

IV. The Plan and Policies



1. Land Use, Zoning, and Housing

1.1 Land Use, Zoning and Housing Goals

The goal is to increase the area’s population to support new and revitalized retail and better transit service along arterial streets while retaining the semi-rural character of the interior. A second goal is to resolve the issue of non-conforming second units with kitchens on single family lots and residences located on land zoned for industrial use.

Most residents of the Near North Valley live within walking distance of one of the neighborhood’s retail areas or activity centers. Community members prefer to attract more residents and employees to the area by allowing higher density housing, mixed-use residential/ office/ commercial development and live/work projects within walking distance of N. 4th and 2nd Streets, while retaining existing residential densities elsewhere. The objective is to eventually add 1,500 more units (about 3,500 more people) the areas within walking distance of the N. 4th St. Corridor area within the Near North Valley Study Area. To this end, the plan recommends legalizing existing second dwelling units with kitchens on single family lots. In addition, much of the area fronting 4th St. and extending to 2nd St. would be rezoned to mixed use.

The plan also recommends rezoning a portion of the neighborhood bounded by 2nd St. and Claremont and Woodland and the railroad from M-1 (light manufacturing) and to RT (residential townhouse) to support the existing land use and established

residences. Policy would continue to require scattered residential units located on industrial land outside the area to seek zone changes on a case-by-case basis.

The community seeks to promote Transit-Oriented Development (higher density mixed use) around the 4th and Menaul intersection to achieve better bus service in the area. Several buildings—the former Larry’s Drive-In and the Stronghurst School—are targeted to be adapted for mixed-use of senior housing. As both of these properties are for sale, however, it will be incumbent upon the City to work with the new owners to achieve these ends. Residents also would like to purchase vacant land for open space or community gardens. Additional actions to support retention of the area’s semi-rural character are found in other parts of the plan.

1.2 Land Use, Zoning and Housing Policies

LUZH1. The City shall legalize existing second dwelling units on single family lots in the Near North Valley through the adoption of new sector plan zoning.

LUZH2. The City shall rezone most of the land along N. 4th and extending to 2nd Street for higher density, mixed use development (see Figure 19).

LUZH3. The City shall promote and support development of a transit-oriented development node at 4th St. and Menaul Boulevard.

LUZH4. The City shall rezone industrial areas to residential uses where this is the current predominant land use.

LUZH5. The City shall support efforts to retain the semi-rural character of the Near North Valley by purchasing open space and encouraging cluster residential development.

LUZH6. The City shall ensure existing properties conform to zoning and building codes and are well maintained.

LUZH7. The City shall support the creation of affordable housing, including senior housing, in the Near North Valley.

LUZH8. The City shall take steps to preserve historic buildings in the Near North Valley.

LUZH9. The City shall discourage walled and gated communities in the Near North Valley.

LUZH10. The City shall take action to restrict the number of billboards in the Near North Valley.

The policies stated above will be implemented through the following recommended actions, which are categorized as regulations, capital improvements, program enhancements and community and private initiatives.

1.3 Recommended Actions

1.3.1 Regulations

1.3.1.a Second Dwelling Units on Single-Family Lots. Legalize existing second dwelling units with kitchens in single family zones (R-1 and RA-2) through the sector plan zoning.

1.3.1.b Gated and Walled Communities. Discourage further development of gated communities in the Near North Valley Sector Plan Area by adopting regulations to require public street connections through subdivisions, access to trails, landscaping along streets and lines of sight in and out of the subdivision as detailed in Section A of the Implementation Chapter.

1.3.1.c Industrial Rezoning. Rezone the single family residential area east of 2nd Street and bounded by the Railroad tracks, Claremont



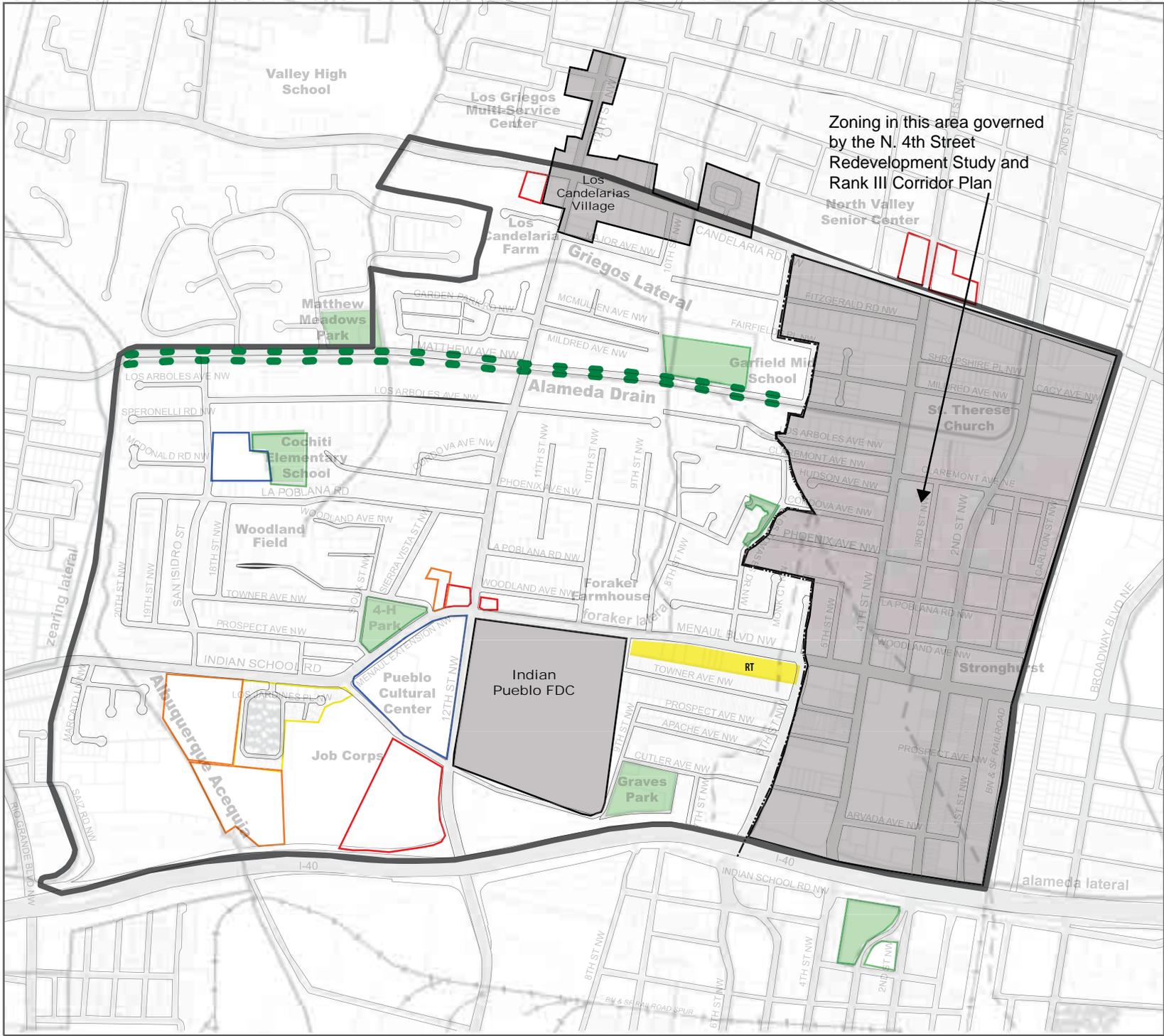
**Figure 20:
Proposed Land
Use/Zoning**

0 500 1,000 Feet



Legend

-  Sector Plan Boundary
-  Los Candelarias MRA Boundary
-  N. 4th Boundary
-  R-T Residential
-  N4-MU Mid-Range Community Mixed Use District
-  R-C Residential/Commercial
-  Finger Parks
-  Park
-  Greenway
-  Ditches & Drains
-  Buried Ditches
- Existing Zoning**
-  Existing Townhomes, SF
-  Existing Park
-  Existing Commercial
-  Existing Industrial
-  Existing Institutional
-  Areas with Adopted Plans



Zoning in this area governed by the N. 4th Street Redevelopment Study and Rank III Corridor Plan



Martin J. Chavez Mayor



5/20/06

Avenue, and Woodland Avenue from M-1 (Light Manufacturing) to RT (Residential Townhouse) to better reflect current land uses and legalize single family dwellings, as well as second dwelling units with kitchens. This action will be implemented through the N. 4th Street Redevelopment Study: Rank III Corridor Plan.

1.3.1.d Mixed Use Rezoning. The following zoning recommendations will be implemented through the N. 4th Street Redevelopment Study: Rank III Corridor Plan:

- **4th Street.** Rezone the 4th Street corridor from 6th Street to 2nd Street to SU-2 N4 M-U (Mid-Range Community Mixed Use District) to allow for mixed use multi-family, commercial and office development. Encourage a “vertical” approach to mixed use, with retail at street level and housing above.
- **TOD.** Create a Transit-Oriented Development node at the intersection of 4th Street and Menaul Boulevard by rezoning the areas to higher density mixed use and implementing roadway and streetscape improvements in 2.2.1.a. The general boundary of the TOD node is Cordova Ave. NW on the north, 2nd Street on the east, a new street north of Cutler on the south, and 6th Street on the west. Some 1,000 to 1,200 units are anticipated in this node.
- **2nd Street.** Rezone the M-1 (Light Manufacturing) designated areas east of 2nd Street between Claremont and Woodland and Menaul and Arvada to RC (Residential Commercial) to allow for

multi-family and mixed use development including a light industrial/office/residential and a live/work “warehouse district” for artists and others to encourage the adaptive reuse of vacant industrial buildings and vacant lands.

- **Menaul Boulevard.** Rezone parts of Menaul Boulevard between the 6th Street and the Railroad tracks from R-1, R-2, and C-2 to N4-MU-TOD (Mid-Range Community Mixed Use Transit-Oriented District) to allow higher density live/work, apartments, office, and commercial mixed use developments. Rezone parcels adjacent to Menaul on the south between 6th and the Indian School Property to RT (Residential Townhouse). Rezone parcels to the west of 5th Street between Menaul and Poblana to RT (Residential Townhouse).

1.3.1.e Signs and Billboards. Amend the City of Albuquerque zoning code (14-16-3-5) General Sign Regulations to restrict replacement of “existing off-premise signs” with “new off-premise signs” to within the Council District in which they were removed. This would require the community to assist in counting the existing number of off-premise signs to determine the existing number of such signs.

1.3.2 Capital Improvements

1.3.2.a Senior Housing. (COA, NNVNA) Work with Albuquerque Public Schools of the new property owner to redevelop the Stronhurst School as senior housing and a park for residents east of Second Street. A portion of the senior housing should be affordable.

1.3.3 Program Enhancements

- 1.3.3.a Code Enforcement.** Improve code enforcement on properties with non-compliant outdoor storage, inadequate screening, and other violations. Conduct area-by-area zoning enforcement “sweeps.”
- 1.3.3.b Historic Preservation.** Conduct a survey to identify properties that are potentially eligible for designation as a national, state, or local historic landmark. Pursue designation of eligible properties.
- 1.3.3.c Historic Preservation.** Provide information on historic property tax credits to owners of historical properties.

1.3.4 Community and Private Initiatives

- 1.3.4.a Senior Housing.** (Private developers, COA) Encourage construction of mixed use development on the site of the former Larry’s Drive-In.
- 1.3.4.b Market Rate and Affordable Housing.** Provide information and technical assistance to landowners/developers to encourage use of existing programs for new mixed income housing.
- 1.3.4.c Agriculture and Open Space.** Encourage a cluster approach in the design of new residential developments and subdivisions by expediting development review of such projects. Cluster developments allows houses to be sited closer together in return for setting aside a portion of the property as open space.

Work with Near North Valley residents to prioritize and preserve vacant parcels as open space or community gardens through the City Open Space Program.



2. Transit Oriented Development

2.1 Transit Oriented Development Goals

The goals are to provide a strong land use and transportation connection at North 4th Street and Menaul Blvd. and support revitalization of North 4th Street, which is a major transit corridor.

Many public and private efforts, including this sector plan, are underway to revitalize the long neglected N. 4th Street. The City of Albuquerque/ Bernalillo County Comprehensive Plan designates N. 4th Street as a major transit corridor. The existing bus routes and proposed bus routes in the Short-Range Transit Plan are north/ south along 2nd, 4th and 12th Streets and east/ west along Candelaria Road and Menaul Blvd.

The North Street Redevelopment Study – Rank III Corridor Plan recommends policies and actions to revitalize the N. 4th Street from Lomas Blvd. north to the city limits near Solar Ave. It further recommends parts of N. 4th Street for Metropolitan Redevelopment Area designation. The Near North Valley Sector Plan, as well as the North 4th Street Plan, recommends mixed uses including residential along 4th Street and Menaul Blvd.

The development of the old Indian School property by the Indian Pueblos Federal Development Corporation will provide about 3,000 jobs within a half mile of walking/ biking distance from the 4th Street and Menaul Boulevard intersection and residential area north of Menaul and west of 12th Street.

The proximity of Menaul Blvd. and N. 4th Street area to downtown, Old Town, University of New Mexico and many cultural activities such as Albuquerque Museum, Bio Park, Natural History Museum of New Mexico and zoological park, further support this area as a prime location for a Transit-Oriented Development (TOD). The proposed TOD is recommended as a community activity center to be

called Valley Circle. The proposed mixed use zoning in the area allows uses that the local residents and residents of the city would use. The community expressed interest in dry cleaning, hair salon, restaurants, bookstore, and Xerox copying store.

Design Concept

The TOD promotes commercial retail at the street level, offices on the 2nd floor and two levels of residential above. The proposed zoning allows

mixed-use development up to a height of 48 feet. It is not mandatory to build all buildings four stories. The idea is to build quality design that is close to the street.

A variety of residential types are expected and encouraged. For example, four-story mixed use could be built along 4th Street and Menaul. Townhomes, garden apartments or two to three-story residential could be built along 3rd St., giving it a more residential character as shown in the before and after pictures.

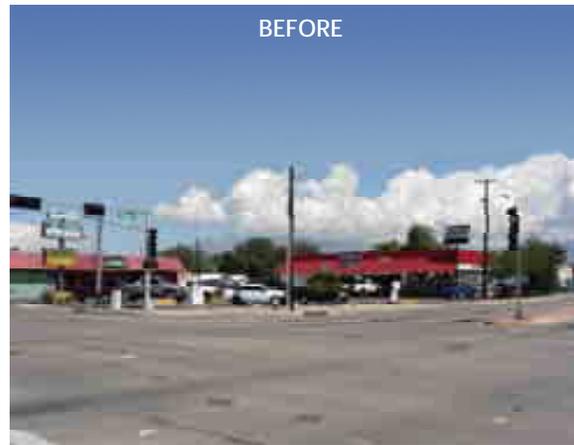


Photo: City of Albuquerque

NE Corner 4th & Menaul



Photo: City of Albuquerque

3rd St. to North





Valley Circle: A Transit Oriented Development

The right of way in this segment of 4th Street varies from 57 – 74 feet. For 4th Street to remain four lanes and provide an 8 -10 feet wide sidewalk—a minimum requirement for pedestrian movement in a TOD—additional right-of-way may be required at some places. A street cross section is recommended until the Great Street Facilities Plan is completed. Due to limited right-of-way, the businesses are required to provide awnings for shade instead of street trees.

Newspaper vending machines and trash receptacles shall be provided at the bus shelters.

2.2 TOD Policies

TOD 1. The City shall develop a transit-oriented development node at 4th Street and Menaul Blvd. The general boundary of the TOD node is Cordova Ave NW on the north, 2nd Street on the east, a new street north of Culter on the south, and 6th Street on the west.

TOD 2. The City shall develop financial incentives to promote the residential development as part of mixed-use.

TOD 3. When financial subsidies are provided by the City in the TOD, a minimum of 20 percent residential units shall be provided, consistent with the Federal affordability standards.

TOD 4. The City shall facilitate creation of new streets to provide better access as well as on street parking along side streets to support N. 4th Street revitalization.

2.3 Recommended Actions

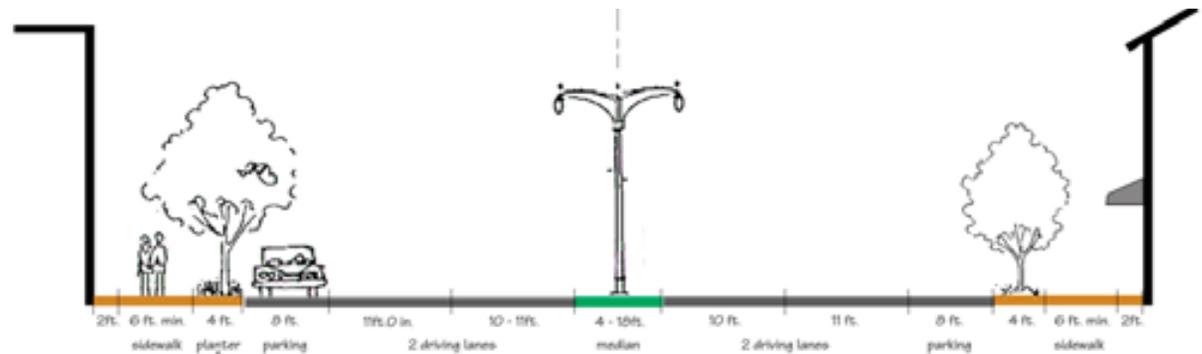
2.3.1 Short-Term Capital Improvements

2.3.1.a 4th Street and Menaul Blvd Roadway Improvements. (City) Undertake design development of the 4th Street and Menaul Blvd. area, including the feasibility of roundabouts, streetscape design and medians, sidewalks, street lighting, transit stop placement and shelter design, on-street parking, street crossings and signage.

2.3.2 Program Enhancements

2.3.2.a TOD Implementation. (City/Neighborhood) Continue to work with the businesses along the N. 4th Street and Menaul Boulevard in implementing the TOD.

2.3.2.b Design Standards. (City) Develop TOD design standards including a streamlined approval process for projects that meet standards.



Notes:

1. Sidewalk width, clear of any objects, should be increased based on available right-of-way width and intensity of adjacent land uses.
2. Four feet landscaping strip for street furniture, e.g., trees, news paper vending machines, trash receptical, pedestrian lighting.
3. On Fourth Street NW where right-of-way is narrow to allow on-street parking; parking is proposed on side streets.
4. Where right-of-way is not wide enough for a row of trees, awnings shall provide shade, especially on Fourth Street and Menaul Boulevard.

Valley Circle TOD
Menaul Boulevard & 2nd Street Cross Section



3. Economic Vitality

3.1 Economic Vitality Goals

The goal is to increase opportunities for small business owners and entrepreneurs and promote revitalization by improving the physical character of the area’s activity centers and providing other support for local businesses.

Community members seek to promote economic development and revitalization by creating an environment where local entrepreneurs and neighborhood-serving businesses flourish. Residents wish to attract and support small-scale businesses that fully meet their daily needs and enhance community life, such as bookstores, coffee shops, restaurants, gyms, cleaners, beauty shops, reproduction shops, clothing stores, furniture stores, banks, grocery stores, and farmers’ markets to the Near North Valley.

Businesses should cluster in commercial activity centers that share parking, reduce curb cuts, and are served by improved transit service and pedestrian walkways. Residents envision small-scale, locally-owned, neighborhood-serving commercial revitalization along 4th St. and in the Los Candelarias Village Center, and larger-scale, regionally-serving businesses near I-40 and Menaul. Recommendations to achieve this focus on redevelopment strategies, physical improvements to the built environment, and the development and promotion of services for business-owners. Recommendations in other parts of the Plan also support economic development; for example, increasing the population in desired areas, proposing transit-oriented development and mixed use along the 4th St. Corridor, creating supportive vehicle, transit, and foot traffic patterns, and eliminating crime and vagrancy.

3.2 Economic Vitality Policies

EV1. The City shall promote redevelopment and revitalization of both the North 4th Street Corridor and Los Candelarias Village Center as activity centers

for neighborhood-serving retail and services by implementing both the Los Candelarias Village Center and MRA Plan and the N. 4th Street Redevelopment Study: Rank III Corridor Plan.

EV2. The City shall promote transit-oriented development at the 4th St. and Menaul Blvd. node (See TOD1 policy and recommendations 1.3.1.d, 2.3.1.a, 2.3.2.a and 2.3.2.b for implementation).

EV3. The City shall seek Metropolitan Redevelopment Area designation for part of N. 4th Street as specified in the N. 4th Street Redevelopment Study: Rank III Corridor Plan.

EV4. The City shall commit capital improvements funding to acquire and rehabilitate blighted property and make streetscape improvements to promote redevelopment and revitalization in the Near North Valley area.

EV5. The City shall promote use of shared parking and consolidation of driveways along commercial frontages, especially along the I-40 frontage road.

EV6. The City shall provide a process for streamlined approvals of desirable development projects that meet the requirements of this plan, the N. 4th Street

Redevelopment Study: Rank III Corridor Plan, and the Los Candelarias Village Center and MRA Plan.

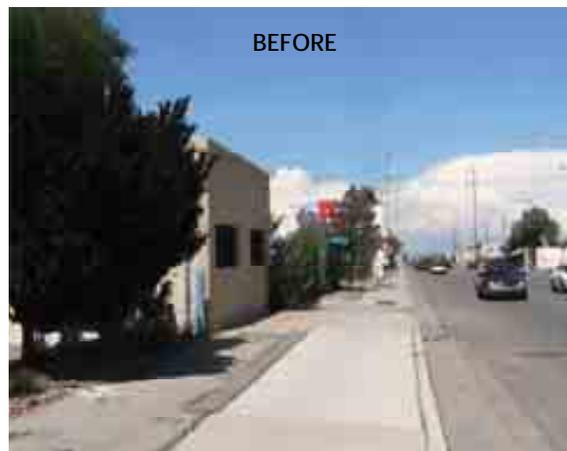
EV7. The City shall support development of small, locally owned businesses in the Near North Valley.

EV8. The local community and local businesses should work together on initiatives and projects to support local businesses.

3.3 Recommended Actions

3.3.1 Regulations

3.3.1.a MRA designation. Include in the MRA designation proposed by the N. 4th St. Redevelopment Plan the transit-oriented development node at 4th St. and Menaul Blvd. (Bounded by Cordova Ave. on the north to 2nd Street NW, south along 2nd to Woodland, east along Woodland to the railroad tracks, south to Menaul; Menaul west to 2nd Street, 2nd south to just north of the Garcia Tent property, east to 6th Street NW, and north to Cordova Ave.) to give the City tools to use public investment to stimulate private investment. Establish tax increment financing (TIF) to allow money from increment increases to be used as conditions improve.



North 4th to North

Photo: City of Albuquerque



3.3.2 Capital Improvements

3.3.2.a Streetscape Improvements. Make streetscape improvements along 4th Street to enhance the appearance and promote business development in this area, including landscaped medians; shielded, pedestrian-friendly themed lighting; themed signage; continuous sidewalks; shaded benches; public art; on-street parking; bulb-outs; and minimal cut-outs as called for in the N. 4th Street Redevelopment Study: Rank III Corridor Plan.

3.3.2.b Catalytic Projects. Use City-funded General Obligation bonds, CDBG and HUD funds and grants to acquire and redevelop blighted properties to help catalyze private investment in the area. Current projects in the area are the former Larry's Drive-In (for senior housing) and the Stronghurst School (for park to serve the community east of 2nd Street).

3.3.3 Program Enhancements

3.3.3.a Façade renovations. Provide façade renovation and landscape improvement funds in the form of grants or low-interest loans to new and existing businesses in the Near North Valley.

3.3.3.b Incentives. Provide interest subsidies or other financial incentives to small and locally-owned businesses looking to locate in the Near North Valley. Encourage owners and developers to provide small, affordable spaces for local business owners/entrepreneurs.

3.3.4 Community and Private Initiatives

3.3.4.a Vacant Buildings. (Neighborhood Association, private businesses) Support efforts to rehabilitate existing commercial structures and vacant buildings for their reuse.

3.3.4.b Business Association. (Local business owners). Reactivate the 4th Street Merchants Association for mutual support among business owners. Use the association to develop a joint marketing program for local businesses and to guide, support and implement the Plan.

3.3.4.c Community and Business Organization (Local property and business owners). Consider forming a financially sustainable merchants/community organization that could implement a Business Improvement District, apply for certification as a MainStreet program, or form a Community Development Corporation.

- A Business Improvement District (BID), modeled after the Downtown BID implemented by the Downtown Action Team, is a special district that assesses additional property taxes or gross receipts taxes on an area to finance specific services and improvements, such as clean-up, special events, and security/social services patrols. Under State law, only those properties that directly benefit are taxed.
- Certification as a Main Street Program can enable organizations to receive training and small amounts of State funds for infrastructure improvements and cooperative promotion of businesses, such as signage, banners, advertising and special events.

- A Community Development Corporation (CDC), is a non-profit organization focused on a project or area for redevelopment that can seek funding from HUD, federal sources, and some City affordable housing funds.

3.3.4.d Business incubator. Publicize the small business incubator being built on Broadway and Lomas operated by WESST Corp. to support the start-up of small, locally-owned businesses and to assist in the provision of affordable spaces and technical and clerical support for these businesses. The organization should also work on business retention and recruitment for the Near North Valley area.

3.3.4.e Siroli Grant. (Near North Valley Neighborhood Association in partnership with N. 4th Street Merchants Association) Investigate the requirements for and benefits of applying for a grant to the City for economic assistance by the Sirolli Institute.

3.3.4.f Information for businesses. Make information about how to start a small business or mobile vending business available at Los Griegos Health and Social Services Center.

3.3.4.g Local Shopping Needs. (Neighborhood Association) Survey residents to find out what types of businesses are most desired and actively recruit those businesses.



4. Transportation Systems

4.1. Roadway Goals

The goal is to move vehicular traffic efficiently through the area while safely accommodating walking, bicycling, transit and other modes of travel.

Fast-moving traffic and traffic noise are serious issues in the Near North Valley. They are further compounded by a lack of street connections and inadequate opportunities to cross streets safely to reach major destinations such as schools, religious institutions and community centers. Residents also experience traffic-related problems stemming from neighborhood cut-through traffic, speeding, lack of landscaping, absence of medians, inadequate street lights, and insufficient stop signs. This Plan as well as the N. 4th Street Redevelopment Study: Rank III Corridor Plan, recommends ways to slow traffic and foster a pedestrian-oriented environment. The Plan recommends shopping destinations along N. 4th Street and a transit-oriented mixed-use development at Menaul and N. 4th Street. It recommends several mid-block crossings to promote safe access to schools and other destinations for students and other pedestrians. Other strategies such as bulb-outs, speed humps, street trees, bike lanes, roundabouts and lower speed limits are also recommended to help calm traffic.

A lack of street connectivity also hampers access to the 4th Street commercial area and dispersal of traffic or block “circling” to find a parking space near shopping. The plan strategically recommends adding connections between streets when feasible, particularly near 4th Street, to form more of a traditional grid to aid motorist and pedestrian circulation. The addition of side streets will also provide on-street parking opportunities. The Plan also recommends constructing cul-de-sacs to help motorists turn around on streets that dead end into the railroad tracks.

In addition, the Plan proposes roundabouts as a way of calming vehicular traffic while allowing a more constant flow of vehicles. Properly designed roundabouts facilitate safe pedestrian movement. The only movement allowed after entering or exiting from a roundabout is a right turn. The slow speed and right turn movement significantly reduce crashes that result in injury.



Photo: Kimley-Horn and Associates Inc.

Roundabout

The US Department of Transportation Federal Highway Administration in its brochure on roundabouts recognizes the following benefits:

Benefits of Roundabouts

Lives saved

- Up to 90 percent of fatalities
- 76 percent reduction in injury crashes
- 30-40 percent reduction in pedestrian crashes
- 75 percent fewer conflict points than a four-way intersection

Slower vehicle speed

- More time for drivers to judge and react to others cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

Efficient traffic flow

- 30-50 percent increase in traffic capacity

Reduction in pollution and fuel use

- Improves traffic flow for intersections that handle a high number of left turns
- Reduces need for storage lanes

Money saved

- No signal equipment to install and repair
- Savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- Service life of 25 years (vs. the 10-year service life of signal equipment)

Community benefit

- Traffic calming
- Aesthetic landscaping

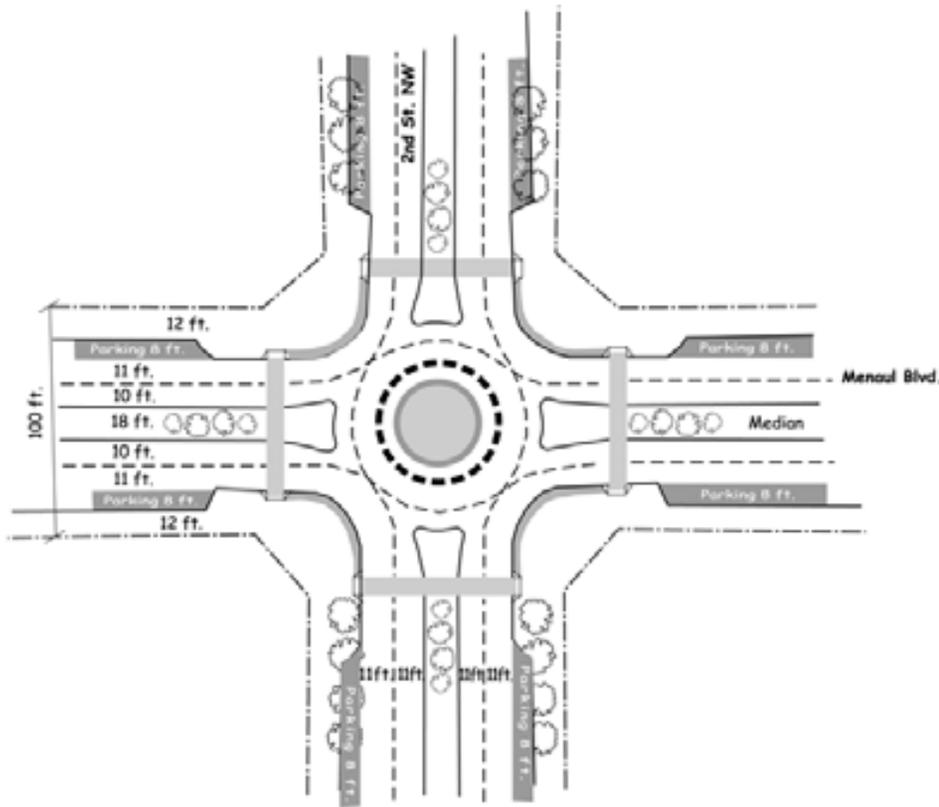
THE PLAN AND POLICIES

The Plan proposes several roundabouts in the Near North Valley area to address neighborhood concerns such as traffic congestion and speed. Please see map in Figure 22a for locations of roundabouts. The proposed roadway system and safety improvements also support the Transit-oriented Development

at 4th Street and Menaul Boulevard by creating a safe and comfortable pedestrian environment and vehicular movement. The Plan recommends that the City conduct a feasibility study of roundabouts when designing 2nd, 4th, 6th and 12th Streets, Menaul Boulevard and Candelaria Road.

The two plan views – a roundabout at 2nd Street and Menaul Boulevard and the intersection at 4th Street and Menaul—detail the sidewalk, driving lanes and median widths. The right-of-way width varies for 4th Street and Menaul Boulevard, therefore the sidewalk and median widths will be adjusted accordingly. Alternatively, additional right-of-way may be acquired through acquisition or easement.

Roundabout at Menaul Blvd. & 2nd St. NW



Menaul Blvd. & 4th St. NW

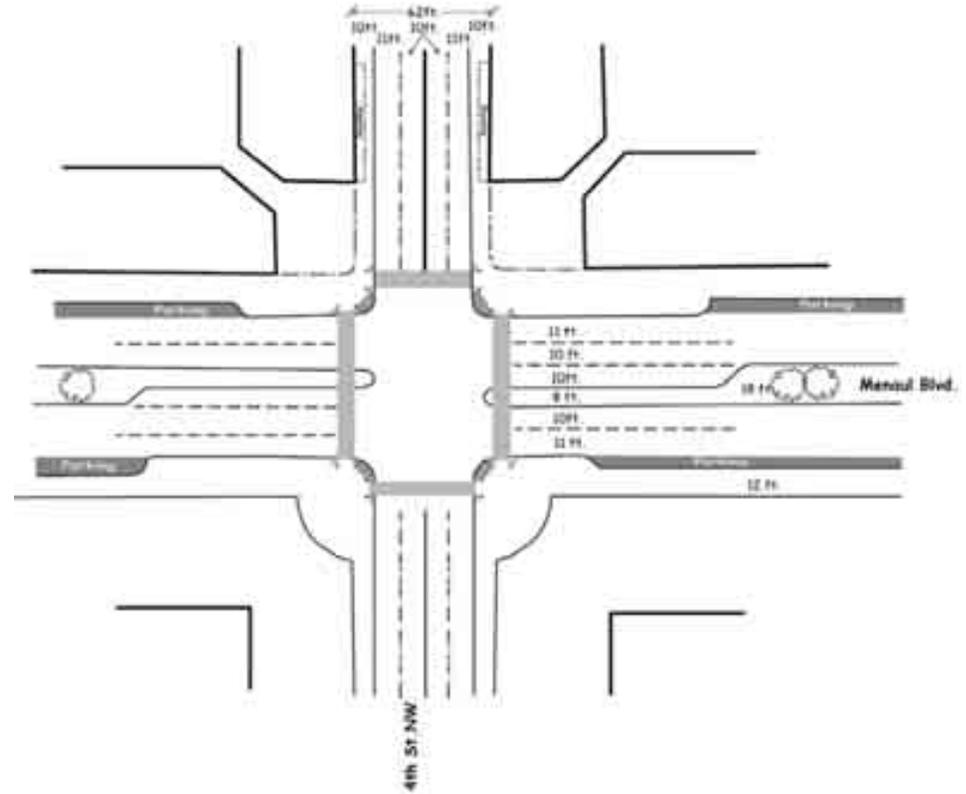


Figure 21: Roundabout Sketches



4.2 Roadway Policies

- R1. The City shall conduct a feasibility analysis of narrowing part of 4th Street to two lanes to help create a walkable, attractive shopping area with access to transit.
- R2. The City shall strive to calm traffic along routes to schools, churches and other community facilities and create safe crossings to schools.
- R3. The City will incorporate into street design appropriate streetscape features such as landscaped medians, landscape strips, bike lanes, on-street parking, and stop signs to reduce speeding and improve circulation.
- R4. The City when feasible will create new streets near 4th Street to provide better neighborhood access to the commercial street, distribute traffic through the area, provide additional on-street parking, allow drivers to circle the block to find parking, and offer more route options to pedestrians and bicyclists.
- R5. The City will evaluate the feasibility of installing roundabouts at several intersections, as proposed, to improve traffic flow and capacity without adding traffic lanes.
- R6. The City and Mid-Region Council of Governments shall re-evaluate expanding 2nd Street to six lanes, after Edith Boulevard from Candelaria to Montano is widened from two lanes to four lanes.
- R7. The City will develop policies to consolidate curb-cuts/driveway accesses and provide shared parking in commercial areas.
- R8. The City shall evaluate ways to improve traffic flow in the Near North Valley while improving safety and discouraging traffic from cutting through neighborhoods.

4.3 Roadway Recommended Actions

4.3.1 Short-Term Capital Improvements

- 4.3.1.a 4th Street Narrowing.** Study the feasibility of narrowing 4th Street to two lanes to calm traffic and help create a pedestrian-friendly shopping area.
- 4.3.1.b Safe Routes to School.** Develop safe routes to school. Evaluate mid-block crossing of Candelaria Road at 7th Street, 4th Street at the Alameda Drain/Mildred and Menaul Blvd. west to 8th Street for safer pedestrian access to Garfield Middle School and St. Therese School and Church. Develop a neighborhood traffic management program.
- 4.3.1.c Four-way stop.** Evaluate the intersection at 7th Street/Fitzgerald Road to determine whether a four-way stop is warranted.
- 4.3.1.d Traffic calming on Los Arboles and Mildred Avenues.** Implement a Neighborhood Traffic Management Program to discourage speeding on these roads.
- 4.3.1.e 8th and 9th Streets Traffic Study.** Study ways to improve turning onto Menaul Boulevard from 8th and 9th Streets.

- 4.3.1.f San Isidro Street.** (Near North Valley Neighborhood Association, the school principal, the City) Sponsor a meeting with the parents whose children attend Cochiti Elementary School and live in the neighborhood, nearby residents and City staff to explore the area's traffic issues and develop a Neighborhood Traffic Management Program.
- 4.3.1.g Railroad Street Dead ends.** Study ways to facilitate vehicles turning around on streets that dead end at the railroad tracks, such as cul-de-sacs.
- 4.3.1.h Towner.** Develop a Neighborhood Traffic Management Program to deter cut-through traffic on Towner between 6th Street and Menaul Blvd.
- 4.3.1.i Claremont.** Should the Mid-Region Council of Governments and the New Mexico Department of Transportation decide to close Claremont to vehicle traffic crossing the railroad tracks, consider installing a traffic signal or roundabout at Claremont and 2nd Street to provide access to and from the area between 2nd Street and the railroad tracks.
- 4.3.1.j Love's Truck Stop:** The City Traffic Engineer, New Mexico Department of Transportation should study traffic ingress and egress from the truck stop to address conditions identified by the community.



4.3.2 Long-Term Capital Improvements

4.3.2.a New streets. As properties in the vicinity of 4th and Menaul are redeveloped, secure right-of-way to create a grid of local streets (new streets) continuing the pattern of _____ foot blocks in the area (See Figure 22a).



Photos: Dan Burden

Mid-block crossings can offer refuge to bicyclists and pedestrians.

4.3.2.b Roundabouts. Evaluate the feasibility of and construct roundabouts at the following intersections to improve traffic flow while slowing the speed in the transit-oriented development at Menaul and 4th Street: along a new street north of and parallel to Cutler at 6th, 4th, and 2nd Streets and along Menaul Boulevard at 6th and 2nd Streets (See Figure 22a), and 2nd Street and Claremont.

4.3.2.c Curb-Cuts/ Driveways. Work with property owners to consolidate driveway accesses along 2nd Street, 4th Street, Menaul Boulevard, Candelaria Road and the I-40 frontage road. The objective should be no more than one curb cut per block on the frontage road between 1st and 12th Streets.

4.3.2.d Shared Parking. Promote shared parking along Menaul Boulevard, 2nd and 4th Streets in new mixed use developments.

4.3.3 Program Enhancements

4.3.3.a Speed Limits. Enforce the area speed limits, particularly on arterials, through periodic monitoring and traffic citations.

Table 10: Near North Valley Proposed Major Roadway Improvements

ROADWAY	SEGMENT	DESIGNATION	EXISTING LANES	NNV PROPOSAL	ADDITIONAL NNV PROPOSALS
N. 4th Street	I-40 to Claremont	Major Transit Corridor	4 lanes- 2 each way	Feasibility study of narrowing to 2 lanes, roundabout at Candelaria	Widen sidewalks, add street trees where possible
2nd Street	I-40 to Candelaria	Express Corridor/ Principal Arterial	4 lanes-2 each way, narrow medians	Retain 4 lanes, landscape median	Feasibility study of bikeway connection between Alameda Drain at Mathew and 1st Street at Arvada. Reevaluate proposal to expand to 6 lanes, roundabout at Claremont
Menaul Blvd.	East of 12th to 9th	Minor Arterial/Enhanced Transit Corridor	4 lanes-2 each way; sidewalk on s side/ ditch on north side	2 travel lanes, 2 bike lanes, planted median	Roundabout at 12th, 6th, 2nd Streets
Menaul Blvd.	9th to east	Minor Arterial/Enhanced Transit Corridor	4 lanes-2 each way; sidewalk on north and south	4 lanes, 2 each way, bike lanes	Roundabouts at 6th and 2nd Streets
Menaul Extension	West of 12th	Minor Arterial	4 lanes-2 each way	2 travel lanes, 2 bike lanes, planted median	Roundabout at Indian School, On-street parking lanes both sides
Candelaria	Railroad to 12 th	Principal Arterial	4 lanes-2 each way	4 lanes-2 each way, add bike lanes, planted median	Widen sidewalks, add landscape strip, trees
Candelaria	12 th to Rio Grande	Minor Arterial	4 lanes-2 each way, left turn lane at 12 th / bike route	4 lanes- 2 each way, bike lanes	
12 th Street	Candelaria to Menaul	Minor Arterial	2 travel lanes/turn lane/2 bike lanes	Narrow travel lanes, widen bike lanes, narrow turn lane	Widen sidewalks, add landscape strip, trees

Express Corridor: Limited access, higher speed roadways; separate bike and pedestrian trails

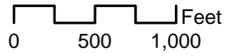
Major Transit Corridor: Provide level of transit service competitive with autos, improve pedestrian opportunities.

Major Arterial: Serves primarily regional traffic

Minor Arterial: Serves primarily local traffic

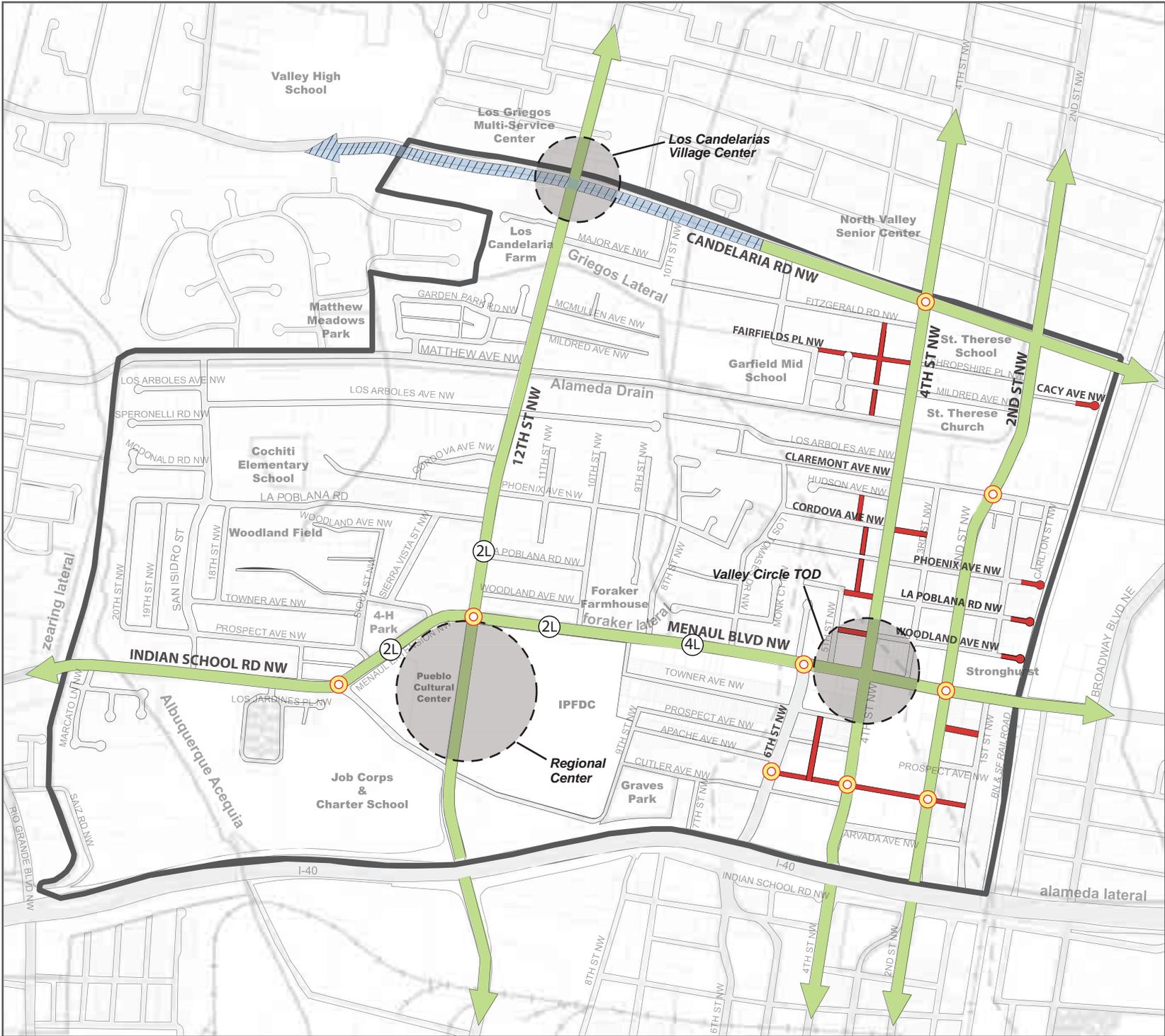


Figure 22a:
Proposed Roadway
System



Legend

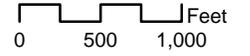
- Sector Plan Boundary
- New Streets
- Roads for Proposed Streetscaping
- Existing Streetscape
- Roundabout
- Cul-de-Sac
- Two-lane Road
- Four-lane Road
- Activity Center



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Figure 22b:
Proposed Safety
Improvements



Legend

- Sector Plan Boundary
- Four-way Stop Sign
- Three-way Stop Sign
- Safe Street Crossing
- Slow Traffic
- Street Lights
- Activity Center




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Table 11: Near North Valley Proposed Minor Roadway Improvements

ROADWAYS	STREET PROPOSALS	OTHER PROPOSALS
N. 4 th St.	Add a mid-block crossing in the vicinity of Alameda Drain / Mildred Ave. Add a Safe Street crossing between Prospect and Towner Aves.	Widen sidewalks, add street trees where feasible. Add bus shelters and street furniture.
Mildred Ave.	Slow traffic on Mildred west of 4th St., using speed bumps, Children-at-Play signs, and street trees.	
Los Arboles Ave.	Slow traffic on Los Arboles between San Isidro Street and 12th Street using speed bumps, Children-at-Play signs, and street trees.	
Claremont Ave.	Add pedestrian crossing at BNSF Railroad.	
1st Street	Slow cars at 1 st and Poblana Road	Add street lights between Woodland Ave. and Cordova Ave.
Candelaria Rd.	Add a Safe Street crossing at 7th Street	Add street lights.
7th Street	Upgrade to a four-way stop at 7th and Fitzgerald.	
Menaul Blvd.	Add a mid-block crossing at 8th Street Study ways to improve turning onto Menaul from 8th and 9th Streets, possibly by adding a turning lane.	
Towner Ave.	Slow traffic on Towner west of 6th Street, using speed bumps and Children-at-Play signs.	
San Isidro Street	Upgrade to a four-way stop at La Poblana Road Consider the feasibility of constructing a roundabout at San Isidro and Indian School Rd.	Meet with parents of Cochiti Elementary students, residents, and school personnel to explore traffic issues and come up with solutions.
6th Street	Study the intersection of 6th and I-40 to determine how to improve the line of sight from the freeway ramp, and better accommodate truck traffic.	
8th Street	Add a three-way stop at Eighth and Cordova Ave.	
New streets	Install new connecting streets near 4th Street to create a better traffic grid. (See map for locations).	Construct roundabouts where proposed new street north of Cutler intersects with 6th, 4th, and 2nd Streets
Cul-de-sacs	Add cul-de-sacs at Cacy Ave., Phoenix Ave., La Poblana Road, and Woodland Ave. where these streets dead-end at the railroad tracks.	



4.4 Transit Goals

The goal is to improve public transportation in the Near North Valley by providing direct and more efficient routes to major destinations and making bus stops more comfortable and accessible.

Some bus routes in the area are one-way loops, resulting in long travel times. In addition buses frequently break down and are in poor condition. N. 4th Street has over 90 bus stops within a four-mile distance from Lomas to Solar Road, further slowing the travel time. On the other hand, people like to have bus stops as close as possible to their homes and work places. The existing bus stops, however, offer no seating, route information or shelter and are difficult to reach due to poor street crossings. Public transit, whether local or express buses, the RapidRide, or future light rail, offers an opportunity to provide potentially faster modes of transportation as well as reduce traffic congestion.

The City's Transit Department has a Short-Range Transit Plan that has tried to address some of the above issues. N. 4th Street is a major transit corridor and this Plan takes advantage of the improved transit plan and proposes a denser mixed use Transit-Oriented Development node to further support better transit in the 4th and Menaul area by developing a critical mass of riders.

4.5 Transit Policies

T1. The City shall create two-way, shorter transit routes through the Near North Valley to improve travel times and connect destinations.

T2. The City shall upgrade bus stop amenities and provide safety for transit users in the Near North Valley. The amenities include but are not limited to bus shelters, benches, signage, route information and trees.

4.6 Transit Recommended Actions

4.6.1 Capital Improvements

4.6.1.a Amenities at Bus Stops. Build amenities at area bus stops, including benches, shelters, timetable displays, and landscaping. Establish priorities among the stops based on the number of riders waiting.

4.6.1.b Street Crossings near Transit Stops. Conduct a study identifying areas where it is difficult or dangerous for pedestrians to cross major roads to reach bus stops, and make needed improvements such as marked mid-block crossings and crosswalks with pedestrian-activated crossing signals.

4.6.2 Program Enhancements

4.6.2.a Shorter 4th Street Bus Route. Implement the Short-Range Transit Plan proposal to create a turnaround at Montano.

4.6.2.b 12th Street Loop. Replace circuitous 12th Street Loop with a bus route that travels north and south on 12th and turns around at Griegos.

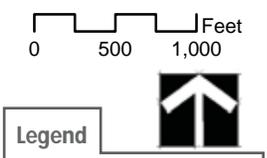
4.6.2.c Extended Menaul Boulevard Bus Route. Extend the Menaul Boulevard route to Rio Grande Boulevard, and include in the 2030 Metropolitan Transportation Plan and the 2006-2011 Transportation Improvement Plan.



Photo: Kimley-Horn and Associates Inc.

Bus shelter and street furniture

**Figure 23:
Proposed Transit Plan**



Legend

- Sector Plan Boundary
- Existing Bus Routes
- Existing Bus Stop

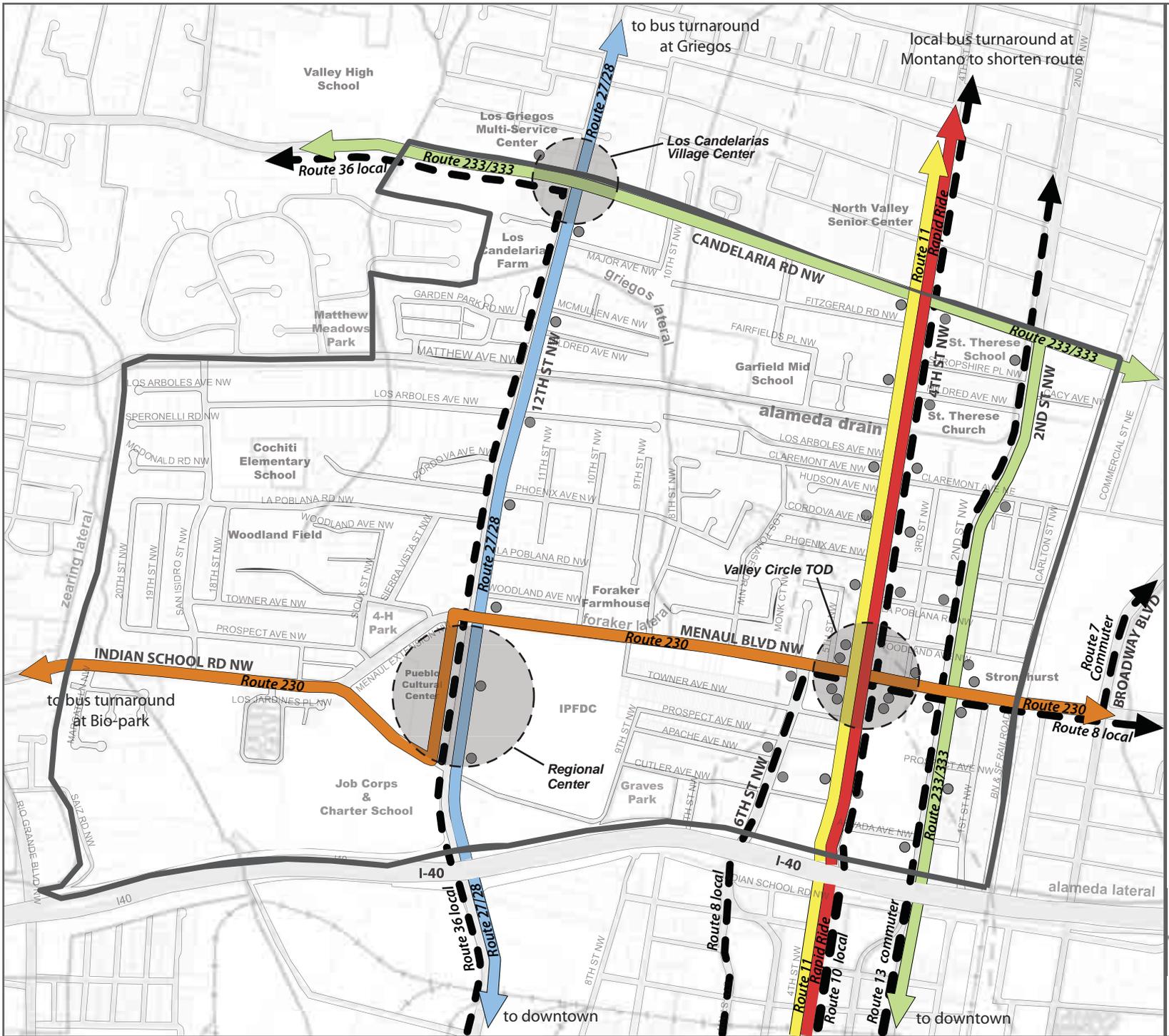
Bus routes proposed in Short Range Transit Plan - 2006

- Route 230
- Route 233/333
- Route 11
- Route 27/28

- Rapid Ride
- Activity Centers

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4.7 Pedestrian, Bicycle and Equestrian Goals

The goal is to develop a safe, comfortable and pleasant network of pedestrian, bicycle, and equestrian pathways in the Near North Valley.

Wide traffic lanes, speeding traffic, narrow sidewalks filled with obstacles, and few bike lanes leave little room for the pedestrian and bicyclist to feel comfortable and safe along major roads in the Near North Valley. Further, the built environment is designed to be used by those traveling by car, and distances are too large to be friendly to bicyclists and pedestrians. Wider sidewalks, dedicated bicycle lanes, off-street paths along irrigation ditches/drains, traffic calming bulb-outs and landscaped medians and carriage strips would provide the needed infrastructure to foster these travel modes. The area also provides a unique opportunity to formally develop a system of pathways along the irrigation drains and ditches.

4.8 Pedestrian, Bicycle and Equestrian Policies

PBEC1. The City when making roadway improvements to facilitate automobile traffic, shall provide for safe, comfortable facilities for bicycle, pedestrian and transit movement.

PBEC2. The City shall construct new sidewalks and repair or rebuild existing sidewalks in the Near North Valley when any street reconstruction and repair is undertaken. Making sidewalks ADA accessible is the first priority.

PBEC3. The City shall take steps to improve pedestrian safety in the Near North Valley by calming traffic, adding streetlights, establishing mid-block crossings, and buffering pedestrians from the street by adding on-street parking, landscape strips, bicycle lanes and pedestrian-activated traffic lights.

PBEC4. The City shall work with the appropriate agencies to develop a safe and pleasant trail system for pedestrians, cyclists, and equestrians, using the acequia (ditch) system.

4.9 Pedestrian, Bicycle and Equestrian Recommended Actions

4.9.1 Capital Improvement

4.9.1.a New sidewalks. Develop sidewalks where none currently exist in the Plan area, particularly along the north side of Manual from 8th to 12th Street. Sidewalks should be a minimum of 6 feet wide, and preferably 8 feet wide in the Transit Oriented Development area, to promote pedestrian use.

4.9.1.b Sidewalk Improvements. Rebuild existing sidewalks to meet handicap accessibility (ADA) requirements. Widen existing sidewalks to a minimum width of 6 feet, and preferably 8 feet where possible. Reconstruct existing driveway entrances to accommodate

wheelchairs and strollers. Remove obstacles on sidewalks that block pedestrian circulation (such as mailboxes). Table 12 describes specific pedestrian improvements that must be made during the reconstruction of all the streets.

4.9.1.c Pedestrian Buffers. Provide landscaping and other streetscape improvements along major streets such as enhanced medians, trees, carriage strips and/or on-street parking to make them more attractive and to provide vehicle buffers and refuges for pedestrians.

4.9.1.d Street Lighting. Add pedestrian-oriented street lighting along sidewalks of major streets where none currently exists, especially around bus stops and future transit-oriented development. First Street between Claremont and Woodland is identified for street lighting in the short term-time frame.

4.9.1.e Pedestrian Crossings. Identify safety issues



Photo: Sites Southwest

Existing sidewalks are narrow and next to traffic



Photo: Dan Burden

Proposed sidewalks with landscape strip and trees buffer pedestrians from traffic



THE PLAN AND POLICIES

related to important crossings, such as those connecting schools, churches, stores and transit stops. In particular, crossings at 4th Street and Mildred, Candelaria and 7th Street and 8th and Menaul are of high priority. Install mid-block crossings or pedestrian-activated signals where warranted.

4.9.1.f Acequia Trail System. Work with the Middle Rio Grande Conservancy District to establish a multi-use, landscaped pedestrian/bicycle/equestrian ditch circulation system along area

acequias and the Alameda Drain. Include access to Garfield Middle School from the Foraker and Griegos Laterals. Use ditch maintenance that retains native vegetation and is clean and safe. Provide public parking for a small number of cars to access the trail system.

4.9.1.g Bicycle path. (MRCOG/COA) Study the feasibility of a bike path or lane connecting the multi-use path along the Alameda Drain at 4th Street to the proposed bicycle lane at

1st Street and Arvada Ave. Consider an off-street bike path on the west side of 2nd Street or along the west side of the railroad.

4.9.2 Community and Private Initiatives

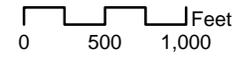
4.9.2.a Ditches-with-Trails. Support the community-based Ditches-with-Trails project in the North Valley and investigate its applicability in the Near North Valley.

Table 12: Pedestrian Improvements

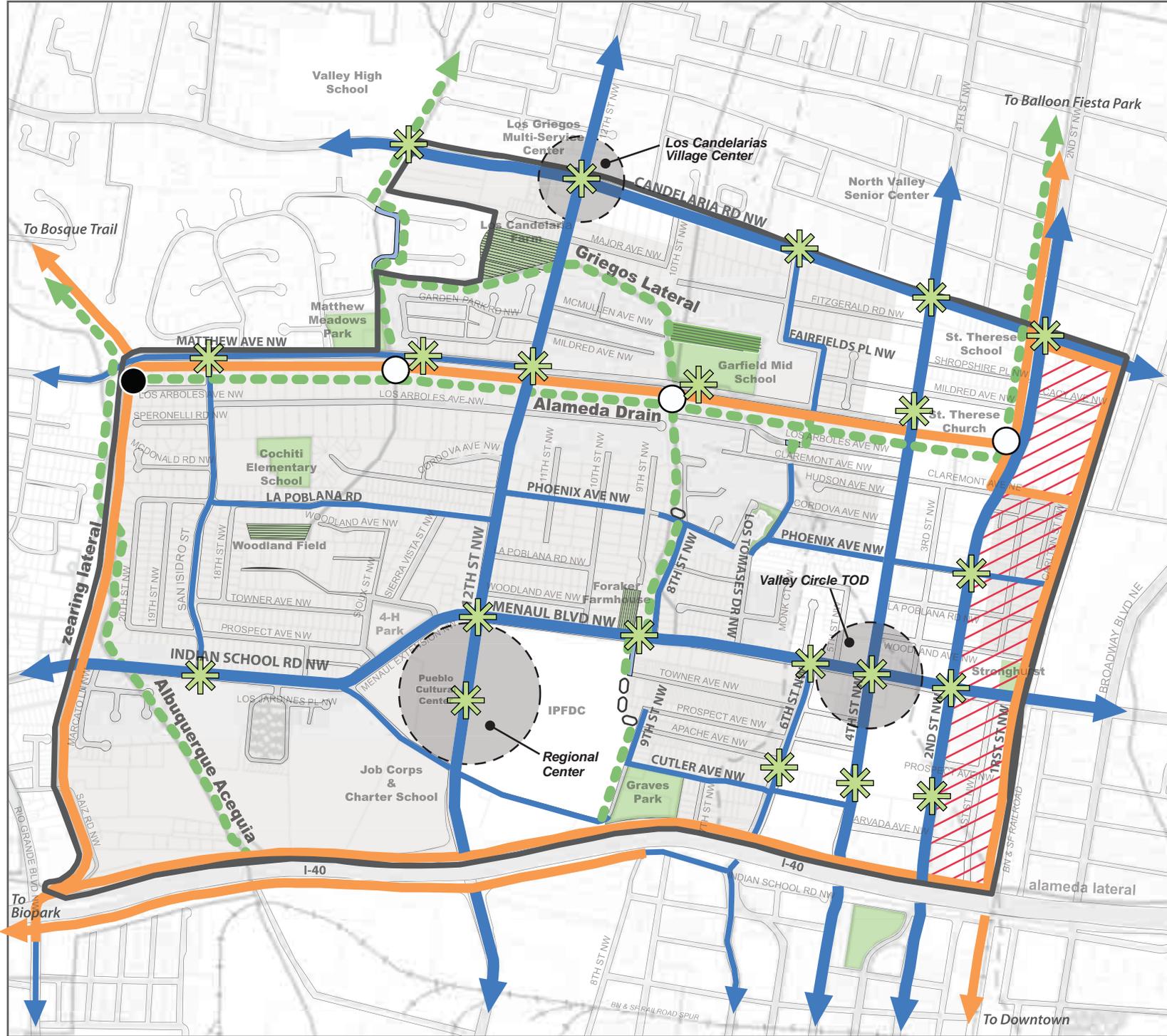
Pedestrian Improvements Along Streets	2 nd St.	4 th St	6 th St.	12 th St	Candelaria	Menaul	Local St.	Comments
Construct streets with new, missing, or rehab sidewalks that are continuous and in compliance with the Americans with Disability Act	X	X	X	X	X	X	X	
Provide curb ramps in line with sidewalk/ crosswalks with level landing at all intersections	X	X	X	X	X	X	X	
Provide a minimum of 6 ft. and preferably 8 ft-wide sidewalk, clear of any objects (see cross section) in the TOD district	X	X				X		
Provide a minimum of 6 ft.-wide sidewalk clear of any objects throughout the area		X	X		X	X		
Provide a minimum of 5 ft.-wide sidewalk clear of any objects throughout the area	X			X			X	
Provide a level sidewalk where there are driveway cuts	X	X	X	X	X	X	X	Either with a landscaping strip, next to the curb to accommodate driveway slope or level sidewalk going around driveway
Remove fixed objects from sidewalks	X	X	X	X	X	X	X	
Tree-lined streets	X		X		X			



**Figure 24:
Pedestrian &
Bicycle Circulation**



- Legend**
- Sector Plan Boundary
 - Primary Sidewalk Connection (fully ADA compliant)
 - Secondary Sidewalk Connection (fully ADA compliant)
 - Bike Path
 - Pedestrian Path
 - Missing Connections
 - Public Park
 - Rural Character Area
 - Safe Street Crossing
 - Proposed Pedestrian Bridge
 - Planned Pedestrian Bridge
 - Residential Areas
 - Activity Centers
 - Bicycle Study Corridor



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5. Parks, Open Space, Public Safety, Social Services, and Community Facilities

5.1 Parks and Open Space Goals

The goals are to preserve the semi-rural character of the Near North Valley by maintaining existing parks and open space, providing parks and open space within walking distance of each residence, and ensuring that all residents have safe, easy access to existing area facilities, parks or open space.

The Near North Valley has an important agricultural history. Residents would like to maintain the semi-rural quality of their neighborhood in several ways. First, they identified a need to improve existing parks and to create a limited number of new parks in several locations in the Plan area. Second, they advocated the protection of open space on an individual basis through private property owners voluntarily creating community gardens or selling development rights to create conservation easements that prevent development on existing agricultural lands.

5.2 Parks and Open Space Policies

POS1. The City shall develop new parks in the Near North Valley to ensure all residents have safe access to parks in walking distance.

POS2. The City shall improve the safety and security of existing parks and pedestrian trails in the Near North Valley.

POS3. The City shall facilitate the creation of open space in the Near North Valley using regulations, property-owner incentives, and outright land acquisition.

POS4. The City and community shall improve the usability of existing parks.

5.2 Parks and Open Space Recommended Actions

5.3.1 Regulations

5.3.1.a Open space in New Developments. Encourage a cluster approach in the design of new residential developments and subdivisions which sets aside a portion of the property as open space, preferably visible and accessible to the public.

5.3.2 Capital Improvements

5.3.2.a Stronghurst Park. Acquire a part of the Stronghurst complex to develop as a park or public plaza.

5.3.2.b Second Street Park. Acquire land and develop a park to serve the residents east of Second Street.

5.3.2.c Fourth Street and Alameda Drain Park. Develop a park at the intersection of N. 4th Street and the Alameda Drain, and a multi-use path along the Alameda Drain (see pedestrian circulation recommendations as well).

5.3.2.d Park Amenities. Identify and add desired amenities at existing area parks. For example, develop basketball courts at the 4-H Park for use by neighborhood youth.

5.3.2.e Open Space Land Acquisition. Determine which remaining agricultural parcels offer the best opportunity for public open space. Prioritize these lands, and purchase for use as open space facilities. (See land use recommendations as well).

5.3.3 Program Enhancements

5.3.3.a Park Security. (APD) Increase patrols of area parks to reduce illegal behaviors and make them safer and friendlier for residents.

5.3.3.b Lighting and Visibility. Improve lighting and visibility of existing parks and pedestrian trails

5.3.3.c Park Maintenance. Encourage park users to keep parks clean.

5.3.3.d Information about Conservation Easements. Provide information to property owners about conservation easements, which provide state tax credits in exchange for private land conservation.

5.3.4 Community and Private Initiatives

5.3.4.a Community Gardens. (Individual community members and groups). Identify suitable vacant properties and establish community gardens in these spaces, or create a community garden on City-owned open space land. Work with organizations such as Alley Gardens for resources and technical assistance.

5.3.4.b Conservation Easements. (Property owners). Apply for conservation easements which provide tax incentives to property owners who agree to not develop their land, but rather maintain it as open space or for agricultural uses.



5.4 Public Safety Goals

The goal is to improve public safety in the Near North Valley by reducing crime.

Theft, arson, and drug-related offenses have risen over the last five years in the Near North Valley. These and other crime concerns must be addressed in multiple ways and from multiple directions. Recommendations in this section are designed for the Albuquerque Police Department, other City agencies, and the community itself to effectively address crime in the neighborhood.

5.5 Public Safety Policies

PS1. The City shall take steps to reduce crime in the Near North Valley neighborhood by strengthening the police presence, improving the community's capacity to address crime, and ameliorating physical conditions that may contribute to crime.

5.6 Public Safety Recommended Actions

5.6.1 Program Enhancements

5.6.1.a Community Policing. (Albuquerque Police Department (APD)). Implement a community policing program that might include officers on foot, bike, or horse.

5.6.1.b Resource Guide. (APD). Provide Near North Valley residents with the APD Resource Guide once it is completed.

5.6.1.c Street Lighting. (PNM). Improve night lighting in parks, residential areas, and around vacant lots and alleyways. All lighting should be shielded to preserve dark night skies and prevent light from spilling off site.

5.6.1.d Undergrowth. (MRGCD). Clear weeds and overgrowth along the ditches to discourage vagrancy.

5.6.2 Community and Private Initiatives

5.6.2.a Neighborhood Crime Watch. (Individual community members and groups). Reactivate the Neighborhood Crime Watch Program, partnering with the APD.

5.6.2.b Anti-Drug and Anti-Gang Programs. (Individual community members and groups). Work with a non-profit group to implement creative, small-scale anti-drug and anti-gang programs at the neighborhood level.

5.6.2.c Ditches. Partner with MRGCD to increase pedestrian and bicyclist presence on ditch trails to provide "eyes and ears" in these public spaces.

5.6.2.d Alleys and Vacant Lots. Find ways to productively use vacant lots so that crime will be less likely to occur in these spaces. For example, work with community-based groups such as Alley Gardens to develop gardens in unused spaces.

5.7 Social Services Goals

The goal is to create a safe environment for residents while serving the area population that uses social services.

Residents recognize that homeless shelters and services provide an important service to Albuquerque. Residents, however, perceive there to be a disproportionate number of these services in the Near North Valley, and the presence of the

transient population in the area can have negative effects on the neighborhood. Newly adopted zoning language limiting the number of residential treatment centers in City Council districts to one per 1,000 dwelling units may reduce the number of facilities in the area over time. On an ongoing basis, the community believes in coordination and communication between residents and social service providers to proactively find solutions to address concerns.

5.8 Social Service Policies

SS1. The City shall work with the relevant agencies to create a safe environment for residents while serving the area population that uses social services.

SS2. The City shall provide leadership and resources for regular, on-going meetings between social service providers and neighborhood associations to address concerns, plan for future changes, and maintain communication.

SS3. The City shall prohibit new emergency shelters/residential treatment centers until the total number in this City Council district is below the limit of one (1) per 1,000 dwelling units as legislated in the zoning code.

5.9 Social Services Recommended Actions

5.9.1 Community and Private Initiatives

5.9.1.a Networking with Social Service Providers and the Community. Local shelters and community residential facilities should meet regularly with the neighborhood to address residents' concerns and work together toward solutions.



5.9.1.b Day Programs for Homeless Clients. Current social service providers should consider expanding programs to provide meaningful activities for clients throughout the day. Alternatively, new providers could be organized to meet this need.

5.9.1.c Social Services “Ambassadors.” Create an organization similar to the Downtown Action Team, which uses funds from business owners to hire trained “ambassadors” to direct vagrants and others to the appropriate social services.

5.10 Community Facilities Goals

The goal is to maintain and enhance existing community facilities in the Near North Valley.

The residents of the Near North Valley neighborhood perceive a need to expand activities and opportunities for local youth and seniors, in addition to developing a stronger sense of the community’s history and sense of place. To address these issues, the Plan makes recommendations for the Los Griegos Multi-Service Center, the Valle del Norte Community Center, and area schools and churches.

5.11 Community Facilities Policies

CF1. The City shall work with the appropriate agencies to create, enhance, and expand public programming at existing facilities in the Near North Valley.

5.12 Community Facilities Recommended Actions

5.12.1 Program Enhancements

5.12.1.a Valle del Norte programming. (Family and Community Services (FCS) / Valle del Norte). Expand programmatic opportunities offered by the Center to better engage the community.

5.12.1.b Cochiti Elementary School. (APS). Enhance the school’s role as a significant neighborhood center by expanding after-school activities and public programs.

5.12.1.c Garfield Middle School. (APS). Enhance the school’s role as a significant neighborhood center by expanding after-school activities and public programs.

5.12.1.d Resource database. (Los Griegos). Create a database or resource guide of community and cultural resources.

5.12.2 Community and Private Initiatives

5.12.2.a Los Griegos Multi Service Center Programming. (Non-profit organizations). Expand programmatic opportunities offered by the Center to better engage the community.

5.12.2.b Los Griegos community connection. (Los Griegos, community members). Incorporate the Center into community celebrations and events.

5.12.2.c Historical documentation. (Los Griegos, community members). Create a written or recorded history of the Near North Valley area using the knowledge of local residents and elders.

5.12.2.d Community gathering site. (St. Therese Church and School). Use the Church grounds as a community gathering site by potentially developing a plaza or park and host regular events that raise community visibility and interaction in the Near North Valley.

