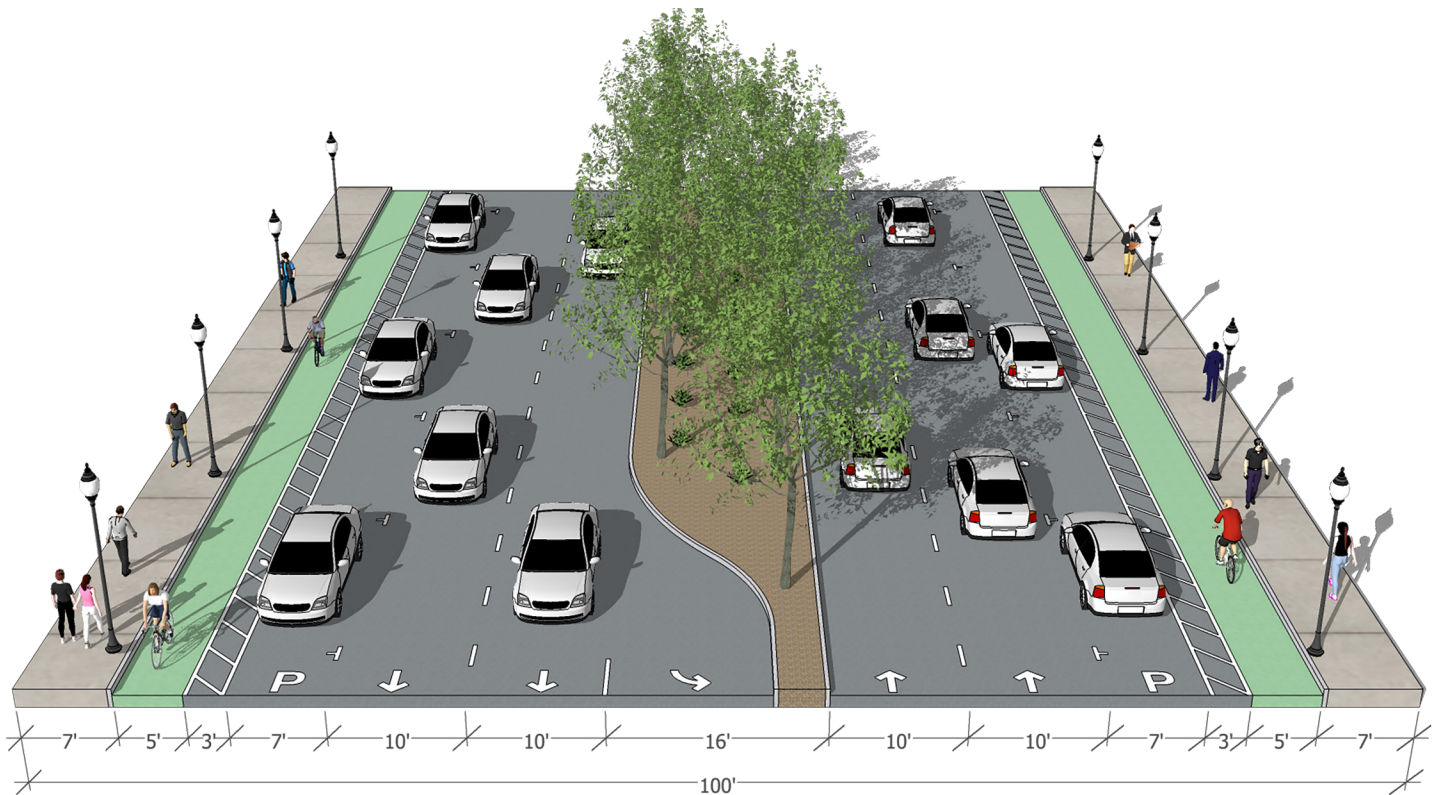
Regular geometries at Tijeras will help resolve the conflicts with the five-point intersection at MLK. Additional crossings would include Copper and Marquette. See point 7.

■ E.8 Tijeras existing conditions



■ E.9 Proposed Tijeras configuration

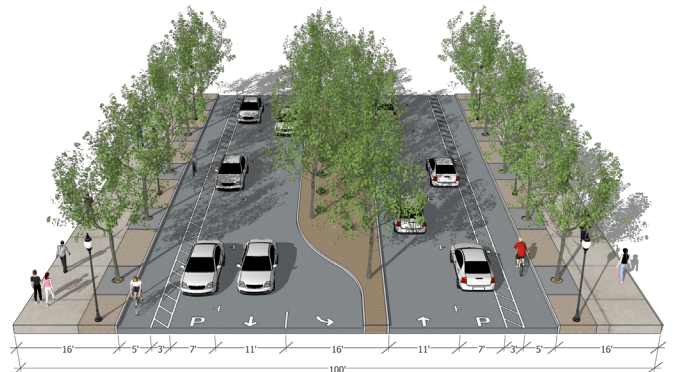




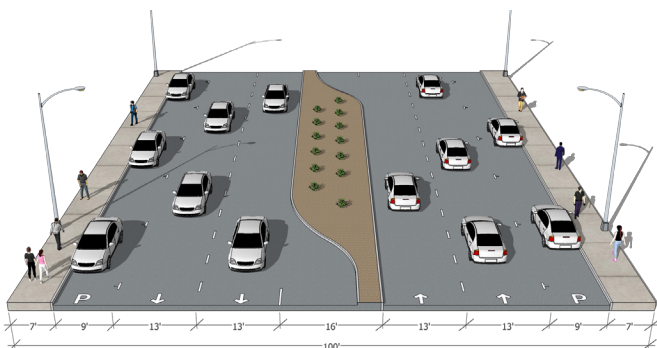
■ E.10 Broadway Blvd. Near-Term Improvements

5 Broadway Boulevard is largely over-sized and not contextual for the neighborhoods that it serves, with very little priority given to pedestrians. It is designed for high-speed through access, automobile traffic only. Broadway could become much more pedestrian friendly just through a re-striping of lanes which are over-sized. This provides the opportunity to provide dedicated cycle lanes on either side of Broadway.

Broadway should be restriped per the *Downtown Walkability Study* recommendations in the near term, see E.10 above, with a consideration of widening the sidewalks over time and Innovate ABQ develops. This would permit the addition of street trees. Trees serve as a buffer between the travel lanes and the pedestrian realm, helping to increase the level of comfort pedestrians have while traversing the street. See E.11 at the right.



■ E.11 Broadway Blvd. Long-Term Improvements



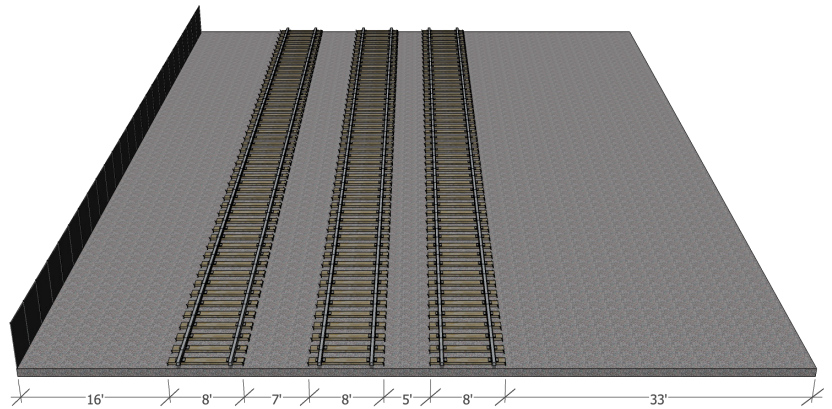
■ E.12 Broadway Blvd. Existing Condition



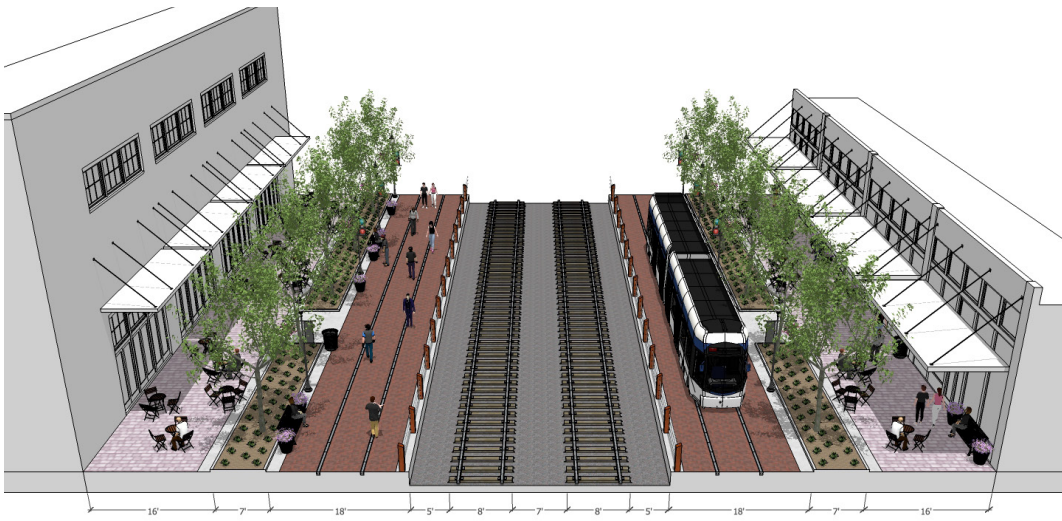
■ E.13 Development NW of Central and Broadway, bird's eye illustration

RAIL FRONTAGE

6 The rail line which divides Downtown into two parts has additional unused right-of-way along the east side which is fronted by large tracts of vacant land primarily between MLK and Lomas. This additional right-of-way could provide an opportunity for the use of a tram which could serve as a circulator connecting the heart of EDo, Downtown and Old Town together again. There is also room to provide a continuous pedestrian promenade along the east edge of the tracks, retaining the double-track required for the Rail Runner and BNSF, see E.15 below.



■ E.14 Existing Rail Right-of-Way



■ E.15 Rail Right-of-Way with Tram and Promenade

Additionally the large tracts of land on either side in this area should be prioritized for development. This could provide a unique opportunity for different scales and types of retail and development in general to front the rail line and celebrate the history that downtown has with the rail.

RAIL CROSSINGS

7 Following point 4 and 6, it is recommended that the City, along with property owners who are interested in developing their vacant parcels along the rail line, work with BNSF, the State, and Amtrak to establish additional at-grade crossings south of Lomas Boulevard, including Marquette, Copper and Central. Central

is a unique case due to topography and the bridge over Central. An alternative to elevating the travel lanes is to elevate the sidewalks, rather than running below the bridge by the travel lanes. The current configuration results in safety concerns particularly at night or times of heavy rain and flooding.



The EDo station area shares a number of barriers with Downtown, but certain barriers are unique to the area.



B.01



EDo lacks safe and continuous bicycle facilities

Little bicycle infrastructure exists through EDo and existing facilities are not safe. Much of EDo can be navigated by bicycle along neighborhood streets that are slow and mixed flow, but little infrastructure exists for longer range cycling. Lead, Coal, and MLK Blvd. have the only existing bike lanes in the neighborhood. Recent re-striping on these streets has increased the safety of these facilities, adding a buffer between the lanes and moving vehicles. Current plans include the continuation of the bicycle boulevard along Silver Avenue, but I-25 and the train tracks make this unlikely. A new lane on Central is under construction with ART.

In the north-south direction there is a proposed bike lane on Broadway and a route along Edith. These address the majority of area needs, however the eastern end of EDo is still deficient. The bicycle route along Edith is a good candidate for a north-south bicycle boulevard.



A.01



- + Implement the City's bicycle plan, adding bicycle lanes on Broadway. See E.10.
- + Develop a Bicycle Boulevard along Edith Boulevard.
- + Add a bicycle route between High

BARRIERS

Street and Elm to increase north-south routes.

- + Add bicycle lanes on Mountain, either in a loop with another street or with facilities on both sides.



B.02



Street trees are inconsistent in Huning Highland and essentially non-existent in Martineztown.

With very few exceptions, EDo's streets are devoid of street trees, especially in Martineztown. Street trees play a vital role to the walkability and livability of districts and neighborhoods. Physically, they provide shade, in an environment where shade is important. Psychologically, trees play a vital role in human wellness, and they add economic value to adjacent properties.

The arid climate and lack of water is a barrier to providing street trees. However there are trees more well adapted to the climate that work well as street trees. Without street trees, sun on streets and sidewalks has a heat-island effect, creating a high-heat microclimate.



A.02



- + Research trees appropriate for the climate that will serve well as street trees such as the Chinese Pistache, *Pistacia chinensis*.
- + Plant street trees along the high-priority pedestrian streets throughout EDo,

Huning Highland and Martineztown.

- + Consider water harvesting techniques to collect water for street trees.



B.03



Travel lanes on major thru-streets are too wide, causing high speeds and deteriorating pedestrian and cyclist safety.

Because of the street network limitations, the thru-streets are over-burdened with vehicular traffic needs. To accommodate those needs, the streets have been redesigned over time to meet suburban, high-speed arterial standards. This includes travel lanes up to 12 feet wide, broad gutter pans, large curb return radii, and dedicated turn lanes. These accommodations are provided at the expense of pedestrians and cyclists.

Pedestrians are provided sidewalks often too narrow for comfort, and adjacent to high-speed vehicular traffic. Road widening has removed street trees and lighting has been scaled to high-speed traffic. Large curb return radii threaten pedestrians in crosswalks. Cyclists are similarly affected overall by bike lanes directly adjacent to travel lanes. Recently the bike lanes on Lead, Coal, and MLK have been provided with buffers from travel lanes to increase safety.



A.03



- + Reduce travel lane dimensions to no wider than 10 feet generally and 11 feet

where buses must be accommodated.

- + Re-stripe streets to achieve near-term improvements with little fiscal impact.
- + Prioritize the reduction of Broadway to a 3-lane section.
- + Implement the recommendations in the *Downtown Walkability Study*.



B.04



On-street parking is inconsistent along Central Avenue.

On-street parking along Central Avenue is often missing or interrupted. While the design for ART through EDo provides a better streetscape than other districts, it does not correct the current condition of inconsistent parking.



A.04



- + Reconfigure Central Avenue through EDo to provide more consistent on-street parking.