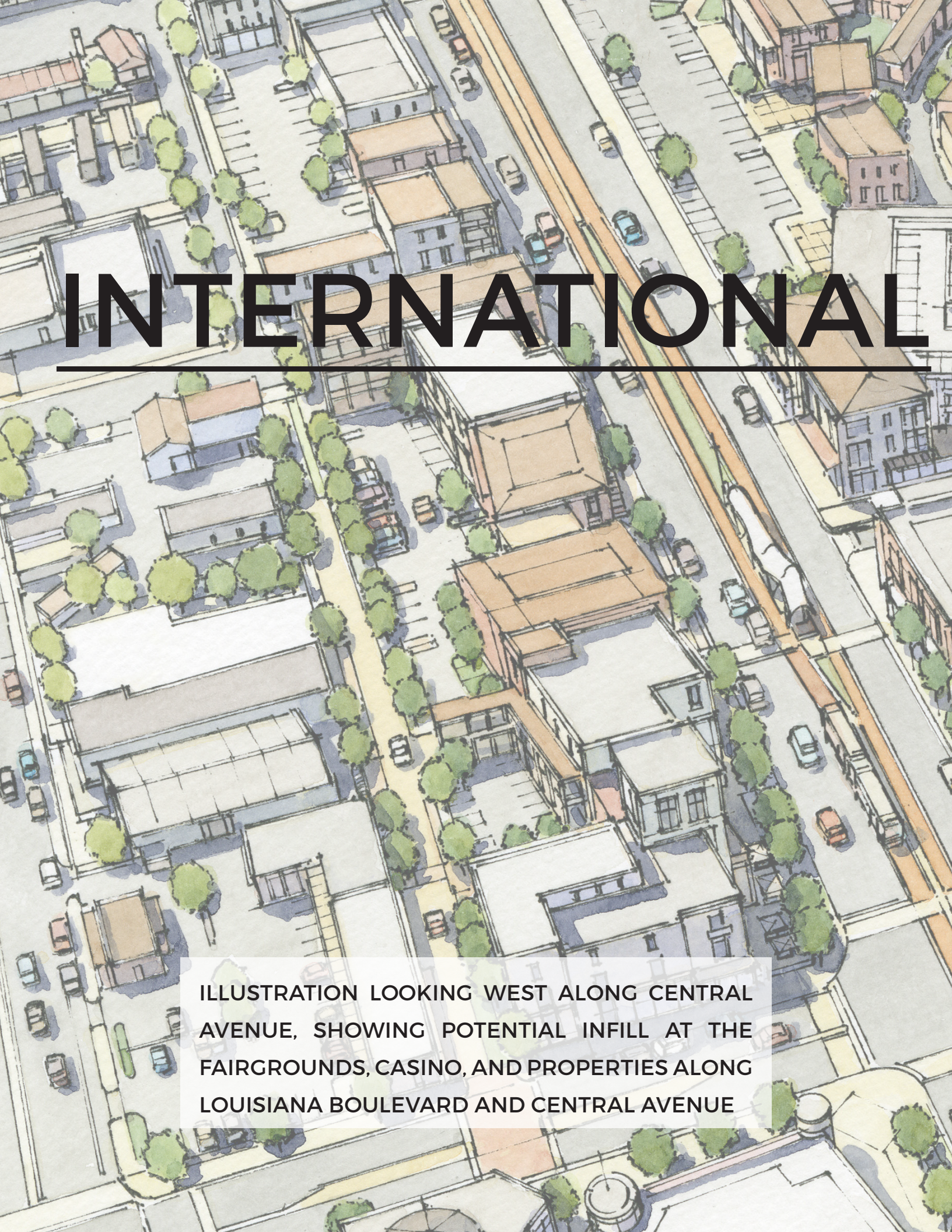




INTERNATIONAL

ILLUSTRATION LOOKING WEST ALONG CENTRAL AVENUE, SHOWING POTENTIAL INFILL AT THE FAIRGROUNDS, CASINO, AND PROPERTIES ALONG LOUISIANA BOULEVARD AND CENTRAL AVENUE





NEW MEXICO STATE FAIR

PHOTO FREEABQIMAGES.COM

INTERNATIONAL DISTRICT SUMMARY

The International District generally extends from Valencia Drive on the west to Alcazar Street on the east. The EXPO New Mexico site / State Fairgrounds (which hosts, apart from the State Fair proper, a Casino and a Flea Market) forms the physical focus of the

community, fronted by suburban commercial developments and parking lots on its boundaries along Central, Louisiana, San Pedro, and Lomas. Transitional suburban residential neighborhoods comprise the urban fabric beyond these commercial uses.

LOUISIANA BOULEVARD STATION AREA

The EXPO New Mexico site is a city- and state-wide destination, including the Flea Market, the Casino, and the annual Fair. However, activity on the site is infrequent. With the majority of the EXPO New Mexico site walled off from the community, vehicular, bicycles, and pedestrian access through the area is restricted.

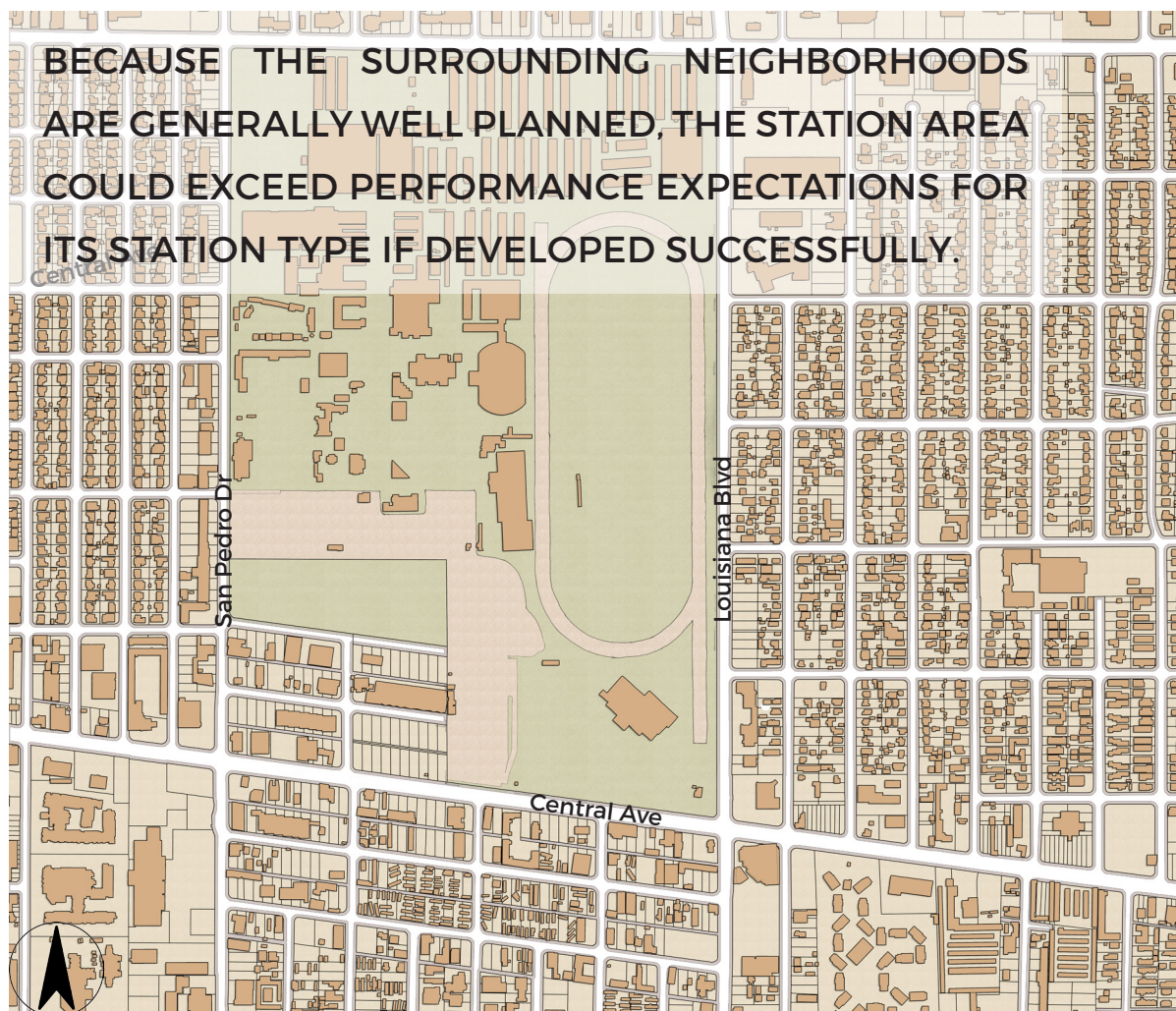
As with other districts on the Central corridor, the International District is rich and diverse in culture. Yet these aspects are not fully expressed in the urban structure and form. The EXPO New Mexico site is a significantly underutilized asset that currently separates rather than connects the various neighborhoods. There are no clear neighborhood centers (despite the popularity of Talin Market) and little neighborhood structure. These issues notwithstanding, the State Fair, Casino, and Flea Market functions are anticipated to remain on the EXPO New Mexico site, while a re-envisioning the Fairgrounds as a "New Mexico Commons" has been proposed by some community members.

Last but not least, given that the residential neighborhoods surrounding the Fairgrounds are fairly well-established, transit-related development opportunities are mostly along the southern edge of the Fairgrounds

on Central, as well as on sites fronting the Fairgrounds along Central, Louisiana, San Pedro, and Lomas. Currently many vacant or underutilized sites provide an opportunity for redevelopment, especially around the Louisiana Boulevard station, which can serve as a center for the adjacent neighborhoods and support activities at the EXPO New Mexico site.

HIGHLIGHTS

- + Residents aspire to have a sense of place, strong center, and meaningful locations for community events.
- + Residents feel strongly about the EXPO New Mexico site and have expressed opposition to its large-scale redevelopment and (despite prevailing access restrictions) view the site as the City's "Central Park".
- + Residents support the redevelopment of Central, Louisiana, San Pedro, and Lomas to mixed use, supporting surrounding communities.

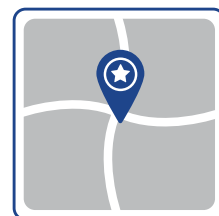


■ I.1 International Existing Conditions

STATION AREA TYPE

The Louisiana ART station area is categorized as a Transitional station. Unlike suburban stations, the surrounding residential neighborhoods are developed with an interconnected grid of streets and have some varying intensities of housing. However, the configuration of Central Avenue and Louisiana Boulevard, and the land uses along them, are suburban in nature.

The roads are very wide and heavily automobile oriented. Many of the uses along these corridors have substantial surface parking lots and large, aggregated sites. The fairgrounds edge is very suburban in nature, fronting Central Avenue with a large parking lot. As a Transitional station area, the surrounding neighborhoods are generally well designed, they simply lack centers. The station area could exceed performance expectations for its station type if developed successfully.





■ I.2 International Illustrative Plan

STATION AREA STRUCTURAL ANALYSIS



DESTINATIONS

The many activities held within the State Fairgrounds form the major destinations in this station area. While large events are relatively infrequent, other regular activities are held on the site, drawing people from throughout the City. As a result, the ART station at Louisiana has the potential to draw significant ridership. In addition to the Fairground uses, Talin Market is a sizable community destination that draws people from outside of the area. With ART access and the potential to intensify the Talin site with community activities, both major destinations could lead to significant ridership.

NEW MEXICO
STATE FAIR

PHOTO
GARDENER41



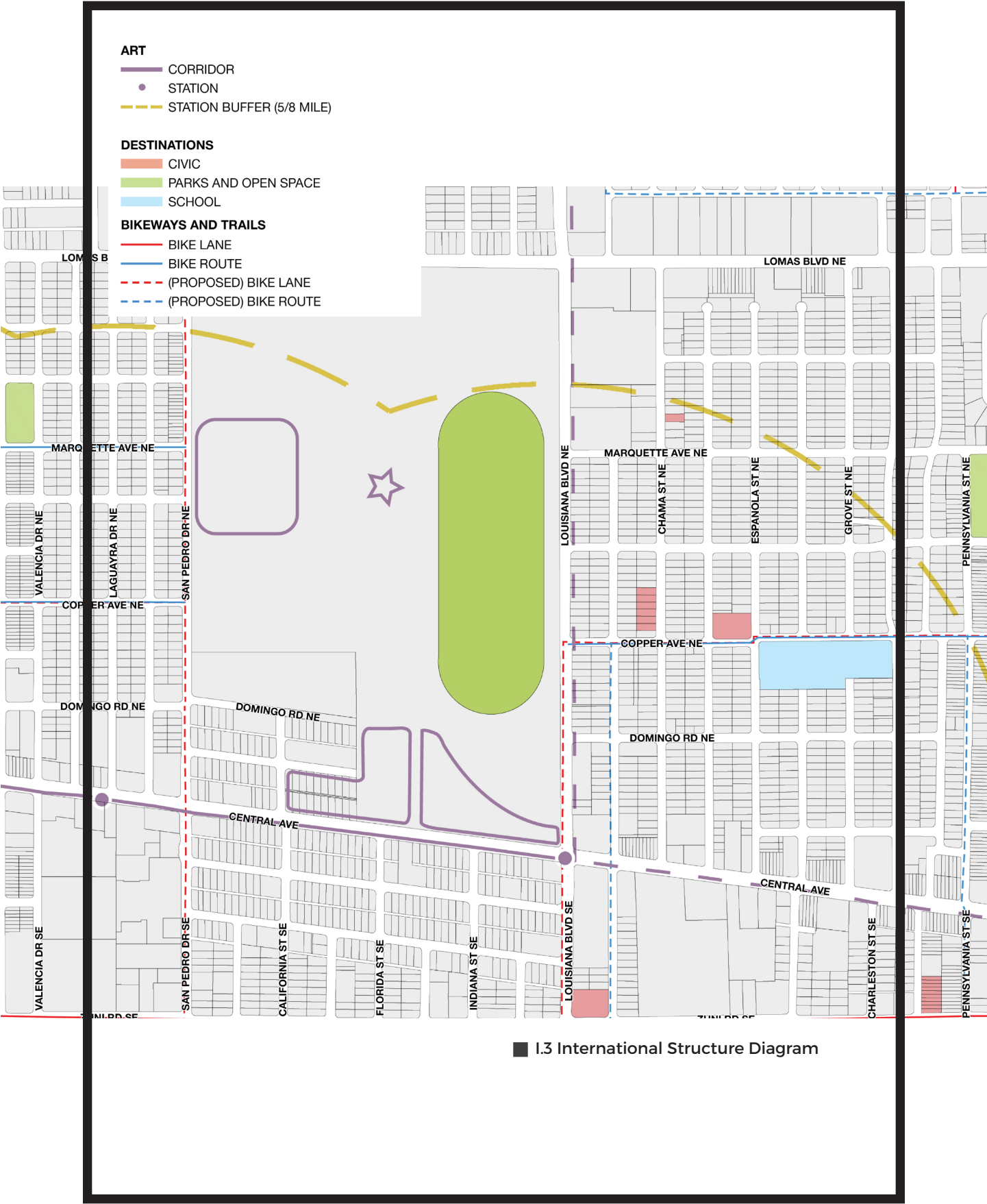
NEW MEXICO
STATE FAIR

PHOTO
HIWAYHOUSE
MOTEL.COM

TALIN MARKET
CHINESE NEW YEAR
CELEBRATION

PHOTO MIGUEL
NAVROT





TRANSPORTATION

THE INTERNATIONAL DISTRICT IS LOCATED AT THE TRANSITION FROM EARLY SUBURBAN NEIGHBORHOOD DEVELOPMENT TO AUTO-DOMINATED AND SINGLE-USE SUBURBAN PATTERNS.

TRANSPORTATION NETWORKS

With the transition within the station area from early suburban neighborhood development to auto-dominated and single-use suburban patterns, corridors like Central, Lomas, San Pedro, and Louisiana are configured as major arterials. The grid is generally connected in the form of regular blocks. At the center of the study area is the EXPO New Mexico fairgrounds site, completely devoid of thru-connection for vehicles, bicycles, and pedestrians. An increasingly automobile-dependent area, traffic is then funneled to the major arterials.

Bicycle facilities, existing or planned, are generally lacking throughout the study area. Just as the street grid breaks down into infrequent and large arterials, the bicycle network is designed sparingly. North-south and east-west connections are both needed, all impacted by the lack of connectivity through the fairgrounds.

With the International District highlighted by the fairground facilities, access is auto oriented, as there is a lack of development that would encourage or support pedestrian activity. However, based on the community vision presented in this action plan, it is anticipated that there will be a need for increased pedestrian connectivity. The proposed crosswalks would address existing gaps of 950 to 1,600 feet and should be provided with development. See I.4 for pedestrian improvements.

PARKING ASSESSMENT

No on-street parking exists along Central in the International District. Most businesses along the corridor in the area have ample off-street parking, in addition to the under-utilized lots on the fairgrounds.

At the station area, the ART project will develop a park and ride lot with 99 spaces to accommodate ART commuters. The primary parking concern for redevelopment in the area will likely be accommodating visitors of the New Mexico State Fair and smaller events at EXPO New Mexico. Potential parking management strategies for the area include:

- + Communications & Wayfinding
- + Shared Parking

Strategies explicitly related to the redevelopment of the Fairgrounds edge include:

- + Robust event transportation demand management programming:
 - Expansion of off-site parking options for the State Fair
 - Expansion of the Fair Shuttle to serve off-site parking facilities
 - Promotion and facilitation of access by ART
 - Continuation of existing TNC partnership
 - Expansion of successful “Bike to the Fair” program and bike valet service
- + Development of an innovative parking structure near Domingo Road and California Street that provides a permanent space for events like the Flea Market, Mineral & Jewelry Expo, and Rubber Stamp Show.



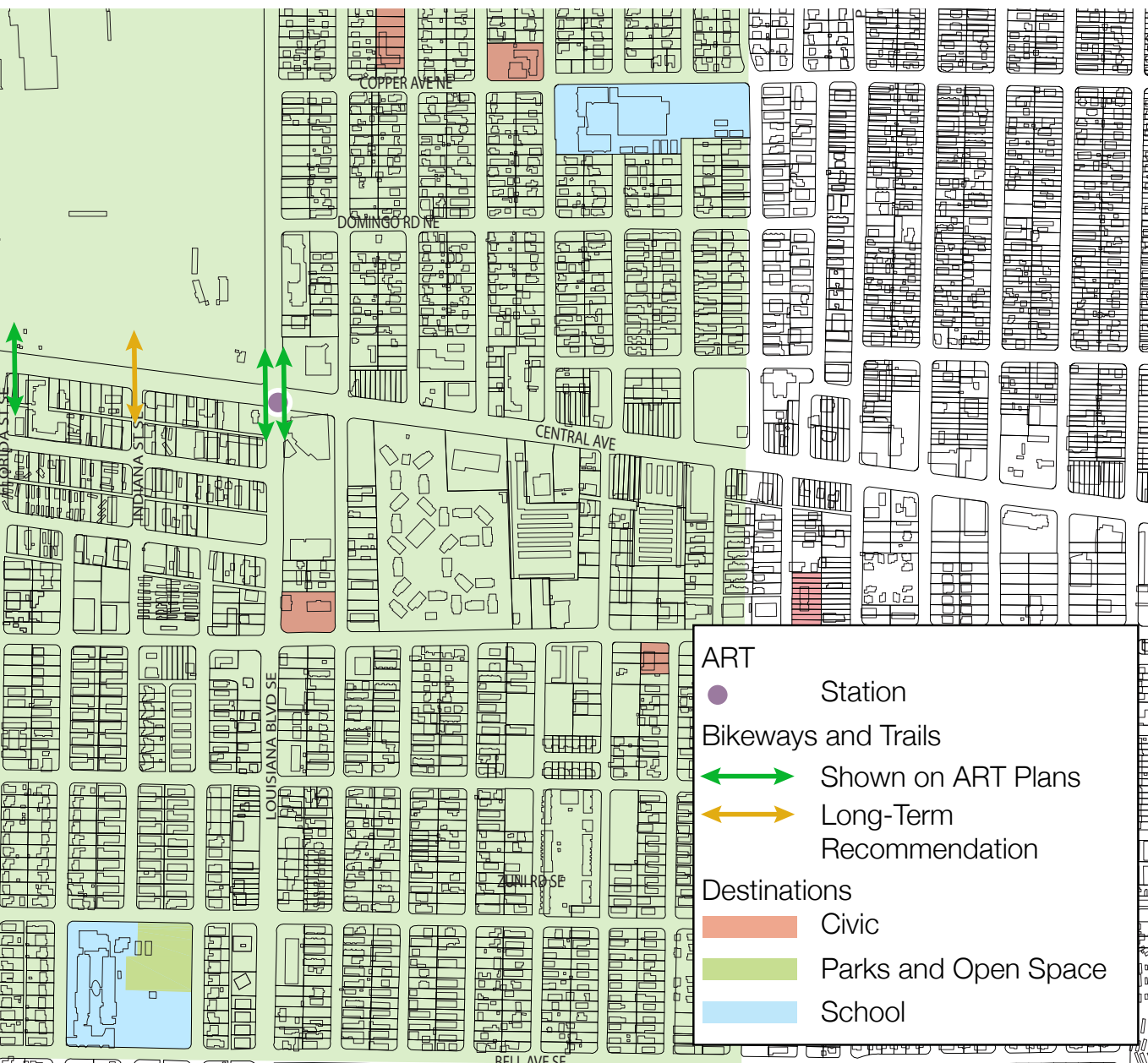
NEIGHBORHOODS

The area lacks a discernible neighborhood center or series of centers; instead it suffers from suburban strip commercial development. Existing neighborhoods reflect a traditional pattern of streets and blocks but their centers have been removed or were never developed. The street grid remains generally connected in such a way that a

neighborhood structure could be developed using the existing pattern. Because of this pattern, the opportunity for meaningful change is great, and much of the land along Central where this change can happen is undeveloped or underdeveloped.

There is community support behind using the fairgrounds as public open space between events. It is possible to turn the site

into a community connector rather than the barrier it currently is with its perimeter walls. Even with this element, the area requires more concentrated commercial activity centers with higher intensity housing to form viable neighborhood cores. These may be concentrated around the fairgrounds in such a way that the central open space is shared and the centers connected. Opportunity is abundant.





NEW MEXICO STATE FAIR

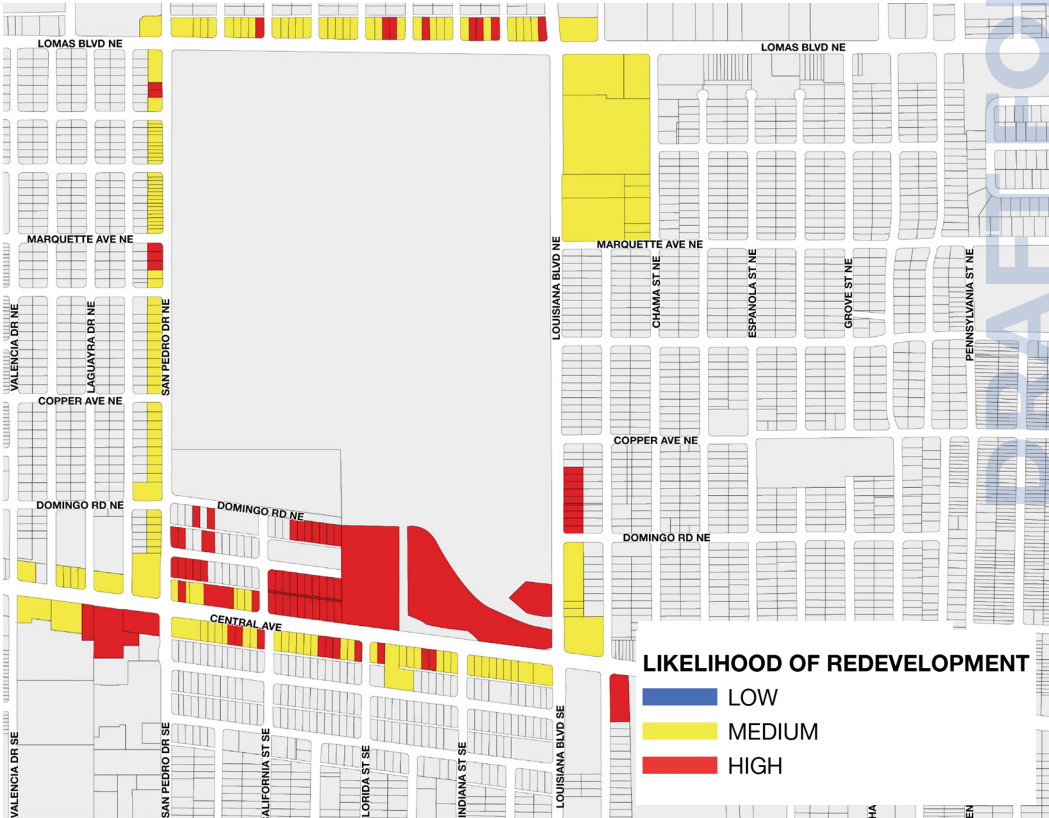
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OPPORTUNITIES



■ 1.5 International Likelihood of Redevelopment

The International District is rich and diverse in culture, with a city- and state-wide destination – the EXPO New Mexico site State Fairgrounds – as its main asset. Nonetheless, the district’s physical and cultural resources have not been optimized, and the community has suffered from poor cohesion and a weakened identity from under utilization of the EXPO site, rampant strip commercial development, and a lack of physical connectivity.



INTERNATIONAL DISTRICT PLAN DETAILS

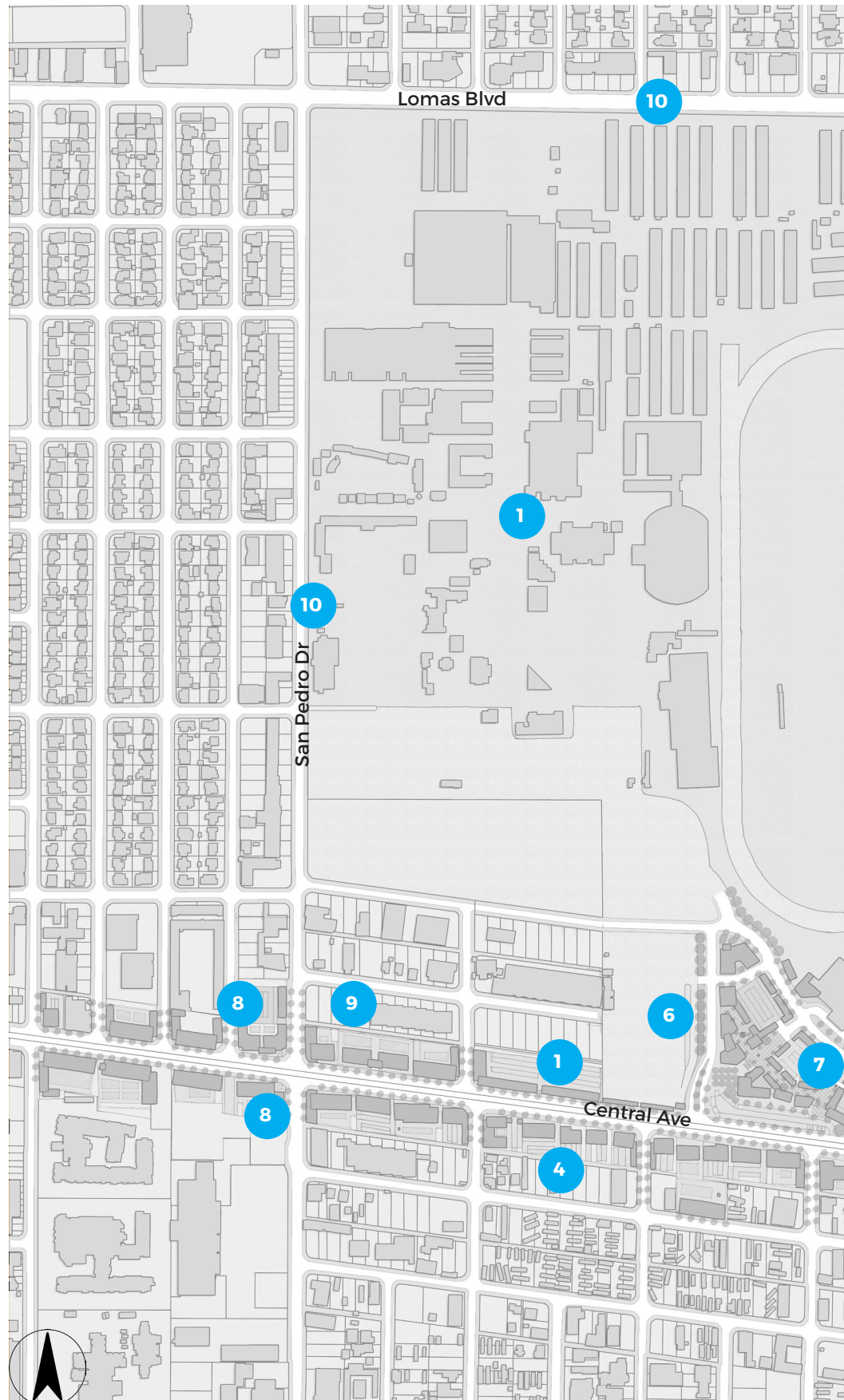
The Louisiana and San Pedro station areas present a unique opportunity to create places and spaces for the community.

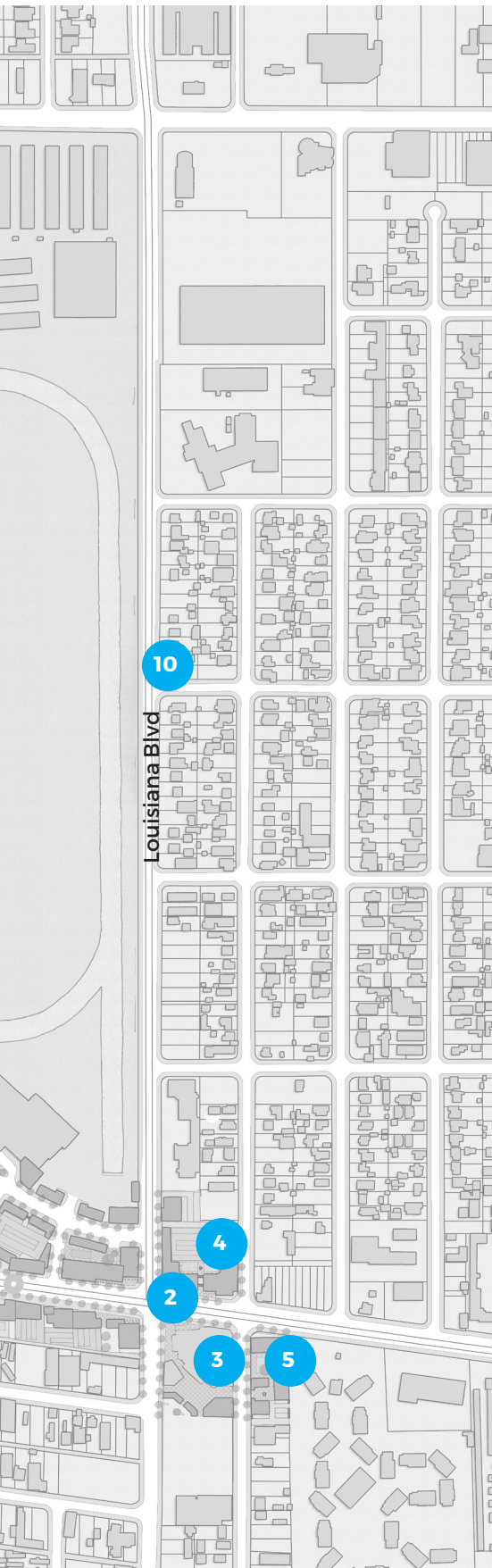
The intersection of Louisiana and Central occupies a key geographic location along ART, being in close proximity to a Park and Ride lot (under construction), as well as parcels with redevelopment potential (e.g. the Fairgrounds and Casino parking lots facing Central, and a City MRA parcel east of Louisiana). Moreover, the proposed Louisiana station is within walking distance of a high frequency bus route running north-south on Louisiana. Service transfers at the Louisiana station increase transit viability.

Similarly at San Pedro, several large parking lots offer opportunities for redevelopment. Redevelopment of the existing commercial uses fronting the EXPO site are anticipated in the mid to long term. The Likelihood of Redevelopment diagram, I.5 on the previous page, identifies large areas of highly and moderately likely redevelopment in close proximity to these ART stations.

Present market demand for mixed use development is limited, but it is anticipated that long-term demand would meet capacities allowed by the MX-M zoning, in conjunction with proposed improvements to the Fairgrounds. While commercial viability is limited to the central station areas, the district would benefit from increased residential development to support other desired uses.

Given the importance of the EXPO site as a joint catalyst of the desired urban transformation of International District, the City should coordinate these envisioned redevelopment efforts with the State.





KEY ELEMENTS

1 NEW MEXICO STATE FAIRGROUNDS AS A YEAR-ROUND DESTINATION

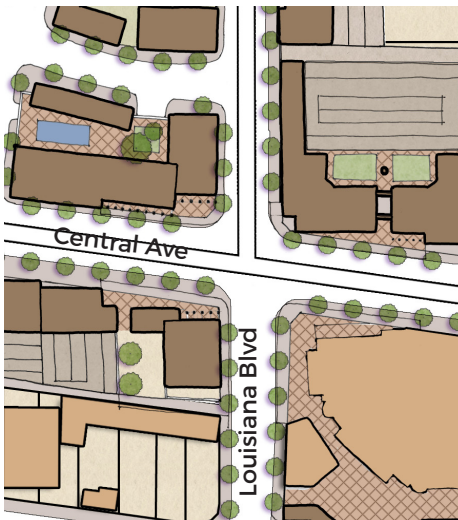
The State Fairgrounds site has the capacity for infill development adjacent to the Louisiana ART station, while retaining existing uses and potentially transforming into a “New Mexico Commons.”

The EXPO New Mexico State Fair, Casino, and Flea Market are emblematic destinations at City and Statewide scales. These functions are anticipated to remain on the EXPO site and to serve as draws for ART ridership. However, the site is currently served by very large surface parking lots which are not efficient.

The public face of the Fairgrounds along Central Avenue is poor, with large parking

lots along the street. This area can handle significant infill to activate Central Avenue and the Louisiana ART station year-round, while maintaining the Fairgrounds’ existing uses.

A local community group is re-envisioning the Fairgrounds to be a “New Mexico Commons.” Proponents of The Commons project envision the placement of the EXPO site into a land trust. Transforming the Fairgrounds into a “New Mexico Commons” could catalyze economic development, providing, as described by the project proponent, “year-round programming of a broad variety of features... that could facilitate evolution of the Commons as a community ‘living room’ in addition to its role in an overall community education mission that would focus on sustainable living.”



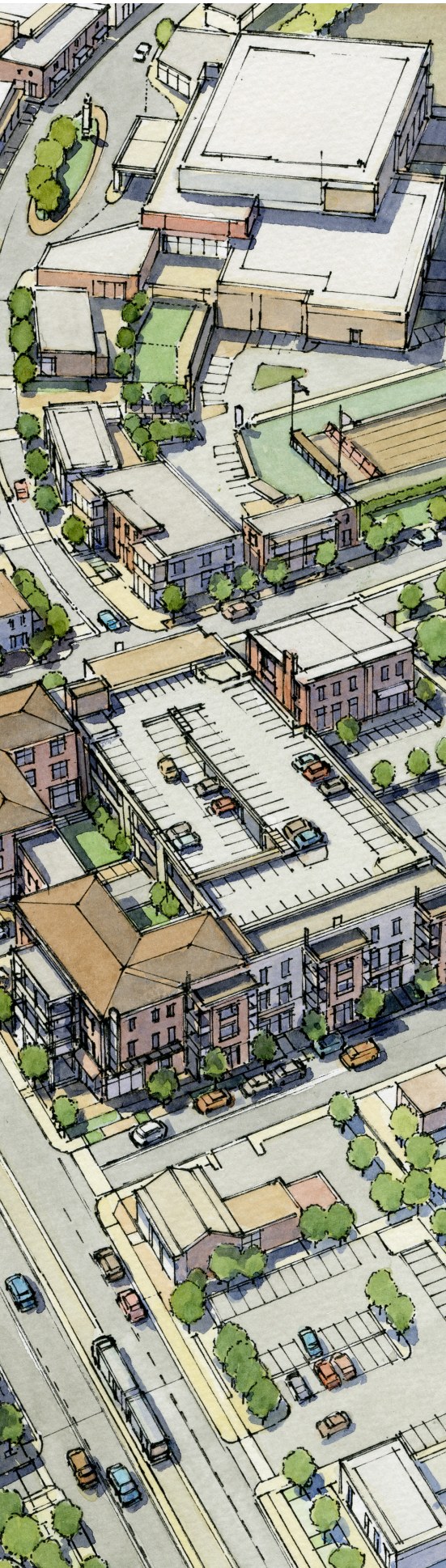
2 CENTRAL AND LOUISIANA GATEWAY

Passenger access to the ART Louisiana Station is proposed via crossings from the northwest and southwest corners of Central and Louisiana. This crossing location provides the opportunity to express the intersection of Central and Louisiana as a gateway along Central Avenue.

This gateway can be achieved by designing the corners of Central Avenue and Louisiana Boulevard with sufficient space for boarding and disembarking ART passengers in addition to pedestrians crossing Central, and active street frontages to further define these spaces.

■ 1.7 View of Central Ave. Looking West

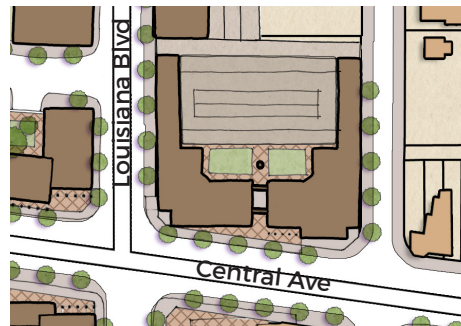
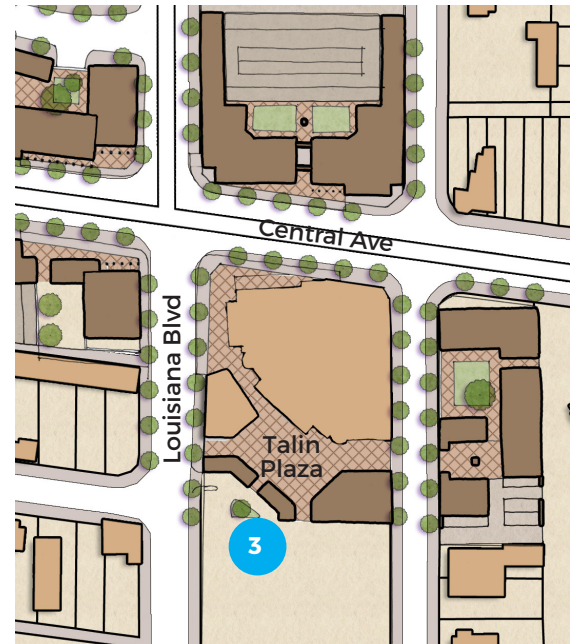




3 COMMUNITY HUB AT TALIN MARKET

Talin Market is anticipated to further grow in status as a focus of the community and as a venue for community events, businesses, and services. The market is in a prime location in relation to ART and the priority Louisiana bus. Because Talin Market is an important community asset, it can be leveraged to grow a true community center that respects local culture.

Talin Market's front door currently faces onto a small entry plaza with a pedestrian way connecting a wide sidewalk up to Central Avenue. The plaza is missing enclosing buildings to make it an active space. By infilling some of the parking lot as shown in the plan to the right and the illustration to the left, the plaza could be enlarged and activated with community events.

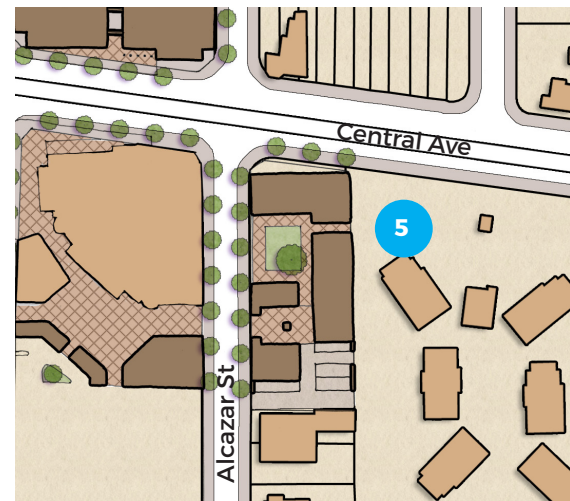


4 MIXED-USE DEVELOPMENT ON CVS SITE

The northeast corner of Central and Louisiana (currently occupied by CVS), is a larger area that offers a significant infill opportunity. This redevelopment potential should be marketed to developers that can take on the scale of development that may be absorbed. This is a rare Central site with room for a parking deck.

5 MIXED-USE DEVELOPMENT ON MRA SITE

The vacant MRA site immediately to the east of Talin Market is a ready redevelopment opportunity. This site may be developed in a mixed-use format, targeting local tenants, community services, and new multifamily housing. It should be marketed as a Public-Private Partnership.



6 FLEA MARKET

The Flea Market is an important local destination and event, and is anticipated to remain in the parking lot along Central, west of the casino complex. The Market draws activity to the area that can be leveraged for further activation of the neighborhood. When the Market is active, however, it has poor spatial definition and offers insufficient shelter from the elements. The Market can be further leveraged by improving its physical conditions:

- Shallow, semi-open structures along the southern edge of the EXPO parking lot to house some Market uses will create better spatial definition along the north edge of Central.
- Temporary pole and tensile awning structures (similar to the temporary “toldos” erected over plazas and along streets in Sevilla, Spain pictured to the right) will help visually define and brand the market, as well as provide shelter and shade, without disrupting the parking lot layout.
- A new North-South pedestrian crossing should be added in conjunction with the modified southern entrance to the EXPO site/to the Market (See I.8 on facing page).



SEVILLA TOLDOS
PHOTO BRADARROWOOD.COM





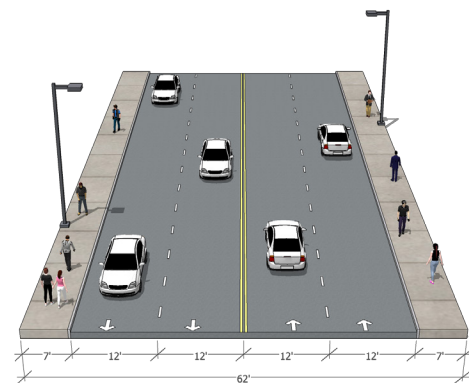
■ I.8 Pedestrian Way Streetscape

7 TRANSIT-ORIENTED DEVELOPMENT AT THE DOWNS CASINO

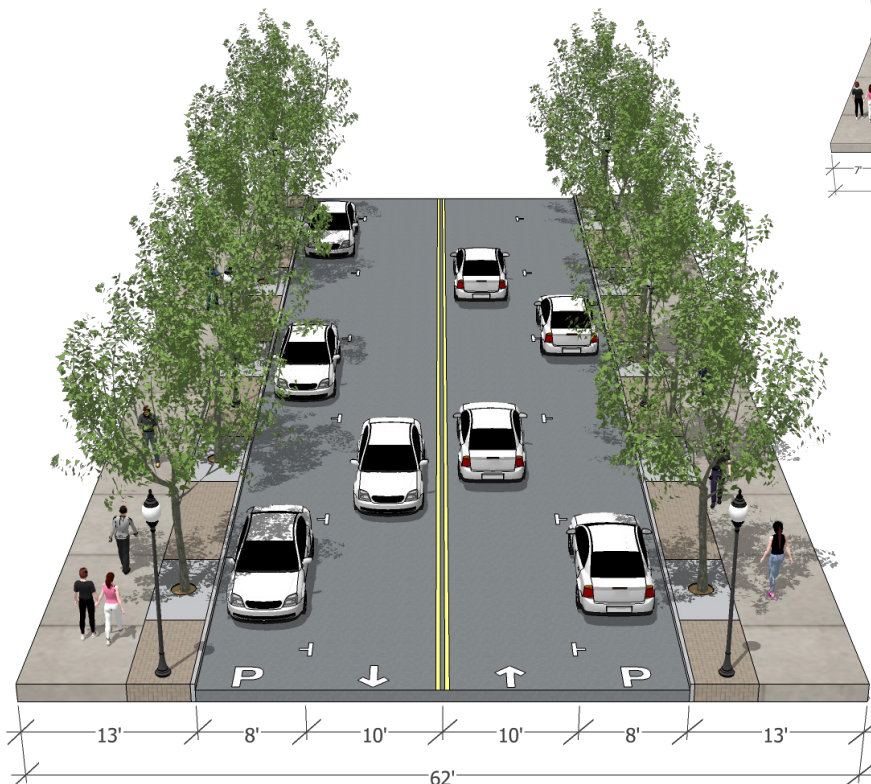
The Downs Casino parking lots comprise significant potential 'greyfield' sites for transit-oriented development given their adjacency to the Louisiana Station. The new Transit Oriented Development (TOD) could accommodate a hotel, small commercial spaces for local enterprises, and workforce housing. By redeveloping these existing parking lots and adding parking structures, no further development encroachment into the Fairgrounds would be required, while allowing the appropriate development intensities for a TOD.

In conjunction with this, Casino Drive could become a new major access route into the EXPO site or the potential Commons. Benefits to this development include providing workforce housing directly accessible to transit, year-round activities on the Fairgrounds site, activating the edge of Central Avenue, and increasing activity capture of events during the Flea Market and the Fair.

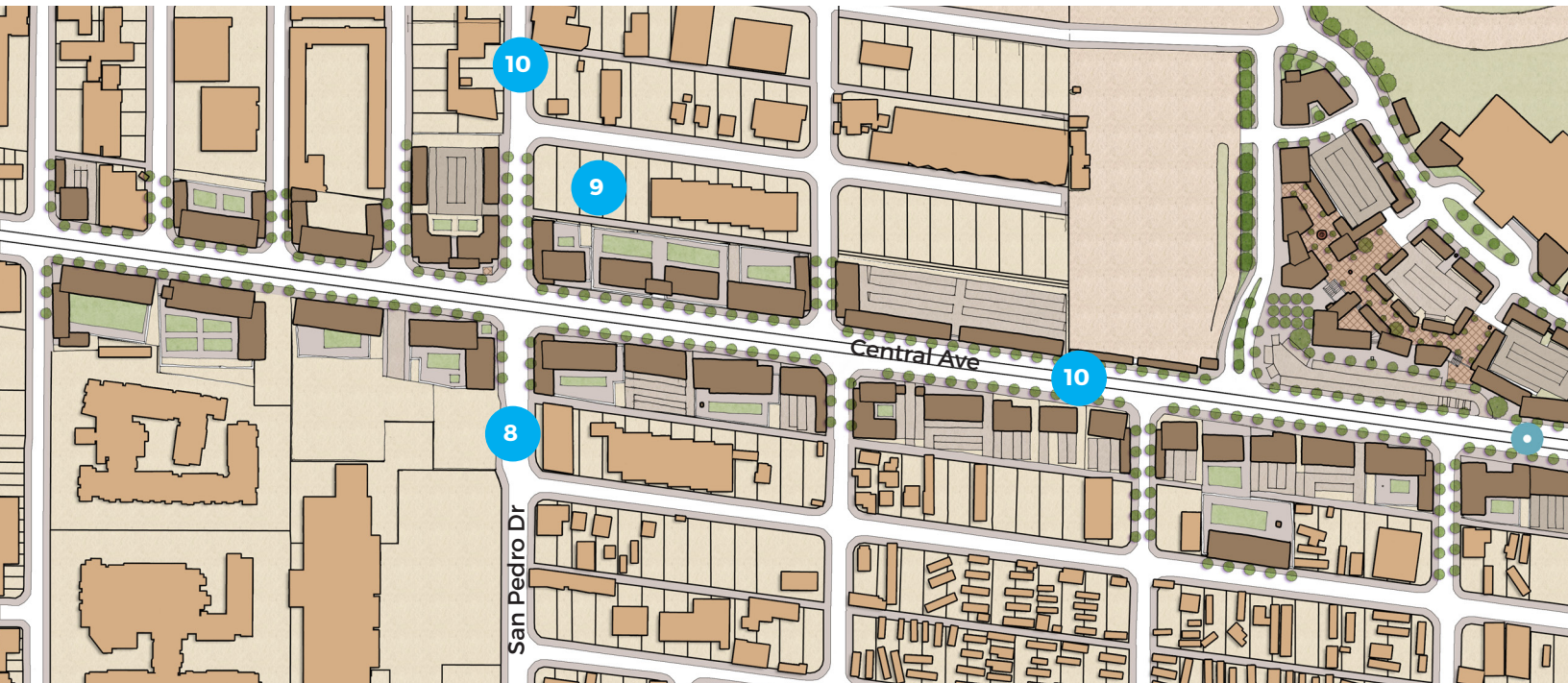
In coordination with the Downs owner, a road diet and streetscape improvements for Casino Drive (I.9), and facade improvements for the casino building itself would benefit the development.



■ I.10 Casino Drive Existing



■ I.9 Casino Drive Road Diet



8 INFILL AT SAN PEDRO STATION

Many infill sites surrounding the San Pedro Station are large, which provides a significant development opportunity. The larger acreages of these sites allow for more comprehensive projects, most especially for multifamily development at densities suitably served by transit.

9 INFILL ALONG CENTRAL AND LOUISIANA

Significant infill opportunities exist along the Central Avenue and Louisiana Boulevard corridors. The residential neighborhoods surrounding the Fairgrounds (La Mesa, Fair Heights, Fair West, and South San Pedro) are well-established. As such, any new transit-related development opportunities would be along the southern edge of the EXPO site on Central, as well as on sites opposite the Fairgrounds along Central, Louisiana, San Pedro, and Lomas.

Most commercial properties along the edges of the EXPO site are occupied by low value, non-historic structures, and there are very

few buildings that contribute to walkability and the desired neighborhood character. Most of the parcels along Central, Louisiana, San Pedro, and Lomas are suitable for mixed use redevelopment with dwelling units above commercial uses on the ground floor or multi-family development without ground floor commercial.

Filling in the non-state owned lands could result in approximately 900 new dwellings and 150,000 square feet of non-residential space. On the edge of the Fairgrounds, along Central Avenue, approximately 200 new dwellings and 150,000 square feet of non-residential space, including a hotel, could be accommodated.

CENTRAL AVE. @ LAGUYARA DR.

PHOTO © 2017 GOOGLE



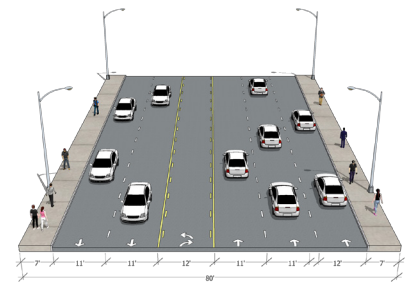


10 CORRIDOR IMPROVEMENTS

The primarily MX-M zoning along Central, Louisiana, San Pedro, and Lomas bounding the EXPO site is suitable to the envisioned redevelopment of these corridors to mixed use.

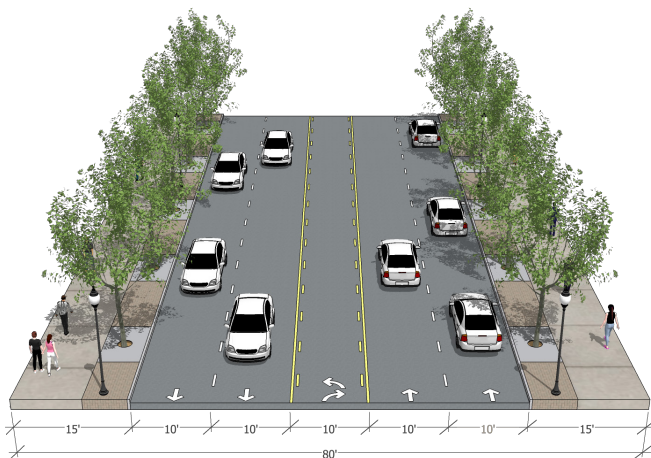
Short- and medium-term market demand may not absorb permissible development capacities, but it is anticipated that long-term demand would, especially if the Fairgrounds is indeed transformed into a Central Park-like regional amenity. However, Louisiana, San Pedro, and Lomas

currently are unnecessarily wide and are not pedestrian-friendly, which makes redevelopment less likely. Road diets are proposed for Louisiana (I.11 and I.12), San Pedro, and Lomas, including sidewalk widening, streetscape improvements (e.g. street trees), the addition of bike lanes, and the provision of on-street parking to serve the anticipated redevelopment to new multi-family and commercial uses along these corridors.

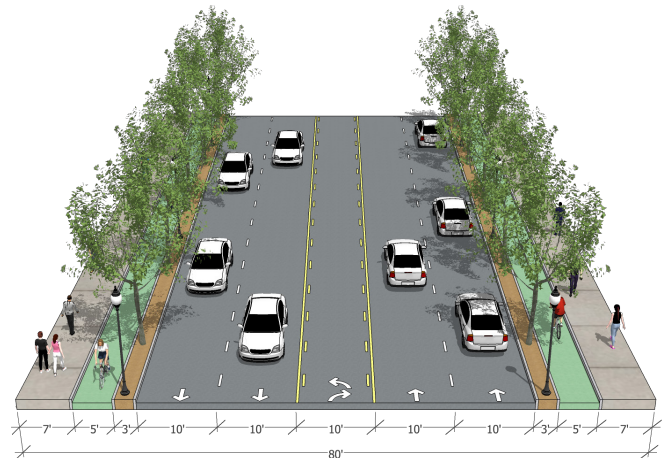


■ I.13 Louisiana Existing Conditions

■ I.11 Louisiana Streetscape, North of Copper



■ I.12 Louisiana Streetscape, South of Copper



BARRIERS



The character of the International District is largely influenced by the EXPO site / State Fairgrounds. On one hand, the EXPO site is a significant community asset, drawing visitors from across Albuquerque and New Mexico, and – when in use – a venue for culture and public recreation. On the other hand, it is largely an underutilized facility as well as barricaded from the surrounding neighborhood context. This has resulted in a disconnected urban fabric, as well as a suburban commercial environment for the corridors fronting the Fairgrounds.



B.01



THE MAJORITY OF THE FAIR-
GROUNDS IS WALLED OFF FROM
THE COMMUNITY, SEVERING
CONNECTIONS FOR VEHICLES,
BICYCLES, AND PEDESTRIANS.

Like many other large land occupation uses, the Fairgrounds site reduces connectivity for surrounding neighborhoods. The site is approximately 3,800 feet long in the north-south direction and 2,600 feet long in the east-west direction. For the majority of the year, the site is closed to pedestrian and vehicular movement. This creates significant barriers to the movement of people in the area.



A.01



- + Coordinate the creation of circulation linkages between the EXPO site and surrounding neighborhoods, as well as within the EXPO site itself, to mitigate current connectivity issues.

Action Key

BARRIER

ACTION

LAST MILE

WALKABILITY

DESTINATIONS

MEDIUM DENSITY



B.02



A PARK AND RIDE LOT IS UNDER CONSTRUCTION AT THE SOUTH ENTRANCE TO THE EXPO SITE, NEAR CENTRAL AND FLORIDA.

The placement and design of the Park and Ride lot compromises the street frontage and pedestrian environment along the north side of Central. Park and Rides using surface parking lots are applicable much further away from the city center than the Fairgrounds site. An area this close to the station, with connected grids of streets in all the surrounding neighborhoods, should be redeveloped more intensely with structured parking and higher-intensity buildings. ■



A.02



- + In concert with additional ART-related development, provide new parking structures with greater capacities in closer proximity to the Louisiana station for the long-term replacement of this Park and Ride lot, allowing redevelopment and completion of an active street frontage on Central, as shown in the Downs Casino TOD proposal.
- + Infill the edges of the parking lot with small or temporary buildings.



B.03



EXPO NEW MEXICO CREATES EXCESSIVE EVENT PARKING DEMANDS ONCE A YEAR.

During EXPO New Mexico, event parking overflows into the surrounding residential neighborhoods. ■



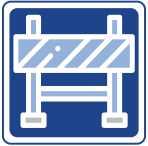
A.03



- + Develop permitting, management, and policing strategies to address the neighborhood parking overflow, within a district-wide parking strategy.
- + Leverage ART as a means of providing further off-site parking for Fairgrounds events through marketing and signage associated with events. Off-site parking can be encouraged by providing free ART passes or tiering the pricing structure of parking to encourage people to park elsewhere.



B.04



STORMWATER IN THE DISTRICT IS NOT PROPERLY MANAGED AND THE SITE IS SUBJECT TO FREQUENT FLOODING.

The existing stormwater detention area in the Downs racetrack infill is insufficient to meet present and future needs. ■



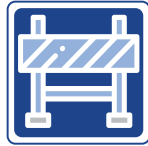
A.04



- + Apply Light Imprint Development stormwater management strategies to the track infield in order to accommodate increased stormwater detention demands while maintaining parking functions.
- + Resurface the track infield with a pervious material to allow stormwater to naturally percolate. Plant the track infield with trees to provide shade to the parking lots and reduce heat island effects.



B.05



SOUTH OF THE CENTRAL AVENUE CORRIDOR ON COCHITI, ACOMA, AND THE NORTH EDGE OF ZUNI, SITES ARE ZONED TO MX-H AND NR-C, APPEARING TO BE INCONGRUENT WITH THE EXPECTED TRANSITION FROM DENSER, HIGHER-INTENSITY DEVELOPMENT ON CENTRAL TO THE RESIDENTIAL AREAS TO THE SOUTH.

The parcels that lie between the ART corridor and the residential neighborhood south of Zuni (South San Pedro) are not zoned to transition to the neighborhood. The proposed IDO zoning is presumably an attempt to directly translate the C-1, C-2, and C-3 zones ascribed to these parcels under the existing zoning code. The upcoming zoning map update should be adjusted to provide a transition to the lower intensity neighborhood areas. ■



A.05



- + Remap these zones with lower intensity zones that provide transitions between the TOD corridor and the residential areas, e.g. MX-L, MX-T, or RM-H.