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White Paper:
North Fourth
Street Corridor
Plan

**WHITE PAPER:
NORTH FOURTH STREET CORRIDOR PLAN**

PREPARED BY
NORTH FOURTH STREET NEGOTIATING GROUP

PLANNING AND FACILITATION SERVICES BY
CONSENSUS BUILDER
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January 2008

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Prepared by the Mediation Team for the North Fourth Street Negotiating Group
January 2008

Executive Summary

In June 2007, the Albuquerque Environmental Planning Commission (EPC) directed the Metropolitan Redevelopment Agency (MRA) to work with residents and merchants to resolve a lengthy conflict over planning of the North Fourth Street corridor in Albuquerque, New Mexico. Work on the draft corridor plan had come to a standstill as a result of a conflict involving residents, merchants, and city officials. The Metropolitan Redevelopment Agency hired Consensus Builder, a local firm with expertise in land use and environmental mediation, to assess the situation and recommend a process to resolve the conflict.

The mediated negotiations have resulted in definition of boundaries for the corridor as well as three major proposals about how to guide future redevelopment:

1. Creation of an overlay zone that integrates some elements of form-based zoning, which are tailored to North Fourth Street. This recommendation assumes that existing zoning would remain in effect after adoption of the corridor plan and offers property owners the voluntary option to redevelop their properties consistent with the zoning overlay.
2. Use of “trigger mechanisms” to give merchants control over whether and (if so) when to adopt zoning from the overlay for their individual properties. The intent of the trigger mechanisms is to allow the “vision” for the corridor to influence new development in the sector area gradually.
3. “Working concepts” for the redesign of Fourth Street. The negotiating group is proposing two similar concepts to guide the design and redevelopment of the public right-of-way along the corridor, one proposed by the merchants and another proposed by the residents. Both concepts recommend that the City contract for a 30% engineering design to test and refine further the proposed concepts for the corridor.

This “white paper” presents these recommendations in detail and offers guidance about revising and implementing the corridor plan.

Negotiation Framework and Process

In the first phase of the process, the mediation team conducted a series of interviews and meetings with merchants, property owners, residents, city officials, and consultants that had been working under contract on the North Fourth Street corridor plan. As a result, the team concluded that the parties to the conflict wanted to end the stalemate and were committed to moving forward with mediated negotiations aimed at finalizing the sector plan for adoption. The team recommended a process for carrying out the mediated negotiations. (See “Conflict Assessment and Plan for Mediated Negotiations: North Fourth Street Corridor,” submitted to the Environmental Planning Commission, August 2007.)

In the second phase, the merchants and the residents selected negotiators and alternates to represent their interests in the negotiation sessions. The division manager and a staff member represented the Metropolitan Redevelopment Agency. At each meeting, the negotiating table included 5-6 resident negotiators, 5-6 merchant negotiators, and 1-2 City negotiators. In addition to participating in the negotiation sessions, the negotiators and alternates were responsible for communicating with their constituencies and bringing constituent concerns back to the negotiating group. All meetings were open to the public. (The list of negotiators, along with technical assistance professionals and guest speakers, appears on the inside cover of this document.)

There were sixteen negotiating sessions between September 4, 2007, and January 9, 2008. Key elements of the negotiation process included:

- Agreeing on ground rules
- Formulating principles to guide the planning process and to frame the plan
- Recommending an overlay zone
- Determining trigger mechanisms for the overlay
- Recommending a 30% engineering design of the corridor
- Developing a working concept for the redesign of the corridor
- Defining the boundaries of the zoning overlay
- Creating a map of the zoning districts

The negotiations took place during nine 2-hour evening meetings and seven 3- to 5-hour Saturday workshops. Many of the evening meetings were informational sessions with guest speakers. The charts in Appendix E show key agenda items for each negotiation session along with the topics addressed by guest speakers.

During a “study session” at the end of the process, the negotiating group created a protocol to complete its work: The neighbors were to propose the section of this paper on the zoning overlay and the merchants were to propose the section on the overlay trigger mechanisms. Each team identified a person to take the lead in drafting its respective section of the paper; those two individuals met twice and, with the assistance of a mediator, reviewed the draft sections and agreed on several revisions. The full negotiating group reviewed the draft sections before the final negotiation session on January 8th, when the members unanimously accepted the work as written and as presented in this white paper.

PRINCIPLES GUIDING THE PLAN AND PROCESS

On October 16th, the negotiating group finalized the following principles:

“North Fourth Street should return to a vibrant people-oriented boulevard that supports new and existing business.”

Principles to Guide the Planning Process

- Think in terms of possibilities—for residents and merchants
- Structure the plan to serve the present and guide the future
- Conserve historical and cultural values
- Respect and plan for present and future economic conditions
- Work toward a common vision
- Build flexibility into the plan

Principles to Frame the Plan

- Honor existing property rights and entitlements
- Improve access for transit, pedestrians, bicycles, and automobiles
- Redesign North Fourth Street to create a highly walkable and transit-friendly environment
- Plan for high-quality, reliable public transportation
- Preserve and encourage convenient vehicular access, parking and circulation
- Provide incentives for property owners to adapt and improve their residential and commercial properties
- Allow for diversity in architectural form and pedestrian environment
- Make aesthetic improvements (façade improvements, street furniture, landscaping, etc.) to enhance the appearance of the corridor
- Create transitions from commercial and mixed-use development to low-density residential areas
- Identify needs for infrastructure improvements, mechanisms to fund them, strategies to share costs, and ways to advocate for the improvements
- Make improvements in infrastructure (e.g., water, sewer, etc.) to accommodate future growth
- Keep the project review process clear, easy to access and efficient
- Implement the plan using non-compulsory methods (e.g., methods of obtaining property), whenever possible
- Improve safety and livability by increasing police visibility along the corridor
- Increase the number of people who live along North Fourth Street including those who live in medium- and high-density developments

North Fourth Street Zoning Overlay

During the conflict assessment phase of the project, residents, merchants, and city officials expressed interest in the concept of a zoning overlay. In such a zone, the owner would have the flexibility to retain existing land uses and existing zoning until market and development conditions made it favorable to redevelop the property. At that time, the owner would have the option of taking advantage of the land uses and zoning contained in the zoning overlay. Using the zoning from the overlay would trigger design requirements that the property owner would have to meet.

As recommended by the negotiating group, the zoning overlay will have three sets of boundaries, corresponding to three zones described below and shown on the map in Appendix A. In determining the boundaries, the negotiating group chose to recommend excluding the Wells Park, Greater Gardner, and Alamosa Neighborhood Associations from the overlay zone due to concerns about the overlay's effect on their neighborhoods and sector planning processes.

Before the residents drafted the following proposal for the zoning overlay, the negotiating group had a frank discussion about concerns with form-based zoning and ways to address areas that could be sensitive in negotiating an agreement among the members of the negotiating group. They referred to sensitive issues as potential "sore spots."

The proposal for the zoning overlay is as follows:

The existing zoning shall remain "in full force and effect" after the adoption of the Corridor Plan. The Plan will include the establishment of "overlay zones" using the City of Albuquerque, Form Based Code, October 31, 2007, draft (FBC) as reference. The "North Fourth overlay zones" will be tied to the City of Albuquerque, Form Based Code, as adopted and amended.

The corridor plan will need to include the following sections from the FBC:

- Part 1: General Provisions
- Part 2: Building Forms, Materials, Signage, Lot Layout.

The neighborhood negotiating team proposes the use of three modified Form Based Code Zones from the FBC:

1. North Fourth Transit Oriented Development – Corridor/Community Activity Center (NFTOD – CORCOM);
2. North Fourth Mixed Used Zone (NFMX); and,
3. North Fourth Infill Development (NFID).

These zones have been modified from the FBC to meet the specific needs of the North Fourth Corridor community and to allow them to be appropriately applied for anticipated redevelopment along the corridor. Each property within the "commercial corridor boundary area" of the corridor plan shall be designated with one of these three overlay zones. The "trigger mechanisms" of the corridor plan shall determine

when an overlay zone designation will replace the existing zoning. (Those “trigger mechanisms” may also relate to imposition of street and/or pedestrian realm improvements.)

The specific mapping of the overlay zones shall be done as a part of the next Corridor Plan draft. At its January 9th meeting, the negotiating group appointed a resident and a merchant to make a preliminary designation of the following zones on the boundary map for the City’s consideration in revising the corridor plan:

1. NFTOD – CORCOM shall cover (a) the entire “commercial boundary area” south of La Poblana/Woodland, and (b) the 4th/Montano node extending to the railroad tracts to include properties near the new Rail Runner Station.
2. NFMX shall be the default overlay zone, covering areas not designated NFTOD – CORCOM or NFID.
3. NFID is appropriate for buffer/transition and shall be designated as appropriate to protect appropriate areas; such as north of Montano (with exceptions), the 4th/Candelaria node and areas between the primary corridor and existing residential areas.

The neighbors offer the following responses to the merchants’ “sore spots” to FBC (discussed 12/10/07) and “use restrictions” to be used under the FBC overlay zones.

- Single family detached, duplex and side-yard residential building types are allowed within the NFID zone and are therefore included in Corridor Plan.
- 10’ minimum ground floor building heights can be used in all overlay zones under this plan.
- FBC prohibition against parking structures without liner commercial space shall only apply to Fourth Street “A.”
- Drive through entrances can be allowed from shared parking if screened from street by a permitted building type.

The following “sore spots” can be flexible only in conjunction with efforts by a developer/property owner to retrofit a property allowing existing buildings to remain with the addition of new FBC permitted buildings.

- Limited use of stand-alone commercial buildings on “A” street as well as “B” streets.
- FBC build out requirement that 80% of a building on an “A” street could be reduced to 60% in order to allow keeping non-FBC compliant existing buildings.
- Parking solutions including “teaser” parking on street, and side parking can be used in conjunction with rear parking.

The neighbors are not willing to adjust FBC regulations to address the two remaining merchants’ “sore spots”: (1) alternate fenestration/window requirements of the FBC, and (2) FBC requirement of primary building entrance to face the street.

The neighbors agree that “use restrictions” should be used sparingly under “North Fourth overlay zones.”

1. Infill Development (NFID) – the uses allowed in this zone are similar to existing zoning and are intended to allow new development to integrate into the context of the built environment.
2. Mixed Use Zone (NFMX) – for comparison purposes, the uses allowed in this zone are similar to C-2 and R-3 uses under Article 16.
3. Transit Oriented Development – Corridor/Community Activity Center (NFTOD – CORCOM) – for comparison purposes, the uses allowed in this zone are similar to C-2 and R-3 uses under Article 16, with regulations allowing higher intensity of uses. The separation restrictions on automobile related uses of the FBC shall be eliminated. Those uses shall be allowed only if separated from Fourth Street by permitted building types.

The following “noxious uses” shall be the only uses specifically prohibited in all locations under the North Fourth overlay zones:

- a) Off-premise sale of alcoholic liquor except at a grocery store (service station convenience store is not considered a grocery store);
- b) Adult amusement establishments, adult bookstores, adult photo studios or adult theaters;
- c) Toxic waste disposal;
- d) Cement plant;
- e) Truck terminal;
- f) Outside storage as a primary use;
- g) Automobile dismantling; and
- h) Rendering Plant.

Trigger Mechanisms

The proposal for the trigger mechanisms, as drafted by the merchants and accepted by the negotiating group, is as follows:

- A. This Sector Plan is being adopted to promote a vision ("Vision") for transformation of 4.3 miles of Fourth Street NW in Albuquerque, by imposing a New Urbanist architectural style and environment on the Sector Area focused on relatively intensive new development for mixed residential and light commercial uses. The Vision assumes that such development will be so successful and economically beneficial for owners of property in the Sector Area that they will voluntarily agree, as to individual parcels of property, to terminate future uses that are currently permissive but more intensive (such as under current C3 and M zoning) than is desired under the Vision. It is recognized, however, that it may take many years before market forces can provide the economic requirements for the Vision to be realized. It is also recognized that realization for the Vision requires availability on Fourth Street of extensive public transportation facilities that do not currently exist and are not even currently planned, budgeted or expected to be available for many years. Current property owners will be more receptive to the Vision if they can choose their own timing to voluntarily elect to subject their individual properties to the Overlay provisions of this Sector Plan.
- B. Recognizing the factors in paragraph A, above, it is necessary that the Overlay provisions of this Sector Plan shall not commence to regulate or restrict individual parcels of property within the Sector Area until the then-current owner of a parcel voluntarily acts to make a parcel subject to the Sector Plan.

This allows for postponement and possible unlimited or indefinite delay in application of the Overlay provisions of this Sector Plan to individual parcels of property within the Sector Area and generally allows continuation of all presently permissive uses of each parcel of property under its existing zoning category at the time of adoption of the Sector Plan. This is done to avoid, to as great an extent as reasonably possible, claims by property owners that adoption of this Sector Plan would constitute "down-zoning" of some properties within the Sector Area.

Accordingly, all uses for a particular parcel of property that are currently permissive or that are approved conditional uses for that parcel under the existing zoning code at the time of adoption of this Sector Plan shall continue to be permissive for that particular parcel of property except, "noxious uses" as defined elsewhere in this Sector Plan.

- C. Examples of actions of property owners that would or would not make individual parcels of property subject to the Overlay provisions of this Sector Plan.

Overlay Plan Begins to Apply Only as a Result of:

1. Construction of a replacement building after voluntary demolition of existing building.
2. Construction of new building on a vacant parcel.
3. Commencement of a new use that is permissible under Overlay Plan but was not permissible on that parcel before Sector Plan adoption.
4. Change to a new Conditional Use under existing zoning that was not being employed on that parcel before Sector Plan adoption.

Overlay Plan Does Not Begin to Apply as a Result of:

1. Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage).
2. Repair or remodeling of interior and exterior of existing building, including, but not limited to, changes to comply with current building codes.
3. Change in use to one that was permissible for that parcel before Sector Plan adoption.
4. Continuation or Recommencement of a conditional use of a parcel that was approved before Sector Plan adoption.
5. Change in ownership of a parcel.
6. Continuation of use on a parcel that was permissible before Sector Plan adoption.

To the extent that permissible uses under the Overlay Plan do not include uses that were permissible for a parcel before Sector Plan adoption (such as "C-3" and "M" zoning categories); it shall continue to be permissible for such uses to be employed on such parcel inside a building or other area that is screened from view of Fourth Street by architecturally compliant structures.

Working Concept for the Redesign of North Fourth Street

The negotiating group devoted considerable time to talking through its design concept for the public right-of-way. Despite repeated attempts, the group was unable to agree on a single design concept. Appendices C and D present two redesign concepts; version I was submitted by the residents; Version II, by the merchants.

A significant outgrowth of the negotiation over the alternative redesign concepts was the consensus recommendation for a 30% engineering design of the entire length of the corridor. The engineering design should be undertaken with extensive public involvement.

Many aspects of the two redesign concepts are the same or highly similar. For example, both versions begin with the recommendation:

“Redesign and reconstruct to improve safety, aesthetics, and functionality for pedestrians and motorists along its entire length; optimize public transportation service; and maintain four lanes of vehicular traffic from I-40 to Solar Road.”

The design principles are almost identical with wording differences in only two out of the eight bullets. Many of the design standards and recommendations pertaining to implementation are also the same.

The most significant difference between the two versions is the section that follows design principles and precedes design standards. In the version presented by the merchants, this section is entitled “priorities.” In priority order, it lists the pedestrian design features that should be added successively in areas that can accommodate them. In the version presented by the neighbors, on the other hand, the section is entitled “design parameters.” It lists five items that emphasize the pedestrian design features the neighborhood negotiators would like to see where there are opportunities to enhance the roadside zone. Another significant difference between the two versions is that the neighborhood representatives dropped the section on traffic management from their version of the redesign concept.



Implementation

The Metropolitan Redevelopment Agency should revise the corridor plan in accordance with the white paper. The plan should highlight the principles for the plan and process. It should reflect the zoning overlay, trigger mechanisms, redevelopment design concepts, and boundaries negotiated by the group. The corridor plan should reflect the EPC's and staff's assessments of how to incorporate differences in the proposals for the public right-of-way. In addition, the history section, the demographic and real estate analyses, and the land use studies contained in the current draft of the corridor plan should remain intact.

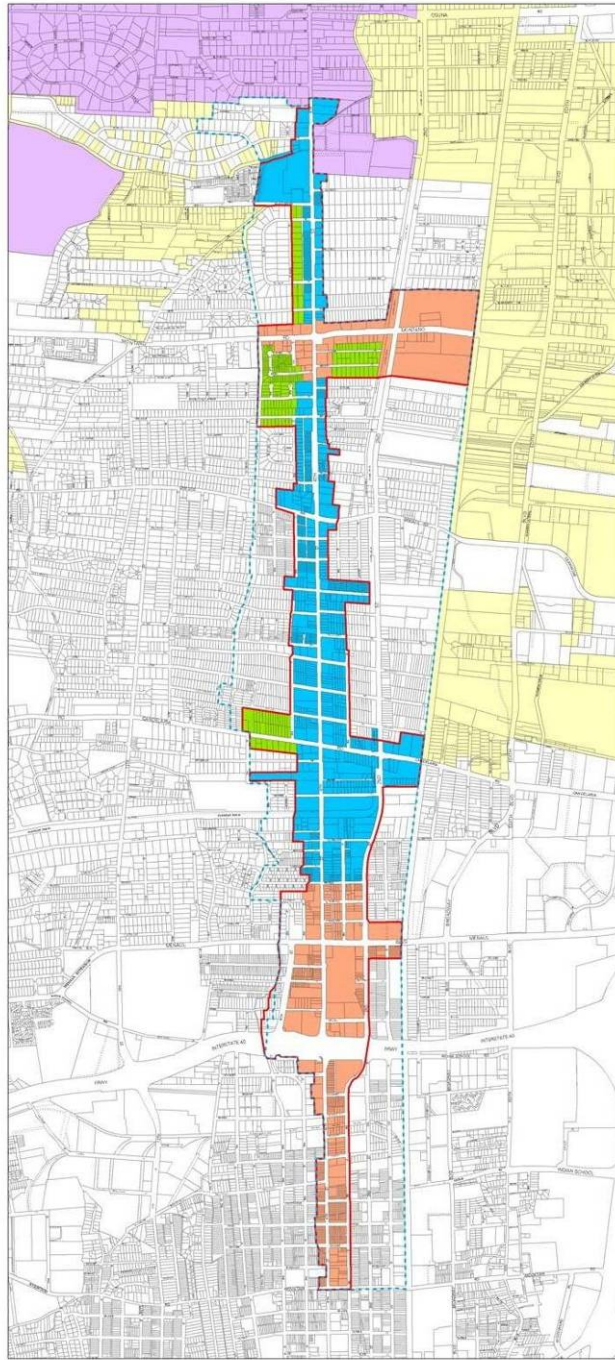
Finally, the negotiating group recommends that the City begin the procurement process for the 30% engineering design before revision of the corridor plan is complete, using the white paper to frame the scope of work. The City should form an advisory committee for the engineering design (with representation from the neighborhoods and merchants) to outline the scope of work, select the contractor, and monitor work performance and results.

APPENDIX A

ZONING OVERLAY BOUNDARY MAP

APPENDIX A

ZONING OVERLAY BOUNDARY MAP



North Fourth Street Form-Based Overlay Zone Map

CREATED:
JANUARY 20, 2009



- NORTH FOURTH INFILL DEVELOPMENT (NFD)
- NORTH FOURTH MIXED USE (NFMU)
- NORTH FOURTH TRANSIT ORIENTED DEVELOPMENT (NFTOD)
- STUDY BOUNDARY
- Overlay Zone Boundary
- LOS RANGES
- UNINCORPORATED AREA

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APPENDIX B

GROUND RULES AND DECISION-MAKING FRAMEWORK

APPENDIX B

Ground Rules and Decision-Making Framework to Guide Mediated Negotiations for the North Fourth Street Corridor Plan

Approved by the North Fourth Street Negotiating Group, 09-11-07

I. General Guidelines

Participants in the negotiating group are responsible for the overall conduct and outcome of the negotiations. They will determine the issues for discussion and timing for resolving the issues.

Participants will observe the following guidelines:

- Participants will attend all meetings and agree to be prepared for every meeting.
- Participants agree to focus on the issues and problems, and refrain from unhelpful generalities, stereotyping, and personal attacks.
- The personal integrity and values of participants will be respected.
- The participants agree to negotiate in good faith and not undermine or delay the discussions to avoid making commitments.
- Commitments will be kept.
- Participants agree to identify and communicate clearly any assumptions that they are making.
- Disagreements will be regarded as “problems to be solved” rather than as “battles to be won.”
- Participants will be respectful of each other’s time. Be succinct.

Those serving as alternates are encouraged to attend meetings to keep abreast of the negotiations. When attending meetings, alternates will refrain from speaking and will be invited to make comments during a 15-minute “public comment” period at the end of the meetings. If, however, a participant is absent from a meeting, an alternate may serve in his or her place.

It is the responsibility of the members to keep constituents informed of the negotiating group’s activities and decisions. Before a decision is made on key matters, sufficient time will be provided for participants to seek advice from constituents, interest groups, colleagues or other experts. At times, the group may use technical advisors, resource people, or examples from other places at times to provide insight and new information.

Some participants are associated with agencies/organizations and have obligation to make management decisions and take actions on their behalf. Those participants will advise the other members of the negotiating group of pending decisions that could affect the North Fourth Street Corridor Plan.

Legal rights or remedies are not abrogated by virtue of participation in the negotiations. However, participants should be aware that litigation and/or legislation could jeopardize the effectiveness of the negotiations.

II. Group Decision-Making

The negotiating group will make decisions and recommendations based on consensus among its members. The members will reach consensus on an issue when they agree on an alternative and each member can honestly say:

- I believe that the other participants understand my point of view;
- I believe I understand other participants' points of view;
- I have offered alternatives that I believe will satisfy my interests and the interests of the other participants;
- Whether or not I prefer another alternative, I support this decision because it was arrived at openly and fairly, and it is the best solution for us at this time; and
- In the event there is no consensus on an issue or proposal, the participants have noted the pros and cons of the approach to solving the issue and are committed to moving the process.

III. The Overall Problem Solving Process

In addressing its responsibilities and the scope of work, the negotiating group will:

- Identify the issues to be negotiated
- Educate its members regarding sources and uses of planning information
- Understand the issues from each other's perspectives
- Jointly gather information
- Identify possible options and alternative approaches
- Refine options and develop alternate proposals
- Gain feedback from technical experts
- Indicate how the plan should be amended

Additional committees may be formed for activities such as gathering additional information or identifying potential experts to learn from. All committee work will be prepared in draft form for consideration by the full negotiating group.

IV. Logistics

Meetings will be held per agreed schedule.

Cell phones and pagers will be turned off during the meetings.

Notice of the meetings will be sent to all members and member organizations.

Materials presented during the meetings as well as the summaries of the meetings will be distributed by e-mail.



V. Roles

The planning and mediation team will be responsible for:

- Working with the negotiating group to prepare the agenda for meetings
- Facilitating deliberations of the meetings
- Preparing meeting summaries
- Serving at the pleasure of the group

VI. Enforcement of Rules

It is the joint responsibility of the members and facilitators to assure that these ground rules are observed. Participants are free to question, in good faith, actions by others that may come within the scope of these ground rules.

APPENDIX C

VERSION I OF THE WORKING CONCEPT FOR THE REDESIGN OF
FOURTH STREET
Submitted by the Neighborhood Representatives

APPENDIX C

WORKING CONCEPT FOR THE REDESIGN OF FOURTH STREET

Submitted by the Neighborhood Representatives

WORKING CONCEPT FOR THE RE-DESIGN OF FOURTH STREET

Redesign and reconstruct to improve safety, aesthetics, and functionality for pedestrians and motorists along its entire length; optimize public transportation service; and maintain four lanes of vehicular traffic from I-40 to Solar Road.

DESIGN PRINCIPLES

The redesign of North Fourth Street shall:

- Emphasize and ensure the safety of all street users, including pedestrians, motorists, transit riders, and trucks.
- Create a highly walkable, livable, and distinctive place within Albuquerque.
- Create a roadway friendly to various forms of transportation and commerce.
- Provide a supportive environment for urban revitalization and private investment conducive to high-quality, transit-oriented, and walkable mixed-use development projects.
- Enable high-quality, time-competitive, reliable and safe public transportation service.
- Enable high-quality, convenient access for vehicular traffic and parking.
- Ensure that local businesses can continue to ship and receive deliveries by truck.
- Maximize opportunities for landscaping through the corridor.

DESIGN PARAMETERS

The overall study should respond to differing conditions along the corridor and build on opportunities to enhance the roadside zone. The following parameters should be used to accommodate pedestrian design features:

1. Create the very best pedestrian environment and automobile/transit access with four lanes of traffic north of I-40 and two lanes of traffic south of I-40.
2. Widen the right-of-way by acquiring property by making public purchases and/or


- negotiating easements
3. Increase the right-of-way in order to add sidewalks wider than ADA including buffers
 4. Increase the right-of-way in order to add landscaped medians, on-street parking, pedestrian crossing refuges and other pedestrian enhancements, and turn bays.
 5. Narrow traffic lanes for safety and pedestrian enhancements.

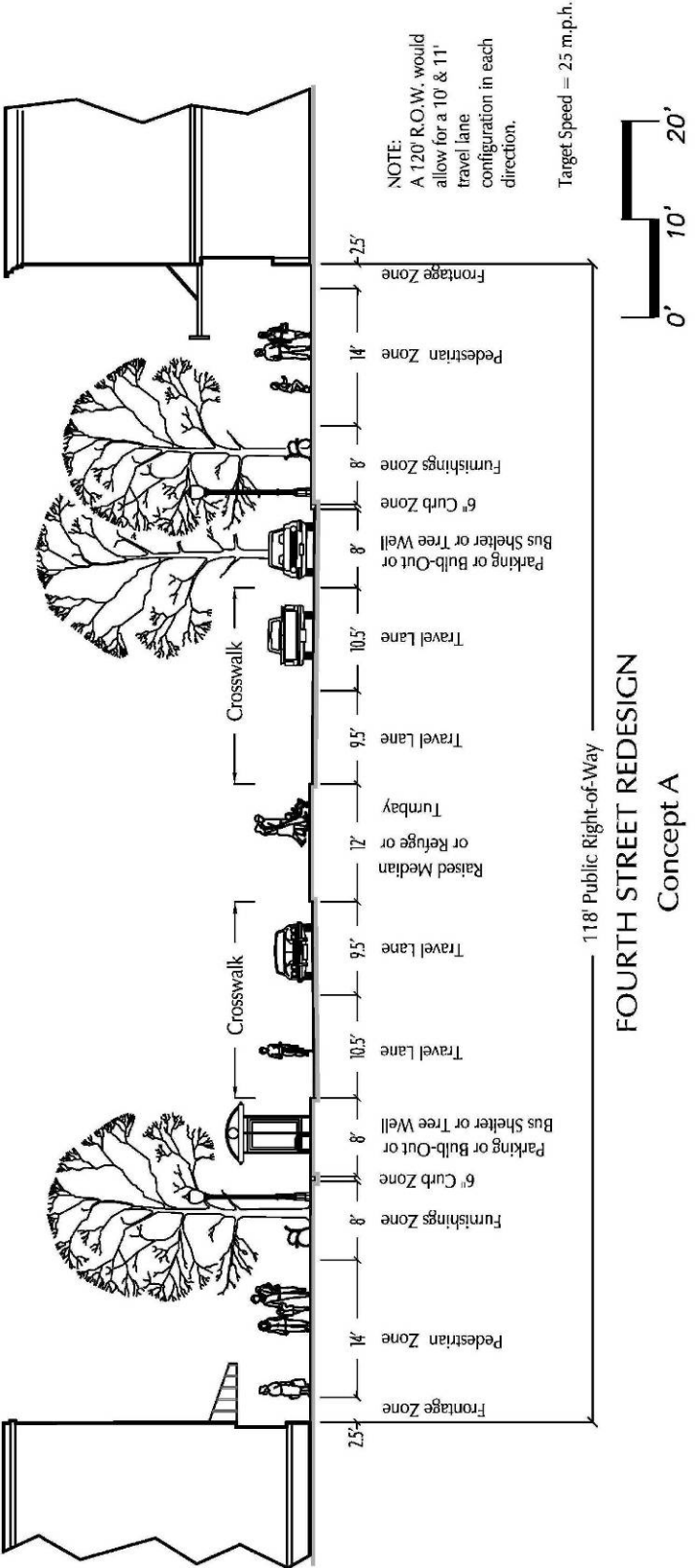
DESIGN STANDARDS

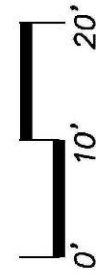
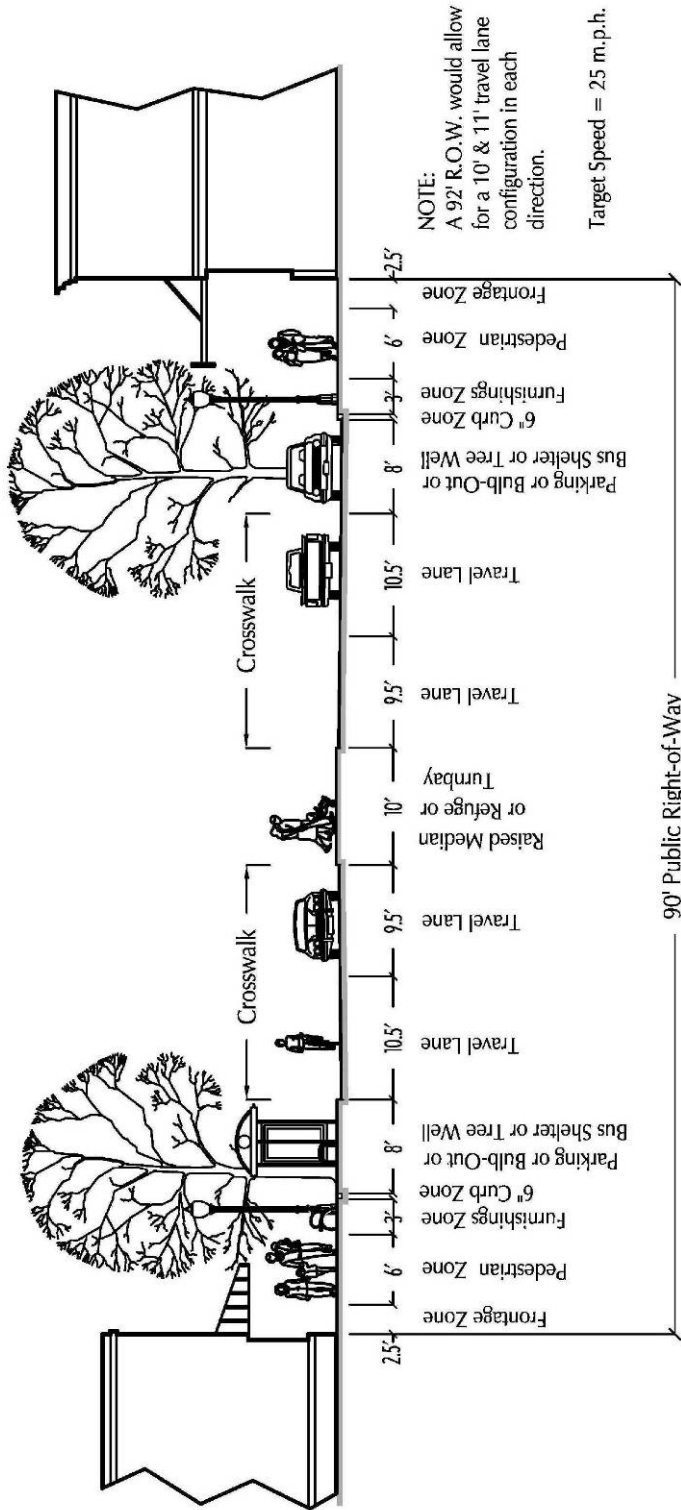
1. Reconstruct both sides of Fourth Street to create a streetscape consistent with the attached street redesign examples, Attachment A and Attachment B.
2. Construct safe and highly visible pedestrian crossings on North Fourth Street approximately every 1/8-mile.
3. Install pairs of local bus stops approximately every 1/8-mile.
4. Install Rapid Ride stops at major transfer points and development nodes.
5. Bury power lines on both sides of street or route to new utility ROW.
6. Provide pedestrian-scaled street lighting along the entire length of North Fourth Street.
7. Create greater connectivity to adjacent side streets including providing circle-back routes in the first block off of North Fourth Street.
8. Allow on-street parking to substitute for allowable off-street parking; allow and encourage shared parking and minimize curb cuts.
9. Provide significant landscaped medians with pedestrian refuges and left-turn breaks and left-turn bays.
10. Put in pedestrian shade structures and low water use street trees at frequent intervals.
11. Ensure that landscaping is high-quality, green and sustainable.
12. Recognize that the area of the corridor that is south of I-40 holds distinctly different development opportunities than the area to the north.

IMPLEMENTATION

1. Perform a 30% engineering design of the entire length including survey of property lines and addressing the Design Principles, Design Parameters, Design Standards and Implementation.
2. Explore options to modify roadway alignment to avoid condemnations.

- 
3. As funding becomes available for implementation, include a variety of community consultation methods in the ROW design process such as creating a steering committee, working directly with abutting property owners, and holding open design workshops and charrettes.
 4. Work in tandem with existing and proposed private development on the parcels fronting Fourth Street.
 5. Create an Access Plan that phases and focuses roadway improvement construction to minimize business disruption. Incorporate timelines with incentives and penalties into construction contracts.
 6. Modify roadway alignment and obtain ROW where necessary to construct improvements; also modify roadway alignment occasionally to improve traffic safety.
 7. Institute fast track permitting and inspections processes for projects conforming to the design overlay.
 8. Prioritize and implement “catalyst development” projects in several locations.
 9. Provide incentives for and explore creative ROW acquisition strategies.
 10. Explore opportunities for the City to pay for ROW improvements.
 11. Explore cost sharing between the City of Albuquerque and property owners for improvements located outside of ROW.





FOURTH STREET REDESIGN
Concept B

APPENDIX D

VERSION II OF THE WORKING CONCEPT FOR THE REDESIGN OF
FOURTH STREET
Submitted by the Merchant Representatives

APPENDIX D

WORKING CONCEPT FOR THE REDESIGN OF FOURTH STREET

Submitted by the Merchant Representatives

Redesign and reconstruct to improve safety, aesthetics, and functionality for pedestrians and motorists along its entire length; optimize public transportation service; and maintain four lanes of vehicular traffic from I-40 to Solar Road.

DESIGN PRINCIPLES

The redesign of North Fourth Street shall:

- Emphasize and ensure the safety of all street users, including pedestrians, motorists, transit riders, and trucks.
- Create a highly walkable, livable, and distinctive place within Albuquerque.
- Create a roadway friendly to all forms of transportation and commerce.
- Provide a supportive environment for urban revitalization and private investment conducive to high-quality, transit-oriented, and walkable mixed-use development projects.
- Enable high-quality, time-competitive, reliable and safe public transportation service.
- Enable high-quality, convenient access for vehicular traffic and parking.
- Ensure that local businesses can continue to ship and receive deliveries by the current level of truck access.
- Maximize opportunities for landscaping through the corridor.

PRIORITIES

The following priorities should be followed during the design process in areas that can accommodate pedestrian design features. The design study should build on site-specific conditions and respond to opportunities to enhance the roadside zone.

In the public right-of-way from I-40 to Solar:

1. Four lanes of traffic and sidewalks on both sides meeting ADA requirements. *

Given additional right-of-way and opportunities for redevelopment:

2. Add center lane for landscaped median and/or turn bay, pedestrian safety zones, PELICAN, and/or other pedestrian enhancements.

3. Add sidewalks wider than ADA including buffers. Buffers may be on one side or both sides depending on available ROW. Buffers may be:
 - a. Landscaping and/or
 - b. Parallel parking and/or
 - c. Bulb-outs
4. In the design process, value opportunities for landscaping and a pleasant pedestrian roadside zone as much as opportunities for on-street parking.

*Within the areas of limited ROW, inside traffic lanes may be narrowed to allow for adequate pedestrian amenities.

DESIGN STANDARDS

1. Construct safe and highly visible pedestrian crossings on North Fourth Street approximately every 1/8-mile.
2. Install pairs of local bus stops approximately every 1/8-mile.
3. Install Rapid Ride stops at major transfer points and development nodes.
4. Bury power lines on both sides of street or route to new utility ROW.
5. Provide pedestrian-scaled street lighting along the entire length of North Fourth Street to reflect the unique character of each area.
6. Create greater connectivity to adjacent side streets including providing circle-back routes in the first block off of North Fourth Street.
7. Equitably apply appearance-improving streetscape and aesthetic requirements to properties on North Fourth Street and in the surrounding neighborhoods.
8. Ensure that on-street parking does not reduce (and may substitute for) allowable off-street parking.
9. Provide left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement.
10. Put in pedestrian shade structures and low water use street trees at frequent intervals without interfering with signage.
11. Recognize that the area of the corridor that is south of I-40 holds distinctly different development opportunities than the area to the north.

IMPLEMENTATION

1. Perform a 30% engineering design of the entire length including survey of property lines. The study should:

- a. Maintain street functionality that exists today and increase safety for all users
 - b. Explore options to offset the street to avoid condemnations
 - c. Synchronize signals to posted speed limit
 - d. Consider design options that place the landscaped area on one side of the street
2. As funding becomes available for implementation, include a variety of community consultation methods in the ROW design process such as creating a steering committee, working directly with abutting property owners, and holding open design workshops and charrettes.
 3. Work in tandem with existing and proposed private development on the parcels fronting Fourth Street.
 4. Create an Access Plan that phases and focuses roadway improvement construction to minimize business disruption. Incorporate timelines with incentives and penalties into construction contracts.
 5. Modify roadway alignment and obtain ROW where necessary to construct improvements; also modify roadway alignment occasionally to improve traffic safety.
 6. Institute fast track permitting and inspections processes for projects conforming to the design overlay.
 8. Prioritize and implement “catalyst development” projects in several locations.
 9. Provide incentives for and explore creative ROW acquisition strategies, including automatic extension of existing zoning to contiguous parcels and acquisition of contiguous lots with swap for frontage. [City Legal Department is reviewing it]
 10. Require the City to pay for public ROW improvements. [Richard is looking into it]
 11. Establish cost sharing between the City of Albuquerque and property owners for improvements located outside of ROW. [Richard is looking into it]

TRAFFIC MANAGEMENT

1. Design to maintain traffic flow and volume commensurate with the best traffic predicting models of the road as it changes over time
2. Maintain existing posted speed of 35 mph
3. Institute traffic calming measures

APPENDIX E

KEY AGENDA ITEMS COVERED IN NEGOTIATION SESSIONS AND TOPICS ADDRESSED BY GUEST SPEAKERS

APPENDIX E

KEY AGENDA ITEMS COVERED IN NEGOTIATION SESSIONS AND TOPICS ADDRESSED BY GUEST SPEAKERS

Topics Addressed During Negotiation Sessions

Date	Key Agenda Items
9/4/07	<ul style="list-style-type: none"> • Summary of Phase I conflict assessment • Zoning issues
9/11/07	<ul style="list-style-type: none"> • Representation and role of alternates • Ground rules and decision-making by consensus
9/18/07	<ul style="list-style-type: none"> • Guest speaker and discussion of presentation
9/22/07	<ul style="list-style-type: none"> • Mechanics and implementation of an overlay zone • Corridor boundaries
10/3/07	<ul style="list-style-type: none"> • Guest speaker and discussion of presentation • Principles to guide planning process and frame sector plan
10/6/07	<ul style="list-style-type: none"> • Overlay zone boundaries • Revision of principles • Roadway concept paper
10/16/07	<ul style="list-style-type: none"> • Slide presentations on Great Streets and zoning in current draft plan • EPC's decision to grant 45 deferral • Revision of principles
10/20/07	<ul style="list-style-type: none"> • Photo "gallery" on streetscape design put together by neighborhood associations to facilitate discussion of design standards • Roadway concept paper
10/27/07	<ul style="list-style-type: none"> • Roadway concept paper
11/1/07	<ul style="list-style-type: none"> • Guest speakers and discussion
11/3/07	<ul style="list-style-type: none"> • Guest speaker • Roadway concept paper
11/10/07	<ul style="list-style-type: none"> • Roadway concept paper • Overlay zone boundaries
11/17/07	<ul style="list-style-type: none"> • Status of group's negotiations and schedule to complete work • Moratorium • Revision of boundaries • Zoning • Triggers for the overlay zone
11/28/07	<ul style="list-style-type: none"> • Zoning and design regulation system • Trigger mechanisms for minor and major redevelopment
12/10/08 Study Session	<ul style="list-style-type: none"> • Protocol and schedule for completing negotiations • Guidance for drafting sections of white paper on the overlay zone and triggers
1/9/08	<ul style="list-style-type: none"> • Acceptance of sections of white paper as drafted • Celebration of completion of negotiations

Topics Addressed by Guest Speakers

Date	Speaker	Topic
9/18/07	Rob Dixon, East Downtown (EDo) Developer	Slide presentation on redevelopment of Central Avenue-Broadway Blvd and the adjacent area
10/3/07	Jim Lewis, architect	Perspectives on corridor design and development based on his experience
10/6/07	Charlie Deans, landscape architect and urban designer	Goggle Earth “fly over” of the corridor to facilitate discussion of overlay boundaries
10/16/07	Richard Asenap, MRA Planner	Presentation summarizing zoning contained in draft sector plan
10/16/07	Manjeet Tangri, City Planner	Presentation on Great Streets initiative
11/1/07	Susan Johnson, consultant to City Council Services	Presentation on the draft Form-Based Code
11/1/07	Laura Mason, Director of City Council Services	Information about proposed Fourth Street moratorium
11/3/07	Charlie Deans	Slide presentation illustrating design approaches to creating a “livable” corridor

B.

Demographics and Planning Context

Planning Area Demographics

In 2004, approximately 7,200 persons lived within the North 4th Street planning area. There were 3,022 housing units and 10,719 employees. The following table shows these demographic characteristics by sub areas of the planning area:

Subareas	Acres	Population	Housing	
			Units	Employment
1 Lomas to Mountain	89.0	301	161	3,103
2 Mountain to I-40	143.0	390	142	2,700
3 I-40 to Menaul	61.9	164	44	586
4 Menaul to Candelaria	136.6	1,278	535	1,038
5 Candelaria to Griegos	269.8	2,117	899	745
6 Griegos to Montaña	224.9	1,452	557	979
7 Montaña to City Limits	332.6	1,494	683	1,569
Total	1,257.8	7,198	3,022	10,719

Source: Mid-Region Council of Governments, Land Use Analysis Model output, 2005. ARC break-out by subareas using DASZ data.

Total employment was estimated at 10,719. (Note: minor variations are due to computational error). This represents 2.5% of total employment in the metropolitan area. By sub areas, the highest employment is closest to downtown Albuquerque, with 5,800 employees south of I-40, just over half the total number of employees in the corridor. Employment in the Bernalillo County and Federal Courthouses makes up a dominant share of jobs in the southern-most sub area, extending from south of Lomas Boulevard to Mountain Road.

The following table shows employment by land use category. A little over half of the employment in the entire planning area is retail and mixed commercial, while 20% is large-scale office and 21% is industrial and wholesale. The intensity of employees per acre varies from an average of 101 office employees per acre to an average of 9 industrial and wholesale employees.

North 4th Street Planning Area Employment by Land Use Category: 2004		
<u>Land Use Category</u>	<u>Employment</u>	<u>Employment</u>
Retail and Mixed Commercial	5,702	52.7%
Office	2,175	20.1%
Industrial and Wholesale	2,234	20.6%
Schools	354	3.3%
Residential Areas	199	1.8%
Other	157	1.5%
Total	10,821	100.0%

Source: Mid-Region Council of Governments,
Land Use Analysis Model output, 2005.

There are approximately 3,000 housing units in the planning area. Over three-quarters are single family dwellings. This is a higher portion of single family housing than in the City of Albuquerque as a whole, where 64% of the housing stock is single family and 36% is multi-family.

North 4th Street Planning Area Housing Units by Housing Type: 2004		
<u>Housing Type</u>	<u>Number of Units</u>	<u>Portion of Total Housing Stock</u>
Single Family	2,371	78.5%
Multi Family	651	21.5%
Total	3,022	100.0%

Source: Mid-Region Council of Governments,
Land Use Analysis Model output, 2005.

The average household size was 2.4 persons per household in 2004.

Primary Trade Area: Demographics

The primary trade area includes the study area and expands outward to encompass the households who would tend to shop in the study area. It is an aggregate of 14 census block groups surrounding the corridor in the North Valley. (See Map of Primary Trade Area on page D-3.) The land area is approximately three times larger than the study area. It had a population of 17,126 persons in 2000, of whom 16,762 lived in households and 364 persons lived in group quarters.

The primary trade area for North Fourth Street is larger than the study area and includes the households who would tend to shop in the study area if the proper goods and services were available.

The primary trade area consists of the following block groups:

- Block Group 2 of Census Tract 29*
- Block Group 4 of Census Tract 32.02*
- Block Group 3 of Census Tract 35.01*
- Block Group 5 of Census Tract 32.02*
- Block Group 2 of Census Tract 32.01*
- Block Group 3 of Census Tract 29*
- Block Group 1 of Census Tract 29*
- Block Group 4 of Census Tract 35.02*
- Block Group 1 of Census Tract 32.01*
- Block Group 1 of Census Tract 27*
- Block Group 2 of Census Tract 27*
- Block Group 3 of Census Tract 27*
- Block Group 3 of Census Tract 32.02*
- Block Group 5 of Census Tract 27*

More specific demographic characteristics of the population in the primary trade area include:

The majority of residents are Hispanic: 65.5% were Hispanic compared to 40% for all Albuquerque. Block groups vary from 41% to 82% Hispanic.

Households are slightly larger: Household size was 2.49 persons/household, compared to 2.40 persons/household for all Albuquerque.

Income tends to be lower: Median household income in 1999 was reported to vary by block group from \$19,673 to \$49,028, compared to \$38,272 for all Albuquerque

Median housing values tend to be lower, as reported in 2000, varying by block group from \$77,100 to \$139,500, compared to \$127,600 for all Albuquerque

Varying ages: The percentage of residents over 65 years old varies by block group from 9.8% to 15.3%, compared to 12% for all of Albuquerque

Between 1990 and 2000, there was a loss in population in the primary trade area of 246 persons. The Hispanic population increased slightly, from 63.6% to 65.5%. The change in the portion of Hispanics was less than the increase in the City of Albuquerque as a whole, which increased from 34.5% to 40.0%.

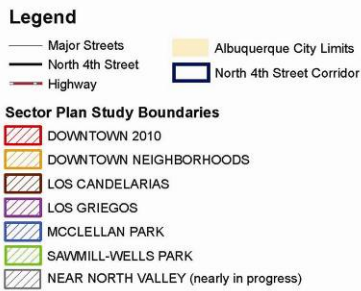
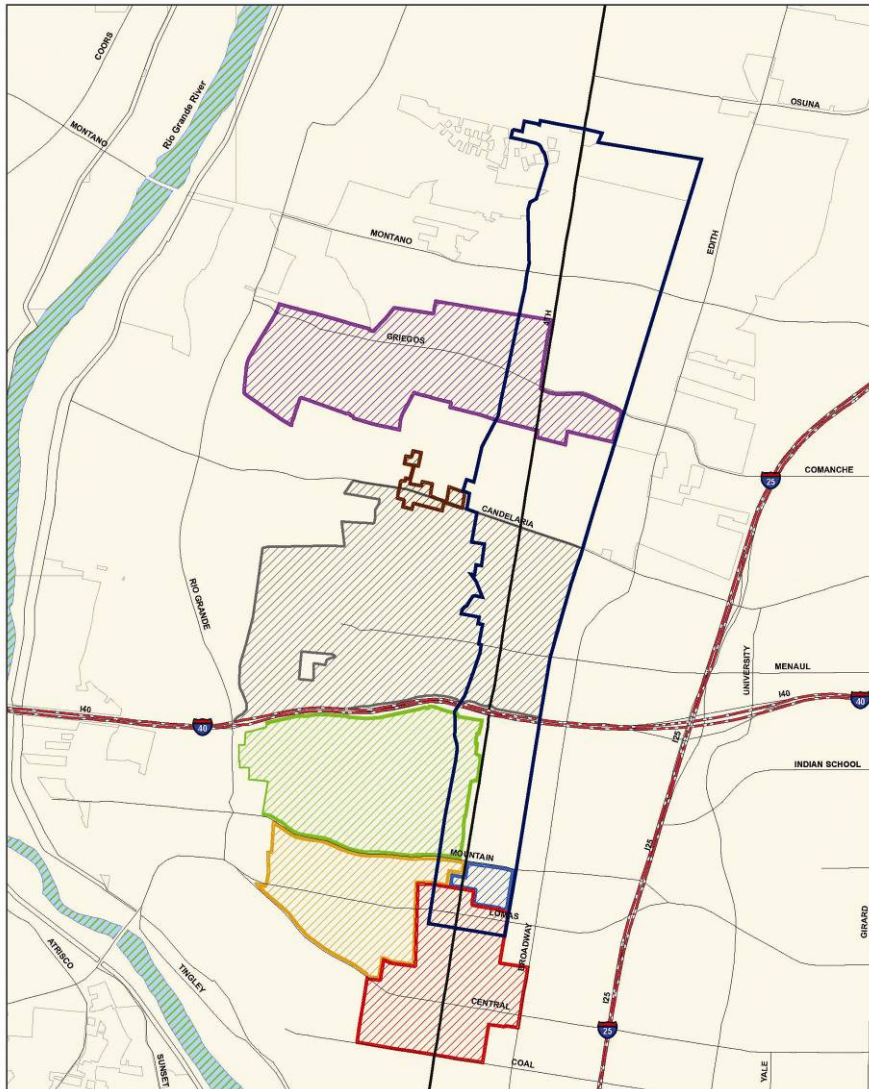
The primary trade area had 7,343 housing units in 2000. The housing mix was 85% single family and 15% multi-family. The average household size was 2.5 persons per household. Block groups varied in household size from 1.9 to 2.75 persons per household.

Adopted City Plans within the Area

The following plans overlap the North 4th Street planning area:

- Albuquerque/Bernalillo County Comprehensive Plan (As Amended 2002), the City's Rank 1 plan
- North Valley Area Plan (1993), Rank 2
- Sector Plans Overlapping Portions of Corridor Rank 3
 - Downtown 2010 Sector Development Plan (2000)
 - Downtown Neighborhood Area Sector Development Plan (1976)
 - McClelland Park Sector Plan(1984)
 - Sawmill/Wells Park Sector Plan (2002)
 - Los Griegos Sector Plan (2002)
 - Near North Valley Sector Plan (in process)

The following map shows the overlap of sector plans into the planning area. It also includes the Los Candelarias Redevelopment Plan area, which is located just to the west of the North Fourth Street Study Area.



North 4th Street Area Sector Plan Boundaries



Sources:
 Sector Plan Study Boundaries, AGIS, 2005
 Streets-Highway, AGIS, 2005
 ABQ City Limits, AGIS, 2005
 North 4th St. Corridor, AGIS, 2005



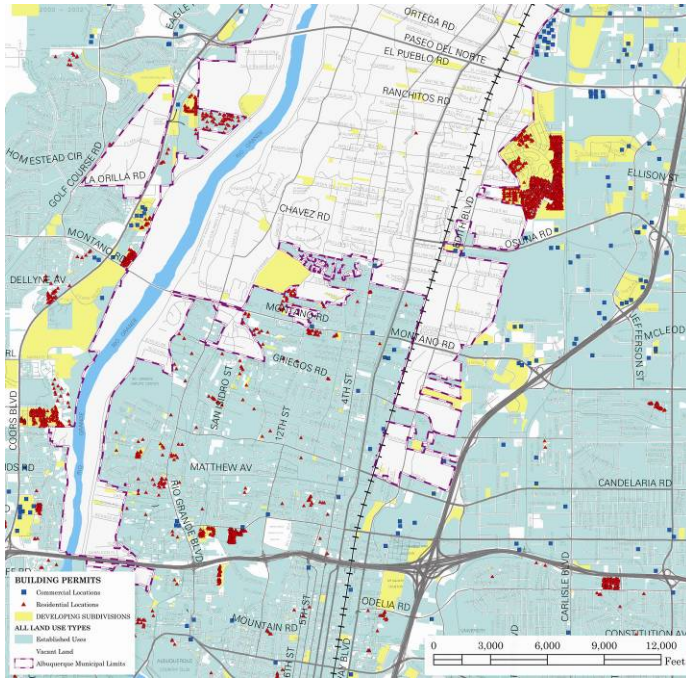
The following table briefly summarizes the effects of respective plans on the North Fourth Street planning area. All sector plans except for the Los Griegos Sector Plan contain “special use” zoning within the corridor.

Adopted Plans Affecting the North Fourth Street Corridor: Land Use

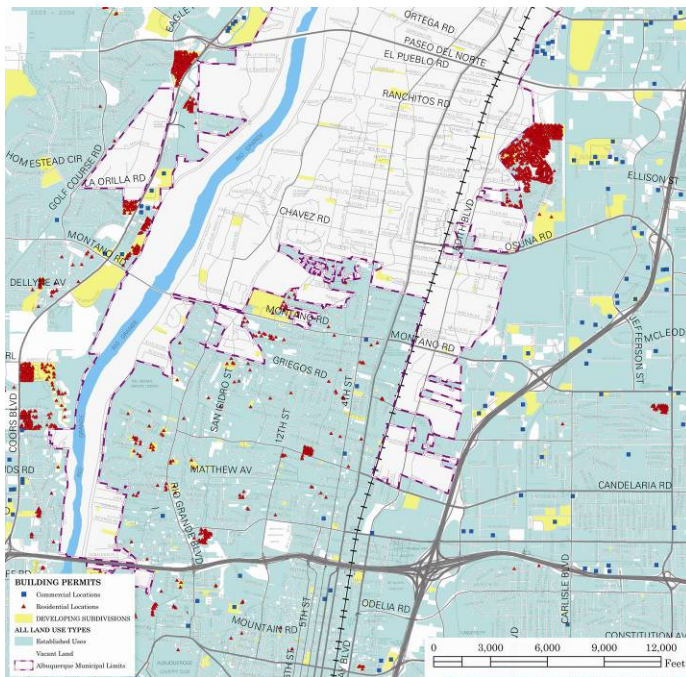
Rank of Plan	Plan	Area Addressed	Relevant Planning Concepts	Zoning Concepts
1	Albuquerque/Bernalillo County Comprehensive Plan, as amended 2002	Bernalillo County and City of Albuquerque	Area is included in "established urban areas." Centers and Corridors: N. 4th St. is designated as a major transit corridor from downtown to Guadalupe Plaza, Guadalupe Plaza is designated as a Community Activity Center. Other nearby Community Activity Centers are 12th/Candelaria and Indian School property 12th/Meruel. Major Transit Corridors policies call for transit/energy vehicle signal preemption, selected lanes for transit, dedication of outside lane, permissible on-street parking, and maximize pedestrian connections to transit stops.	Plan is intended to guide zoning in a general way. No specific zoning is set in the plan.
2	North Valley Area Plan (1993)	N of I-40 to Tramway, including City, Village and County areas	Unstable mix of housing and heavy commercial and industrial uses cited in plan. Mixed commercial and residential use patterns will continue along N. 4th St. with pedestrian and transit enhancements. Concern for single family in industrial zoned areas (in mid-N. Valley). Policy to stabilize residential zoning and land use to reduce special use permit encroachments. Policies for buffering residential from non-residential. Designation of 6 village centers. Policy to prepare a rank 3 plan for N. 4th to Alameda Blvd. Plan does not address N. 4th St. issues in detail.	Plan is intended to guide zoning in a general way. No specific zoning is set in the plan.
3	Downtown 2010 Sector Development Plan (2010)	Small portion of study area south and north of Lomas	Supports serving pedestrians first, removal of parking requirements, providing public parking garages, prohibit new commercial surface parking lots, prohibit commercial parking lots in adjacent neighborhoods, tax increment financing, consistent streetscape. Rebuilt Fruit Ave. from N. 3rd to RR tracks. Hand-line between downtown and adjacent neighborhoods to protect from commercial encroachment. At least 1 north/south bike route into downtown.	North of Lomas district designations of east side of N. 4th to N. 3rd mixed-use corridor, and west side of N. 4th to 6th as housing focus. N. 3rd to N. 2nd as warehouse focus. Form based code allows in mixed use district maximum of 6 stories on corners and 4 stories in mid-blocks.
3	Downtown Neighborhood Area Sector Development Plan (2000)	Between 5 th and 8 th Streets north of State Street to Mountain, four predominantly residential blocks	Elimination of blight, rehabilitation of houses, preservation of historic buildings and historic development pattern - including 50' wide s.f. lots with 10' front yard setbacks.	Land use designation of Neighborhood Commercial (corresponds to standard C-1 zoning) for N.4th to N. 5th and Granite to Mountain, NC for N.5th to N.6th half block north of State. Residential Commercial for N. 5th to N. 6th and Granite to Mountain, and Mixed Residential Office (R-T zoning) for N.5th to N.6th and Granite to State.
3	McClellan Park Sector Plan (1984)	North of Lomas to Mountain and RR tracks to 8th (entirely in Study Area). Area to west added to Downtown Neighborhood Area Sector Plan. In 1992, the area now occupied by the federal courthouse was removed from this sector plan and added to the Downtown 2010 Sector Plan area.	Goal to expand core downtown area to the north, providing transitional areas/buffers to low-scale mixed use, support for one-way streets pairing 5th and 6th and 2nd and 3rd. 4th St. pedestrian connection from courthouse to Civic Plaza, waive parking requirements for retail that encourages pedestrians.	Guidelines for review of site development plans established block-by-block for mixed use, solar access, and in general for landscaping.
3	Sawmill/Wells Park Sector Plan (2002)	North of Mountain to I-40 between N. 4 th and 8 th Streets, not including the commercial land fronting the west side of N. 4 th Street	Conserve special eclectic characteristics, ensure compatibility between housing and businesses, improve appearance, improve and expand housing, reuse vacant land. Street design policies for narrow ROW's, landscaping, lights, sidewalks.	Everything is SU-1, requiring site review. SR Sawmill Residential Zone replaces C-1 intent is to conserve existing neighborhoods - designated north of Mountain to Aspen. S-MI Sawmill-Mixed Industrial Zone intent is to allow manufacturing, wholesaling, and some retail businesses and the residential network space designated north of Aspen St., C-2 on west side of N. 4th from McKnight to I-40. List of permissive uses and design guidelines established for each district.
3	Los Griegos Sector Plan (2002)	South of Griegos Road to San Clemente from the railroad tracks continuing west past the study area	Concern for upgrading substandard housing in mainly single family residential area, infrastructure improvements, animal control, weed and litter ordinance enforcement. (Noted that there is a deficit of park (outside radius of service) in the neighborhood area in the N. 4th Street corridor.	No zoning changes made through this plan.

C. Building Activity in the Planning Area

City of Albuquerque records show that few building permits were issued for commercial development along North Fourth Street or indeed, anywhere in the North Valley from 2000 to 2005. As shown in the following map of the North Valley, permits in areas zoned for residential uses predominated.



*North Valley Building Permits
2000 to 2002.*



*North Valley Building Permits
2002 to 2004.*


C.

Land Use and Existing Conditions

General Land Use Pattern

The North Fourth Street Corridor Study Area extends approximately 4-1/3 miles from just south of Lomas Boulevard NW to the edge of the city limits north of Solar Road NW. The study area, ranging from 1,000 to 3,000 feet in width, ends at the BN&SF railroad tracks on the east and generally encompasses two to three blocks to the west. The study area consists of approximately two square miles, with approximately 1,285 acres.

North Fourth Street is the main commercial street in the North Valley, extending through the Village of Los Ranchos de Albuquerque, northward through an unincorporated area of Bernalillo County. The commercial and industrial uses along North Fourth Street extend through most of the sub areas south of Menaul Boulevard, while north of Menaul, these uses line the street fairly closely, with single-family neighborhoods abutting to the west and east. North Second Street within the study area has a more industrial character than does North Fourth Street, accessing various warehouse and industrial properties to the east, and some to the west. The Alameda Drain runs directly west of North Second Street, then turns west at Matthew Avenue. In general, the residential neighborhoods in the study area consist of fairly small lot, older single family homes, with a few multi-family buildings and non-residential uses. Commercial and industrial land uses vary a great deal throughout the corridor, arguably making this the most eclectic area within the metropolitan region.



North Fourth Street is known for its fast food restaurants and automobile-related sales and services. There are some 40 establishments that are “automobile-related, including the sale of gas, auto sales, auto repair and auto parts. There are some 20 restaurants on North Fourth Street in the planning area, many of which have drive-through windows. “Fast Food Row”, south of Montañó had eight restaurants at the time of this study.

Major streets crossing the corridor include Lomas, Mountain, Interstate 40 (overpass), Menaul, Candelaria, Griegos and Montañó. The frequencies of the major street crossings vary from 1/3 of a mile to 2/3rds of a mile. Commercial uses extend east and west at each of the major corners.

Methodology and Models for Land Use Analysis

The Land Use Analysis Model (LAM), maintained by the Mid Region Council of Governments contains a Geographic Information System (GIS) database of land uses, with attributes of housing units and employment for each polygon of coded land use. MR-COG uses Albuquerque Geographic Information System (AGIS) land use data as its base, and updates the housing and employment information from on-going inventory of building permit and employment data. Architectural Research Consultants, Incorporated worked with the Mid Region Council of Governments and LAM to develop reports on existing land use patterns.

Existing Land Use

The major land use categories for the study area are presented in the chart below:

Land Use Category	Area	Portion of Total Area
Single Family Residential	556.8	43.3%
Multi-Family Residential	35.8	2.8%
Retail/Mixed Commercial	261.1	20.3%
Office	21.5	1.7%
Industrial and Wholesale	253.1	19.7%
Institutions/Hospitals	0	0.0%
Schools	10.6	0.8%
Parks	8.3	0.6%
Irrigated Agriculture	0.1	0.0%
Drainages and Irrigation Ditches	40.9	3.2%
Urban Vacant	62.5	4.9%
Transportation Rights-of-Way	3.2	0.2%
Other	31.3	2.4%
Total	1,285.2	100.0%

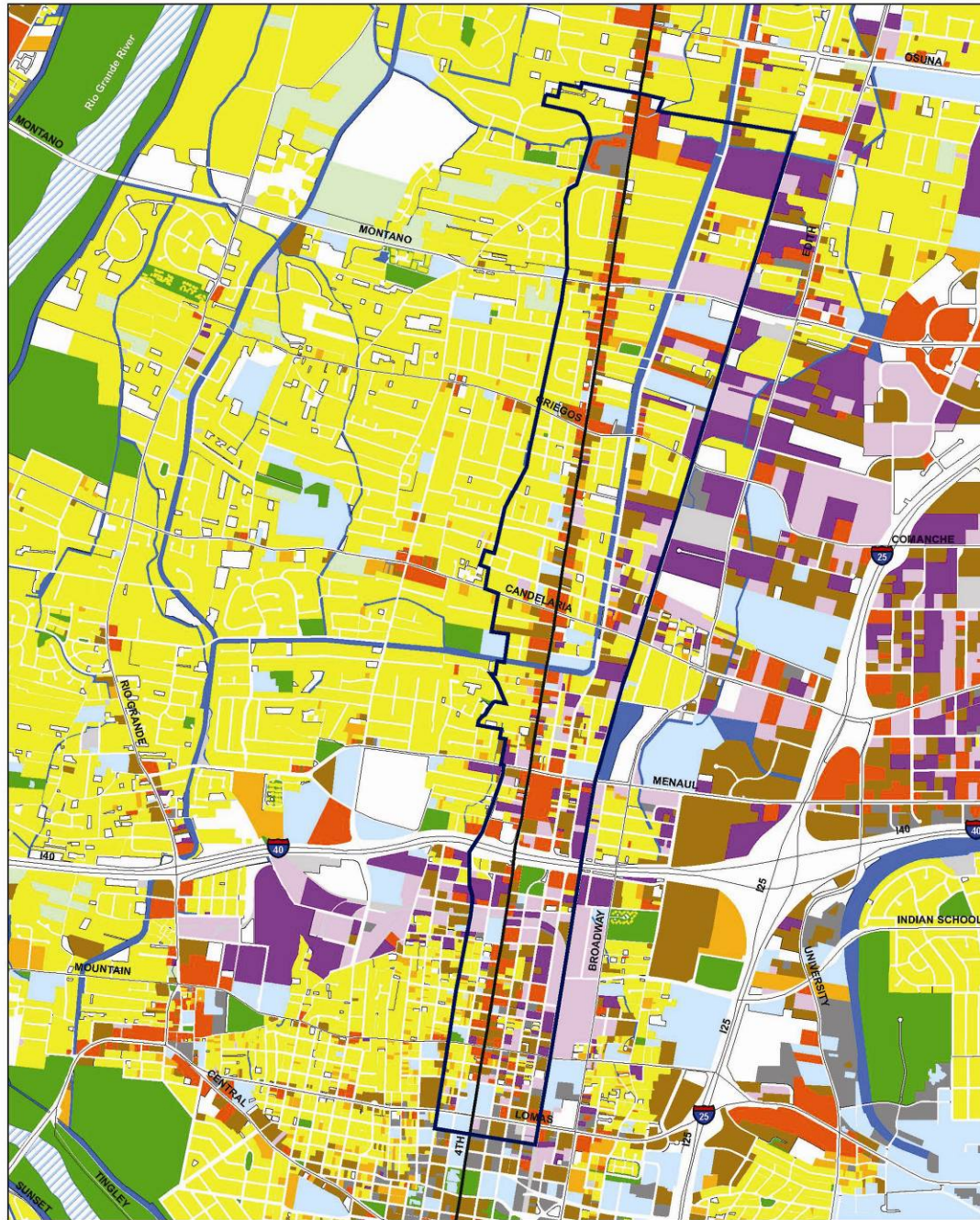
Source: Mid-Region Council of Governments, Land Use Analysis Model output, 2005.

Average residential densities are 4.3 housing units/acre for single-family and 18.2 housing units/acre for multi-family. The multi-family density is relatively low considering that typical three story multi-family buildings with mostly surface parking have over 24 units/acre. Employment densities vary greatly, with office at the high end averaging over 100 employees/acre and industrial and wholesale land uses at the low end with 8.8 employees/acre.

The study area for the North Fourth Street Study is larger than the area for which SU-2 zoning has been applied, and overlaps with the Near North Valley Sector Plan in order to address common areas of concern.

North 4th Street Study Area Existing Land Use Densities	
Residential	Housing Units/Acre
Single Family Residential	4.3
Multi-Family Residential	18.2
Employment	Employees/Acre
Retail and Mixed Commercial	21.8
Office	101.2
Industrial and Wholesale	8.8
Schools	18.8
Source: Mid-Region Council of Governments, Land Use Analysis Model output, 2005.	

A map depicting major land use categories for the study area and surrounding area is presented on the following page.



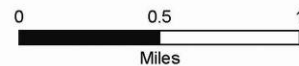
Legend

- Major Streets
- North 4th Street
- ▭ North 4th Street Corridor

Land Use

- | | |
|------------------------------|------------------------------|
| ■ SINGLE FAMILY | ■ AGRICULTURE |
| ■ MULTI FAMILY | ■ PARKS & RECREATION |
| ■ COMMERCIAL RETAIL | ■ PUBLIC & INSTITUTIONAL |
| ■ COMMERCIAL SERVICE | ■ TRANSPORTATION & UTILITIES |
| ■ WHOLESALE & WAREHOUSING | ■ PARKING LOTS & STRUCTURES |
| ■ INDUSTRIAL & MANUFACTURING | ■ VACANT/OTHER |
| ■ DRAINAGE & FLOOD CONTROL | |

**North 4th Street Area
Land Use**



North Fourth Street Area Environmental Issues

A number of environmental issues exist along the North Fourth Street Corridor, including approximately 21 U.S. Environmental Protection Agency (EPA) Resource Conservation and Recovery Act sites, 33 active leaking underground storage sites, 16 underground storage tanks, six oil sites, and a groundwater plume site. The underground storage tanks and oil sites are not necessarily problems, but the other sites may be hindrances to further development in the corridor and detrimental to the health of area residents if remediation efforts occur.

Oil Sites

The oil sites are facilities that accept used oil for recycling. This service prevents possible contamination of ground and surface waters that might occur if people were to dump oil into the sewer system or send it to landfills. There could be environmental issues (such as improper handling of the oil) regarding specific sites.

Underground Storage Tanks (not leaking)

There are underground storage tanks in the corridor that are not leaking and not a problem at the present time. While these tanks may not be a present concern, before any new development could occur, steps would need to be taken to safely remove these tanks. Underground storage tanks are regulated and monitored by the state of New Mexico Environment Department.

Leaking Underground Storage Tanks

A number of leaking underground storage tanks are located in the North Fourth Street Corridor. These are located either partially or completely underground and are designed to store gasoline, other petroleum products and chemicals. Leaking underground storage tanks are a threat to the underground water supply and Albuquerque's drinking water.

In the previous study conducted by ARC in 2002, there were 44 such sites being investigated, monitored, or remediated.

That number had been reduced to 33 by 2005, which indicates progress is being made in cleaning up these sites. The New Mexico Environment Department is responsible for oversight of the problem and cleanup of the sites.

Cleanup of a leaking underground storage tank is the responsibility of the owners/operators. They may apply for funding from the Corrective Action Fund administered by the New Mexico Environment Department. Money for the fund is generated by a per-load fee collected at the loading dock from wholesale distributors of petroleum products.

To qualify for funding, owners and operators of petroleum storage tanks must meet the following requirements:

- A leaking storage tank must have been reported to and confirmed by a regulating agency
- The regulatory agency must require that the owner must take corrective action
- For all expenses except the minimum site assessment, the owner or operator must be in substantial compliance with the Petroleum Storage Tank Bureau (PSTB) of the state of New Mexico regulations.
- The owner is not a federal facility nor on Indian lands.

The owner or operator may have to pay a deductible of up to \$10,000; however, it is on a sliding scale and there may be no deductible at all if the facility is small and meets certain requirements. All of the costs of corrective action beyond the minimum site assessment may be eligible for reimbursement, including the secondary investigation, preparation of a remediation plan, monitoring, operation and maintenance of a remediation system.

EPA Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) grants EPA and authorized states (New Mexico is an authorized state) the authority to regulate hazardous waste management facilities that treat, store, or dispose of hazardous waste.

Although EPA guidelines are designed to prevent toxic releases at RCRA facilities, accidents or other activities have sometimes released pollutants into soil, ground water, surface water and air.

The RCRA Corrective Action Program, run by EPA and authorized states (New Mexico included), compels responsible parties to address the investigation and cleanup of hazardous releases themselves. RCRA Corrective Action differs from Superfund in that Corrective Action sites generally have viable operators and on-going operations. By the year 2020, the work of implementing final remedies at all facilities requiring Corrective Action should be completed. If these actions are implemented, this will be a benefit for those living and doing business within the corridor.

Groundwater Plume

A groundwater plume is a volume of contaminated groundwater in an aquifer that extends downward and outward from a specific source of contamination. The shape and movement of the mass of the contaminated water is affected by the local geology, materials present in the plume and the flow characteristics of the area's groundwater. In some locations, where the conditions are particularly favorable to their formation, plumes miles long have formed in aquifers.

One plume stretches north to south from Aspen Street NW to Haines Street NW and east to west from 1st Street to 12th Street, and is approximately 5/6 of a mile long and 300-400 feet wide at its widest point. The chlorinated solvents that have been found in testing the ground water beneath the plume are at extremely unsafe levels, especially in the area near Aspen and 12th Street where the source of the contamination is located. The depth of contamination is unknown at this time. Contamination around Fourth Street is approximately 1,200 parts/billion TCE (Trichloroethylene is a colorless liquid solvent. Drinking or breathing high levels of trichloroethylene may cause nervous system effects, liver and lung damage, abnormal heartbeat, coma, and possibly


death) and considerably higher as one heads west towards the source of contamination.

Superfund (EPA) studied the plume between 1995 and 2002. They were unable to find any target paths to sites such as contaminated city wells or vapor levels at surfaces that are impacting human safety in buildings. The site did not rate a high enough score for EPA funding in Region 6. It still doesn't rank high enough for consideration as no city wells are threatened by the contaminated plume at this time.

It is believed that a dry cleaning supply company is the most likely source of the chlorinated solvents. At the time of this writing, the Groundwater Quality Bureau of the New Mexico Environment Department was working on an abatement plan with the company. The first phase was underway, which consists of finding more information regarding the plume itself. Only the breadth of the plume was known, and they had begun to try to determine its depth. Contamination may have occurred where the old city well and the plume intersect. Chlorinated solvents are heavier than water and move downward into other pockets of water. The bureau expected it to be drawn downward in response to well pressure that can pull the solvents down. Once the extent of the plume was known, the second phase of the abatement process, remediation, could begin. The next step will be to try to contain the "hot zone," and then natural degradation can then start to occur. There are a number of strategies and methods that can be used, all of which cost millions of dollars.

An aggressive effort would take five to six years to clean up the plume using state-of-the-art technology. This would be at a cost of approximately \$5,000,000. How fast it can happen will depend upon the resources available.

The plume should have minimal impact on any development. The main concern would be anyone drilling new wells and



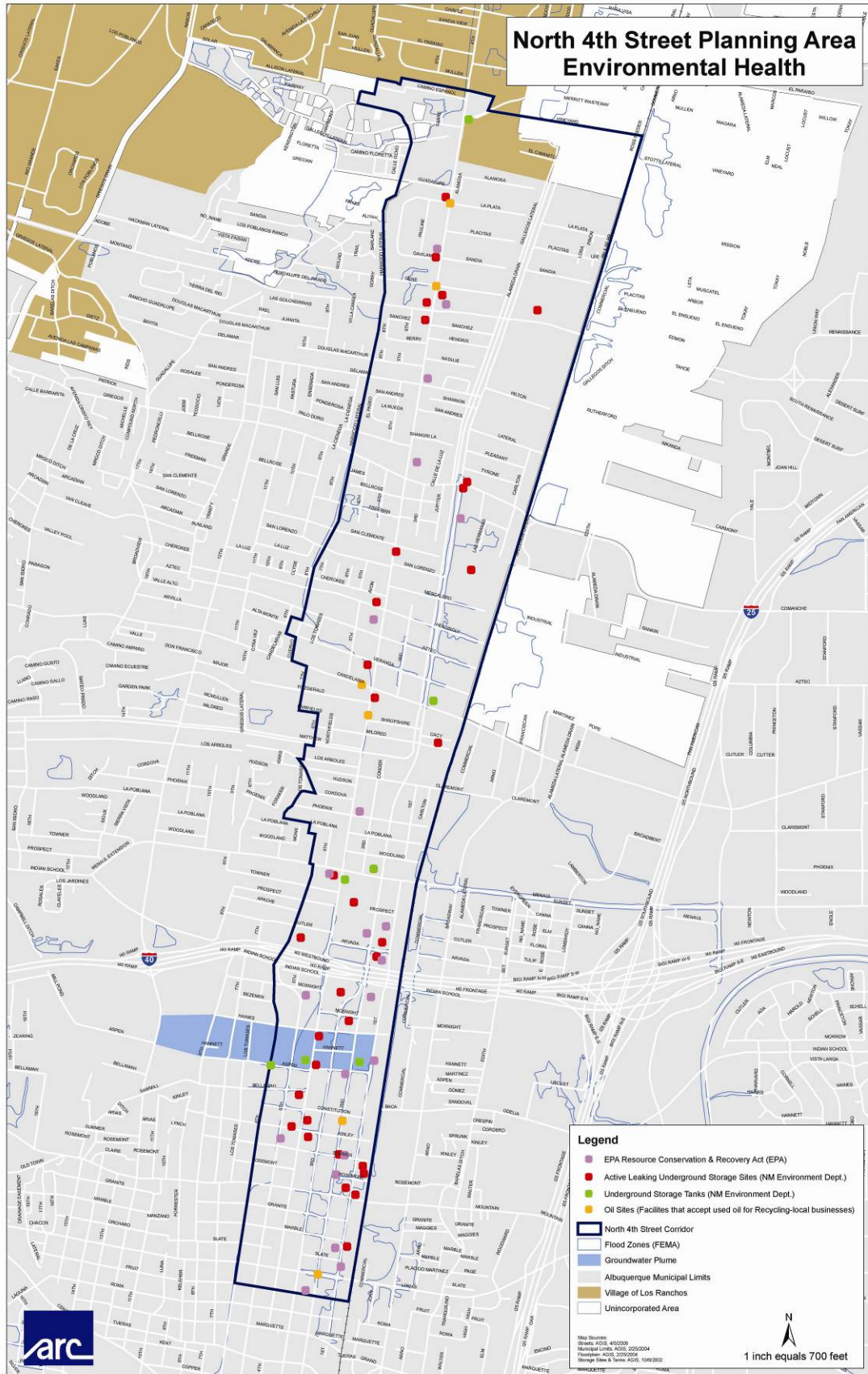
drawing up water and drawing down contamination into the groundwater. Seventh Street to the west is the main area of concern. It is approximately 40 feet to groundwater in that area.

Buildings in the area have been checked for vapors and no problems were detected. There is deep soil above the water table, and there is little movement of vapors up through them. As a result of these investigations, the groundwater plume should not be a hindrance to new construction and development in the Fourth Street area.

Brownfields

A brownfield is defined as an abandoned or underutilized property that is not being redeveloped because of fears that it may be contaminated with hazardous substances. Several of the sites along the North Fourth Street corridor may be considered brownfield sites. There may be possible funding for cleanup efforts in the forms of tax incentives or grants from the Federal government. These are available to both municipalities and private developers, but in a very competitive process.

New Mexico does have a Brownfields Clean up Revolving Loan Fund. It can make low or no-interest loans for clean-up, although not for ground water clean-up. More likely projects would be dig-and-haul or other similar clean-up activities.



D.

Real Estate and Business

Real Estate Market Analysis

Key to this project was understanding the conditions and needs of the local real estate market and the demand for redevelopment of the North Fourth Street area. A real estate market analysis was conducted to determine issues and barriers to successful business conditions on North Fourth Street. This effort was followed by a series of in-depth interviews with local businesses to determine their issues, challenges and levels of support for change.

Physical Linkages

North Fourth Street connects to various parts of Albuquerque. The street has links to numerous trails to the Rio Grande and the Sandia Mountains, used by hikers, bikers, and equestrians. These links also include the Rio Grande Nature Preserve and the Bosque (North America's largest cottonwood forest). Downtown and Old Town have physical, historic and cultural links to North Fourth Street. Bridges at Alameda and Montañito provide links between North Fourth Street and the West Side. Lomas, Menaul, Candelaria, and Montañito Boulevards, as well as Griegos Road, connect the North Valley to the Northeast Heights.

Trade Area

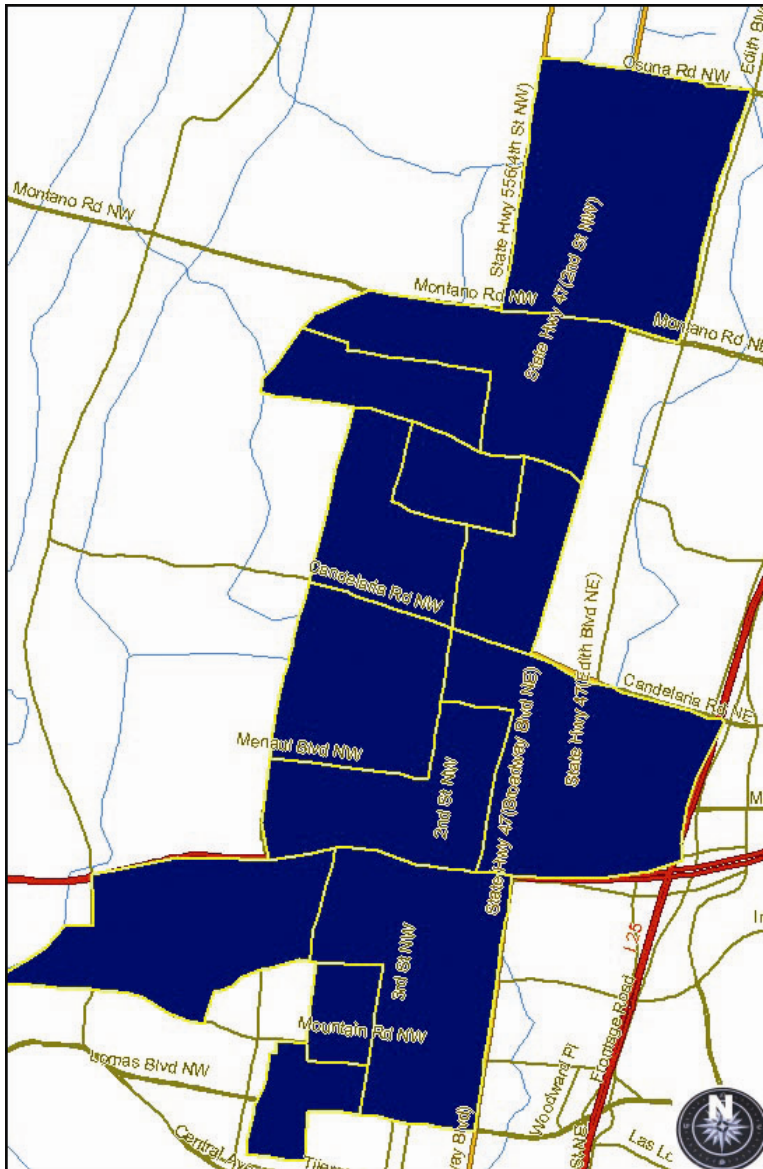
The Trade Area is the area from which the preponderance of business will come from to support the property's intended use. The primary North Fourth trade area has 2% of the population and households in Albuquerque. The population age ranges reflect the city breakdown. There is 7% less home ownership within the trade area as compared to the rest of the city.

Within Albuquerque, the trade area has:

- 9% of wholesale trade
- 8% of auto dealers
- 7% of manufacturing
- 7% of public administration (County/Utility)
- 5% of the construction trade
- 4% of retail trade
- 4% of restaurants
- 4% of the employment base
- 2% of finance, insurance, & real estate


The majority of family expenditures leave the trade area, except for auto sales and pharmacy sales. Most services are provided outside of the trade area, except for legal services, advertising and auto repair.

North Fourth Street's intersections have 25% to 50% of the businesses located along the corridor. Using a one-mile radius as a defined trade area for each of the major North Fourth Street intersections, none of them has the minimum of 25,000 people needed by most lower order retailers to be successful (Daytime population ranged from slightly less than 8,000 persons at Fourth Street & Solar to almost 11,000 persons at Fourth Street and Aztec as of 2000). Only by going out two miles, which is outside of the trade area (across the river, across the freeways, and other areas), does the population increase enough to lay a foundation for a sound retail business.



Map of Primary Trade Area

To revitalize the area economically, retail needs to be rejuvenated by increasing population densities, creating a destination, and/or encouraging a large anchor to move into the area. Business turnover is high along North Fourth Street, mainly because the threshold population does not exist for providing the lowest order goods and services. Most businesses need more people to draw from to be successful. While density increases would increase the threshold



population, many local residents perceive the area as rural and want to keep a rural “feel,” that is, with a low population density.

Over the last 40 years, North Fourth Street has become a major thoroughfare, not a destination. The street lacks a positive identity. A recent trend in the area is the opening of arts-oriented institutions and businesses. Beginning with this base and seeking assistance through organizations such as Nextgen’s artist cluster program, North Fourth Street could develop an identity as an art corridor and destination. This approach to economic development is highly favored among area residents.

The lack of an anchor and destination-based traffic has led to decreasing demand for real estate, increasing vacancies, decreased rents and decreasing property values. Encouraging a large anchor to move into the area is one method for revitalizing local area economies and possibly reversing these trends. However, many local residents have expressed their opinion that they don’t want big-box stores as anchors in the North Valley. Other anchors such as grocery stores may be more popular with the community. One physical barrier to locating a large anchor is the limited number of land parcels along the street that have significant depth to easily be developed. The majority of parcels are very shallow or are already developed.

An opportunity to attract a major anchor may have been missed with the conversion of the former K-Mart. While the facility looks great physically, the selection of lower order tenants has discouraged major anchors (beyond another Dollar store) from opening at the site.

Real Estate Market

Real estate market analysts have lumped the North I-25 market together with the North Valley market. While the vacancy rate is lower and the rents are higher in this combined market, if North I-25 is removed, the vacancy rate is higher and rents are lower in the North Valley than the city average.

As of 2005, buildings on North Fourth Street north of I-40 could be purchased for 30% less than similar buildings south of I-40. Being known for its inexpensive space may be a contributing factor in the “dumping” of shelters, half-way houses, and other similar facilities in the North Fourth Street trade area. The area also appears to be heavy with payday loan offices and dollar stores.

E.

Traffic and Transit

Traffic and Transit Findings and Issues

North Fourth Street is a major street through the North Valley. It extends north from downtown Albuquerque, through the portion of the Valley within the City of Albuquerque, continuing through the Village of Los Ranchos de Albuquerque, and through Alameda in unincorporated Bernalillo County, where it branches off to Roy Avenue/Tramway Boulevard heading east and also continuing north through the Sandia Indian Reservation on NM 313 to the Town of Bernalillo. Within the planning area, North Fourth Street connects to the grid of arterial and collector east-west cross streets.

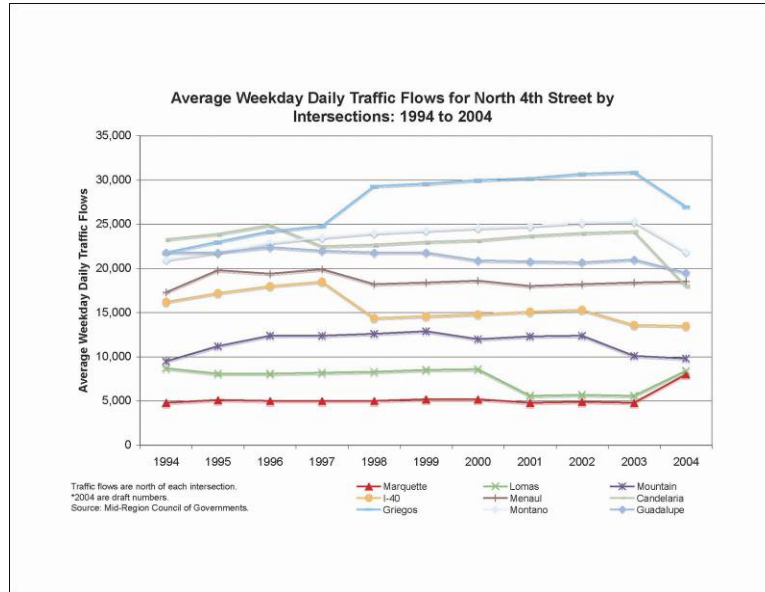
Traffic flow varies from under 9,000 vehicle trips per day just north of Lomas Boulevard to over 28,000 trips per day north of Griegos Road.

Traffic Volumes on North Fourth Street

Location	Average Daily Trips (Raw Counts)		Direction of AM Peak	PM Peak Hour	Direction of PM Peak
	AM Peak Hour	PM Peak Hour			
North of Lomas	8,974	713	S	769	N
North of I-40	14,236	1,179	S	1,161	S
North of Menaul	19,679	1,255	S	1,675	S
North of Candelaria	19,961	1,456	S	1,698	N
North of Griegos	28,175	2,055	S	2,331	N
North of Montañño	23,325	1,436	S	1,808	N
North of Guadalupe Trail	20,072	1,290	S	1,740	S
North of Osuna	15,640	1,249	S	1,339	S

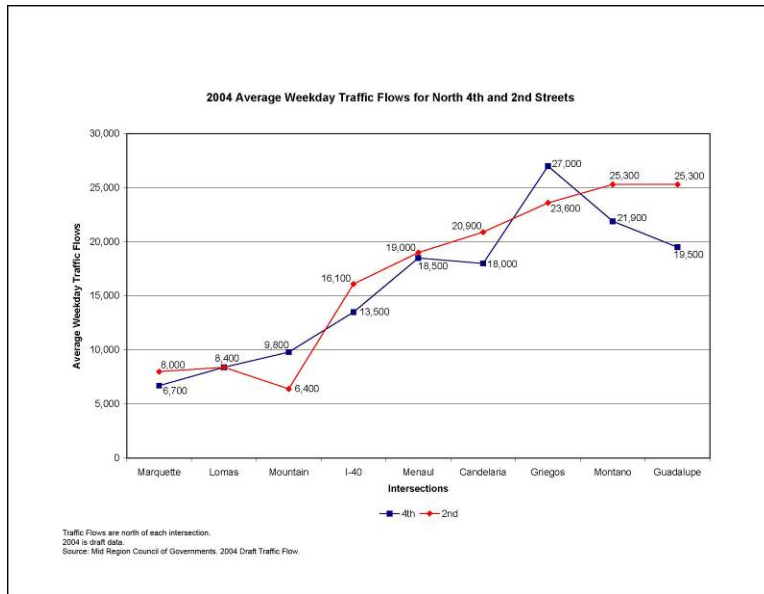
Source: Mid-Region Council of Governments Traffic Forecast Modeling, 2005.

Overall, traffic has not increased substantially on North Fourth Street over the last ten years. Average daily trips peaked in 1999, then came down some, ending with a similar volume in 2004 as in 1994.



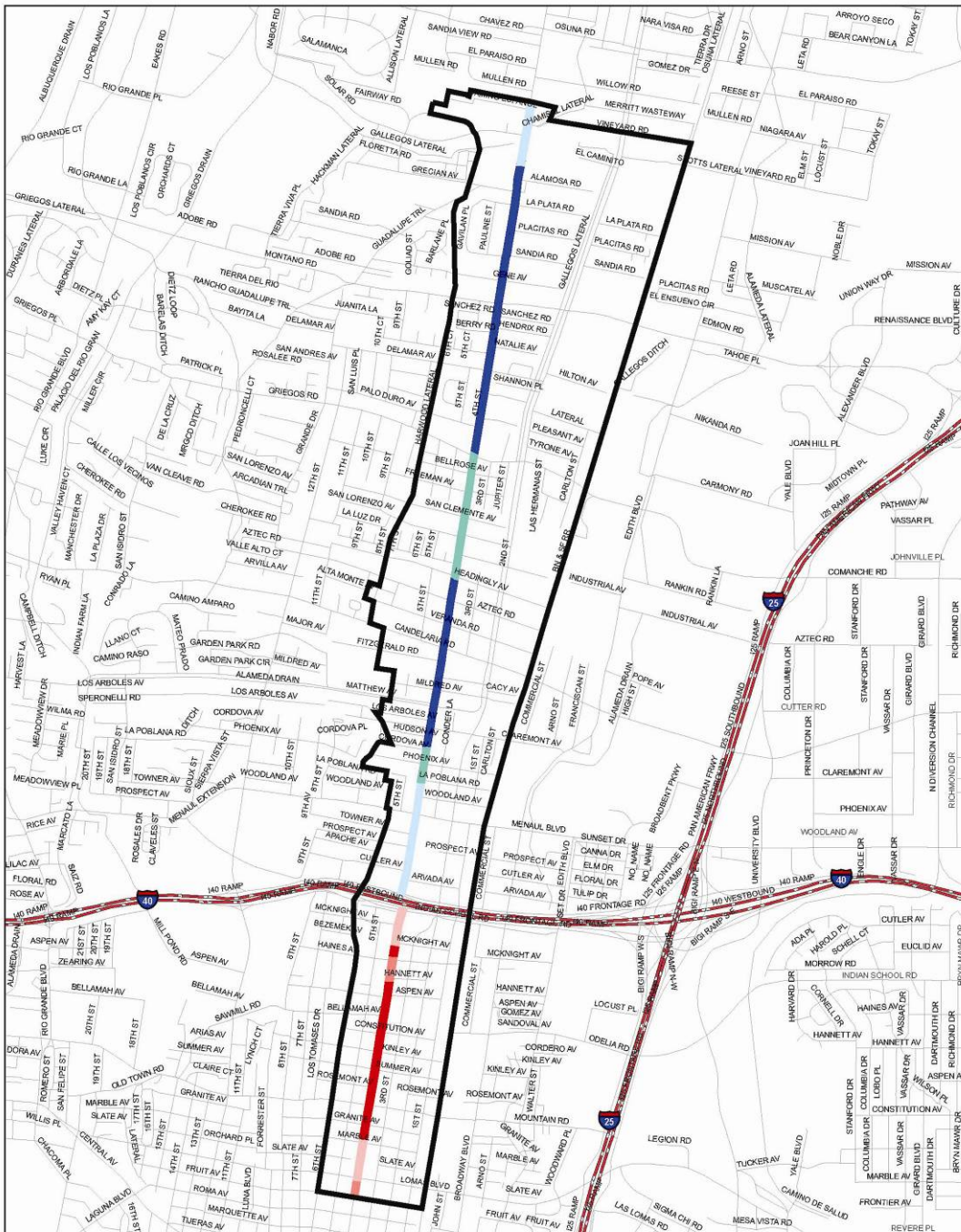
North Fourth Street and North Second Street are “paired streets,” between which access is relatively easy and drivers may choose one or the other to reach the same or similar destinations. Impacts on the flow of traffic on either street will affect the other street. Under the regional functional classification system, North Fourth Street is a minor arterial and North Second Street is a principal arterial. The current volume of traffic carried by the two streets is fairly similar.

North Fourth Street carries more traffic than North Second Street south of I-40, and close to the same volume of traffic north of I-40 even though the capacity of North Second Street is greater.



North Fourth Street handles a lot of traffic from the West Side. According to the Mid Region Council of Government traffic modeling analysis, generalized at a network level, approximately 50% of the contributing traffic on North Fourth Street is entering the corridor from the West Side (south bound a.m. peak traffic). Approximately one quarter of the trips that go on North Fourth Street cross the river on Montaño Blvd. and one quarter cross on Alameda Boulevard. North-bound peak afternoon traffic on North Fourth Street turning left (west) on Montaño Blvd. usually backs up from the left-turn bay into North Fourth Street

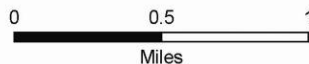
Existing lane configurations on North Fourth Street consist of two-moving lanes south of I-40 and four-moving lanes north of I-40. Turning lanes and on-street parking vary along the corridor, as shown on the map on the following page.



Legend

- 2 Lane only
- 2 Lane w/ parking on one side
- 2 Lane w/ parking on both sides
- North 4th Street Corridor
- Highway
- City Streets
- 4 Lane only
- 4 Lane w/ CTL
- 4 Lane w/ parking on both sides

North 4th Street Area Lane Configurations



Sources:
City Streets/Highway, AGIS, 2005
North 4th Street Corridor, AGIS, 2005



North Fourth Street has poor walkability due to many conditions, including:

- some crumbling sidewalks
- some missing sidewalk links on North Fourth Street and on a number of side streets into adjoining neighborhoods
- obstructions in sidewalks including power poles and other utility installations,
- ADA compliance issues regarding obstructions in sidewalks and crosswalks
- difficulty in crossing streets
- lack of visual interest,
- sense of safety
- speed of traffic excessive for the comfort of pedestrians.

An additional factor that has hindered improvements to walkability is narrow right-of-way widths, making it difficult to fit in broad sidewalks. In many locations, the right-of-way is less than 65 feet, in places only 55 feet. (See map of proposed lane reduction and rights-of-way widths.)

The urban design element of this plan proposes streetscape improvements that will enhance walkability.

Transit

The Route 10 bus on North Fourth Street is the sixth busiest bus route in the city, with 22-minute headways. There are 53 bus stops on North Fourth Street (both directions) within the planning area, averaging one every 428 feet.

Ridership on Top Bus Routes

Route Number	Route Name	Persons Per Day
66	Central	8-9,000
4(140)	San Mateo	2,300
11	Lomas	1,950
5	Montgomery	1,900
	Carlisle	
8	Menaul	1,500
10	North 4 th	1,150

Note: Averages are for 9 months
from August 2003 to April 2004.
Source: Albuquerque Transit Department.

North Fourth Street is designated in the City Comprehensive Plan and the Metropolitan Transportation Plan as a Major Transit Corridor. The Comprehensive Plan indicates that high capacity transit service is possible in the future in the following types of rail or rapid bus.

High capacity urban rail transit includes:

- Light rail (modern streetcar electrically powered)
- Monorail (on single rail, beam or tube).

High capacity bus transit includes:

- Bus rapid transit (frequent, fast service in separate traffic lane)
- Express bus (for commuters, with limited number of stops).

Densities and transit-oriented mixes of activities are needed to support better transit. Local bus service on North Fourth Street with headways of 10 minutes or less will require higher bus ridership generated by higher densities and commercial activities. Express bus, RapidRide or bus rapid transit service on North Fourth Street need to serve a major destination.

Traffic Safety

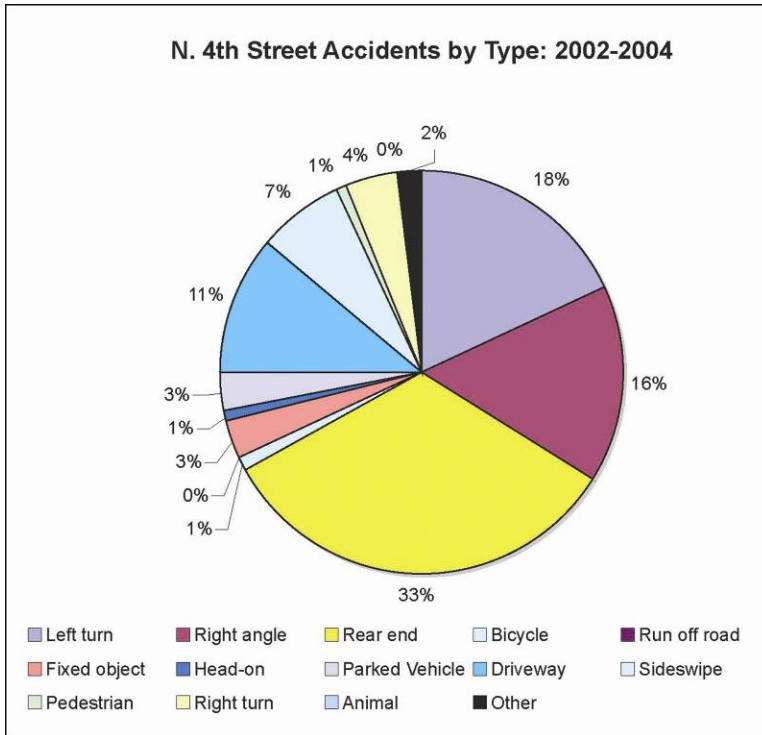
During the six-year period of 1998-2003 the following crashes occurred on North Fourth Street:

- 26 crashes involving pedestrians
- 19 crashing involving bicycles
- 1,522 crashes involving other vehicles.

A more detailed three-year accident analysis (2002–2004) was conducted for the North Fourth Street planning area.

Accident data were obtained from the NMDOT Traffic Safety Bureau and were sorted by type and number of crashes. The top four types of accidents that occurred were rear-end collisions (33%), left turning collisions (18%), right angle collisions (16%), right angle collisions (16%), and driveway-related accidents (11%).

The pie chart below illustrates recent accidents types and percentages.

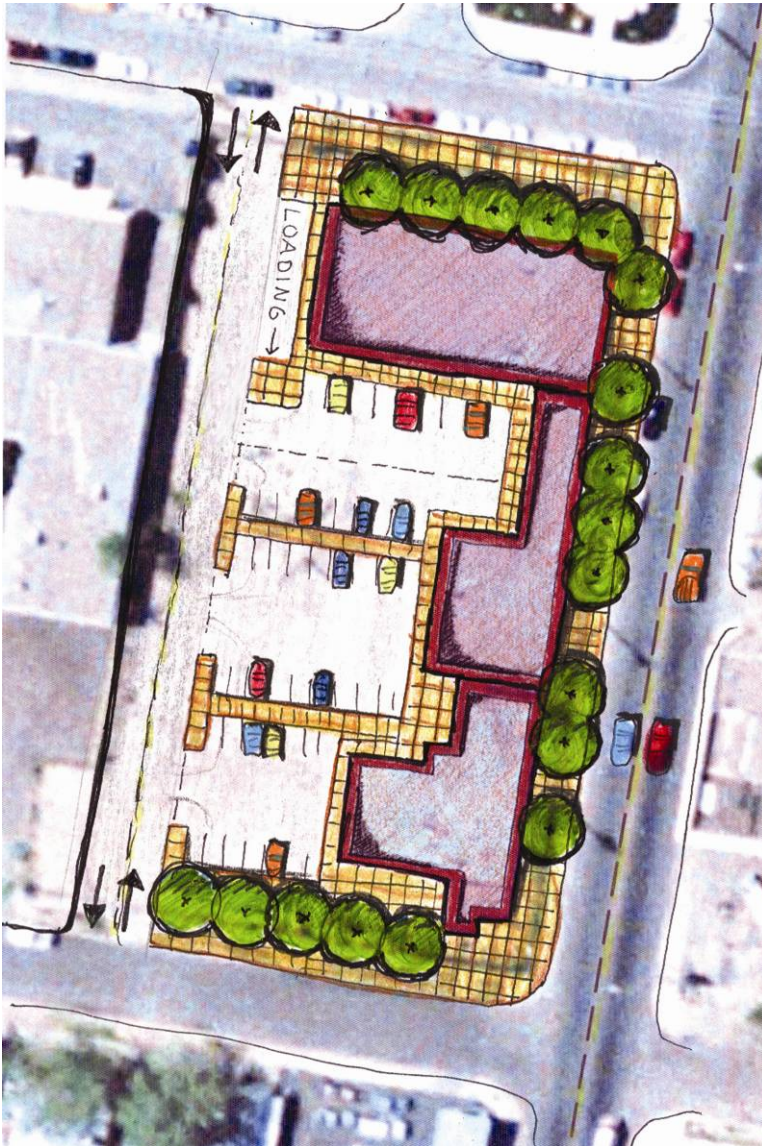


Alleyways

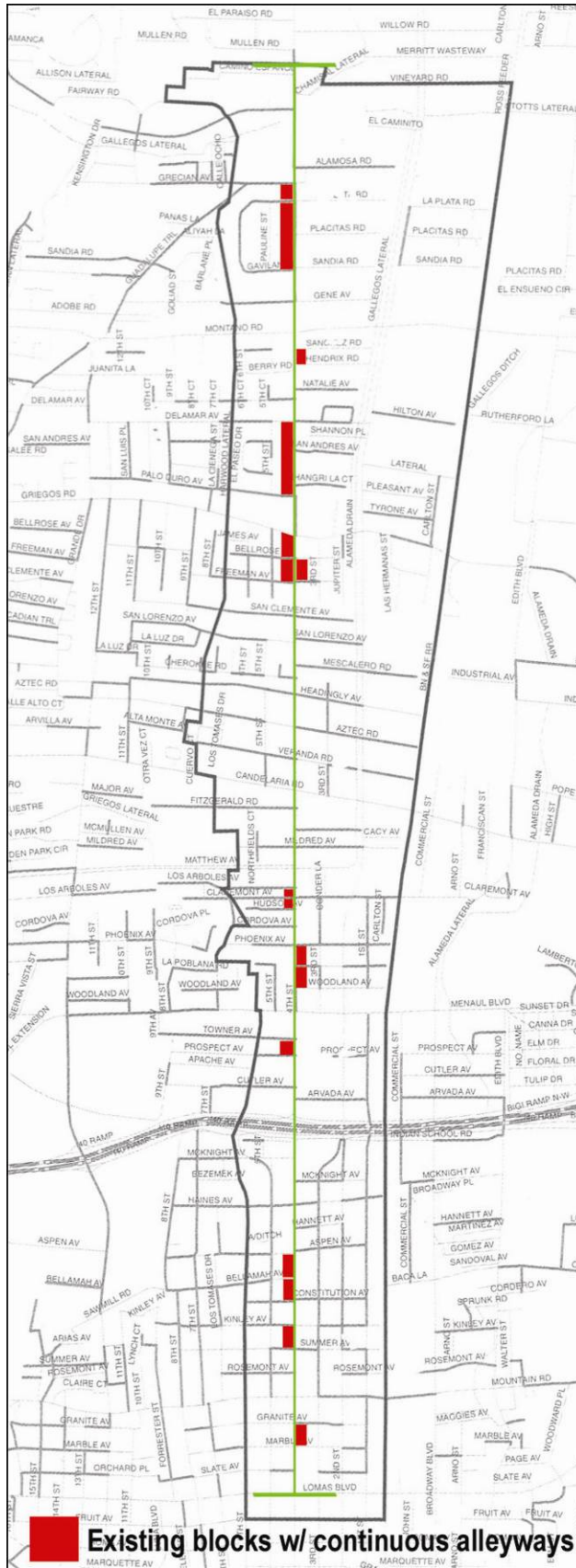
An opportunity exists on North Fourth Street to utilize alleyways for circulation and access to off-street parking. Currently, many properties have parking located in front of their buildings that is approached from Fourth Street.



By relocating parking access off Fourth Street, curb-cuts can be reduced and sidewalks can be installed where available room is currently non-existent.



The map on the following page depicts existing blocks where continuous alleys occur. Although appropriate existing blocks are limited in number, additional blocks could become suitable as redevelopment takes place.



Through-Block Connections

Pedestrian through-block connections are public dedications of rights-of-way for a 10-20' wide pedestrian and bicycle access way to connect to cul-de-sac streets or other local streets to provide public paths creating access to schools, parks, shopping centers, transit stops and other destinations. As North Fourth Street pedestrian-scale shopping areas are improved or developed, opportunities should be identified for creating these connections.

Trails along Ditches:

Access Opportunities for North Forth Street

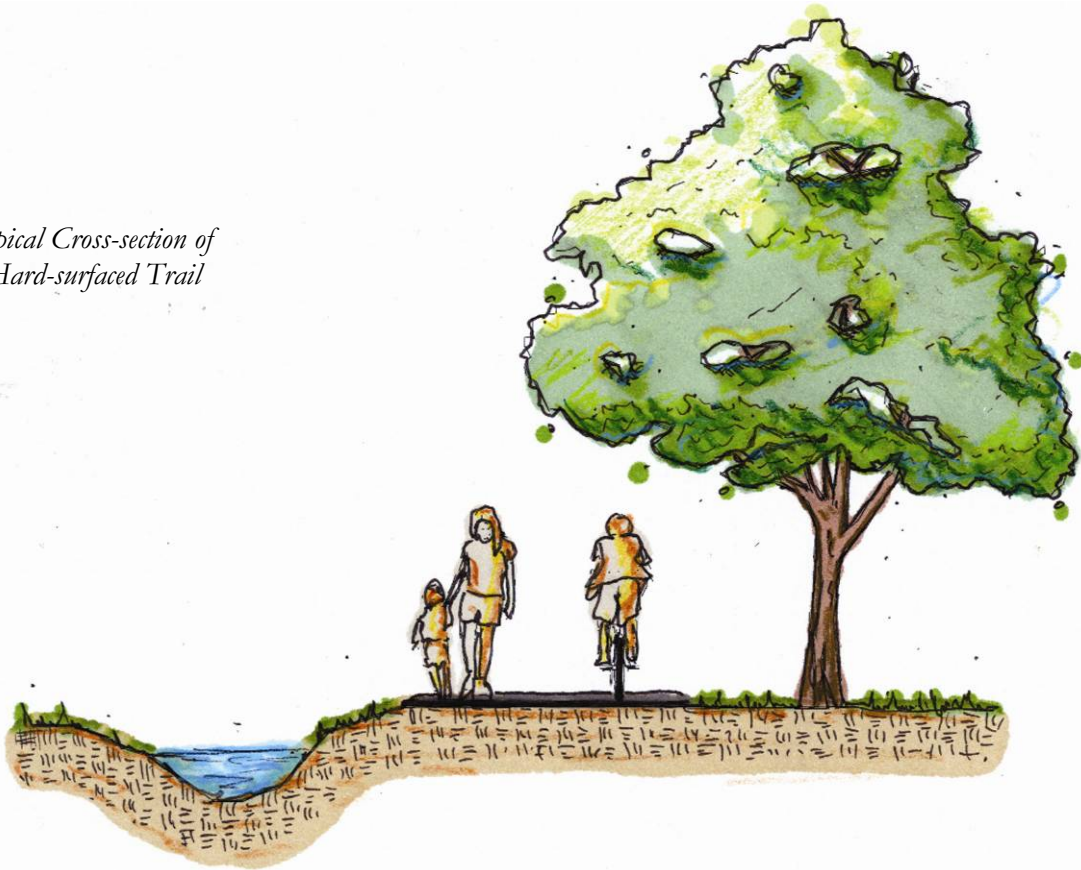
The northern portion of the Valley within Albuquerque still retains a rich and significant set of irrigation laterals, drains and other facilities maintained by the Middle Rio Grand Conservancy District (MRGCD). These facilities provide both existing and potential opportunities as trails to tie the North Fourth Street area to other parts of the Valley. A recommended approach to making better use of the facilities that can make connections to North Fourth Street is:

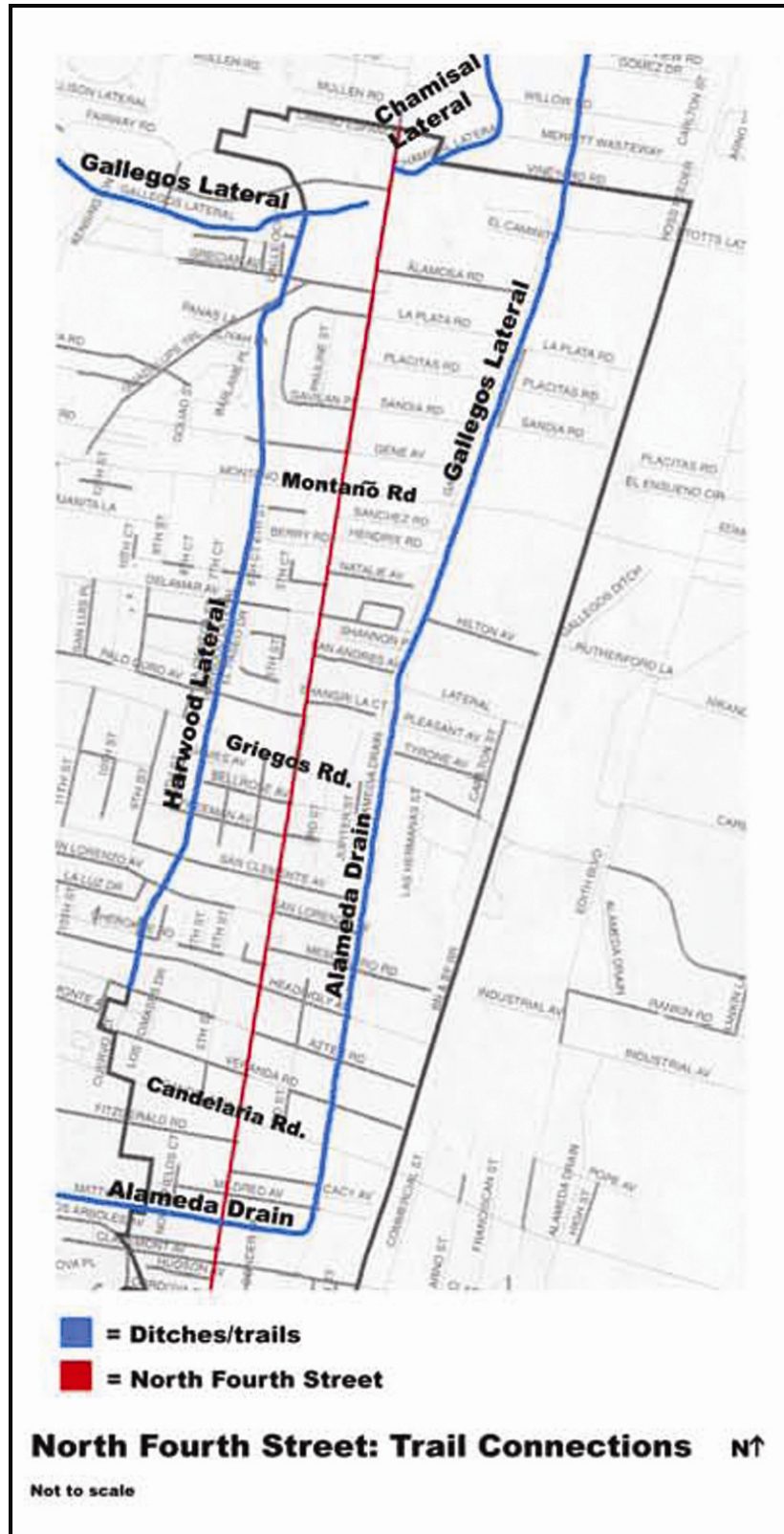
- In general, consider laterals as opportunities for soft-surfaced trails, with trails along drains more appropriately hard-surfaced. Soft-surfaced trails are appropriate for walking, horses and some bicycling. Hard-surfaced trails can accommodate more bicycling, particularly for commuters.
- In terms of phasing:
 - Improve the capacity of the facilities closest to North Fourth Street to serve local residents?

needs for trails, i.e., the Alameda Drain and the Harwood, Gallegos and Chamisal Laterals.

- Work with the MRGCD to improve the ability of other facilities to accommodate trails, particularly in establishing east-west trails connections through the Valley to North Fourth Street.

Typical Cross-section of a Hard-surfaced Trail





F.

Urban Design

In the *June 2006 North Fourth Street Redevelopment Study: Rank III Corridor Plan – Review Draft*, the urban design analysis was approached by dividing the corridor into six sub-areas, or Character Zones, that have some elements of shared appearance, functionality or other issues. The Regulatory Plan, Section III of this document, redefined these character zones into three development districts regulated by a form-based overlay zone. It includes general standards pertaining to density, intensities, heights, landscaping, signage, parking and lighting as well as specific form-based standards for building forms and frontage types. Appendix G shows a cost estimate for making the capital investment in streetscape projects. The following goals and policies, and landscape standards together with illustrative prototypical designs were contained in the June 2006 Review Draft.

Goals and Policies for Urban Design

- 1. Balance all types of traffic on and near North Fourth Street: pedestrian, bicycle, automobile and truck for safety, circulation and aesthetics;**
- 2. Improve multi-modal circulation, safety and accessibility;**
- 3. Make the street beautiful and exciting to invite both area residents and visitors to shop and play;**
- 4. Create a streetscape theme(s) for North Fourth Street;**
- 5. Create opportunities for “sequential shopping;” and**
- 6. Build flexibility into urban design.**

Landscape

For all new development, landscape plant material and associated irrigation shall conform to the standards outlined in the Albuquerque Code of Ordinances. Applicable sections include (but are not limited to):

**Chapter 6 – Article 1, Part 1: Water Conservation
Landscaping and Water Waste**

Chapter 6 – Article 6: Trees, Vegetation and Landscaping

Chapter 9 – Article 12: Pollen Control

**Chapter 14 – Article 16, Part 3, section 10 (14-16-3-10):
Landscaping Regulations**

Illustrations of Urban Design Policies and Standards

This section of the June 2006 Review Draft, contains annotated illustrations of urban design approaches that may be applicable to the redevelopment of North Fourth Street.



Character Zone Illustrations

In the June 2006 Review Draft, the study area was divided into “Character Zones.” The zones were stretches of the study area displaying qualities that differentiate them from the rest of the corridor. Elements that influenced the Character Zone divisions included the number of residences per zone, the types of commercial opportunities in the zone, the existence of vacant or underutilized properties, traffic volumes and circulation issues, and the existence of civic amenities (parks, wide or narrow sidewalks, trails, plazas, etc.) The 2006 draft Corridor report also contained prototypical design illustrations of typical street cross-sections and street enhancements. These illustrations begin on the following page.

Character Zone 1

Location:

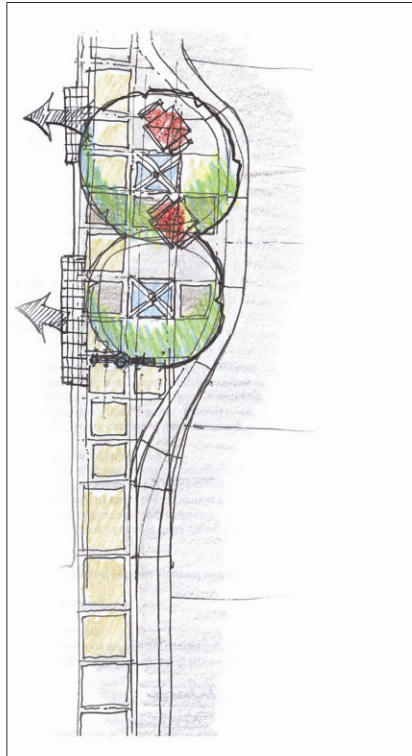
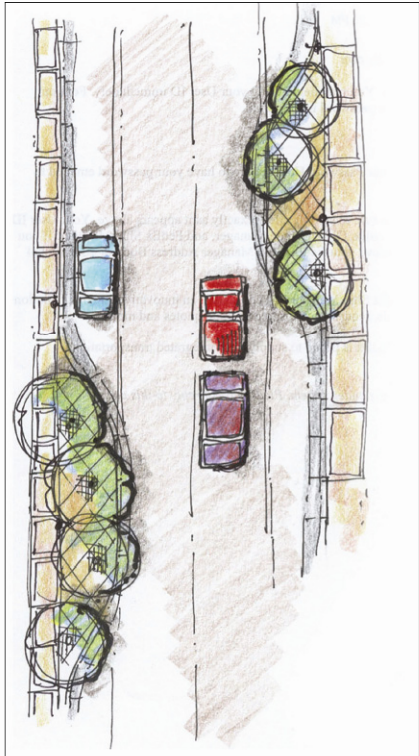
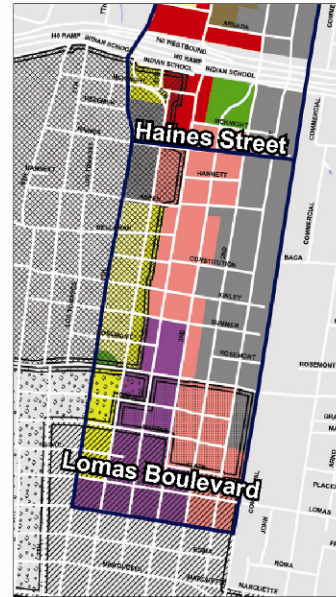
Lomas Boulevard NW to Haines Street NW

Right-of-Way Width Range:

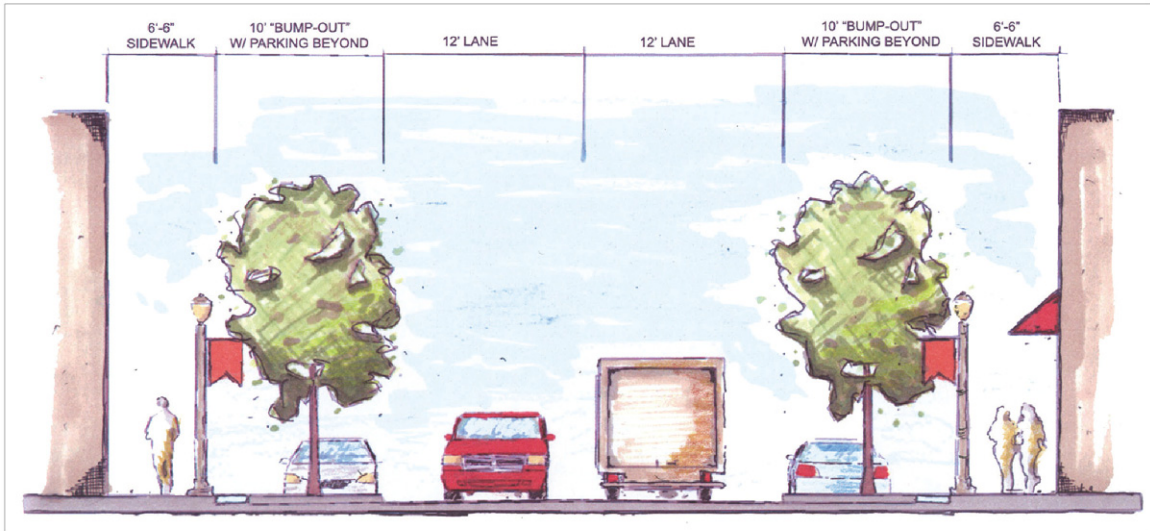
55'-61'

Description:

Character Zone 1 begins at the north edge of Downtown and includes the Courthouse/legal district. The close proximity of Character Zone 1 to the downtown area makes this zone an appropriate location for commercial elements, including small shops and restaurants. Other existing conditions that support sequential shopping are present as well. Many blocks have buildings set side-by-side, creating a continuous façade of storefronts. The height of these buildings and their relationship to the sidewalk are appropriate in regard to pedestrian scale.



Where existing buildings encroach into the public right-of-way, or where existing sidewalk widths are insufficient, “bump-outs” may be used to create the necessary space for accessible sidewalks and pedestrian amenities.



Street Configuration: The current street configuration (one lane in each direction with on-street parking) should remain.



“Bump-outs” may also be created at major intersections. These “bump-outs” serve to define the intersections while shortening the distance pedestrians must travel to cross the street.

Character Zone 2

Location:

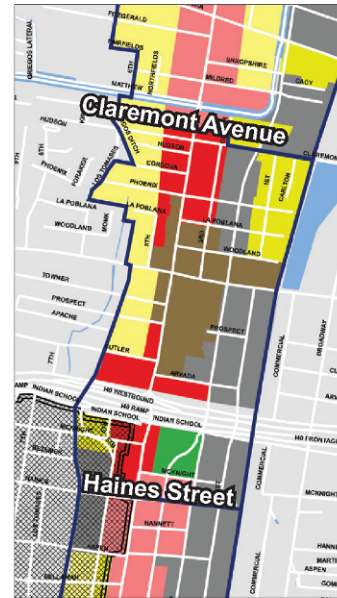
Haines Street NW to Claremont Avenue NW

Right-of-Way Width Range:

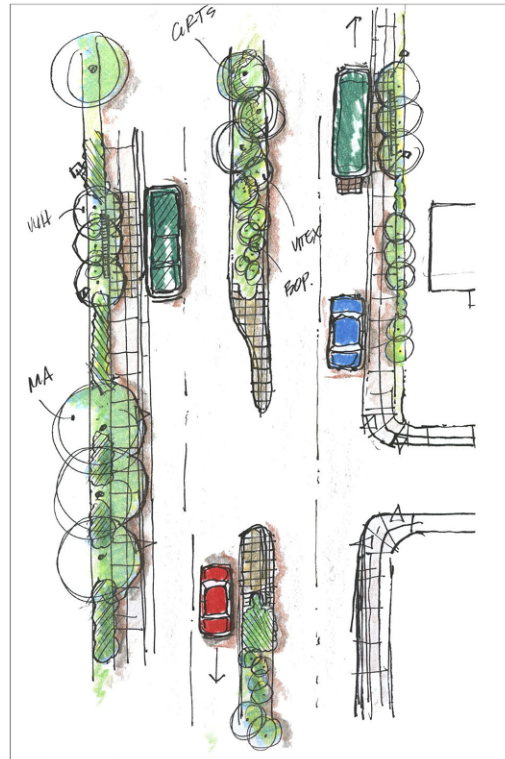
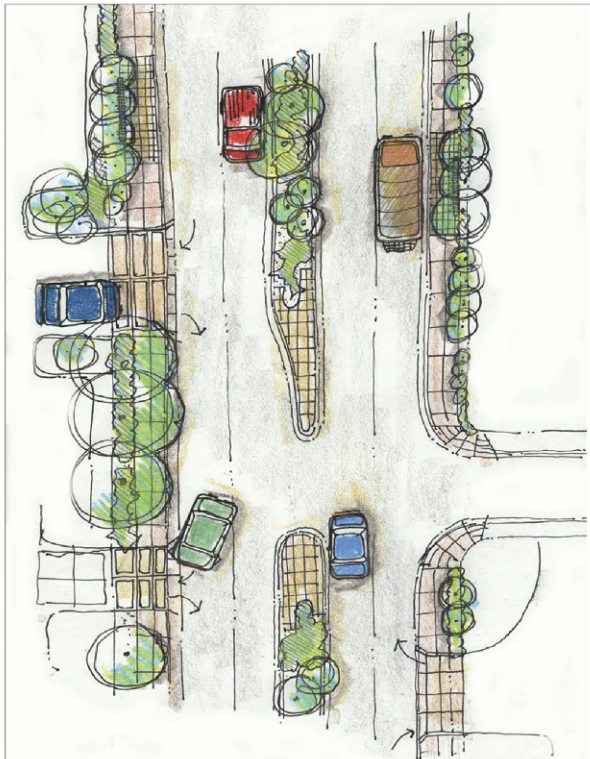
57'-74' (102'-111' @ I-40 intersection)

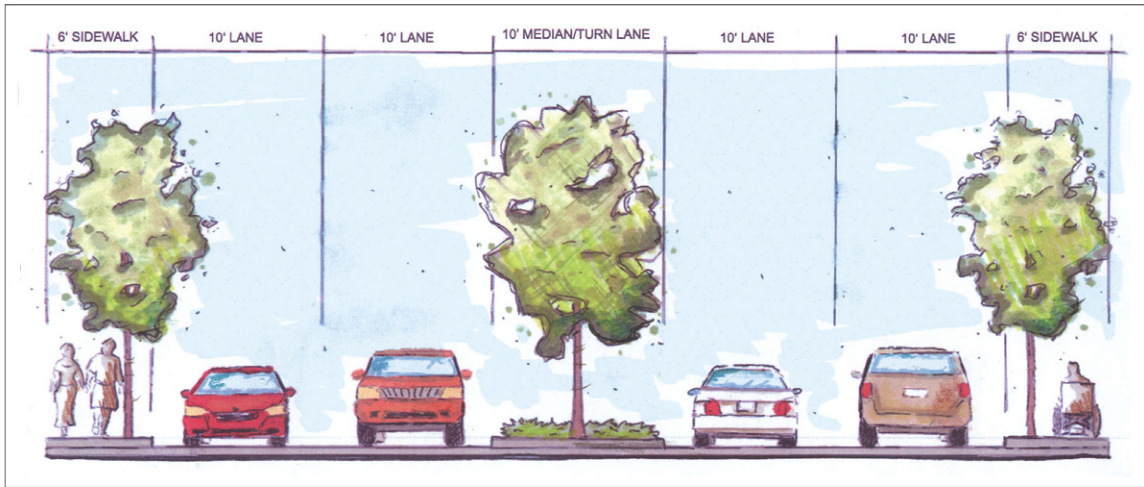
Description:

Character Zone 2 includes commercial uses like the Fourth and Menaul Marketplace as well as Interstate 40 and Coronado Park. Because public open space along North Fourth Street is rare, an effort should be made to make a connection between the Park and Fourth Street. Additionally, the medians, overpasses, and sloped areas associated with I-40 should be landscaped to better incorporate the interstate with Fourth Street. The new I-40 landscaping should be supported with new signage to create a "gateway" to the North Fourth Street Corridor.



These new medians should be discontinuous, to facilitate left hand turning wherever necessary.





Street Configuration: The street configuration should consist of two lanes in each direction with a median or turn lane in between. New landscaped medians can be installed in the turning lane to maximize opportunities for the planting of street trees.

Parkway Landscaping: Due to the large parking lots and minimal existing green space found in this area, it is important to maximize landscaping along Fourth Street. Where sufficient right-of-way exists, parkway landscaping should be installed.



Character Zone 3

Location:

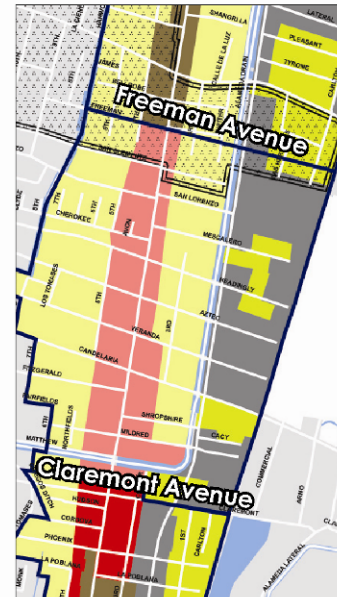
Claremont Avenue NW to Freeman Avenue NW

Right-of-Way Width Range:

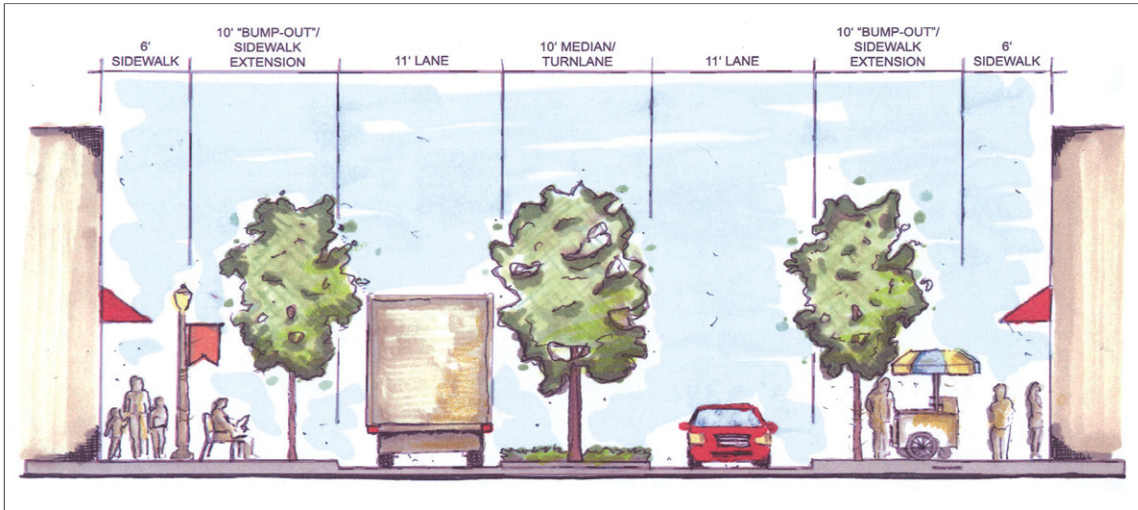
65'-81'

Description:

An opportunity exists in Character Zone 3 to create a pedestrian-friendly area with wide sidewalks, street trees, and other civic amenities.



The recommended street configuration is one lane each direction with a turn lane and discontinuous medians. The addition of “bump-outs” will create opportunities for pedestrian amenities (trees, benches, bike racks, etc.) and allow for on-street parking where “bump-outs” do not occur.



Street Configuration

Where the existing sidewalks are narrow, blocked with utility poles, or are otherwise unfit for pedestrian access, “bump-outs” will allow for wide sidewalks that are ADA accessible.



Character Zone 4

Location:

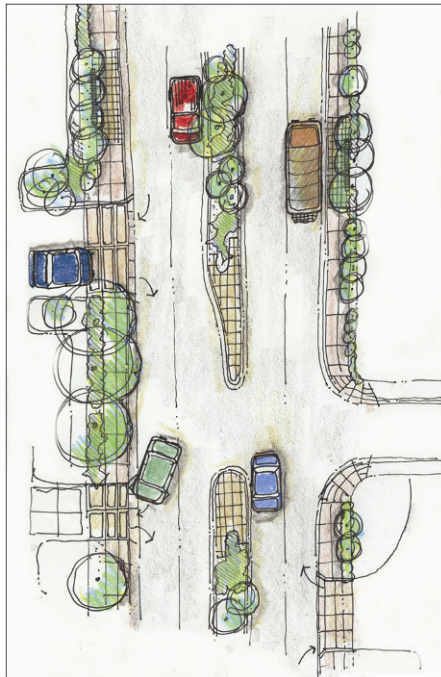
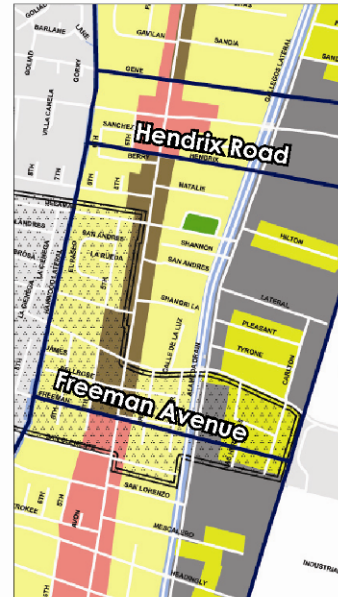
Freeman Avenue NW to Hendrix Road NW
- Arts and Culture District

Right-of-Way Width Range:

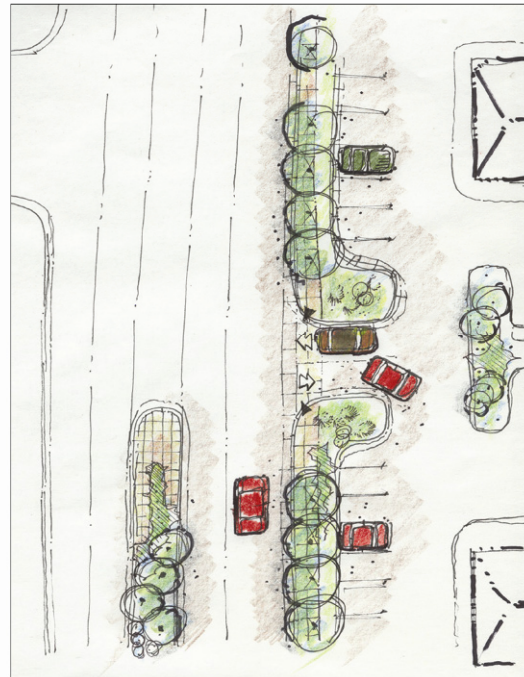
98'-100'

Description:

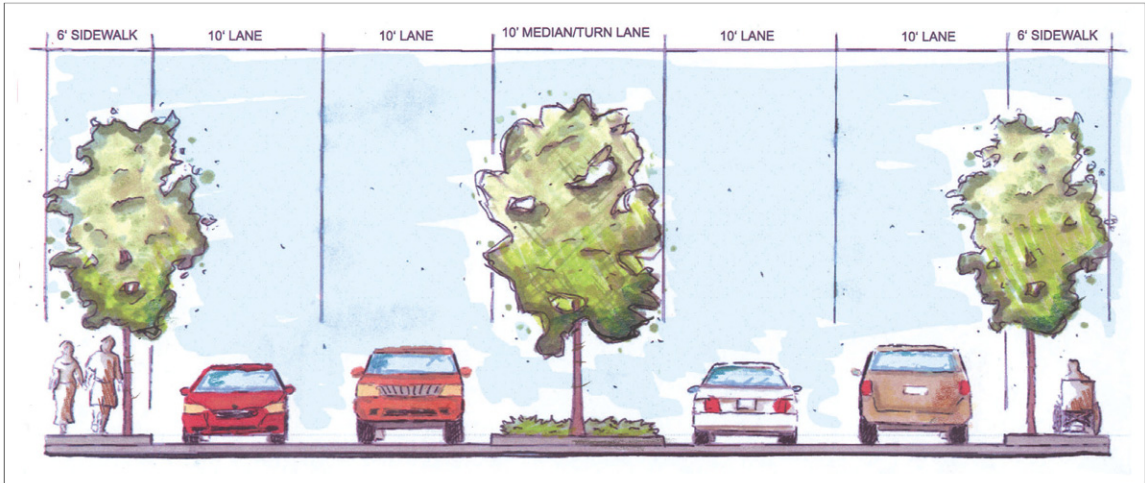
Character Zone 4 contains the VSA North Fourth Art Center. With the recent addition of a theater and gallery, the VSA could serve as a catalyst for other art-based uses in this area. To promote this unique opportunity, streetscape elements in this zone should reflect its artistic character. These elements may include specialized street furniture, creative paving patterns, civic art, and wide sidewalks with an emphasis on strolling.



The recommended street configuration for Character Zone 4 is two lanes in each direction with turning lanes and discontinuous medians.



To promote pedestrian activity in this area, particular attention should be made to the consolidation or reduction of curb cuts.



Street Configuration: Existing sidewalks should be widened and street trees should be planted in the parkways and medians

To incorporate the number of fast food restaurants in this zone, outdoor eating areas should be created adjacent to the revitalized sidewalks



Character Zone 5

Location:

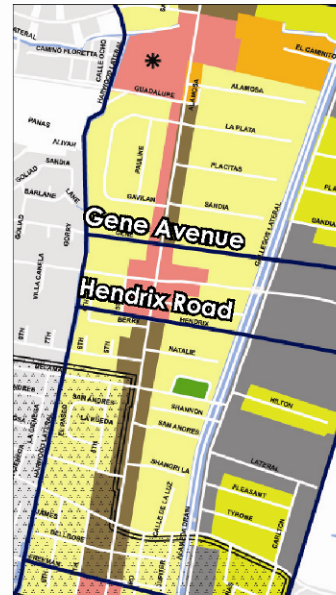
Montaño Intersection

Right-of-Way Width Range:

57' (200' at Intersection)

Description:

Modifications to the intersection at Fourth Street and Montaño Road are currently underway. From the standpoint of continuity on Fourth Street, we have indicated some modifications that may be helpful to this process.



A major aspect of the North Fourth Street Study is to promote pedestrian activity throughout the corridor. A key opportunity exists to connect the residential areas north of Montaño to commercial uses toward the south. Therefore, the modification of Fourth Street and Montaño Road should accommodate traffic needs while emphasizing pedestrian safety and accessibility. Wide, highly-visible crosswalks should be installed to facilitate pedestrian mobility along Fourth Street. Raised medians should be incorporated to provide safety zones for pedestrians crossing the street. These suggestions, coupled with the traffic-calming strategies recommended in this report, should help create an appropriate balance between vehicular and pedestrian needs.





Intersection of North Fourth Street and Montañó Boulevard NW



Graphics Courtesy of 4th and Montañó Coalition

Character Zone 6

Location:

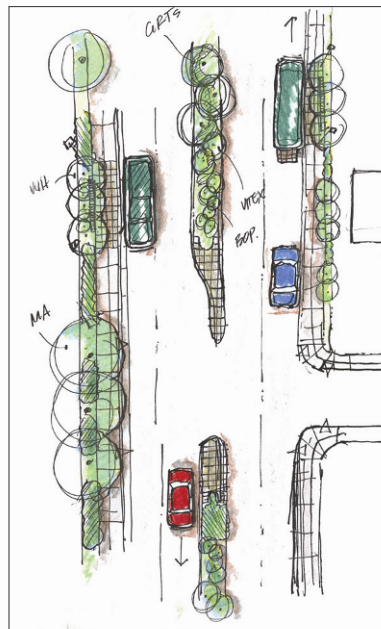
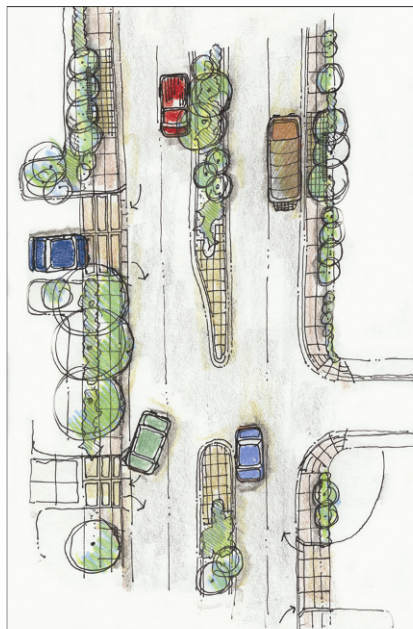
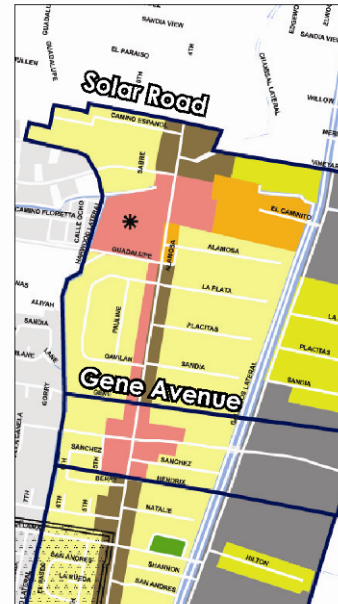
Gene Avenue NW to Solar Road NW

Right-of-Way Width Range:

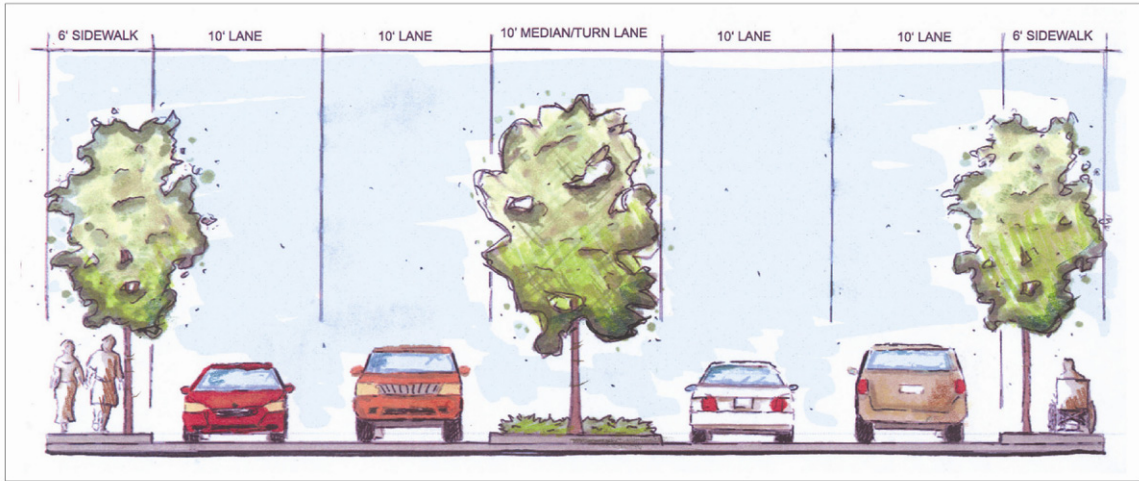
62'-79'

Description:

Character Zone 6 is a largely residential area with commercial elements located along North Fourth Street. The residents of this area have expressed a desire to see the area made more accessible for pedestrian activity. Existing sidewalks in this zone are discontinuous, frequently crossed for vehicular access, or otherwise incomplete. Although there are several issues affecting walkability in Zone 6, the lack of adequate space for sidewalks is perhaps the most limiting. Because of this issue, efforts should be made to maximize every inch of available space. Where it is impossible to create sidewalks within the existing public right-of-way, the City may wish to pursue some type of agreement with property owners to acquire the needed land.

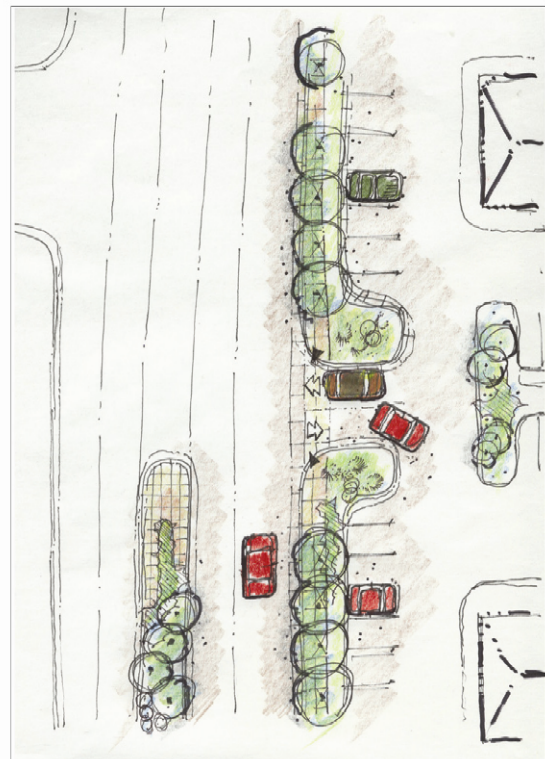


Where adequate space exists (or where space could be created) street trees and other plantings should be installed. On-street parking in Character Zone 6 is not recommended.



Street Configuration: The recommended street configuration for Character Zone 6 is two lanes each direction with a turn lane and discontinuous medians

Some areas of Character Zone 6 contain so many curb-cuts that continuous sidewalks cannot be created without affecting the parking of existing businesses. Efforts should be made to consolidate existing curb-cuts and renovate those that are abandoned. Under utilized property at the sides and rear of these businesses may offer increased capacity for parking, while allowing for sidewalks and landscape areas along North Fourth Street.



G.

Cost Estimate

Cost Estimates for Streetscape Projects

The next pages contain cost estimates developed in 2006 for streetscape projects. The information is presented by Character Zone and is based on the types of improvements that would typically occur if this study's recommendations are followed.

Best Estimate of Costs:

“The following Opinion of Probable Cost is based on the recommended improvements for each Character Zone in the North Fourth Street study area. Due to the conceptual nature of the proposed improvements, this cost estimate does not include the repair, relocation, or upgrade of existing utilities. As recommendations in the North Fourth Street Study become actual construction projects, proper surveys must be conducted to determine the location and condition of existing utilities. Additionally, options for the relocation or consolidation of power lines should be discussed with PNM. All proposed improvements, excluding utilities, are reflected in the Opinion of Probable Cost.”

Additional Note: since 2006, project costs have been accelerating at approximately 5% per year. This rate is subject to change over time, but increases in costs can be anticipated by the time North Fourth Street design projects can be constructed.

Item Description	Qty.	Amount	
CHARACTER ZONE #1			
Costs per typical "block"			
Demolition	LS	\$ 30,000.00	\$ 30,000.00
6' Sidewalk - square feet	4000	\$ 6.00	\$ 24,000.00
Curb and gutter - linear feet	660	\$ 30.00	\$ 19,800.00
"Bump - Outs"	4	\$ 4,000.00	\$ 16,000.00
Irrigation	LS	\$ 40,000.00	\$ 40,000.00
Trees	20	\$ 250.00	\$ 5,000.00
Pedestrian scale lighting	10	\$ 1,500.00	\$ 15,000.00
Site furnishings	LS	\$ 5,000.00	\$ 5,000.00
Traffic control	LS	\$ 10,000.00	\$ 10,000.00
Subtotal			\$ 164,800.00
10% Contingency			\$ 16,480.00
Total per "block"			\$ 181,280.00
	Typical "blocks"		
Total – Character Zone #1	12	\$ 181,280.00	\$ 2,175,360.00
CHARACTER ZONE #2			
Costs per typical "block"			
Demolition	LS	\$ 30,000.00	\$ 30,000.00
6' Sidewalk – square feet	1400	\$ 6.00	\$ 8,400.00
Curb and gutter (median) -linear feet	635	\$ 40.00	\$ 25,400.00
Curb and gutter (sidewalk) -linear feet	233	\$ 40.00	\$ 9,320.00
Irrigation	LS	\$ 40,000.00	\$ 40,000.00
Trees	30	\$ 250.00	\$ 7,500.00
Site furnishings	LS	\$ 5,000.00	\$ 5,000.00
Traffic control	LS	\$ 10,000.00	\$ 10,000.00
Subtotal			\$ 135,620.00
10% Contingency			\$ 13,562.00
Total per "block"			\$ 149,182.00
	Typical "blocks"		
Total – Character Zone #2	10		\$ 1,491,820.00

Item Description	Qty.	Amount	
CHARACTER ZONE #3			
Costs per typical "block"			
Demolition	LS	\$ 30,000.00	\$ 30,000.00
6' Sidewalk - square feet	5500	\$ 6.00	\$ 33,000.00
Curb and gutter (median) -linear feet	613	\$ 40.00	\$ 24,520.00
Curb and gutter (sidewalk) -linear feet	920	\$ 40.00	\$ 36,800.00
"Bump - Outs"	3	\$ 4,000.00	\$ 12,000.00
Irrigation	LS	\$ 40,000.00	\$ 40,000.00
Trees	20	\$ 250.00	\$ 5,000.00
Pedestrian scale lighting	12	\$ 1,500.00	\$ 18,000.00
Site furnishings	LS	\$ 5,000.00	\$ 5,000.00
Traffic control	LS	\$ 10,000.00	\$ 10,000.00
Subtotal			\$ 214,320.00
10% Contingency			\$ 21,432.00
Total per "block"			\$ 235,752.00
	Typical "blocks"		
Total – Character Zone #3	10	\$ 235,752.00	\$ 2,357,520.00
CHARACTER ZONE #4			
Costs per typical "block"			
Demolition	LS	\$ 30,000.00	\$ 30,000.00
6' Sidewalk (repair) -square feet	1050	\$ 6.00	\$ 6,300.00
Curb and gutter (median) -linear feet	435	\$ 40.00	\$ 17,400.00
Curb and gutter (sidewalk) -linear feet	175	\$ 40.00	\$ 7,000.00
Irrigation	LS	\$ 40,000.00	\$ 40,000.00
Trees	20	\$ 250.00	\$ 5,000.00
Pedestrian scale lighting	10	\$ 1,500.00	\$ 15,000.00
Site furnishings	LS	\$ 5,000.00	\$ 5,000.00
Traffic control	LS	\$ 10,000.00	\$ 10,000.00
Subtotal			\$ 135,700.00
10% Contingency			\$ 13,570.00
Total per "block"			\$ 149,270.00
	Typical "blocks"		
Total – Character Zone #4	10	\$ 149,270.00	\$ 1,492,700.00

Item Description	Qty.	Amount	
<i>CHARACTER ZONE #5</i>			
Montaño intersectiton - pending			
<i>CHARACTER ZONE #6</i>			
Costs per typical "block"			
Demolition	LS	\$ 38,000.00	\$ 38,000.00
6' Sidewalk (repair) -square feet	3300	\$ 6.00	\$ 19,300.00
Curb and gutter (median) -linear feet	550	\$ 40.00	\$ 22,000.00
Curb and gutter (sidewalk) -linear feet	550	\$ 40.00	\$ 22,000.00
Irrigation	LS	\$ 40,000.00	\$ 40,000.00
Trees	30	\$ 250.00	\$ 7,500.00
Pedestrian scale lighting	14	\$ 1,500.00	\$ 21,000.00
Site furnishings	LS	\$ 5,000.00	\$ 5,000.00
Traffic control	LS	\$ 10,000.00	\$ 10,000.00
Subtotal			\$ 185,300.00
10% Contingency			\$ 18,530.00
Total per "block"			\$ 203,830.00
	Typical "blocks"		
Total – Character Zone #6	7	\$ 203,830.00	\$ 1,426,810.00
TOTAL – ALL CHARACTER ZONES			\$ 8,944,210.00