

# North Fourth Street Rank III Corridor Plan

*EPC Draft - July 9, 2008*







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## Executive Summary

### **Overview**

In 2005, the City of Albuquerque began work on development of a sector plan for North Fourth Street. The intent was to revitalize development along the corridor between Lomas Boulevard NW and Solar Road NW. This segment of the historic road extends 4 1/3 miles from the north edge of the downtown to the Albuquerque's boundary with the Village of Los Ranchos de Albuquerque at Solar Road.

This document is the resulting Rank III Corridor Plan. It is based on a vision developed over five months of intensive meetings by a negotiating group composed of residents, merchants, and city officials. The plan establishes principles to guide redevelopment of the Corridor, preserves existing zoning, establishes a zoning overlay, and calls for a study to designate North Fourth Street as a Metropolitan Redevelopment Area (MRA). It also provides a framework to guide decision-making about land use, transportation, development regulations, and public investment.

The *North Fourth Street Corridor Plan* introduces three regulatory innovations to guide future redevelopment:

- A. Creating a Form Based Overlay Zone that integrates three development districts tailored to North Fourth Street. Existing zoning will remain in effect after adoption of this plan. Property owners may either develop in accordance with the existing zoning or choose to develop under regulations in the Overlay Zone. However, the regulatory plan does contain trigger mechanisms that under certain circumstances require new development to build according to the Overlay Zone.
- B. Instituting mechanisms to give property owners options as to whether and (if so) when to adopt the Overlay Zone



for their individual properties. The intent of the mechanism is to allow the “vision” for the corridor to influence new development gradually in the sector area.

- C. Providing incentives for property owners to utilize the form-based overlay zoning regulations including an expedited review process, the ability to mix uses and activities within buildings, and permitting higher intensity land development.

In addition, the plan presents concepts for the redesign of the North Fourth Street right-of-way and pedestrian realm based on the work of the negotiating group. To explore and refine the redesign concepts, the City will retain a design team to undertake a 30% engineering design. Finally, the plan establishes the strategy and phasing for capital improvements along the corridor.

### **Policy and Regulatory Context**

North Fourth Street has a long history in which the corridor has made a slow transition over time. This plan provides the guidance for another transition anchored in a form-based approach to encouraging new building typologies and mixing uses in existing and new structures. The policy context for adopting the optional overlay zone in this plan follows City Council Resolution R-270-1980 by responding to long-term changes in the neighborhood character and community conditions along the corridor.

As experience with the form-based approach grows and taking into consideration the City’s Form Based Code as it is developed, it is presumed that this plan will be amended to include additional building forms, context-sensitive building typologies and new building technologies. In response to establishing the recommended Metropolitan Redevelopment Area, it is likely that opportunity sites or special redevelopment nodes will be designated within the North Fourth Street Corridor. In these cases, it is likely the Plan will be amended by the adoption of a master plan or specific plan for the redeveloping area.

As noted in Section III, this plan is in conformance with the Albuquerque/Bernalillo Comprehensive Plan by respecting existing neighborhoods, mitigating the harmful effects of traffic and enhancing quality design. The Plan also reflects intent of the North Valley Area Plan with respect to encouraging redevelopment, enhancing transportation systems, promoting streetscape improvements and innovating in land use controls.

### **The Planning Process**

In 2006 the City of Albuquerque Planning Department contracted with Architectural Research Consultants, Incorporated, and Morrow, Reardon, Wilkinson, Miller, Ltd., for preparation of a draft of the sector plan. An advisory group of sixteen members, called the North Fourth Street Working Group, gave feedback and advice during this phase of the process. In June 2006, the City released a “review draft” of the *North Fourth Street Study: Rank III Corridor Plan*.

The June 2006 review draft generated considerable opposition involving both residents and merchants from the area. In response, the City’s Redevelopment Agency arranged for two public meetings under the City’s Land Use Facilitation Program. These meetings (held April 24 and May 14, 2007) were designed to identify issues and generate agreement on solutions; however they resulted in a new level of conflict and controversy.

Then in June 2007, the Albuquerque Environmental Planning Commission (EPC) directed the City’s Redevelopment Agency to make another attempt to work with residents and merchants to resolve the conflict. The 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.

Between June and August, Consensus Builder’s mediation and planning team conducted interviews with the parties to the dispute and assisted them to form a negotiating group



composed of merchants, residents, and representatives of the Redevelopment Agency. The negotiators were responsible for communicating with their constituencies and bringing constituent concerns back to the negotiating sessions. All meetings were open to the public. The negotiation process took place between September 4, 2007, and January 9, 2008, and important elements of the process included:

- Formulating principles to guide the planning process and to frame the plan
- Recommending an optional design overlay
- Determining a mechanism to enable use of 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

Working with several subcommittees composed of negotiators, the mediation team drafted a white paper that summarized the proposals that grew out of the process. On January 8<sup>th</sup>, the full negotiating group unanimously accepted the White Paper (See Appendix A). This *North Fourth Street Rank III Corridor Plan* incorporates the recommendations contained in the white paper, while retaining material from the *June 2006 North Fourth Street Redevelopment Study: Rank III Corridor Plan – Review Draft*.

### **Major Sections and Appendices**

There are five (5) major sections and seven (7) appendices that make up this Plan. With the exception of Appendix A: “*White Paper for the North Fourth Street Corridor Plan*,” material for the appendices was drawn from the “*June 2006 North 4<sup>th</sup> Street Redevelopment Study: Rank III Corridor Plan – Review Draft*.” Descriptions of each of the Plan’s major sections and the appendices follow.

## Major Sections

**Section I** is the Executive Summary, which summarizes the plan's policy context and outlines the planning process. The section also identifies key findings and elements of the plan.

**Section II** is the Introduction and provides a brief history of North Fourth Street including historic maps, photographs of remaining original structures and the location of the corridor in the city.

**Section III** contains the Regulatory Plan. This comprehensive section identifies the current zoning, presents the form based overlay zone and provides a guide for using the plan. Highlighting that the existing zoning is preserved in plan, the Regulatory Plan identifies conditions under which the Overlay Zone is optional and under which it is required to be used. It describes how increased densities and mixing of uses provide incentives for landowners and property developers to use the Overlay Zone. The section provides a comprehensive description of how the form-based code in the overlay may be used.

**Section IV** presents the Transportation and Street Design. The section contains a vision for redesigning north 4<sup>th</sup> Street, identifies existing conditions and issues, and outlines steps to alleviate the conditions. The section identifies key design principles, elaborates several design parameters and identifies design standards for the reconstruction of the street including two representative sketches of varying street sections. The section recommends the implementation of a 30% engineering study to make decisions about the design and configuration of the pedestrian environment and automobile and transit rights-of-way.

**Section V** contains Redevelopment Conditions and Opportunities. The section provides an overview of the physical conditions along the corridor and reviews the steps necessary to designate the North Fourth Street Corridor as a Metropolitan Redevelopment Area (MRA).

## Appendices

**Appendix A** the “*White Paper for the North Fourth Street Corridor Plan*,” provides the record of the consensus about key elements of the plan. Completed in January 2008, the White Paper documents agreements that resulted from the assisted negotiations among the merchants, residents and city staff.

**Appendix B** from the “*June 2006 North 4<sup>th</sup> Street Redevelopment Study: Rank III Corridor Plan – Review Draft*,” presents the planning area’s demographics and a profile of the population. The appendix also displays the boundaries of a variety of adopted city plans and regulatory documents that overlap the corridor area.

**Appendix C** from the June 2006 Review Draft contains information about land uses and existing conditions in the area. The appendix contains a description and map of general land use patterns in the area, lists land uses by category of use and provides data showing intensities of residential and employment related uses. The appendix also documents several environmental issues in the North Fourth Street Corridor study area.

**Appendix D** based on information and data available when the June 2006 Review Draft was produced, provides an overview of real estate and business conditions. It also provides an analysis of the trade area and analysis of the real estate market at the time.

**Appendix E** drawn from the June 2006 Review Draft presents relevant traffic data analyzing safety and transit information.

**Appendix F** includes urban design goals and objectives, and illustrative prototypical design studies contained in the June 2006 Review Draft.

**Appendix G** displays three tables from June 2006 Review Draft that summarize cost estimates for investment in streetscape projects.

# II.

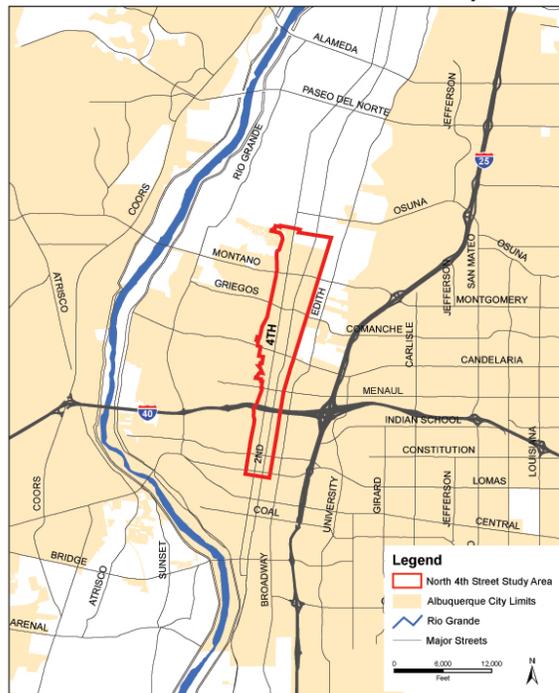
## Introduction and History

### A. Introduction

The City of Albuquerque plans to redevelop North Fourth Street as a cohesive, integrated transit corridor that promotes shopping, housing, employment, and services and recognizes and builds on existing and potential centers of activity. Over the past several decades, businesses along the street have struggled to remain viable, while traffic and inadequate street design have made the corridor an unappealing place for area residents to shop or walk.

The revitalization area concentrates on North Fourth Street between Mountain Road NW and Solar Road NW, the City’s boundary with Los Ranchos de Albuquerque, a four-and-one-third-mile stretch. The study identifies strategies to make redevelopment possible through public and private investments and policies, as well as public projects that could reinvigorate North Fourth Street and the surrounding area. The map below locates the North Fourth Street Corridor.

North 4th Street Area Location Map



*North Fourth Street's development over the course of the early and mid-20th Century is a precursor to the suburban, leapfrog development that characterizes Albuquerque's post WWII growth. The street's uneven historic development pattern has created many of our redevelopment challenges today. Understanding the architectural and planning contexts of the street helps to guide recommendations for physical revitalization.*

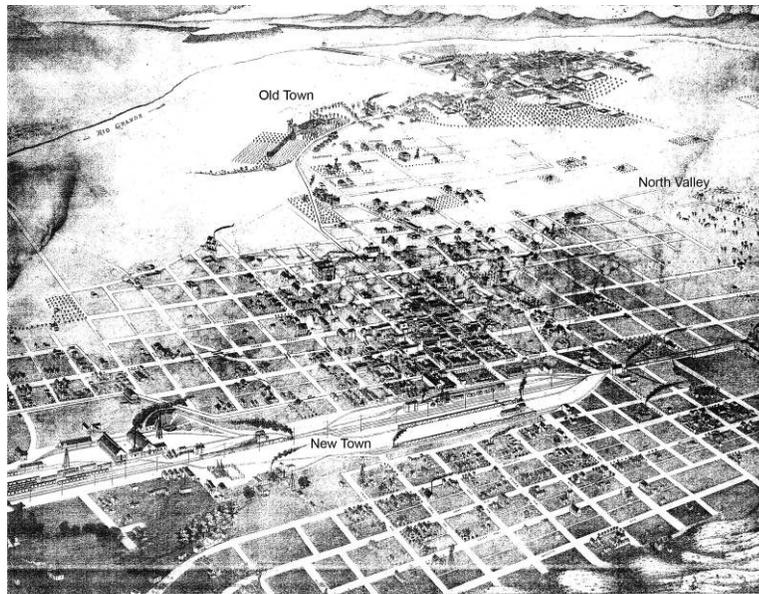
*An 1886 bird's-eye view of Albuquerque*

## **B. History of North Fourth Street**

North Fourth Street began around the beginning of the 20th century, at the same time that the automobile made individual travel fast and convenient. Albuquerque had been founded in the area now known as Old Town nearly 200 years before, in 1706. This part of the Rio Grande Valley tended to be swampy and flooded frequently, but over time, families built their homes on higher ground throughout the North Valley, creating small farming villages.

Communities were connected by El Camino Real de Tierra Adentro (The Royal Road to/of the Interior Lands), established in 1598 and extending from Ohkay Owingeh (San Juan Pueblo) to Mexico. El Camino Real, also known as the Chihuahua Trail, was the North Valley's first European road.

A common misperception is that North Fourth Street was the historic Camino Real: it was not. El Camino Real had two alternate routes through the North Valley. These were along Edith Boulevard, also known as the Bernalillo Road and through the western portion of the North Valley. Villages including Los Duranes, Los Candelarias and Los Griegos were linked by El Camino Real and residents would have used the road for local travel and regional commerce.



The coming of the railroad in 1880 brought new development to the Albuquerque area. As “New Town,” was developed a mile to the east of Old Town, streets and blocks were platted in a grid system. Turn-of-the-century maps show the grid, and also how sparsely developed the town actually was within a few blocks north of Central (Railroad) Avenue. New Town was 3.1 square miles in extent, with Mountain Road as its northern boundary. North 4th Street began to extend outward from New Town with the advent of the automobile and was Albuquerque’s first street truly formed by the auto and the dramatic changes it brought. As the early decades of the twentieth century proceeded, once undevelopable areas became agricultural lands as drainage projects were constructed, linked to the Downtown by Fourth Street.

In 1910, Albuquerque had 32 registered cars, with only 470 statewide. By 1920, there were 17,720 cars registered in New Mexico and nearly 84,000 by 1930. The explosion of car ownership required well-maintained roads, businesses to sell and repair the vehicles, as well as services for the visitors who had the nearly-overnight freedom to travel throughout the U.S.

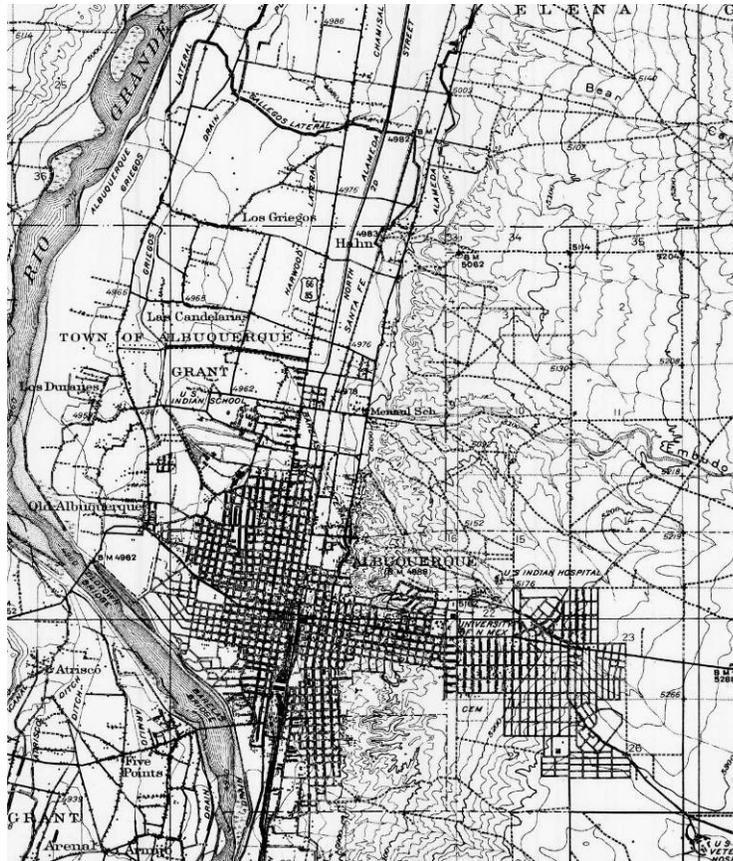
The 1904 territorial legislature, having some inkling of the potential for auto travel, designated the first highway, New Mexico Route 1. It followed the Santa Fe Trail from Raton to Santa Fe, then ran south along El Camino Real through Bernalillo and Alameda. It created an extension of 4th Street north of Albuquerque, continued south on 2nd Street at Central to Bridge Street, west to the Barelmas Bridge, then south on Isleta following El Camino Real toward the south, then following the west bank of the Rio Grande down to El Paso. Recognizing an opportunity to tie this state-long route to the historic heritage of the territory road builders named the new road El Camino Real.

In a short period of time, a journey from Albuquerque to Santa Fe that had once taken three days could be accomplished in less than a day. While Route 1, the new

Camino Real, was unpaved for several more decades, its surface was maintained on a regular basis and offered reasonably fast travel. More importantly for Albuquerque, it made possible the extension of urban and suburban development northward from the expanding New Town core.

North Fourth Street had several route numbers and names in the early 20th century, reflecting the developing system of state and national highways, but causing confusion today. Its first official route name was Route 1 and then State Highway 1, named El Camino Real because some parts of the road were on the Camino Real's original alignment. In 1926, North Fourth Street was designated as part of U.S. Highway 85, which extended from El Paso to Santa Fe. Then from 1926 to 1937, North Fourth Street became part of U.S. Route 66, which originally passed through Santa Rosa to Las Vegas, west to Santa Fe and down to Albuquerque. Routes 85 and 66 were considered part of a U.S. Transcontinental Highway.

*A U.S.G.S. map from 1938 shows the North Valley's major streets, some of which have since been extended, while others have partially disappeared. The map indicates that there was little connection between the Valley and the largely undeveloped Northeast Heights. The map also shows ditches, drains and laterals. While some remain, others appear to have either disappeared or been rerouted.*

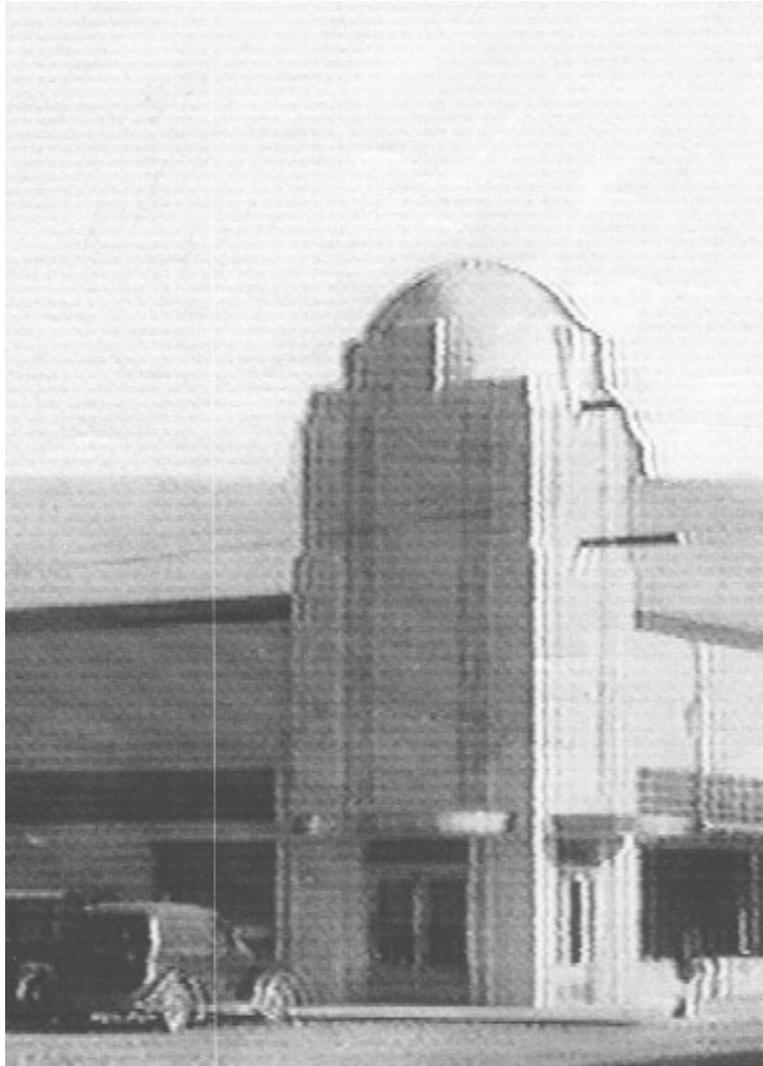




Development along North Fourth Street was rarely planned in an orderly, sequential pattern. Some blocks were fully developed, while some had only a few buildings. Some buildings were close to the street, while others were set back. Houses were scattered along the street between commercial structures, including Monkbridge Manor, a grand mansion that stood where the Wells Fargo Bank is located today. Schools, churches, supermarkets, movie theaters, motels, and tourist camps came and went with changes in consumer demand and population increases. Some buildings were demolished, while others remain today, but barely recognizable under decades of remodeling. A single building on North Fourth Street has received State of New Mexico Historic Register status: the Shalit House located at the southwest corner of Douglas MacArthur and North Fourth Street. The house, built in 1940, was converted to Powdrell's Barbecue in the 1980s. It retains its original character and is surrounded by attractive lawns, but was put on the market in 2005, its future uncertain.

### **Remaining Original Structures on North Fourth Street**

A few of the original buildings remain on the street and still retain their original character or style. With rare exceptions, the buildings are one story in height and were constructed economically, in fairly simple styles that reflect their times.





# Regulatory Plan

## **Introduction**

This Regulatory Plan establishes The North Fourth Street Form-Based Overlay Zone (Overlay Zone) and corresponding Development Districts to regulate lot layout, building form, frontage and use, building articulation, parking, street designations and standards, block configuration, landscaping, lighting and signage. The Overlay Zone provides the regulatory framework necessary for implementing many of the urban design goals for the corridor. The intent is to permit and encourage higher land use intensity with more compact and walkable developments than allowed under current zoning.

## **Consistency with Comprehensive Plan and North Valley Area Plan**

City resolution R-270-1980 states that, “A proposed [zone] change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto...”

The Albuquerque/Bernalillo County Comprehensive Plan and the Planned Growth Strategy guide the future development of the Albuquerque Urban Area. The envisioned development and redevelopment of the North Fourth Corridor Plan and Form-Based Overlay Zone are in compliance with the following elements found in both of these plans:

- a variety of housing types are available,
- development takes place as a mixture of uses rather than large acreages of single land types,
- residents need to travel fewer miles every day to go about their lives,
- there is an active pedestrian life,

- development is characterized by human rather than automotive scale,
- a city who's older, established areas are as desirable to live in as its new ones
- and quality design in all new development, which is appropriate to the plan area.

The North Valley Area Plan (adopted by R-255, Enactment No. 60-1993) guides planning and regulatory actions in the plan area including corridor plans. Two of the applicable policies from the area plan include the following:

Page 8-2f: Undertake a planning process for areas of Mid-North Valley East and Mid-North Valley West to address land use conflicts, nonconforming uses, redevelopment of vacant land, affordable housing, transportation, streetscape improvements, cultural sites and other issues.

Page 9-3c: Promote commercial development and redevelopment of existing commercially zoned properties.

The Form-Based Overlay Zone introduced by this Corridor Plan is consistent with the policies cited above.

### **Changes in Neighborhood or Community Conditions along the Corridor**

R-270-1980 also states that, “The applicant must demonstrate that the existing zoning is inappropriate because ... changed neighborhood or community conditions justify the [zone] change.” The zoning that the City of Albuquerque put in place for North Fourth Street during the 1960s reflected 1950's development patterns. Historically, North Fourth Street had served as a transportation route that connected Albuquerque to Santa Fe and other towns. During the 1950's, the agriculture and housing that bordered the street became interspersed with commercial businesses, many of which catered to automobile traffic. The street became attractive to a mix of businesses serving local, citywide, and regional market demands.

Later in the 1960s, market conditions changed significantly when the freeway system drew much of the commercial development to malls sited in the Northeast Heights. The freeways also displaced the out-of-state traffic from North Fourth. Many businesses, such as motels, gas stations, and restaurants that had depended on travelers for their primary customer base, lost a substantial share of their markets. With the rapid growth of the West Mesa since the 1980s, much of Albuquerque's new development has shifted west of the Rio Grande. As a result, development near and along North Fourth Street has slowed, although drivers commuting to and from the West Side discovered the corridor as a commuting route. Simultaneously, "big box" development, by such companies as Wal-Mart and Costco, has provided fierce competition for many small businesses. These market changes over the past five decades have resulted in an uneven development pattern along the corridor.

In summary, neighborhood and community conditions along North Fourth Street are significantly different from the conditions that existed when the City approved the existing zoning over fifty years ago.

### **Summary of Zone Change Justification**

The zone changes that this Corridor Plan permits for North Fourth Street are well justified and consistent with R270-1980. In summary, the justification is as follows:

- A. The objectives for the new overlay zone are consistent with policies from the Comprehensive Plan and the North Valley Plan;
- B. Conditions along the corridor have changed significantly since the existing zoning was instituted over 50 years ago;
- C. After an extensive public process, the North Fourth Street Negotiating Group announced that it supports the adoption of the form-based overlay zone.

## **Form- Based Overlay Zone and Development Districts**

This Regulatory Plan does not change the existing zoning for properties within the plan area boundaries. The Overlay Zone allows for higher land use intensities with more compact and walkable developments than the current zoning through the use of a Form-Based Overlay Zone. When developing a property, in most cases, there is an option of either developing in accordance to the regulations under the existing zoning or under the Overlay Zone. However, the Regulatory Plan does contain trigger mechanisms that under certain circumstances require new development to build according to the Overlay Zone.

The North Fourth Street Form-Based Overlay Zone contains general provisions for the entire zone as well as establishing three distinct Development Districts with corresponding regulations that respond to desired development in the context of those districts. Each Development District regulates land uses through permitted building forms and establishes standards for setbacks, heights, encroachments, parking, and landscaping. Each district may utilize a number of different building forms. But, because the districts differ from one another, not all building forms are suitable for all zones.

Please refer to North Fourth Street Form-Based Overlay Zone Map, page 3-7, for the locations and boundaries of the Development Districts. Brief descriptions of the Development Districts are as follows:

### **North Fourth Transit Oriented Development (NFTOD) District**

The NFTOD District is designed for the major transit areas of the corridor. The District covers parcels in the southern portion of the corridor from Mountain Road to north of Menaul Boulevard and parcels at the northern portion of the corridor along Montano and Fourth Street to the Railroad tracks. The intent of NFTOD District is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing.

### **North Fourth Mixed Use Development (NFMXD) District**

The NFMXD District is designed as a pedestrian scale, principally commercial development area that is integral to a mixed use neighborhood. This district establishes commercial and mixed uses that serve residential neighborhoods, and can be used to redevelop existing shopping areas and centers. The area is generally along Fourth Street from Menaul to Solar Road.

### **North Fourth Infill Development (NFID) District**

The NFID District serves as a buffer and provides a standard to encourage the context-sensitive development of empty lots or the redevelopment of sites in substantially built up areas. It offers relief from rigid zoning, while ensuring that new development respects its surroundings and achieves compact, pedestrian friendly environments. The District is situated in key areas near existing neighborhoods along the northern and middle portion of the corridor.



**North Fourth Street Form-Based Overlay Zone Map**  
(Contact City of Albuquerque Geographic Information System (AGIS) for larger maps and electronic files)

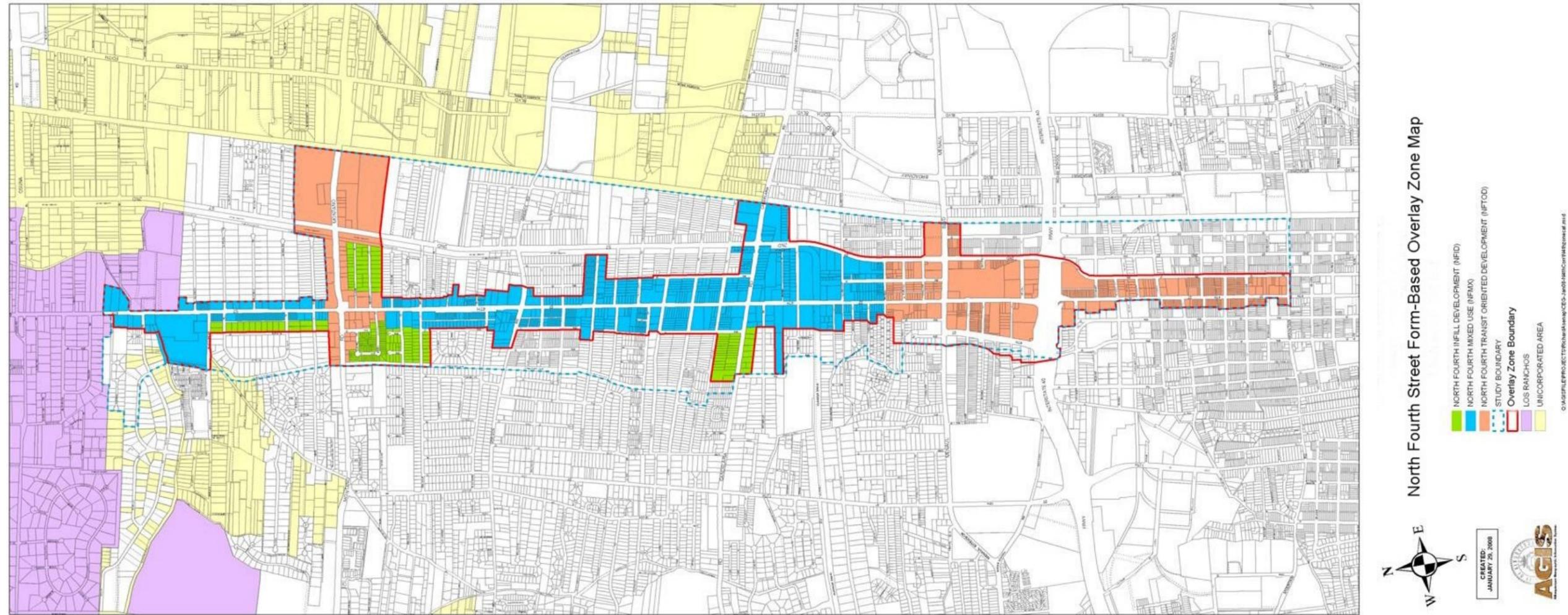


Figure 3-1



### North Fourth Street Corridor Plan Existing Zoning Map

(Contact City of Albuquerque Geographic Information System (AGIS) for larger maps and electronic files)

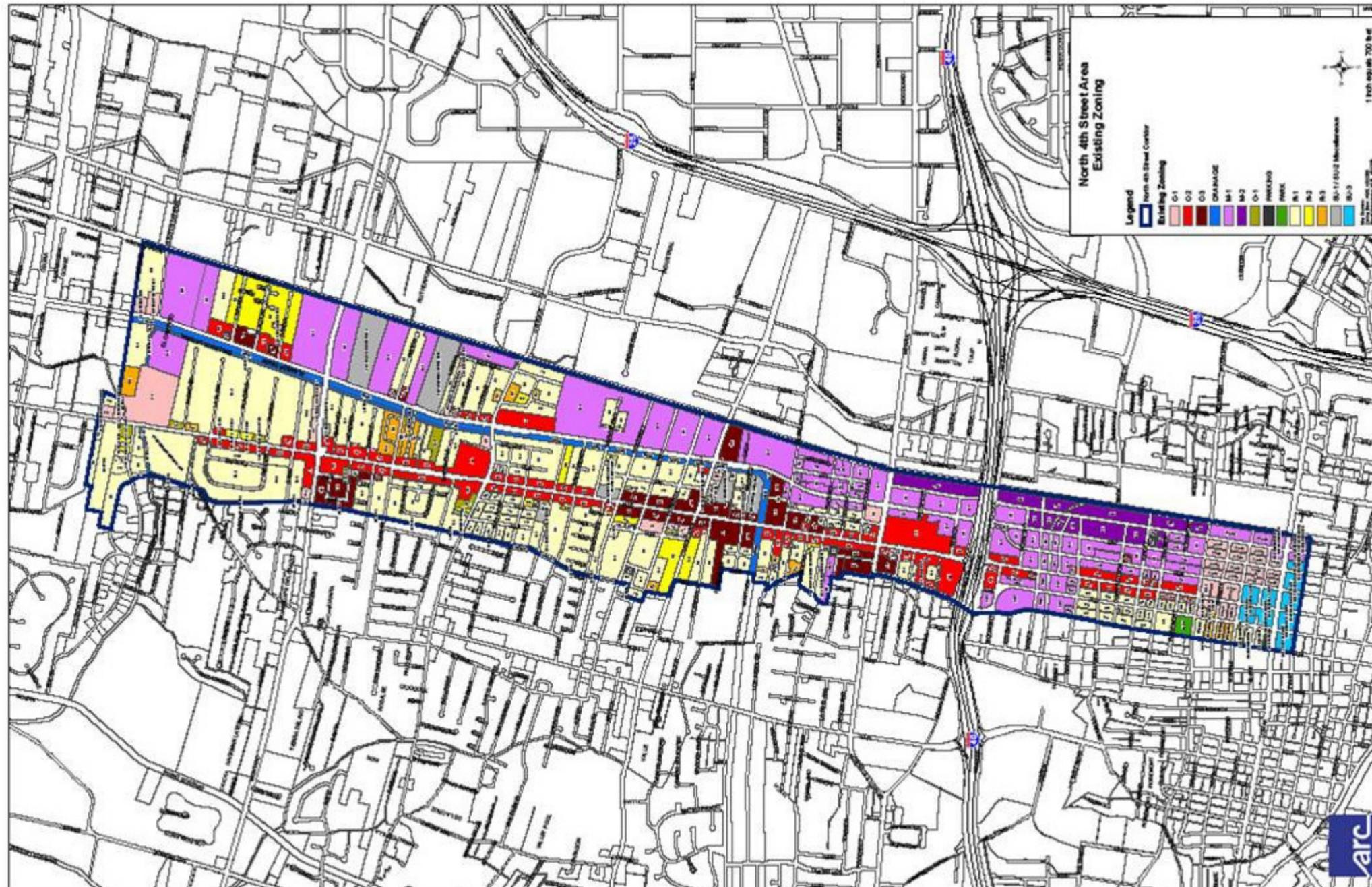


Figure 3-2



### **Overlay Zone General Provisions**

The following provisions apply only to areas of the plan that are within the boundaries of the Overlay Zone. Development within the Overlay Zone Boundaries that is not required to comply with the Overlay Zone or is not requested by owners shall follow all regulations and provisions provided by the existing underlying zoning.

### **Using this Document**

- Locate property on the North Fourth Overlay Zone Map page 3-7 and determine which Development District applies.
- Review application of Overlay Zone and determine if Overlay Zone is required or optional. If required or owner has chosen to apply the Overlay Zone, review corresponding development review process for development on the property. If the Overlay zone is not required or requested by its owner, refer to the City's Comprehensive Zoning Code for existing underlying zoning and omit steps 3 through 7 below.
- Review general provisions for land use, street designations, and standards.
- Review building forms permitted by applicable Development District and select appropriate building form for proposed use.
- Follow general Overlay Zone standards for solar access, frontages, materials, parking and landscape.
- Follow selected Development District standards for Permitted Building Forms:
  - Densities, intensities and height
  - Building Frontage Types and Articulation
  - Building Placement
- Follow selected Building Form and associated Building Frontage standards.

## **Application of Overlay Zone**

The conditions listed below, determine whether new development is required to comply with requirements of the Overlay Zone or whether compliance is optional.

Development not regulated by the Overlay Zone will be regulated by the underlying existing zoning (see Existing Zoning Map page 3-9) and shall follow applicable zoning requirements of the City Comprehensive Zoning Code (Chapter 14, Article 16 Code of Ordinances).

Uses that are (i) permissive, or (ii) conditional and approved for each parcel within the boundaries of the Overlay Zone on the effective date of this Corridor Plan shall continue to be legal conforming uses for that parcel; and conformance with the Overlay Zone standards may be required as specified below:

### **Overlay Zone standards are required as a result of:**

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

**Overlay Zone standards are not required as a result of:**

- Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage).
- Repair or remodeling of interior and exterior of existing building, including, but not limited to, changes to comply with current building codes.
- Change in use to one that was a permissive use for that parcel before Corridor Plan adoption. If it is listed as a “noxious use” under Overlay Zone General Land Uses it is not permitted.
- Continuation or recommencement of a conditional use of a parcel that was approved before Corridor Plan adoption.
- Change in ownership of a parcel.
- Continuation of use on a parcel that was permissive before Corridor Plan adoption.

### Development Review Process

The development review process under the Form-Based Overlay Zone provides incentives for its use by simplifying and shortening the review process on projects complying with these regulations; encouraging higher densities and floor area ratios, promoting mixed uses within a building and providing reductions in parking requirements.

Building Forms	Approvals	
	Substantially Compliant	Major modifications or Non-compliant
Detached single-family dwelling Side-yard Dwelling Townhouse, Rowhouse, Courtyard Townhouse Accessory Unit/Carriage House Duplex, Triplex, Fourplex	<b>Building Permit ZEO</b>	<b>Site Development Plan &amp; Building Permit DRB or EPC*</b>
Terrace Apartment Courtyard apartments Flex Building Live-Work Unit Liner Building Auto Accessed Standalone commercial Civic or Institutional Building Structured Parking	<b>Site Development Plan &amp; Building Permit ZEO</b>	

\*As determined by Planning Director

- A. All redevelopment of more than 5 acres that is substantially in compliance with the Overlay Zone will require review and administrative approval by the Planning Director.
- B. Adaptive reuse of an existing building will require review and administrative approval by the Planning Director.
- C. Overlay Zone interpretations and determinations of substantial compliance are determined by the Zoning Enforcement Officer (ZEO) as per Development Review Manual: Volume 1- Procedure -Chapter 7 Building Permit Process.
- D. Major Modification or non-compliance will be referred to the EPC or DRB as determined by the Planning Director
- E. The provisions of § 14-16-3-3(7), regarding solar access, apply to all zones.
- F. Where this regulating plan conflicts with the Subdivision Regulations (Revised Code of the City of Albuquerque (“ROA”) §14-14-1-1 et seq.) or Development Review Manual, this regulating plan prevails.
- G. All decisions are appealable as outlined in the Development Review Process Manual: Volume I – Procedure – Chapter 15 Appeal Procedures.

**Site Development Plans** are intended to encourage innovation in planning and design by providing the flexibility to adjust zoning regulations such as setback requirements and height limitations. Site Development Plans must provide enough detail to satisfy the City that the proposed development is compatible with neighboring zones and/or land uses. All Site Development Plans must be accompanied by a Landscaping Plan. Approaches to conservation through landscaping may be shown on the Landscaping Plan.

**Site Development Plan:** an accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies:

- a. For Subdivision: the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height minimum building setback, and maximum total dwelling units and for non-residential uses, maximum floor area ratio.
- b. For Building Permits: in addition to information required for Subdivision, exact structure locations, structure (including sign) elevations and dimensions, parking facilities, loading facilities, any energy conservation features of the plan-(e.g. appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building (construction), and proposed schedule for development. Similar, related data may be required when relevant to the City's evaluation. (Section 7-14-5.B. R.O.A. 1994).

### **Submittal Checklist**

In order to clarify and expedite the permitting process, a submittal checklist shall be provided for all proposed development submitting to the Overlay Zone Standards.

### Overlay Zone General Land Uses

Uses are primarily determined by building form standards including different uses assigned to each floor of a mixed use development. Suggested uses, stated in general terms (e.g., retail, residential), are identified for each building form beginning on page 3-43.

To the extent that building forms under the Overlay Zone do not accommodate 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 screens the activity from view of Fourth Street by architecturally compliant structures.

It is the intent of the Overlay Zoning that existing buildings be rehabilitated for adaptive reuse whenever possible, rather than demolition, to meet the form-based regulations.

*Form-based codes (FBCs) regulate development at the scale of an individual building or lot, encouraging independent development by multiple property owners. The built results of FBCs often reflect a diversity of architecture, materials, uses, and ownership that can only come from the actions of many independent players operating within a communally agreed-upon vision and legal framework.*

The following “noxious uses” shall be the only uses specifically prohibited within the Overlay Zone:

- sale of alcoholic liquor for off-premise consumption except at a grocery store (service station convenience store is not considered a grocery store);
- adult amusement establishments, adult bookstores, adult photo studios or adult theaters;
- toxic waste disposal;
- cement plant;
- truck terminal;
- outside storage as a primary use;
- automobile dismantling; and
- rendering plant

## Overlay Zone General Standards

### Applicability

These standards apply to all new development controlled by the Overlay Zone in all three Development Districts of the North Fourth Street Overlay Zone. If development is not required to follow regulations of the Overlay Zone, the existing underlying zoning applies.

Specific Development District Standards regulating Permitted Building Forms, Permitted Frontage Types, Densities, Intensities and Height, Building Frontage and Articulation, and Building Placement, begin on page 3-32.

### Modifications

The standards of the Overlay Zone are specific and prescriptive. This level of specificity provides certainty for applicants, neighborhoods and zoning staff. However, these standards do not limit design creativity or ignore unique site or neighborhood conditions. The standards are set at a level of detail that allows creativity within the framework of desirable mandated features of the built environment.

The standards may be modified if the proposed modification is:

- consistent with the Comprehensive Plan and the Planned Growth Strategy;
- a reasonable accommodation of unique site or neighborhood conditions; and
- in response to revisions of the City's Form Based Code (ROA §14-16-3-20) as it is implemented and refined over time.

The applicable Development District regulations may permit additional modifications. Standards may also be varied under the variance process for zoning (ROA § 14-16-4-2) or subdivisions (ROA § 14-14-6).

**Traffic Impact and Street Designations**

A Traffic Impact Study (TIS) shall be submitted if a proposed development will create more than 100 a.m. or p.m. peak hour trips entering or exiting the site.

The following measures must be included as part of the mitigation required as part of the TIS:

1. Commercial buildings must provide pedestrian access to adjoining properties, where the adjoining property owner has allowed access to the property.
2. A building's onsite circulation system shall connect to existing or proposed streets, access-ways and driveways, or be stubbed out to adjoining property if the adjoining property is undeveloped.
3. Buildings must provide direct pedestrian connections between transit stops and building entrances.

## **Street Designations**

Building frontage, access and parking regulation found in the Building Form standards often reference and are determined by the types of streets bordering the site. All streets on or bordering a site, excluding alleys, shall be designated an “A” Street or a “B” Street, as follows:

“A” or “Pedestrian/Transit Oriented Streets” include Fourth, Candelaria, Menaul, Griegos and Montano Streets. “B” or “Side Streets” include all streets except those defined as “A” Streets above.

## **Building Forms**

The North Fourth Street Form-based Overlay Zone establishes 18 building forms beginning on page 3-43, which regulate the following components to ensure compatibility between uses:

- Access and Entry
- Parking
- Frontage
- Building Width
- Massing
- Exposure to Light and Air
- Building Length
- Articulation
- Open Space
- Placement and Massing
- Orientation and Composition

Each Development District permits a distinctive array of building forms. Permitted building forms for each Development District are listed in Table 3-1:

NFFBOZ Building Forms	Development Districts		
	NFTOD	NFMXD	NFID
p= permitted by right			
<b>RESIDENTIAL BUILDING FORMS</b>			
Detached Single-Family Dwelling			p
Side-yard Dwelling			p
Townhouse, Rowhouse, and Courtyard Townhouse	p	p	p
Accessory Unit / Carriage House	p	p	p
Duplex, Triplex and Fourplex	p	p	p
Terrace Apartment	p	p	p
Courtyard Apartments	p	p	
<b>COMMERCIAL OR MIXED USE BUILDING FORMS</b>			
Flex Building	p	p	p
Live-Work Unit	p	p	
Liner Building	p	p	
<b>UTILITARIAN BUILDING FORMS</b>			
Auto Accessed	p	p	
Standalone Commercial	p	p	
Civic or Institutional Building	p	p	p
Structured Parking	p	p	p

Table 3-1

## **Frontage Types**

All Frontage Types as illustrated and described on page 3-63 may be used in all three Development Districts as prescribed by the corresponding Building Forms. These Frontage Types include:

- Forecourt
- Front Yard
- Portal (Arcade)
- Porch
- Shop Front
- Stoop

## **Building Materials**

Building materials should reflect and complement the traditional materials and techniques of New Mexico. They should express the construction techniques and structural constraints of traditional, long-lasting building materials and the specific climate of Albuquerque. Simple configurations and solid craftsmanship are favored. All building materials to be used shall express their specific properties.

## **Street Walls**

Permitted street wall materials include native/regional stone and equivalent imitation stone; metal (wrought iron, welded steel and/or aluminum), brick, stucco, and a combination of up to 3 of these materials. Painted concrete block, painted concrete, light gage sheet metal, barbed wire and razor ribbon are prohibited. Configurations and techniques are consistent with those identified above for Building Materials.

## **Glazing**

In structures adjacent to “A” Streets, glass or similar surfaces shall possess a minimum of 75% light transmittance factor on the ground floors fronting “A” Streets and a minimum of 60% light transmittance factor on floors above, as indicated by the manufacturer’s specifications.

## Signage

### Purpose and Intent

The standards in this section apply to all development and parcels controlled by the Overlay Zone standards. The standards are intended to ensure that signs are clear, informative to the public and weather well. Signage is desirable for advertising shops and offices, and as decoration. Signs should be scaled (reduced in size) to the desired nature of the district. Signage that is glaring or too large creates distraction, intrudes into and lessens the visual experience, and creates clutter. This section generally regulates only the sign structure or copy design, and not the sign's content.

The General Sign Regulations §14-16-3-5 apply to the extent that they are consistent with this section. If this section and a portion of the General Sign Regulations conflict, this section applies. This section does not apply to political signs or any other sign displaying a noncommercial message. Any sign authorized in this Article is allowed to contain noncommercial copy in lieu of any other copy.

Sign Configurations for Flex Buildings, Live-Work, Auto Accessed, Standalone Commercial Buildings, Liner Buildings, Civic or Institutional Buildings, and Structured Parking:

- Wall signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed 2 feet in height. For buildings higher than 7 stories, simple logos near the building top are permitted.
- Signs shall not come closer than 2 feet to an adjacent private lot line.
- Logos, names or noncommercial messages may be placed within the horizontal band as defined above, or placed or painted within ground floor or second story office windows. This copy shall not be larger than a rectangle of 8 square feet.

- A masonry or bronze plaque may be placed in the building's cornice or a parapet wall or under the eaves, and above the upper story windows. The plaque shall be no larger than a rectangle of 18 square feet.
- Street addresses may be placed at between 6 feet and 12 feet above grade using 6 to 10 inch tall, non-cursive type lettering.
- Refurbishment of historic wall signs and neon signs is permitted and encouraged.

**Projecting Signs:**

- may be hung below the third story level, perpendicular to the ROW;
- may be supported from an overhang or awning;
- shall not project more than 4 feet, perpendicular to the ROW and beyond the façade;
- may not exceed 8 feet in area; and,
- must be located so as to permit at least 9 feet clear in height above the sidewalk.

**Prohibited Signs:**

The following signs are prohibited for development and parcels controlled by the Overlay Zone standards:

- Off-premise signs
- Pole signs
- Portable signs, except for A-frame boards, erected by a nearby business, allowed only during business hours

**Special Signage**

No flashing, traveling, animated, or intermittent lighting shall be visible on the exterior of any building in the North Fourth Infill Development District.

## Lighting

### Purpose and Intent

The standards in this section apply to all development and parcels controlled by the Overlay Zone standards.

Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution.

Generally, site lighting shall be of a design and height and shall be located so as to illuminate only the lot. Up-lighting is not permitted. An exterior lighting plan must be consistent with these standards.

#### A. Pedestrian Street Lights

Pedestrian street lights shall be located between thirteen (13) feet and sixteen (16) feet above grade with a maximum average spacing (per block face) of 60 feet on center on "A" Streets and 75 feet on center on "B" Streets. Pedestrian street lights must be placed two (2) feet from the back of curb on each side of the street and travel lanes, unless otherwise indicated. Street lighting and street trees should not conflict.

#### B. Exterior Building Lights

On the street front elevation, exterior lights shall be mounted between 6 feet and 14 feet above adjacent grade.

#### C. Alleys

All lots with alleys shall have lighting fixtures between 8 and 12 feet in height that illuminates the alley but are shielded or aimed in such a way that they do not shine into adjacent lots.

#### D. Lighting Elements

Lighting elements shall be compact fluorescent, metal halide or halogen only. No HID or fluorescent tube lights (excepting compact fluorescent bulbs) may be used on the exterior of buildings.

## E. Floodlights and Directional Lights

Floodlights or directional lights may be used to illuminate alleys, parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots or the street.

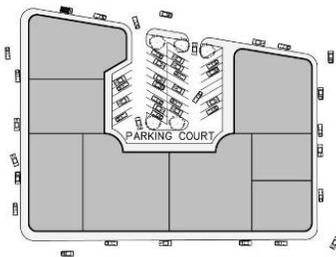
## Mechanical Equipment

The following shall not be stored or located within any street ROW, and shall be screened from view from the street ROW and adjoining lots: air compressors, mechanical pumps, exterior water heaters, water softeners, , garbage cans, storage tanks, and similar equipment. Roof mounted equipment shall be screened from view from the street ROW contiguous to the lot and all adjoining lots.

## General Parking Standards

The standards in this section apply to all development and parcels controlled by the Overlay Zone. In addition to the parking location standards prescribed for each of the Building Forms, the following general standards apply:

- A. Off street parking shall be primarily located behind or under the principal structure. A common parking area may be located interior to the block.
- B. Teaser parking and side parking with visibility and frontage on Fourth St could be utilized with screening by a building or combination of 3' minimum wall and landscaping elements.
- C. Teaser Parking is permitted for commercial or mixed use building forms with at least 200 ft frontage on "A" streets. Teaser parking is a small parking court located in front of the building, and enclosed on three sides by the building, to provide visible parking to retail uses without impacting pedestrian comfort.



Maximum 30% of total parking requirement can be met in a teaser parking area. Building forms frontage minimums can be reduced by 50% along the public street. Permitted Frontage types include shop fronts, portals and forecourts.

- D. Existing alleys shall remain and where possible extended to provide access for parking, loading and trash collection.
- E. New alleys or access easements shall be required where possible and shall follow regulations in Chapter 23 Traffic & Street Standards section 2-1A
- F. On street parallel parking is permitted and encouraged along all street frontages except at transit stops. Diagonal on-street parking is only permitted on “B” Streets. On-street parking provisions will be defined by the 30% Fourth Street Corridor Design.
- G. A 5 foot pedestrian access path will be maintained between building and parking area.

## **Parking Space Requirements**

### **Applicability**

The minimum vehicle parking space requirements and reduction factors of the § 14-16-3-1(A) (Off-Street Parking Regulations) apply to all development or parcels controlled by the Overlay Zone, except as follows.

### **Projecting Demand**

For individual uses, the minimum number of parking spaces required for individual uses is calculated by using the Peak Demand for Individual Uses (below) and by applying reduction factors for mixed-use development and proximity to transit (subsections B and D below).

**A. Peak Demand for Individual Uses:**

<b>Use of Building Form</b>	<b>Peak Demand</b>
Amusement enterprises	1 space per 4 occupants
Banquet halls	1 space per 4 seats
Cultural facilities	1 space per 3 seats
Cinemas, theaters & auditoriums	1 space per 3 seats
Community & Recreation Facilities	1 space per employee plus 1 space per 1000 square feet, plus curbside drop-off
Office	3 spaces per 1,000 square feet (net leasable area)
Retail liner building, less than 30 feet deep and one story in height	Exempt from parking requirements
Liner building, more than 30 feet deep or more than one story	3 spaces per 1,000 square feet (net leasable area)
Personal services	3 spaces per 1,000 square feet (net leasable area)
Professional services	3 spaces per 1,000 square feet (net leasable area)
Residential and Live-Work	1.5 spaces per 1 bedroom & studio 1.5 spaces per 2 bedrooms 1.5 spaces per 3+ bedrooms
Residential Accessory Units	1 space per unit
Retail trades	3 spaces per 1,000 square feet (net leasable area)
Warehouse	1 space per 2,000 square feet (net leasable area)

Table 3-2

**B. Reduction Factors:**

Parking reductions from § 14-16-3(1) (a) apply, along with the following:

- Uses within the NFTODD may factor a 10% reduction in parking.
- Uses within 650 feet of Bus Rapid Transit Stops, the Rail Runner platform or Streetcar stations may factor a 20% reduction in parking requirements.

Reduction factors may be added together but the total shall not exceed 40% reduction.

**C. Calculating Supply**

Parking requirements shall be met by considering the sum of all:

- on-site parking (at surface and in structures), plus
- on-street parking contained within or immediately adjacent to the project, plus
- contributions made by off-site parking facilities available to uses of the building within 660' (including joint use facilities).

#### D. Shared Parking

The required minimum parking requirement may be reduced where parking is shared between uses that have different peak parking periods, as calculated below:

Locate the shared parking reduction ratio for the shared parking use in the table below. Calculate the adjusted minimum parking requirement by dividing the required combined minimum parking for the individual uses for which there is shared parking (from subsections A and B above), by the shared parking reduction ratio in the Table 3-3 below.

Type of Use	Residential	Lodging	Office	Retail
Residential		1.1	1.4	1.2
Lodging	1.1		1.7	1.3
Office	1.4	1.7		1.2
Retail	1.2	1.3	1.2	

Table 3-3

## Landscaping

The standards in this section apply to all development and parcels controlled by the Overlay Zone. In addition to the landscape location standards prescribed for each of the Building Forms, the following general standards apply: Landscape standards shall be per the City of Albuquerque Zoning Code (§14-16-3-10) with the following exceptions:

- A. The mature spread of a tree's canopy may count towards the 75% Required Vegetative Ground Cover (§14-16-3-10(G)(3)) for landscape areas up to 100sf.
- B. The use of tree grates is permitted for all tree wells.
- C. Building setbacks not used for pedestrian activity shall have a minimum landscape area of 50%.
- D. Asphalt is not a permitted material within the setback area.
- E. Landscaping on roof decks may be counted toward the required area landscaping.

### Standard Landscape Buffers:

- Front Landscape Buffers: Where parking areas front on a public or private street, a minimum four foot deep landscaped area with a four foot high screen wall adjacent to the parking area shall be maintained between the parking area and the street.
- Side/Rear: A minimum landscaped buffer four feet deep with a minimum four foot high screen wall adjacent to the parking area shall be required between parking areas and abutting residential zones. The landscape buffer shall be planted primarily with evergreen trees or tall shrubs capable of screening the parking area from the abutting residential zone.

Off-street Parking Area Landscaping per Zoning Code §14-16-3-10, with the following exceptions:

- One tree is required for every 8 spaces;
- No parking space may be more than 50 feet from a tree trunk

## **North Fourth Transit Oriented Development (NFTOD) District**

The NFTOD District covers parcels in the southern portion of the corridor from Mountain Road to north of Menaul Boulevard and parcels at the northern portion of the corridor along Montano and Fourth Street to the Railroad tracks. The intent of NFTOD District is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing. See Overlay Zone Map page 3-7.

Within North Fourth TOD District, any new multistory buildings are encouraged to include the following uses along at least 50% of their frontage at the street level:

- Multifamily dwellings or their lobbies
- Hotels and their lobbies
- Retail Establishments
- Food Store, Bakery, Shops, Ice Cream, General Business Services
- Movie Theaters
- Museums, Art Galleries or Libraries
- Offices
- Personal Service Establishments
- Professional Services
- Restaurants and Bars

### **Permitted Building Forms:**

The following Building Forms as described beginning on page 3-43, are allowed in the NFTOD District:

**Residential Building Forms:**

- Townhouse, Rowhouse, and Courtyard Townhouse
- Accessory Unit / Carriage House
- Duplex, Triplex & Fourplex
- Terrace Apartment
- Courtyard apartments

**Commercial or Mixed Use Building Forms:**

- Flex Building
- Live-Work Unit
- Liner Building

**Utilitarian Building Forms:**

- Auto Accessed
- Standalone commercial
- Civic or Institutional Building
- Structured Parking

**Permitted Frontage Types**

All six Frontage Types as described on beginning page 3-63 are permitted as prescribed by Building Form.

## Densities, Intensities and Height

- A. The following minimums are encouraged but not mandatory:

Minimum Avg Residential Density	General : 20 dwelling units per acre Within ¼ mile radius of transit station area or major bus transfer point: 24 dwelling units per acre. Distance is measured from the boundary of the station area or transfer point; should equate to a five minute walk.
Minimum FAR	1.0
Minimum Height	2 stories / 26' on at least 60% of the block face

- B. Maximum height in the NFTOD District is limited to the following :

- 4 stories/52' with 3 stories/40' on at least 20% of any block face. 20' minimum step back to 66' 5th story is allowed with the following exception:
- Within 75' of the property line of a developed single family residential area, a new development's building shall not exceed 2 stories / 26' in height.

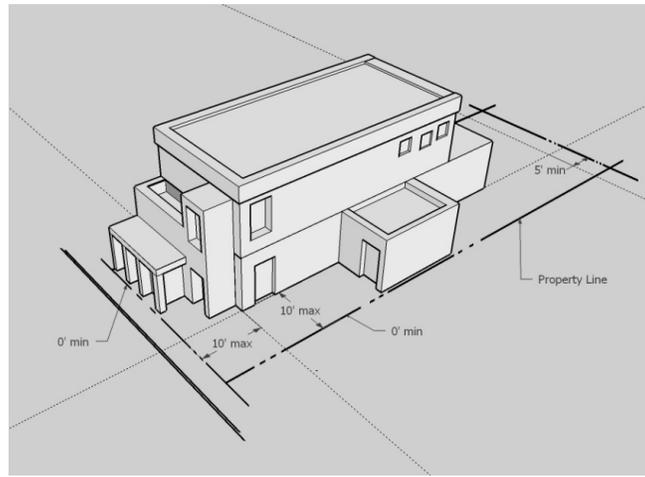
**Building Frontage and Articulation**

Glazing of ground floor frontage	75% minimum glazing of ground floor width to a height of at least 8' above the floor level.
Ground story clear height	A ground floor story shall include a minimum 10' clear height.
Building entryways on streets	40' on center minimum or as provided in the Building Form regulations.
Articulation on streets	40' on center minimum or as provided in the Building Form regulations.

Maximum encroachment height is one story. Encroachments in the public ROW shall follow existing City regulations §23-5-K.

## Building Placement

Front setback:		
Maximum	10'	
minimum	0'	
Side street setback:		
Maximum	10'	
Minimum	0'	
Side yard setback:		
Minimum	0'	



Side yard setback from adjacent existing single family development:		
minimum	5'	

Rear setback:		
Minimum	5'	

Rear setback from adjacent existing single family development :		
minimum	10'	

### **North Fourth Mixed Use Development (NFMXD) District**

The NFMXD District is designed for locations within walking or biking distance of residential areas and connected to them by pedestrian and biking paths. This district establishes commercial and mixed uses that serve residential neighborhoods, and can be used to redevelop existing shopping areas and centers. The standards are intended to provide pedestrian scale streetscapes and buildings oriented to the public realm. It generally covers parcels in the corridor located along Fourth Street and fronting major cross streets from the mid-block south of Candelaria to Solar Road. For location see Overlay Zone Map page 3-7.

#### **Permitted Frontage Types**

All six Frontage Types as described on beginning page 3-63 are permitted as prescribed by Building Form.

#### **Permitted Building Forms**

The following Building Forms as described beginning on page 3-43 are allowed in the NFMXD District:

#### **Residential Building Forms**

- Townhouse, Rowhouse, and Courtyard Townhouse
- Accessory Unit / Carriage House
- Duplex, Triplex & Fourplex
- Terrace Apartment
- Courtyard apartments

#### **Commercial or Mixed Use Building Forms**

- Flex Building
- Live-Work Unit
- Liner Building

### Utilitarian Building Forms

- Auto Accessed
- Standalone commercial
- Civic or Institutional Building
- Structured Parking

### Densities, Intensities, Height

The following minimums are encouraged but not mandatory:

Minimum Avg Residential Density	General : 12 dwelling units per acre Building area within 75' of single family residential: 10 dwelling units per acre
Minimum FAR	.5
Minimum Height	2 stories / 26' on at least 60% of the block face

Maximum height in the NFMXDD is limited to the following:

Maximum Height	4 stories/52' with 3 stories/40' on at least 20% of any block face. 20' minimum step back to 66' 5 <sup>th</sup> story is allowed.  Building area within 75' of single family residential: 2 stories / 26'
----------------	--

### Building Frontage and Articulation

Glazing of ground floor frontage	40%-90% (Commercial uses required to have 75% minimum glazed width on "A" streets.)
Ground story clear height	A ground floor story shall include a minimum 10' clear height.
Building entryways on streets	40' on center minimum or as provided in the Building Form regulations
Articulation on streets	40' on center minimum or as provided in the Building Form regulations

Maximum encroachment height is one story.

Encroachments in the public ROW shall follow existing City regulations §23-5-K.

## Building Placement

Front setback:

maximum	10'
minimum	0'

Side street setback:

maximum	10'
minimum	0'

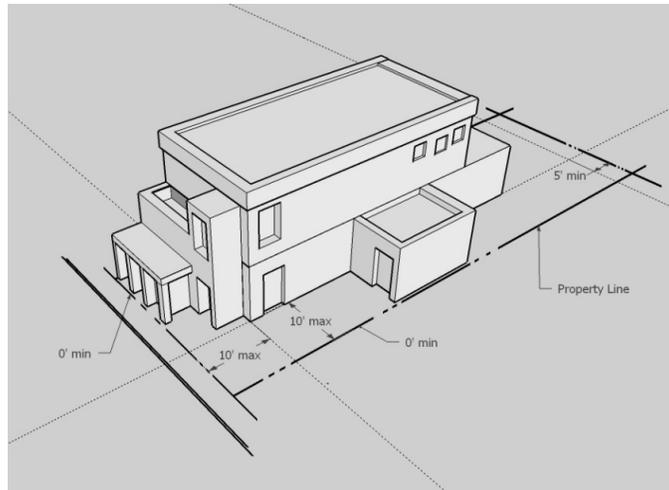
Side yard setback:

minimum	0'
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Side yard setback from adjacent existing single family development  
minimum 5'

Rear setback  
minimum 5'

Rear setback from adjacent existing single family development  
minimum 10'



### **North Fourth Infill Development (NFID) District**

The NFID District serves as a buffer and provides a standard to encourage the context-sensitive development of empty lots or the redevelopment of sites in substantially built up areas. It offers relief from rigid zoning, while ensuring that new development respects its surroundings and achieves compact, pedestrian friendly environments. The District is situated in key areas near existing neighborhoods along the northern and middle portion of the corridor. For location see Overlay Zone Map page 3-7.

### **Building Placement, Height and Frontage**

#### **A. General Standards**

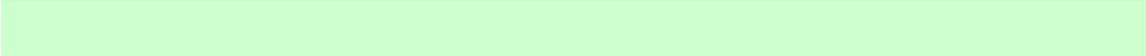
In the case of new structures, additions and alterations, the height, and scale of other buildings on the block shall be substantially maintained; “substantially maintained” means that the front façade of new structures does not exceed the average width of principal structures within three hundred (300) feet of the proposed structure by more than twenty percent (20%) and the height does not exceed the average height of principal structures within three hundred (300) feet of the proposed new structure, addition, alteration by more than one (1) story.

The building setbacks shall be substantially maintained to preserve the pattern of building fronts and setbacks from the street. Substantially maintained means that the building setback is +/-5’ of the average setback on the block.

#### **B. Additions**

Additions do not need to follow a particular building form. However additions shall comply with the standards below:

- Oriented to the front street ROW or to the alley.
- Related to the rest of the building in scale, mass, and shape.
- Compatible with the original structure in window design.
- Compatible with the original structure in terms of roof slope and shape



## **Permitted Building Forms**

The following Building Forms as described beginning on page 3-43, are allowed in the NFID District:

### **Residential Building Forms:**

- Detached Single-Family Dwelling
- Townhouse, Rowhouse, and Courtyard Townhouse
- Accessory Unit / Carriage House
- Duplex, Triplex & Fourplex
- Terrace Apartment

### **Commercial or Mixed Use Building Forms:**

- Flex Building

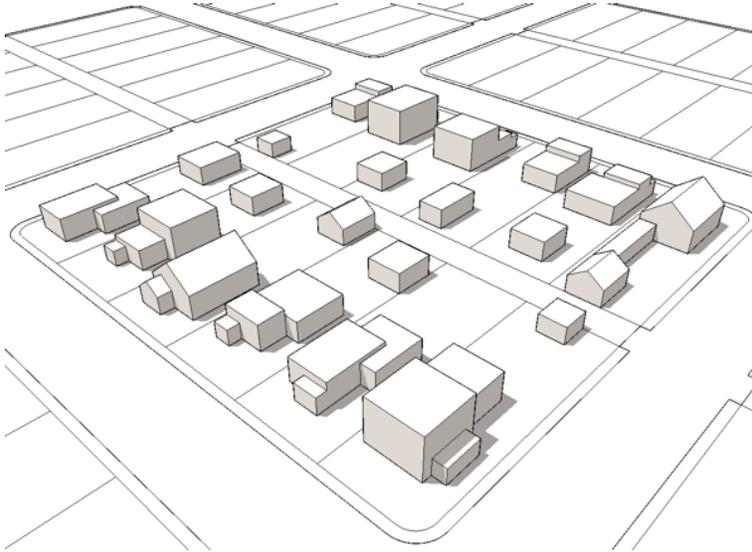
### **Utilitarian Building Forms:**

- Civic or Institutional Building
- Structured Parking

## Building Forms



## DETACHED SINGLE-FAMILY DWELLING



Description:  
Single family detached dwelling units with useable front and rear yards and oriented to the street.

## (a) Access and Entry

The Principal Entry to each dwelling shall have direct access from a porch, stoop or private patio to the street. Parking, loading and trash disposal must be accessed from an alley, narrow driveway, ribbon driveway, or a circular driveway with a porte cochere.

## (b) Parking

Parking shall be located in the side or rear yard. Garages may be attached, detached, or connected by a breezeway. Attached garages shall be set back from street-facing façades by a minimum of 10'. Detached and breezeway garages must be located in the side or rear yard.

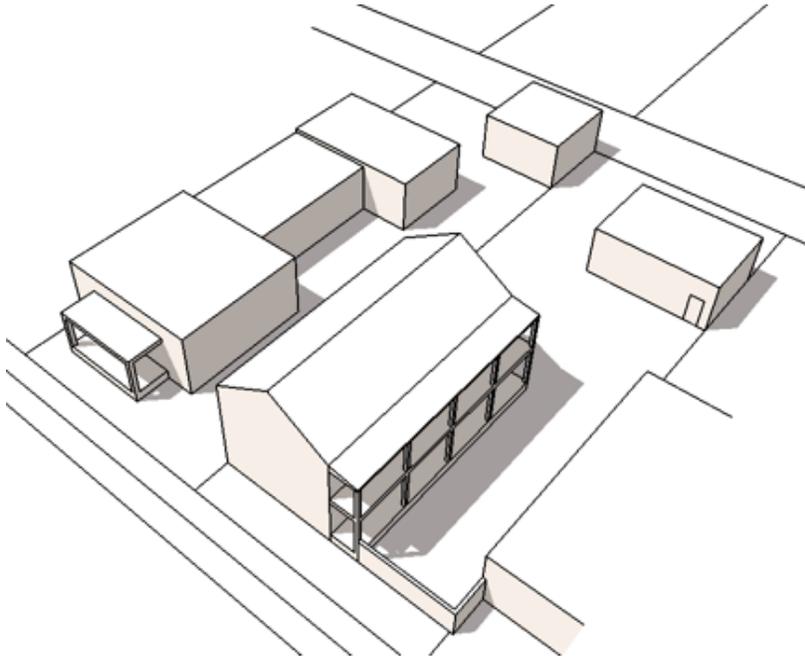
## (c) Frontage

Each dwelling must include a stoop, porch, or private patio.

## (d) Exposure to Light and Air

Each dwelling shall have all sides exposed to the outdoors.

## SIDE-YARD DWELLING



Description:  
Single family detached dwelling units that are aligned with one building wall on a side lot line and a setback or side yard easement along the other side lot line.

### (a) Access and Entry

The Principal entrance to each dwelling shall have direct access from an individual stoop, porch or private patio that shall front the street and may also front the side-yard. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface, or garage and may be accessed from an alley, narrow driveway, or ribbon driveway. A common parking court may be provided interior to the block.

### (c) Frontage

Each dwelling must include a stoop, porch or private patio.

### (d) Building Width

Buildings facing a public street may not be wider than forty feet (40') along the street frontage.

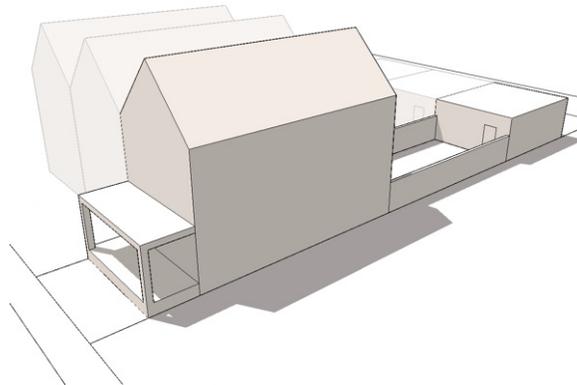
### (e) Massing

Habitable attics are permitted.

### (f) Exposure to Light and Air

Each unit shall have at least three sides exposed to the outdoors.

## TOWNHOUSE, ROWHOUSE, AND COURTYARD TOWNHOUSE



### Description:

One of a group of attached dwellings divided from each other by common walls. Each must have a separate entrance leading directly to the outdoors at ground level. A townhouse building may be one type of an apartment. This form can be done as a zero lot line dwelling and may be constructed as “half” a Courtyard Townhouse development.

### (a) Access and Entry

The Principal Entry to each dwelling shall have direct access to the street or to a Courtyard if it is a Courtyard Townhouse building form. For lots that back to functioning alleys; parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface, or garage. A common parking court may be provided interior to the block.

### (c) Frontage

Each dwelling must include a stoop or porch fronting the street and a public sidewalk or a common green or fronting a Courtyard if a Courtyard Townhouse building form is used.

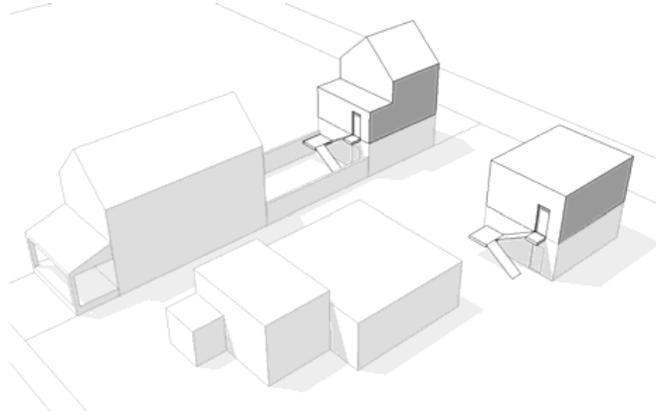
### (d) Building Width

Buildings facing a public street may not be wider than forty feet (40') along the street frontage

### (e) Exposure to Light and Air

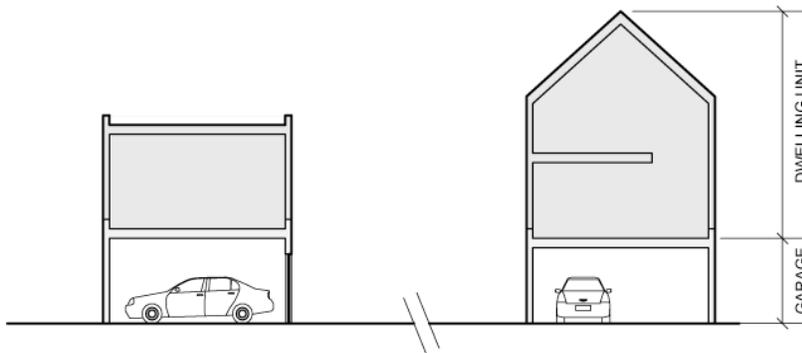
Each unit shall have at least 2 sides exposed to the outdoors.

## ACCESSORY UNIT / CARRIAGE HOUSE



### Description:

An accessory unit is a building type typically consisting of a stacked dwelling unit or work space of 600 square feet or less over a garage. It is located on an alley or at the back 1/3 of a lot that includes a Principal building.



### (a) Access and Entry

The Principal Entry to the unit shall be accessed from the side or rear yard or alley.

For lots that back to functioning alleys; parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking shall be located below or beside the unit and accessed from an alley or side driveway.

### (c) Building Width

A 5' minimum passageway to the alley shall be maintained along one side.

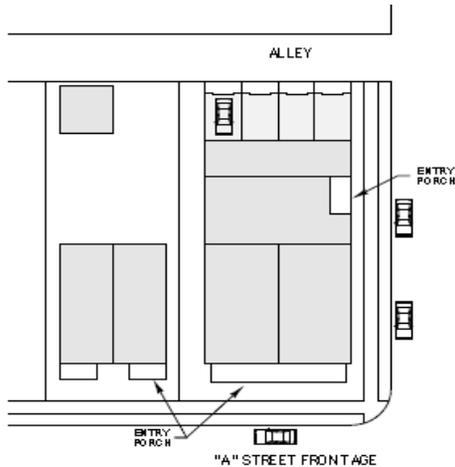
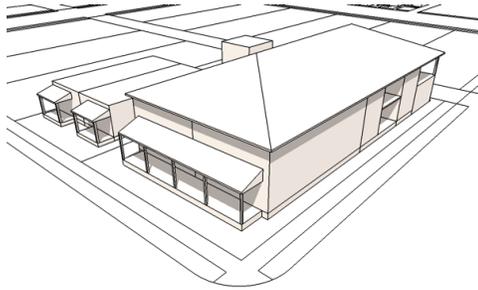
### (d) Massing

Accessory units may be located above garages.

### (e) Exposure to Light and Air

Each unit shall have a minimum of three sides exposed to the outdoors

## DUPLEX, TRIPLEX & FOURPLEX



### (a) Access and Entry

The Principal Entry to each dwelling or each common entrance, if designed as stacked flats shall have direct access from a porch, a common porch, or stoop facing the street.

For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking - Parking shall be located in the rear portion of the lot. Parking shall be accessed from an alley or a narrow driveway. A common parking court may be provided interior to the block.

### (c) Frontage

Each dwelling must include a stoop or porch, either individually or in common with an adjoining dwelling.

### Description:

Duplexes, triplexes, and fourplexes are multiple dwelling forms that are either architecturally presented as large single-family houses in their typical neighborhood setting or as duplex/triplex/fourplex vernacular forms compatible with the surrounding neighborhood. These building forms are permitted for residential uses, offices, or studios that are accessory to residential uses.

### (d) Building Width

Buildings facing a public street may not be wider than fifty feet (50') along the street frontage

### (e) Massing

Duplexes, triplexes, and fourplexes may be articulated as large single family houses consistent with the vernacular building form in the surrounding neighborhood.

Duplexes, triplexes, and fourplexes may also be designed as stacked flats, abutting townhouses, courtyards, side-yard/courtyard townhouses or other vernacular forms compatible with the surrounding neighborhood. Attic spaces may be used as habitable space.

### (f) Exposure to Light and Air

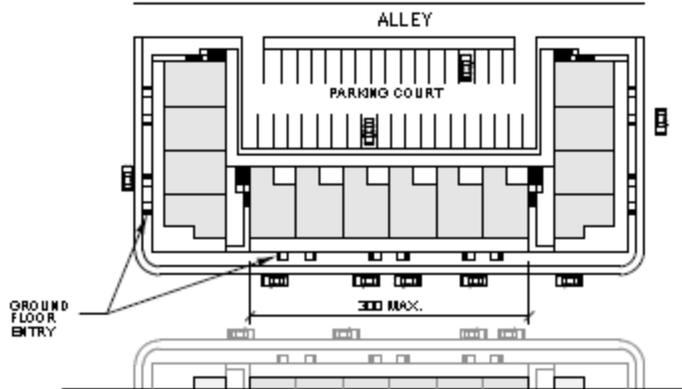
Each unit shall have a minimum of two sides exposed to the outdoors

## TERRACE APARTMENT



### Description:

Terrace Apartments can take a number of forms, including stacked flats, townhouses, or flats over townhouses.



### (a) Access and Entry

The Principal Entry to each individual dwelling on the ground floor must have direct access from a permitted frontage type and abut the street.

### (b) Parking

Parking shall be located behind or under the principal building. A common parking area may be located interior to the block.

### (c) Frontage

Frontage types along the street must include stoops, porches, or forecourts.

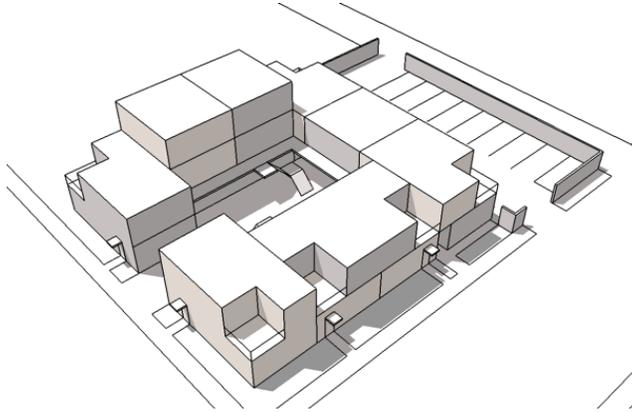
### (d) Building Length

Buildings facing a public street may not be longer than 300 feet along the street frontage.

### (e) Articulation.

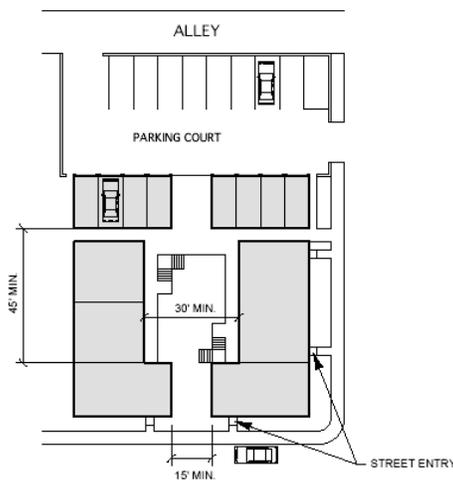
The façades of buildings facing a public street that are longer than sixty feet (60') must be articulated a maximum of every forty feet (40') along the street frontage.

## COURTYARD APARTMENTS



### Description:

Courtyard apartments are building form consisting of dwelling units that can be arranged as townhouses, flats over townhouses, or flats. These are arrayed to form a shared courtyard that is partly or wholly open to the street.



### (a) Access and Entry

Each individual ground floor unit must have direct access from a porch, common porch or stoop facing the courtyard or facing the street. No more than 4 dwellings shall be accessed per stair.

The courtyard shall have a common street entrance at least 15' wide. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking shall be located in rear portion of lot or under the building(s) or in a common parking court interior to the block. Parking lots shall be screened by a minimum 5 foot wide landscape buffer and 4 foot high wall from the court. Pedestrians shall have access to parking through the courtyard.

(COURTYARD APARTMENTS continued)

(c) Open Space

Courtyards shall be a minimum of 35 feet wide and a minimum of 45 feet long. Porches may protrude into the courtyard space. Courtyards shall be Full Courtyards or Partial Courtyards.

Partial courtyards adjacent to parking lots shall be screened by a minimum 5 foot wide landscape buffer consistent with § 14-16-3-10(E)(3). Courtyards shall be visible from the street. An opening may include a pattern that is constructed into the façade or created using see-through tubular steel, wrought iron bars, or other grillwork. Fences and gates separating the courtyard from the street and/or parking courts must comply with the design standards of § 14-16-3-19.

Courtyards shall be landscaped with at least one tree (minimum 1 1/2 inch caliper) for every 1000 square feet of courtyard area.

(d) Frontage

Frontage types along the street shall be porches or common porches and front yards. Frontage types along the courtyard shall be porches, a common porch or stoops. Private patios may be located in the courtyard if the courtyard is at least 60 feet in width. A patio wall shall not exceed 36" in height.

(e) Massing

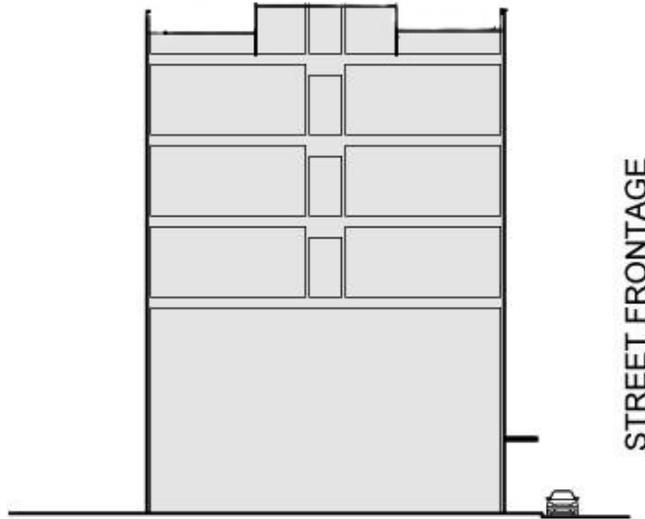
All dwellings may be incorporated into one house form or be articulated into vertical modules.

Attics may be used as habitable space. Buildings shall be located as to provide for the reach of sunlight into courtyards between 11am and 1pm in the winter solstice.

(f) Exposure to Light and Air

Each unit must have two sides exposed to the outdoors.

## FLEX BUILDING



## Description:

A flex building contains at least one (1) distinct story above the ground floor, with Shop Fronts on the ground floor. The building may contain any combination of residential, hotel, office and commercial uses. Retail should occur on the ground floor, but is not mandatory. The building may evolve over time through many combinations of these uses.

## (a) Access and Entry

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted frontage type facing and abutting the street. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

## (b) Parking

Off-street parking shall be located behind or under the principal building. A common parking area may be located interior to the block. On-street parking is encouraged along all street frontages except at transit stops.

## (c) Frontage

Frontage types along the street shall include Shop Fronts. Portals and Forecourts may be added. Forecourts shall not exceed 20% of the block space.

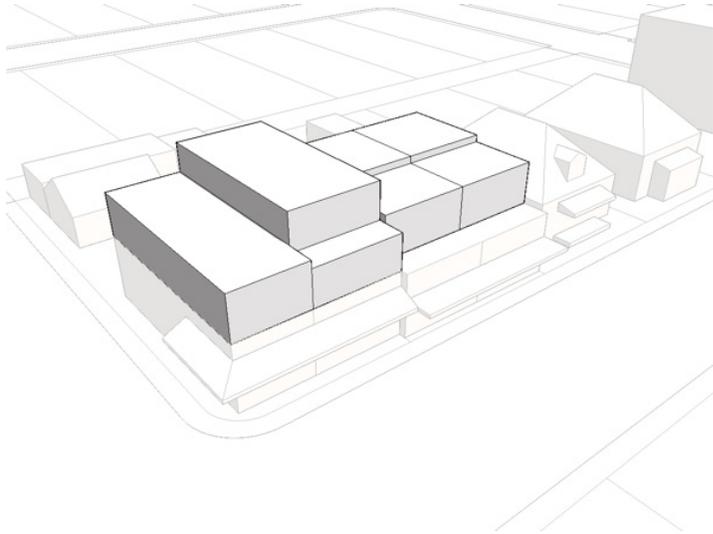
## (d) Placement and Massing

Buildings facing a public street may not be longer than 300 feet along the street frontage. The required ground floor clear height is a minimum of 10'.

## (e) Articulation

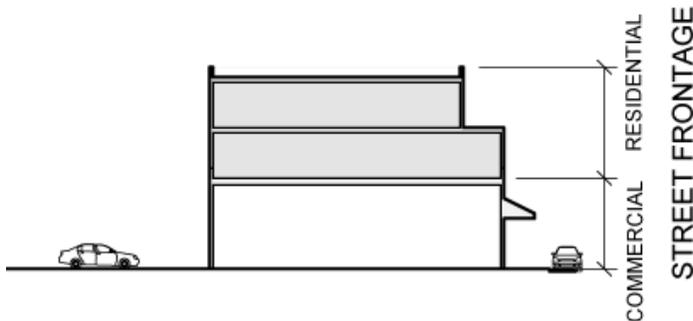
The façades of buildings facing a public street which are longer than fifty feet (50') must be articulated at a maximum of every forty feet (40') along the street frontage. Entryways are required at least every 40 feet.

## LIVE-WORK UNIT



### Description:

Live-Work units are low rise multistory buildings that can be used flexibly for work/live, work/work, and live/live purposes. A variety of uses in the buildings is encouraged. Dwelling units can be located above the ground floor, attached to the rear of a Shop Front, or detached and located in the rear or side yard. The first floor is a Shop Front frontage type.



### (a) Access and Entry

Direct access must be provided from the street to the Principal Entry of each Shop Front and common entry to upper level units.

For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

### (b) Parking

Parking areas shall be located in rear portion of lot or a common parking area located interior to the block and shall not abut the street frontage.

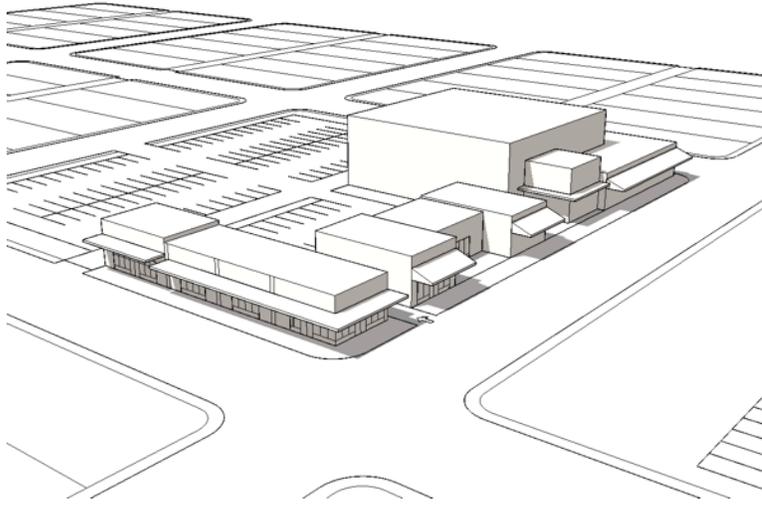
### (c) Frontage

Each ground floor use shall have an entrance for each 40' of building frontage at a minimum. Permitted frontage types are Shop Fronts, Forecourts or Portals.

### (d) Building Width

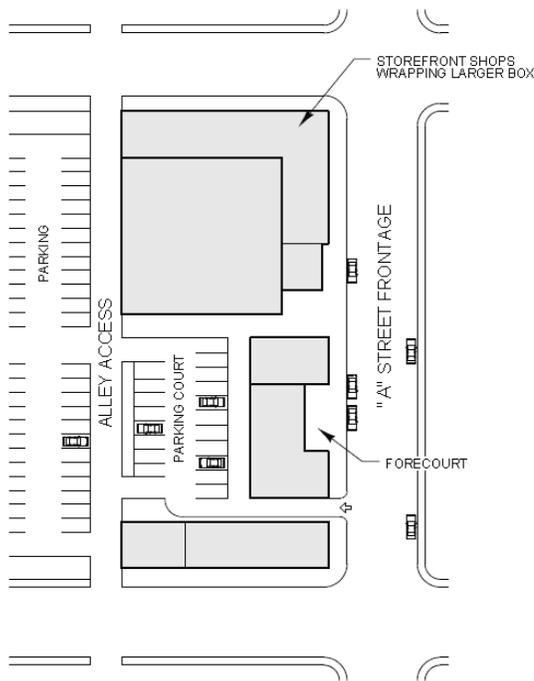
Buildings facing a public street may not be wider than forty feet (40') along the frontage line unless designed to appear as separate Shop Fronts no wider than 40'.

LINER BUILDING



Description:

A building specifically designed to mask and enliven the edge of a parking lot, parking garage, public assembly or large retail facility (big box) along a public frontage.



(a) Access and Entry

The Principal Entry to each individual unit on

the ground floor must have direct access from a permitted frontage type facing and abutting the street.

(LINER BUILDING continued)

(b) Parking

Parking shall be located behind or under the principal building, or in one or more common or public parking areas located interior to or within 660 feet of the block. On-street parking is encouraged along all street frontages.

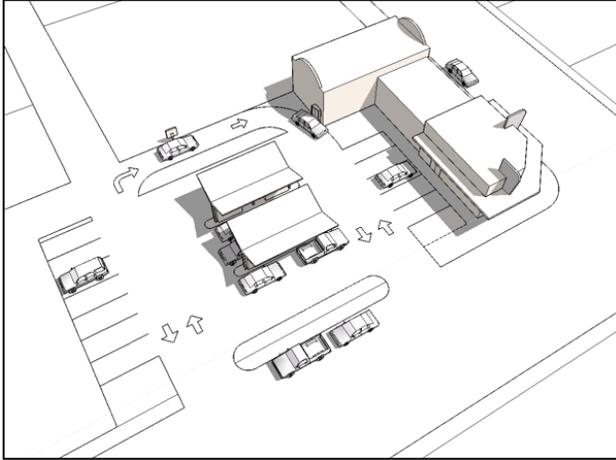
(c) Frontage

Frontage types along the street must include Portals, Forecourts or Shop Fronts.

(d) Placement and Massing

Minimum frontage build-out is 60%.  
Minimum liner building depth is 16 feet. The façade along the ground floor on a Public Frontage must change visibly at an average of at least forty feet (40') in height, setback, materials, or colors along the street frontage and with no module exceeding 75 feet in length. An entryway must be provided on the ground floor every 40 feet at a minimum. Courtyards or forecourts shall not exceed 10% of the street frontage.

## AUTO-ACCESSED



### Description:

Auto-Accessed building forms include office building with drive-through facilities, shop or store building with drive-through facilities, and restaurant buildings. Utilitarian building forms can accommodate, for example, the following building types: gasoline station, automobile repair and service structure, and car care centers (includes car wash). These building types provide needed neighborhood services, but can disrupt pedestrian flows and impair the aesthetics of the commercial and residential streetscapes, corridors and districts.

### (a) Access and Entry

The Principal Entry to the building must have direct access from a permitted frontage type facing and abutting the street.

### (b) Parking and Service Drives

Parking shall be located behind or under the principal building, or in one or more common or public parking areas located interior to or within 660 feet of the block. Drive-through lanes must include access to a "B" Street, an alley, or shared parking area to the rear of the principal building. Supplemental ingress from an "A" street is allowed.

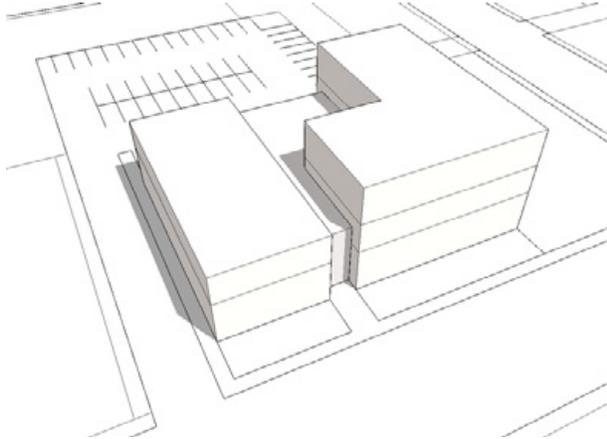
On-street parking is encouraged along all public frontages.

### (c) Frontage and Placement

Frontage and Placement – The façade of buildings on a Public Frontage shall change visibly at a maximum of every sixty feet (60') in height, setback, materials, or color along the street frontage. A 4' foot high street wall shall screen service area at lot perimeter with openings for vehicular access.

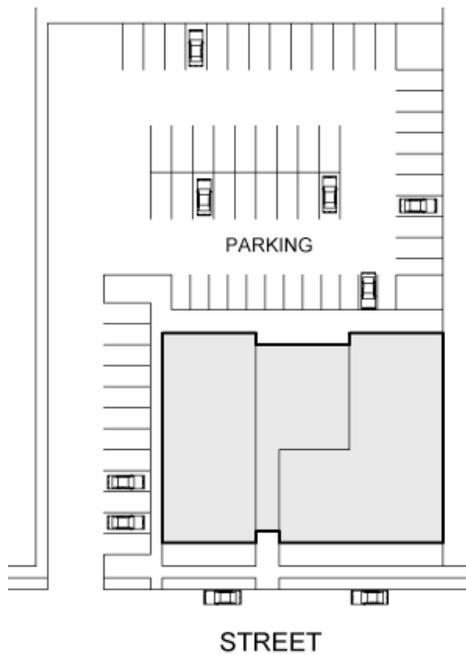
Development fronting an "A" Street shall be built out a minimum of 60%

## STAND ALONE COMMERCIAL/OFFICE BUILDING



### Description;

This building form accommodates larger building floor plates that may require large surface parking areas. These regulations accommodate a limited number of building forms, in order, to provide anchor tenants and neighborhood services; but restricts them in order to maintain the integrity of the plan's design principles.



### (a) Access and Entry

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted frontage type facing the street.

### (b) Parking

Parking shall be located behind, under, or to the side of the principal building, or in one or

more common or public parking areas located interior to or within 660 feet of the block. Parking areas to the side of the principal building: (1) are limited to 100 feet in depth, (2) have a total width no more than 32 feet, and (3) must have a landscaped buffer facing the street with a minimum depth of 10 feet, or a street-wall with a landscaped buffer that has a minimum depth of 5 feet.

(STAND ALONE COMMERCIAL/OFFICE BUILDING continued)

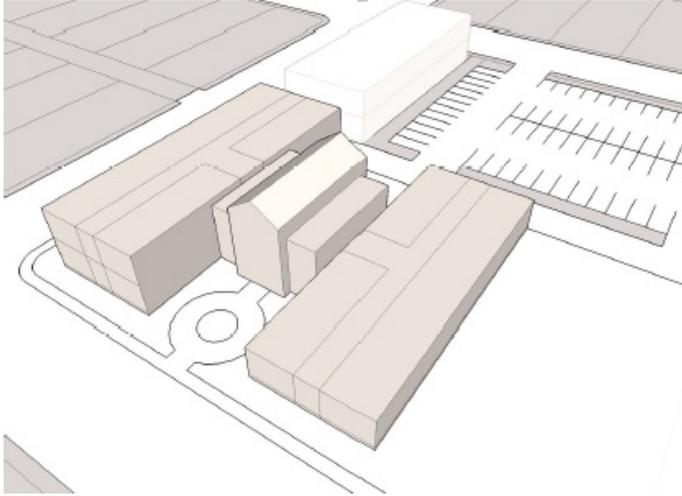
(c) Frontage

Frontage types along the street must include Portals, Forecourts or Shop Fronts.

(e) Articulation

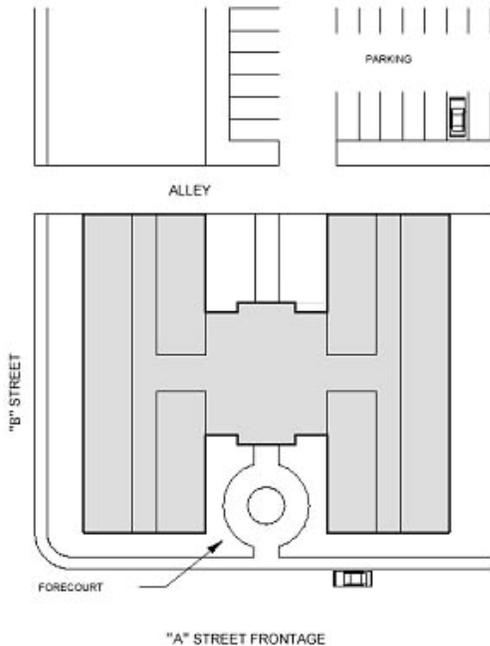
The façade of buildings on a Public Frontage must change visibly at a maximum of every forty feet (40') in height, setback, materials, or color along the street frontage. An entryway must be provided to the ground floor every forty feet (40') at a minimum. Buildings either shall be double-fronted or the back walls shall be 30% glazed.

## CIVIC OR INSTITUTIONAL BUILDING



### Description:

Institutional buildings can accommodate offices, classrooms, or civic uses. These buildings range from large floor-plates and multiple levels to smaller, more intimately scaled structures. A variety of architectural styles is acceptable. Civic buildings can accommodate a variety of arts, culture, education, recreation, government and public assembly uses.



### (a) Access and Entry

Pedestrian entry is through a common lobby or multiple entrances. The building has at least one entrance to a public street, courtyard, forecourt, or a common lawn.

Street-facing entrance(s) shall be built to within 30 feet of a street right-of-way.

(CIVIC AND INSTITUTIONAL continued)

(b) Parking

Parking shall be located in common surface parking areas behind the building, garages underneath buildings, and/or in parking garages. On-street diagonal parking may be located on a "B" street.

(c) Frontage

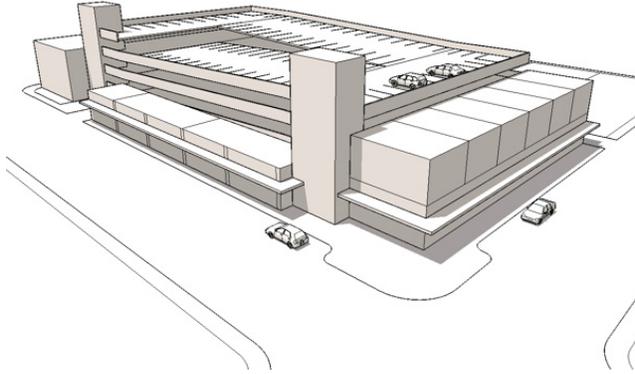
Permitted frontage types include forecourts, courtyards, yards, stoops, or portals.

(d) Massing

These types can be designed as a single compositional unit or with distinct horizontal modulation of a base, middle and cap where the ground floor is visually distinct from the upper floors.

Street-facing entrances shall be accompanied by additional building height for visual emphasis. Street-facing entrances shall be positioned to accentuate vistas (or directed views) such as at the end of streets or where streets turn.

## STRUCTURED PARKING



### Description:

Structured parking is encouraged because it consumes less land area and the structure is wrapped by residential or commercial uses. This section encourages several different types of structured parking forms.

### Orientation and Composition

In order to orient parking structures to the interior of the block rather than the street, parking garages shall:

- Include residential dwelling units or Liner Buildings, which conform to the design regulations in the Overlay Zone, along at least the first floor; or
- Be located behind buildings with the principal uses described above so that the ground level parking is not visible from the street, except for the entryway. The garage entryway must not exceed 30 feet in width along the building façade; and
- Shall be screened with ornamental grillwork, artwork, or similar architectural features above the street-

facing residential or commercial wrapper buildings.

### Massing

Parking structures should consider surrounding context in terms of scale, height and design. Parking structures are considered compatible in scale if the height does not exceed the average height of principal structures within three hundred (300) feet of the proposed structure by more than one (1) story. If the Liner Buildings do not exceed such average heights, the garage itself may exceed the Liner Building height by two stories.

## Frontage Types

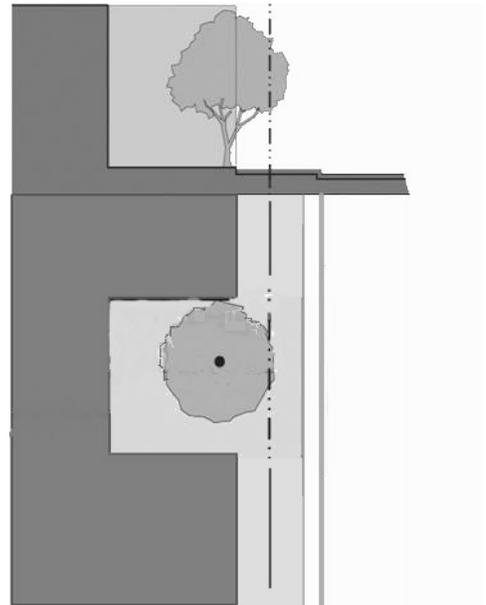


## Frontage Types

Various frontage types are established in order to implement the North Fourth Street Overlay Zone and Districts. The building form regulations describe the situations where each frontage type is required. The frontage types are:

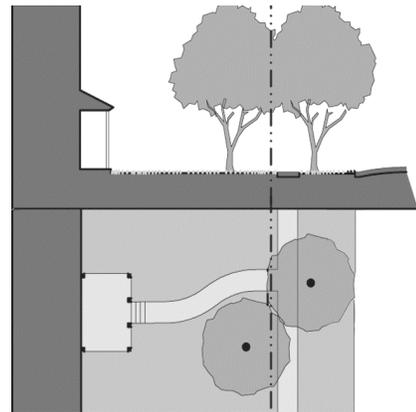
### Forecourt

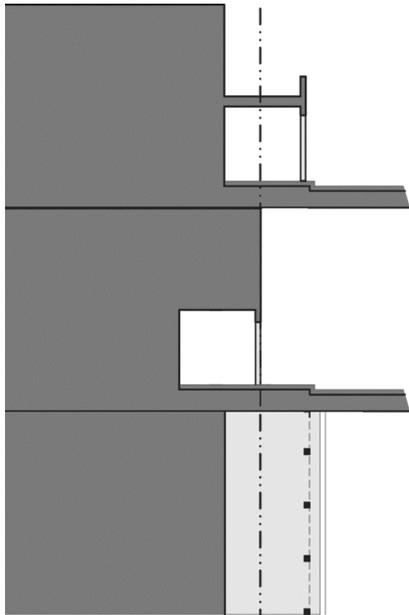
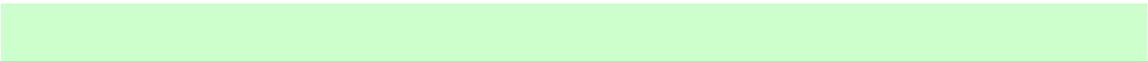
A portion of the facade is close to the frontage line and the central portion is set back. The forecourt created may be used for vehicular drop-offs. Large trees within the forecourts may overhang the sidewalks. Forecourts must be used in conjunction with stoops, shop fronts, or portals.



### Front Yard

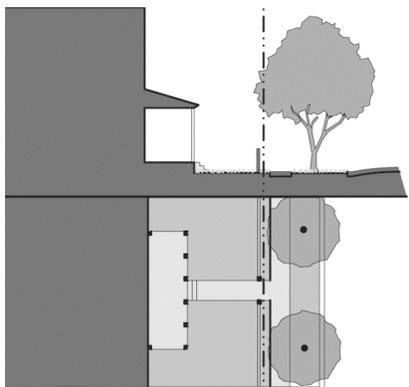
A planted frontage wherein the façade is setback from the frontage line. An encroaching porch may also be attached to the façade. A fence or wall at the property line may be used to define the private space of the yard. The wall may be no higher than 36” unless the residence fronts a street with ADT greater than 3,000, in which case the wall may be no higher than five feet. Individual parcel walls may not be constructed so that when taken together they create a walled development.





### **Portal (Arcade)**

A portal is a covered porch supported by evenly spaced columns and is attached to the front building façade. It may overlap the sidewalk to within 2 feet of the curb. Portals may include a balcony for the floor above. If the portal includes conditioned space on the floor above, it may not encroach beyond the property line. Commercial portals must have eight feet clear width. This type is conventional for retail use. A portal is an important element of New Mexican vernacular architecture.

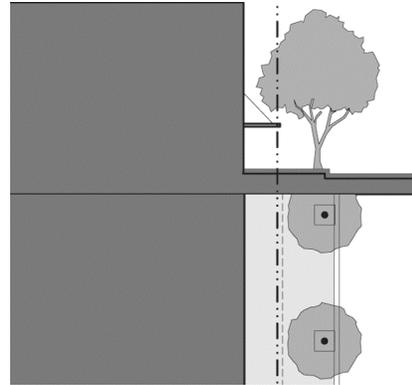


### **Porch**

A planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. Porches shall be no less than 5 feet deep. A porch may be screened but not glazed. A fence at the frontage line is required.

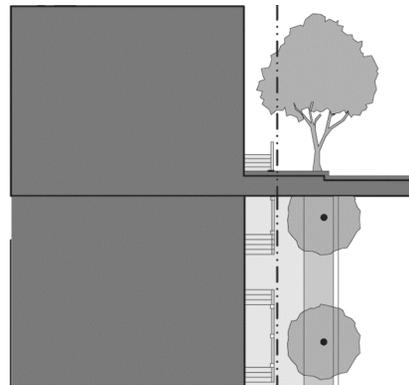
### Shop Front

A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk. Syn: Retail frontage.



### Stoop

A Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is an exterior stair and landing. The stair may be a perpendicular or parallel to the sidewalk. This type is recommended for ground-floor Residential use in an urban environment.





# IV.

## Transportation and Street Design

### **Introduction**

North Fourth Street is a major street serving the North Valley. It extends north from Mountain Road near downtown, through the portion of the Valley within the City of Albuquerque, continuing through the Village of Los Ranchos de Albuquerque and the unincorporated portion of Bernalillo to Alameda. Over time, North Fourth Street has functioned as both a local street connecting a grid of arterial and collector cross streets as well as a major transportation route in and out of Albuquerque.

Today the street serves as major route for commuters, local residents and business interests. It is in need of repair, reinvestment and redesign to initiate its long-term transition into a corridor that serves auto and transit-accessible commercial needs as well as providing a pleasant and safe environment for local residents and pedestrians. This section of the plan describes how the reinvestment should be guided.

### **Vision for Redesigning North Fourth Street**

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

### **Existing Conditions and Issues**

The actual design and construction of improvements to North Fourth Street are integral to development of the entire area. However, the programming of improvements should be based upon a full understanding of the barriers to the corridor's redevelopment. The June 2006 Draft North Fourth Street Rank III Corridor Plan identified major issues that remain problematic, some of which are described below. However, additional input from area leaders identified a

framework to implement reconstruction of the street, tied to private redevelopment together with public investment and on-going public involvement.

### **Findings of the 2006 Study**

The findings of the North Fourth Street Redevelopment Study include the following:

Traffic volume varies along the approximately four-mile stretch of North Fourth Street considered by this plan. According to 2005 figures from the Mid Region Council of Governments (MRCOG), traffic flow varies from 9,000 vehicle trips per day to 28,000 trips per day depending on what portion of the street the counts were taken. They were lowest on the southern end and highest at Griegos. However, overall traffic had not increased substantially on North Fourth Street from 1994 to 2004.

West Side traffic contributes approximately 50% of the vehicles on North Fourth Street according to MRCOG. The agency's modeling analysis that was generated at a network level estimates that West Side traffic is southbound in morning peak traffic hours and northbound in the afternoon peak hours. Crossings occur equally between the Montano and Alameda Boulevard bridges.

North Fourth Street and North Second Street are "paired streets" that are relatively close to each other. Their connectivity allows drivers to choose one or the other to reach the same destination. The paired streets carry roughly the same volume of traffic north of I-40 even though the capacity of North Second Street is greater.

Turn lanes and on-street parking vary along the corridor. Four moving lanes are available north of I-40 and two lanes exist south of I-40.

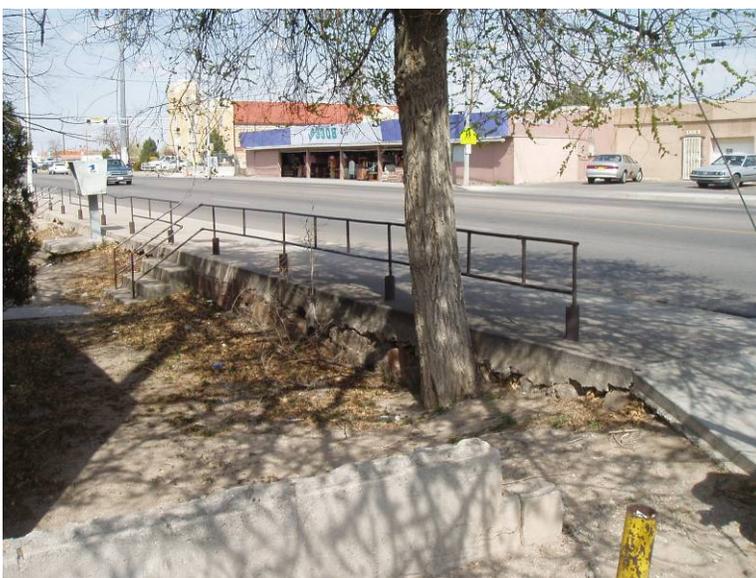
### Key Conditions

Other conditions found on North Fourth Street are:

1. Some sidewalks are crumbling or not even paved
2. Sidewalk links are missing along the corridor and on a number of side streets in adjoining neighborhoods
3. Obstructions in sidewalks include power poles and other utility installations
4. ADA compliance issues exist due to obstructions in sidewalks and crosswalks



*Curbs are broken and crumbling in many places along the street*



*The sidewalk is not ADA compliant and the foundation is crumbling.*

*The location of the utility poles makes pedestrian access virtually impossible.*



In some instances, the varying widths of the street itself are a problem. The rights-of-way widths are as little as 55 feet in some areas and as wide as 200 feet in others. As a result, some sidewalks are only a few feet wide and/or obstructed in many blocks. In other areas, the street may provide greater capacity than necessitated for vehicular traffic creating the possibility of increased speeding violations and traffic accidents.

Additionally, both sides of the street have several driveway pads, which can make it hazardous for cars to enter and exit the street. Also, the driveway pads slope at varying slopes and are of differing widths causing pedestrians to walk on uneven surfaces for some distance. At best, the surface of the street and sidewalk is inconsistent adding to a sense of unpredictability for pedestrians.

Public feedback about the conditions outlined above resulted in a process to correct the problems. Paramount was the decision that a set of value statements should be adopted to guide the street's design and construction. Secondly, additional data and information was needed, such as an engineering study, before additional programming of the street's reconstruction could occur.

## Steps to Alleviate Conditions

To guide the street's reconstruction the following value statements should be adopted:

### A. 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, convenient access for vehicular traffic and parking
- 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 throughout the corridor

### B. Design Parameters

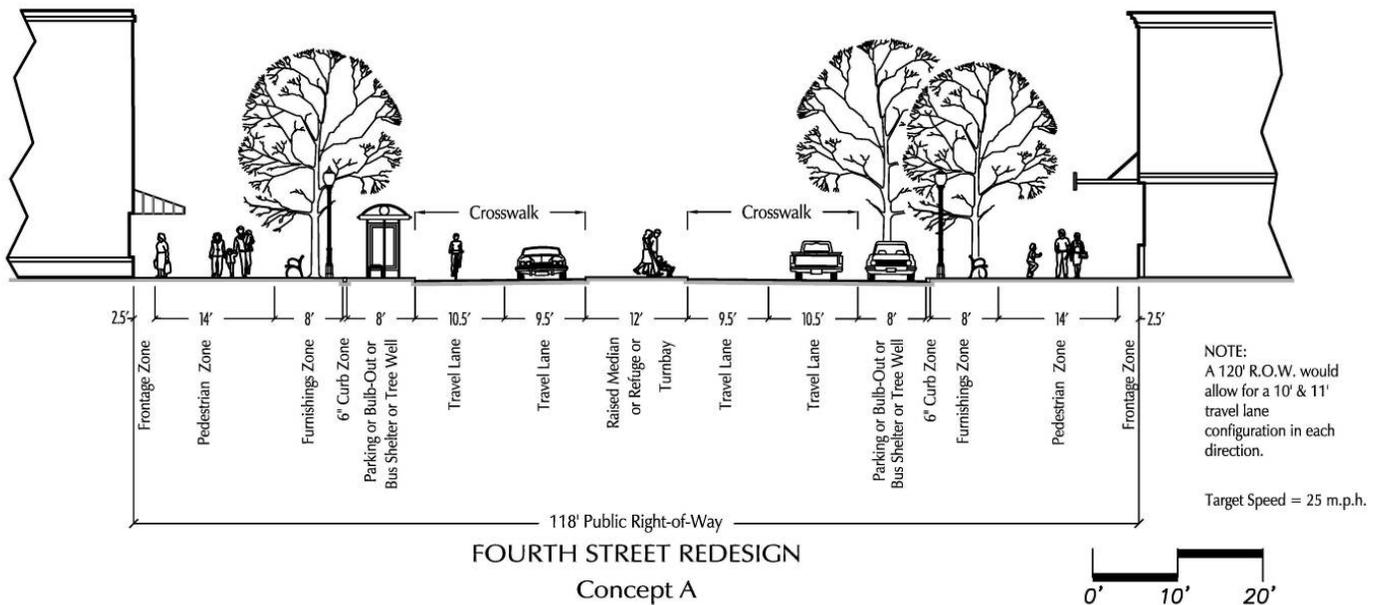
The North Fourth Street Corridor Plan recognizes the differing conditions along the corridor. Opportunities to enhance the street for pedestrians should be programmed using the following design parameters in the public right-of-way from I-40 to Solar:

1. Maintain four lanes of traffic and sidewalks on both sides meeting ADA requirements. Within the areas of limited ROW, inside traffic lanes may be narrowed to allow for safety and pedestrian enhancements

2. 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
3. Increase the Right-of-Way (ROW) to add sidewalks wider than ADA requirements including buffers
4. Widen the Right-of-Way (ROW) where necessary by acquiring property and/or negotiating easements
5. Increase the ROW to add landscaped medians, on-street parking, pedestrian crossing refuges, other pedestrian enhancements, and turn bays

### C. Design Standards

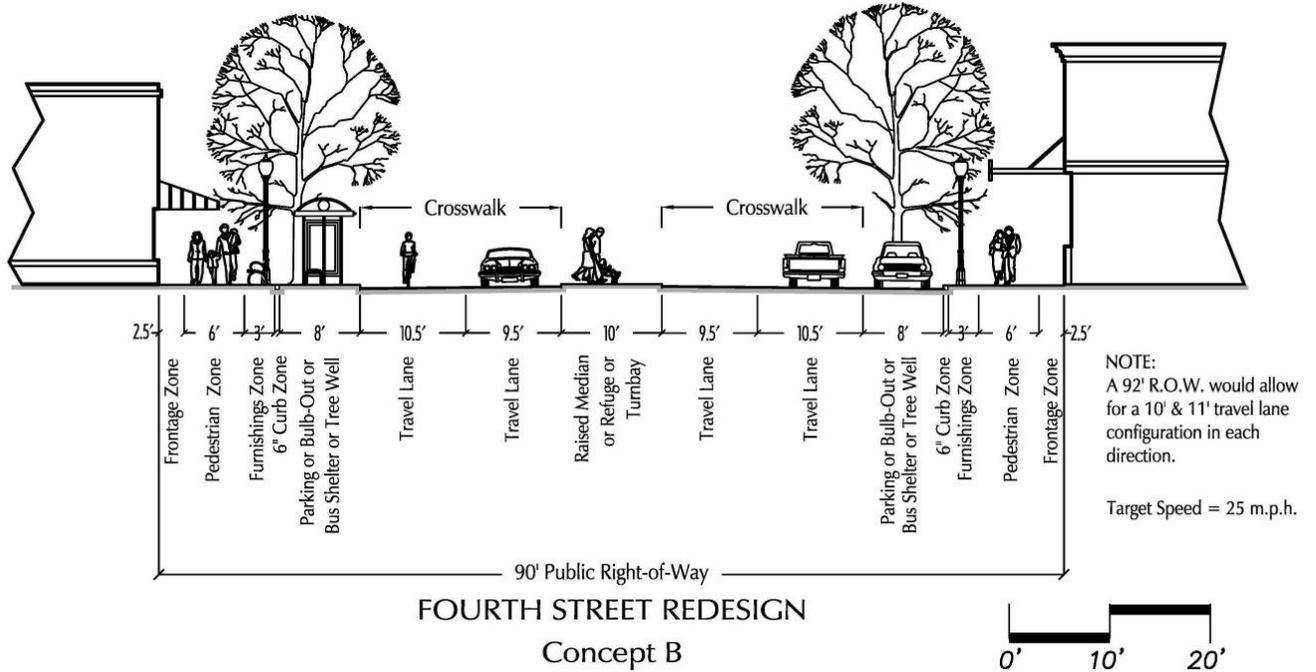
1. Reconstruct both sides of the street to create a streetscape consistent with the following minimum design elements (See Concept A below):



Frontage zone (2.5')  
 Pedestrian zone (14')  
 Furnishing zone (8')  
 Curb zone (.5')  
 Parking or Bus Shelter or Bulb-out zone (8') Including tree wells where possible  
 2 Travel Lanes (10.5' outside and 9.5' inside each)  
 Raised Median/Turn-Lane/Refuge (12')

**The minimum ROW required would be 118'**

Optionally, where necessary, the following variance may apply (See Concept B below):



*Pedestrian zone (6')*  
*Furnishing zone (3')*  
*Raised Median/Turn-Lane/Refuge (10')*

**The minimum ROW required would be 90'**

2. Construct safe and highly visible pedestrian crossings, 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 the 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 left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement
10. Provide significant landscaping in medians with pedestrian refuges
11. Install pedestrian shade structures and low water use trees at frequent intervals without interfering with signage
12. Ensure that landscaping is high-quality, meets “green” standards and is sustainable
13. Recognize that Fourth Street south of I-40 holds distinctly different development opportunities than the area north of I-40

### **Recommendations**

An important element of the street’s reconstruction is the requirement that an engineering study of the entire corridor be conducted. An initial engineering study should encompass at least 30% of the requirements for complete construction documents and adopt the Design Principles, Parameters and Standards outlined in this chapter. The study will aid in the further design and reconstruction of the street, as implementation phases are planned.

### **Engineering Study**

The engineering study shall:

- Evaluate any conflicting parameters and design standards and suggest alternatives
- Explore options to modify the roadway to avoid condemnation costs
- Consider, in areas of limited ROW; that inside traffic lanes may be narrowed to allow for adequate pedestrian amenities

- Review roadway alignment and recommend where appropriate obtaining additional ROW necessary to construct improvements; also evaluate the modification of the roadway alignment to improve traffic safety
- Institute fast track permitting and inspections processes for projects conforming to the design overlay
- Prioritize and implement “catalyst development” projects in several locations
- Provide incentives for and explore creative ROW acquisition strategies

### **Planning and Construction**

The engineering design and construction of the street should include significant public input and involvement. A steering committee should be formed to guide the study and the selection of a contractor that would include abutting property owners and representatives of the neighborhoods as well as involving the broader public through design workshops or charrettes.

The City should work in tandem with existing and proposed private development on the parcels fronting Fourth Street as opportunities for demonstration projects emerge.

- An Access Plan should be created during construction to minimize business disruption. This phase should incorporate timelines with incentives and penalties in the construction contracts for Fourth Street’s reconstruction.
- The City should prioritize a capital plan with a budget and timeline to implement the redevelopment of the corridor.
- The planning and construction phase should involve exploring opportunities for the City and State to pay for public ROW improvements, as well as cost sharing between the City and property owners for improvements located outside the ROW.



# V.

## Redevelopment Conditions and Opportunities

### **Introduction**

This plan proposes that steps be taken to designate portions of the North Fourth Street corridor as a Metropolitan Redevelopment Area (MRA). The proposed MRA boundaries would be all the real property fronting North Fourth Street NW from Lomas to Gene, NW just north of Montañño. An MRA designation report will be prepared and approved by the City Council defining the MR boundary.

Physical improvements alone cannot resolve all of North Fourth Street’s problems. Transformation of the area can be enhanced if the design and renovation improvements are supported by redevelopment tools that cover initial and on-going funding, combined with a coordinated, consistent management approach.

### **Metropolitan Redevelopment Act**

A significant redevelopment tool that should be used to begin transforming North Fourth Street is establishing a Metropolitan Redevelopment Area (MRA) as authorized under the State’s Metropolitan Redevelopment Code.

The Metropolitan Redevelopment Code (3-60A-1 to 3-60A-48 NMSA 1978) provides municipalities in New Mexico with powers to correct conditions within their jurisdictions that “substantially impairs or arrests the sound growth and economic well being of a municipality or an area which retards the provisions of housing accommodations or constitutes an economic or social burden...”

To be eligible for designation, an “Existing Conditions Assessment” study must be completed to show evidence of blight, including poorly constructed buildings, faulty planning, lack of open space, deteriorated properties, and improper uses of land. In an MRA, public investment is used to stimulate private investment. In Albuquerque, 13 MRAs



are currently designated including the Downtown 2010 Core, Old Albuquerque High area, Sawmill/Wells Park, and Los Candelarias Village Center.

To designate an MRA, the City Council acts on recommendations of the Albuquerque Development Commission and the Planning Department. The Commission and Planning Department, guided by a community-based committee, define the geographic area and identify desired improvements. The MRA plan, as adopted by City Council, is implemented by the Planning Department using a variety of funding sources. The community-based committee guides the planning and implementation of key investments and redevelopment projects.

### **Designation**

The designation of the North Fourth Street MRA would be based upon existing conditions predominate in the area. According to state and local law, the criteria for a finding of “blight”, is a necessary precondition to any redevelopment efforts using the Metropolitan Redevelop Code’s powers. A “blighted area” (as defined by 3-60A-4 of the Code), for example, means an area that meets one or more of the following:

- The presence of a substantial number of deteriorated or deteriorating structures,
- Predominance of defective or inadequate street layout,
- Faulty lot layout in relation to size, adequacy, accessibility or usefulness,
- Deterioration of site or other improvements,
- Lack of adequate housing facilities in the area or an area that retards the provisions of housing accommodations,
- Obsolete or impractical planning and platting,
- Presence of a significant number of commercial or mercantile businesses that have closed or significantly

reduced their operations due to the economic losses or loss of profit due to operating in the area,

- Low levels of commercial or industrial activity or redevelopment, or

The code also states that any combination of factors as that above or others that substantially impair or arrest the sound growth and economic health and well being of municipality or locale within a municipality may also constitute blight.

### **June 2006 Existing Conditions**

As described in the *“June 2006, North Fourth Street Redevelopment Study: Rank III Corridor Plan – Review Draft,”* North Fourth Street was in poor condition. While some new development and redevelopment had occurred, including the new courthouses near downtown, and businesses like the El Mesquite Market and Menaul Marketplace, much of North Fourth Street had stretches of empty lots and buildings, and many properties were not at their highest and best use.

Some businesses were only open on a limited basis. A market analysis of the trade area, a quarter mile either side of Fourth Street, found that a majority of expenditures from local residents were spent outside of the area, real estate prices were 30% lower than the rest of the City, especially North of I-40 and rental rates were substantially lower than other retail corridors.

Other limitations of the area include the street itself. Physically, the street varies in width due to improper lot lines, with some portions of the corridor that do not have paved sidewalks. Other areas have sidewalks, but they are not wide enough to permit more than one person to safely walk because they too narrow. Utility poles and other obstructions are in the way. These conditions present a danger to pedestrians, including school age children, who in some cases, are forced to walk on the street to get to their destinations.

## Photo Documentation of Blighted Conditions on North Fourth Street

This section contains a number of photos illustrating typical conditions that were found along North Fourth Street in 2006. As shown, only a very few blocks of the street were without evidence of blight.

*This photo illustrates an underutilized lot, with an abandoned car, trash, a deteriorating fence, and weeds.*



*An unsightly and forbidding fence guards this weedy and underutilized property.*



## V. Redevelopment Conditions and Opportunities



*This car lot shares similarities with others along North Fourth Street: clutter, unsightly appearance.*



*This block sits abandoned, the building boarded up, the site deteriorated.*



*The pedestrian right-of-way in some parts of the corridor is inaccessible, creating safety hazards and an environment that deters foot traffic.*

*This mobile home park is nearly empty after being temporarily shut down by the City in 2005. Remaining units are in poor condition.*



### **Redevelopment Tools**

In addition to the designation of an MRA, many tools for redevelopment, already in use in other parts of Albuquerque, may be appropriate in the revitalization of North Fourth Street. Examples include:

- Tax Increment Financing (TIF)
- Tax Increment Development District (TIDD)
- A Community Development Corporation (CDC)
- A Voluntary Business Improvement District (BID)
- Façade Improvement Programs
- The State MainStreet Program
- Capital Improvement Program and G.O. Bond funds
- State Legislative funding
- Federal funding

### **Tax Increment Financing**

Tax Increment Financing (TIF) is implemented by state enabling legislation to help local governments to improve economically sluggish areas. The focus of a TIF is to create new development/business and also to retain and improve existing businesses, with resulting additional private

investment. An attractive feature of a TIF is that local governments can make improvements and provide incentives without tapping into general funds or raising taxes.

A tax increment is the difference between the value of property before district designation and after designation. If improvements are made to the MRA, the new increment of value is put into an MRA Fund for specific use for the area. The increment can also be based on simple inflation.

When a TIF project is set up, a base year is specified and locked in. Money from the increment increases as district conditions improve. The Albuquerque Development Commission and City Council make decisions for projects based on community input.

The TIF stream of income can continue for up to 20 years. The City can bond against it as amounts increase.

### **Tax Increment Development District**

Like TIF financing, a TIDD is a district formed for the purpose of carrying out tax increment development projects to pay for development costs such as land acquisition and site improvements. The state Tax Increment Development Act allows cities and counties to create TIDDs that can leverage the future gross receipts tax and property tax revenues within a defined area to finance the sale of public bonds. Bond dollars are then allocated to the project developer to pay the infrastructure costs of the new development.

### **Business Improvement District**

A Business Improvement District (BID) is a special district that assesses additional property or gross receipts taxes on an area to finance services and improvements. Authorized under State law, only those properties that directly benefit are taxed. The assessment is on commercial properties only, not residential or non-profit.



BID funds augment services that a City normally provides, e.g., clean-up, special events, security patrols. To establish a North Fourth Street BID, the City and businesses must realistically plan the types of services that will best improve the area and community perceptions about it. To establish a BID would require a community board and staffing.

### **Community Development Corporation**

A Community Development Corporation (CDC) is a non-profit organization focused on a project or area for redevelopment. An effective CDC has a strong community board, a focused mission statement and dedicated paid staff. Typically CDC's generate strong community support for and involvement in the redevelopment and development projects they undertake. CDCs typically receive funding from HUD, federal sources, and limited funding through the City.

### **The State MainStreet Program**

MainStreet areas are designated and provided with technical expertise and funding from the State of New Mexico. Albuquerque's Nob Hill is New Mexico's original MainStreet program and was initially funded by a federal program of the mid-1980s.

MainStreet communities receive state funding, seek grants and capital funding for infrastructure improvements, as well as for cooperative promotion of businesses, e.g., signage, banners, advertising, special events. They must hire a program coordinator at least halftime. Requirements for becoming a certified MainStreet community include signing a memorandum of understanding to comply with the National Trust's MainStreet four point approach that includes design, organization, promotion and economic positioning as well as participation in statewide meetings and training workshops, meeting program requirements, submitting reports, and stimulating community volunteer efforts.

### **City of Albuquerque Capital Implementation Program and General Obligation Bonds**

The City's CIP provides capital funding through a multi-year schedule of public physical improvements. The CIP administers funds for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment. For Albuquerque's redeveloped areas, the most visible changes may be seen in streetscape projects, but improvements also may include expansion of public safety facilities, libraries, parks and trails, senior and community centers. The main source of CIP funding is through passing General Obligation Bond Funds. City residents go to the polls every two years to vote on a new package of projects, most of which are approved. By ordinance, 1% of G.O. Bond funds are earmarked for public art projects.

Other major funding sources for capital improvements are: Enterprise Funds, primarily for the Aviation Department and for Water/Wastewater. Additional sources of funding include: Metropolitan Redevelopment Funds, Urban Enhancement Trust Funds for citizen-initiated cultural and capital projects.

### **State Legislative Funding**

State legislators from the North Valley have been extremely effective in securing capital projects for North Fourth Street. They respond to citizens' requests for capital projects and planning, which are funded by the State Capital Outlay Program. City staff also meets with legislators to develop project lists that result in a package of capital projects. The MRA can form the basis for requests to legislators in order to ensure ongoing, consistent project implementation.

### **Federal Funding**

Community Development Block Grant (CDBG) funds remain a major source of funding for projects and programs. The City of Albuquerque receives several million dollars per year from Housing and Urban Development (HUD) to pay for housing, commercial development, homeless programs, and some Capital Improvement Programs. The Albuquerque



Citizens Team (ACT), an appointed citizen advisory group, allocates the federal funds using five-year plans that are updated each year through a community hearing process.

In 2006 a grant application for a senior housing project at the old Larry's Drive-in site, now owned by the City, was underway. If successful, the project would provide 60 apartments for low-income seniors, using funds from HUD's Section 202 Supportive Housing for the Elderly program.

Other federal funds come from Economic Development Administration (EDA) grants from the Commerce Department. The community identifies specific public projects, and then goes through an application process that requires planning and preliminary design processes.

### **Façade Improvement Programs**

In 2006, the United South Broadway Corporation had a contract to work with businesses along North Fourth Street up to Griegos Road. Funds came from two programs: UDAG money was used for the area up to San Lorenzo, NW and CDBG money was used for the area from San Lorenzo, NW to Griegos, NW.

Both programs provided small grants to business for improvements to facades - \$2,000 to \$3,000. They both also provide matching fund loans for \$10,000 to \$20,000, an amount that may be forgiven if the business operates at that location for five years.

Extending façade improvement programs along additional areas of North Fourth Street would benefit the overall appearance of the corridor and help businesses. In addition, the façade projects would work with implementing pedestrian and transportation improvements and design of the corridor.

### **Next Steps**

The programs and funding sources under consideration for North Fourth Street revitalization will require different levels of hands-on community support and on-going commitment.

### **Initial Actions**

- Complete an existing conditions assessment;
- Confirm boundaries for the redevelopment area;
- Seek designation of the corridor as a Metropolitan Redevelopment Area;
- Use City-funded G.O. Bonds for specific projects such as streetscape and property acquisition;
- Continue to use State capital funds for specific projects; and
- Continue with existing façade improvement programs and access other funding for façade improvements.

### **Follow-up Actions**

As the redevelopment process gets under way, merchants, property owners and residents should continue to organize to redevelop the area. Follow-up actions to support the redevelopment process may include:

- Establishing a TIF or TIDD district
- Instituting a voluntary BID
- Participating in the State MainStreet program
- Expanding the facade programs

Should local commitment to North Fourth Street redevelopment remain strong, a Community Development Corporation should be considered, possibly covering an area beyond North Fourth Street.



**A.**

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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## TABLE OF CONTENTS

	<u>Page</u>
Executive Summary	1
Negotiation Framework and Process	2
Principles Guiding the Plan and Process	3
North Fourth Street Zoning Overlay Zone	4
Trigger Mechanisms	7
Working Concepts for the Redesign of North Fourth Street	9
Implementation	10
Appendices	
Appendix A: Zoning Overlay Boundary Map	11
Appendix B: Ground Rules and Decision-Making Framework	13
Appendix C: Version I of the Working Concept for the Redesign of Fourth Street (Residents)	17
Appendix D: Version II of the Working Concept for the Redesign of Fourth Street (Merchants)	23
Appendix E: Key Agenda Items for Negotiation Sessions and Topics Addressed by Guest Speakers	27



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

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 8<sup>th</sup>, when the members unanimously accepted the work as written and as presented in this white paper.

## **PRINCIPLES GUIDING THE PLAN AND PROCESS**

On October 16<sup>th</sup>, 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 9<sup>th</sup> 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 4<sup>th</sup>/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 4<sup>th</sup>/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.

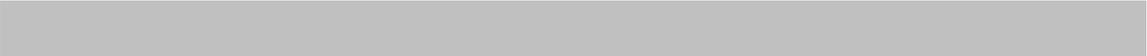
A significant outgrowth of the negotiation over the alternative redesign concepts was the consensus recommendation for a 30% engineering design of the entire length of the corridor. The engineering design should be undertaken with extensive public involvement.

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.

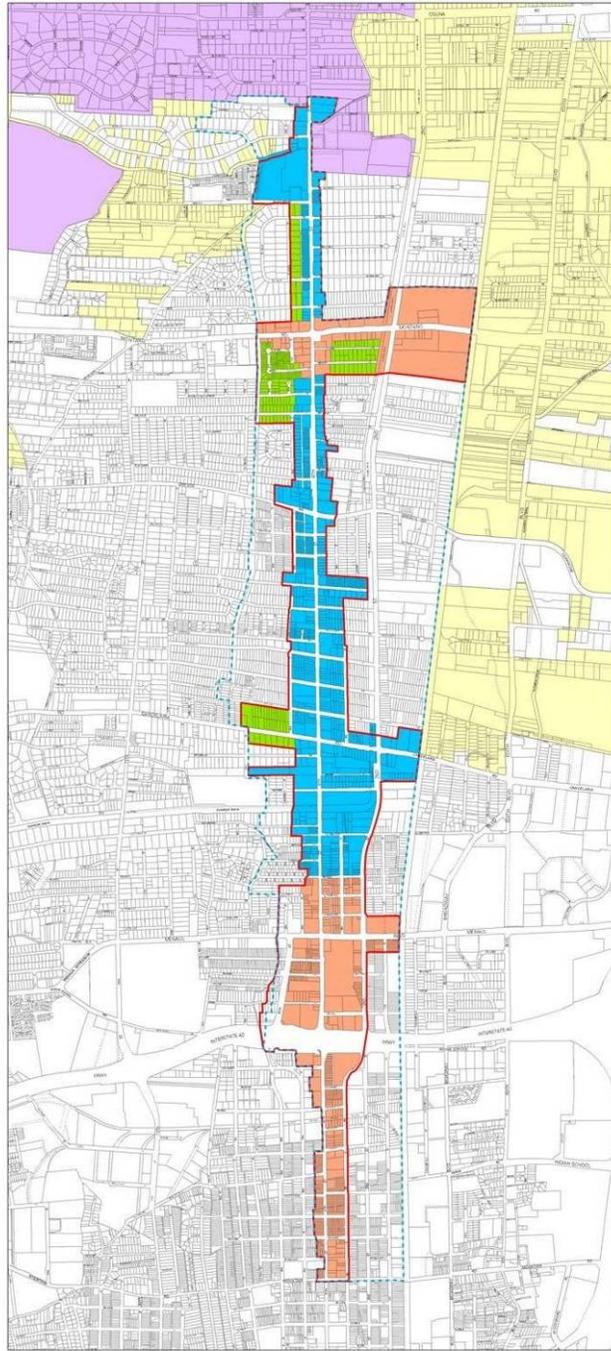
Finally, the negotiating group recommends that the City begin the procurement process for the 30% engineering design before revision of the corridor plan is complete, using the white paper to frame the scope of work. The City should form an advisory committee for the engineering design (with representation 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



CREATED:  
JANUARY 20, 2009



North Fourth Street Form-Based Overlay Zone Map

- NORTH FOURTH INFILL DEVELOPMENT (NFID)
- NORTH FOURTH MIXED USE (NFMX)
- 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

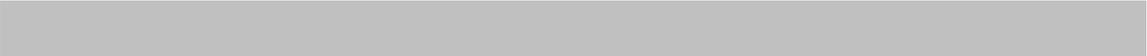
- negotiating easements
3. Increase the right-of-way in order to add sidewalks wider than ADA including buffers
  4. Increase the right-of-way in order to add landscaped medians, on-street parking, pedestrian crossing refuges and other pedestrian enhancements, and turn bays.
  5. Narrow traffic lanes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

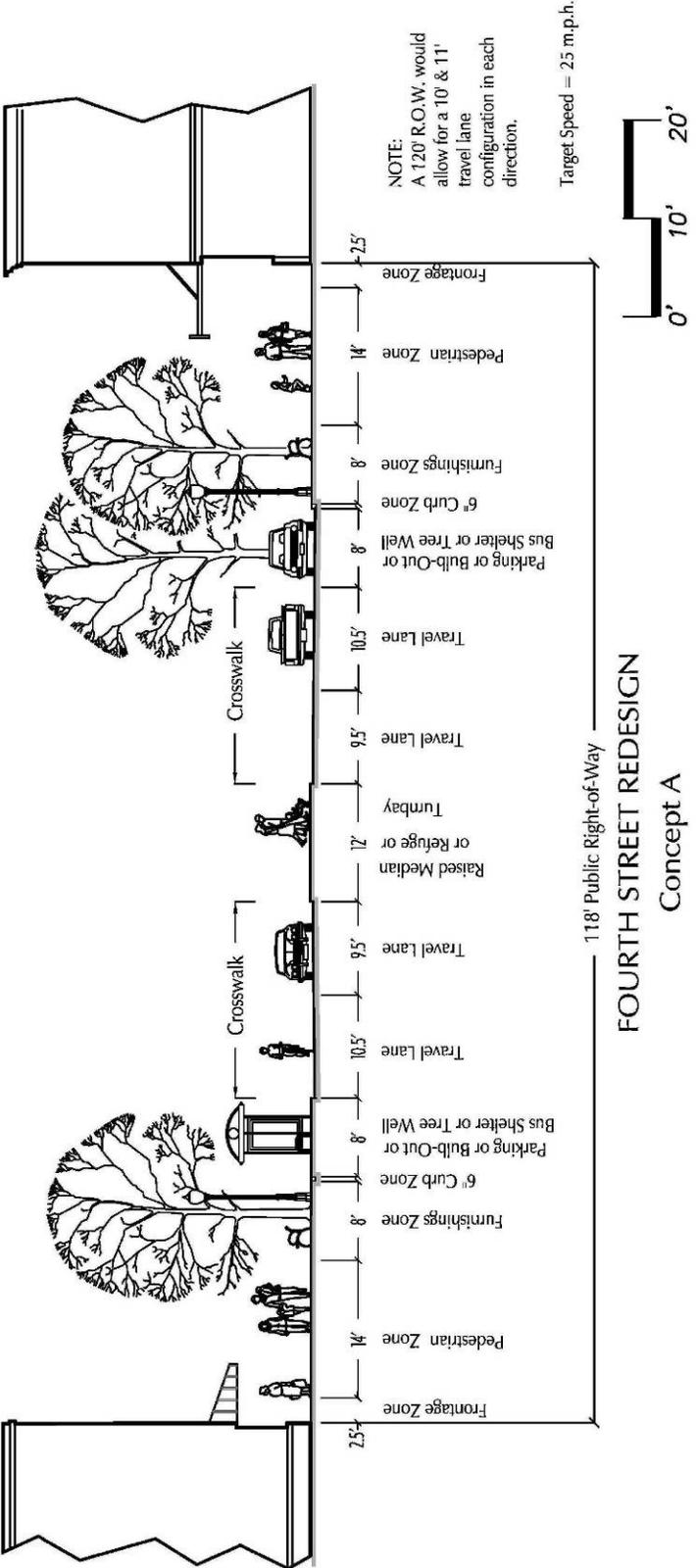
#### **DESIGN STANDARDS**

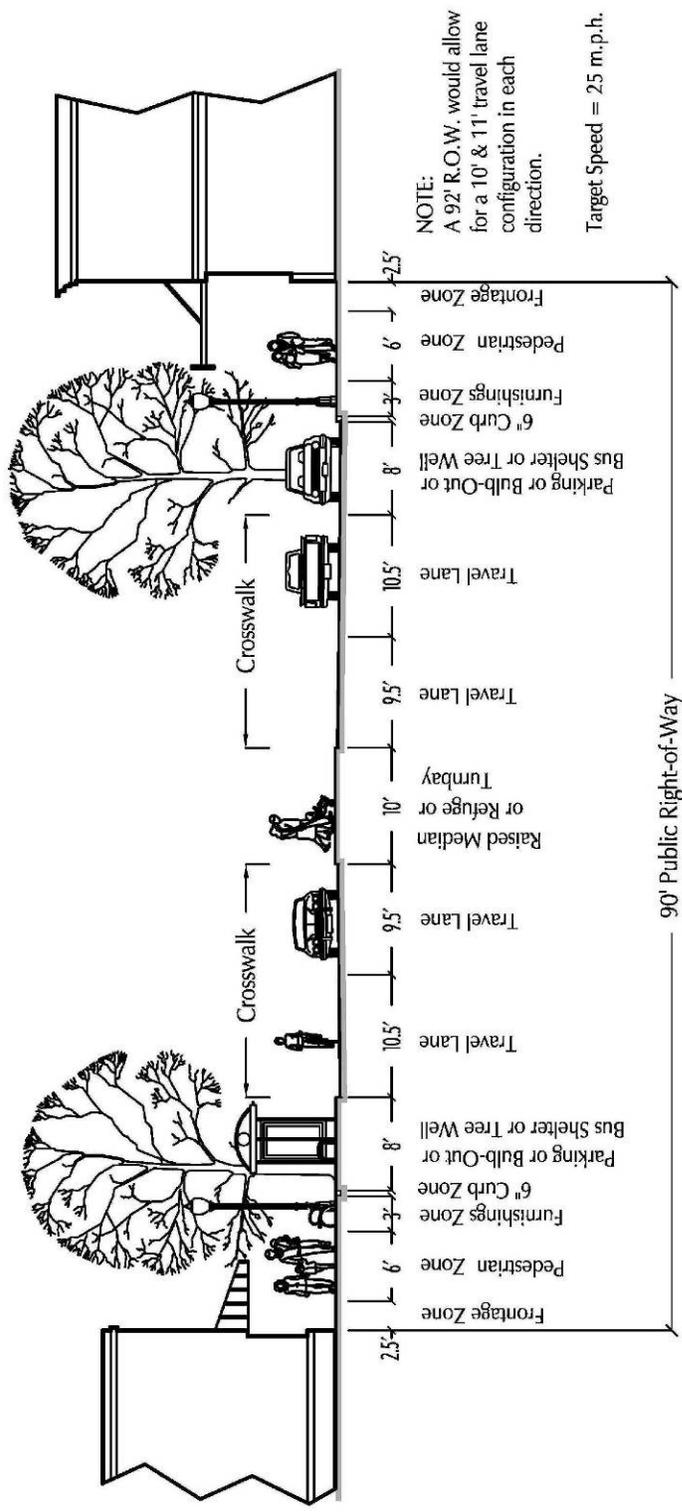
1. Reconstruct both sides of Fourth Street to create a streetscape consistent with the attached street redesign examples, Attachment A and Attachment B.
2. Construct safe and highly visible pedestrian crossings on North Fourth Street approximately every 1/8-mile.
3. Install pairs of local bus stops approximately 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.





NOTE:  
A 92' R.O.W. would allow  
for a 10' & 11' travel lane  
configuration in each  
direction.

Target Speed = 25 m.p.h.

90' Public Right-of-Way

**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**

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

**Topics Addressed by Guest Speakers**

<b>Date</b>	<b>Speaker</b>	<b>Topic</b>
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
<b>Total</b>	<b>1,257.8</b>	<b>7,198</b>	<b>3,022</b>	<b>10,719</b>

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.

<b>North 4<sup>th</sup> Street Planning Area Employment by Land Use Category: 2004</b>		
<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%
<b>Total</b>	<b>10,821</b>	<b>100.0%</b>

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.

<b>North 4<sup>th</sup> Street Planning Area Housing Units by Housing Type: 2004</b>		
<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%
<b>Total</b>	<b>3,022</b>	<b>100.0%</b>

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%.

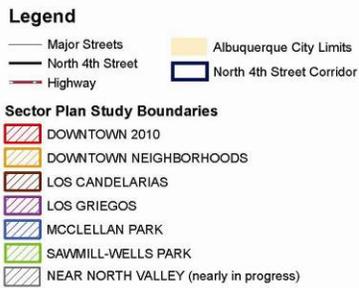
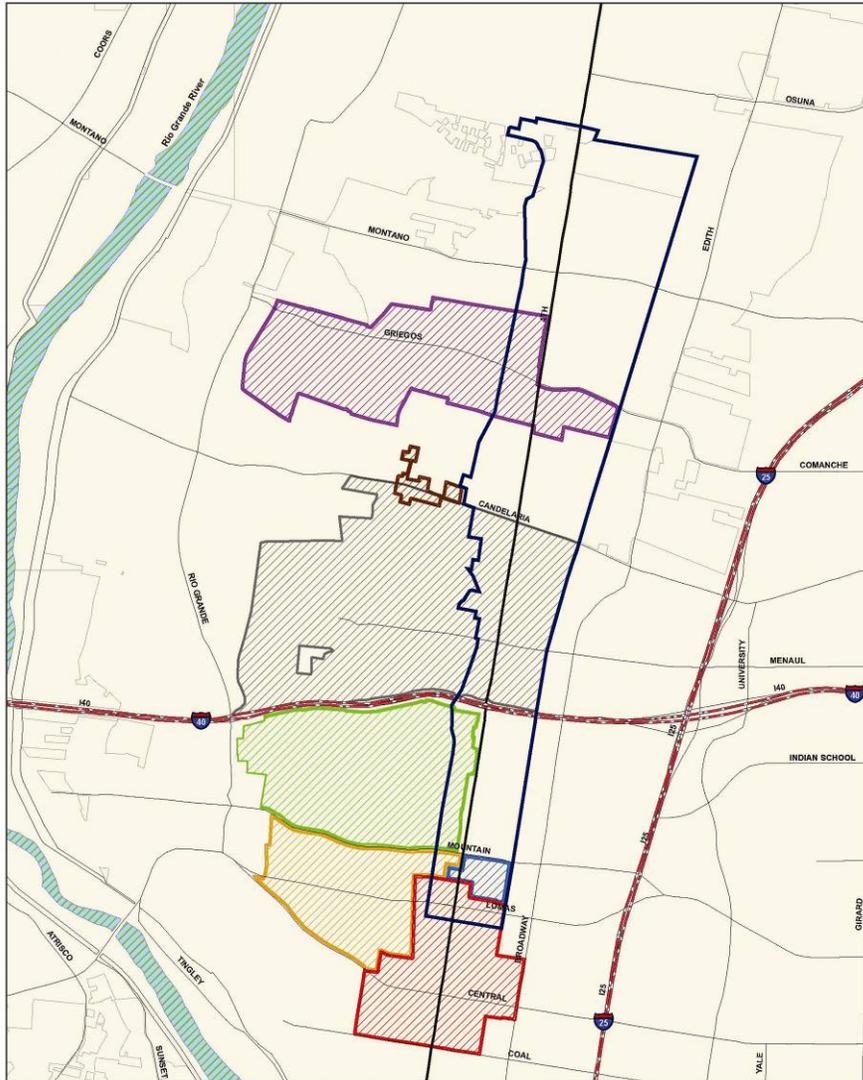
The primary trade area had 7,343 housing units in 2000. The housing mix was 85% single family and 15% multi-family. The average household size was 2.5 persons per household. Block groups varied in household size from 1.9 to 2.75 persons per household.

### **Adopted City Plans within the Area**

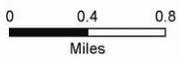
The following plans overlap the North 4th Street planning area:

- 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



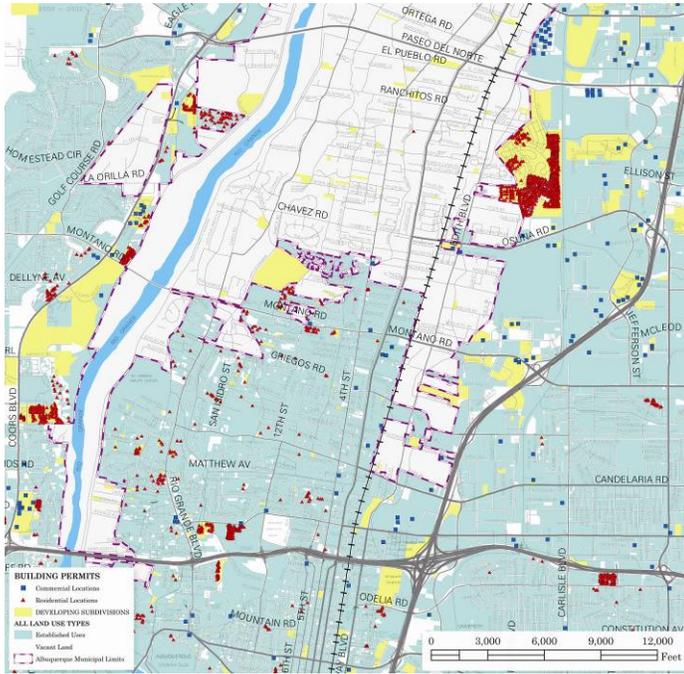
The following table briefly summarizes the effects of respective plans on the North Fourth Street planning area. All sector plans except for the Los Griegos Sector Plan contain “special use” zoning within the corridor.

Adopted Plans Affecting the North Fourth Street Corridor: Land Use

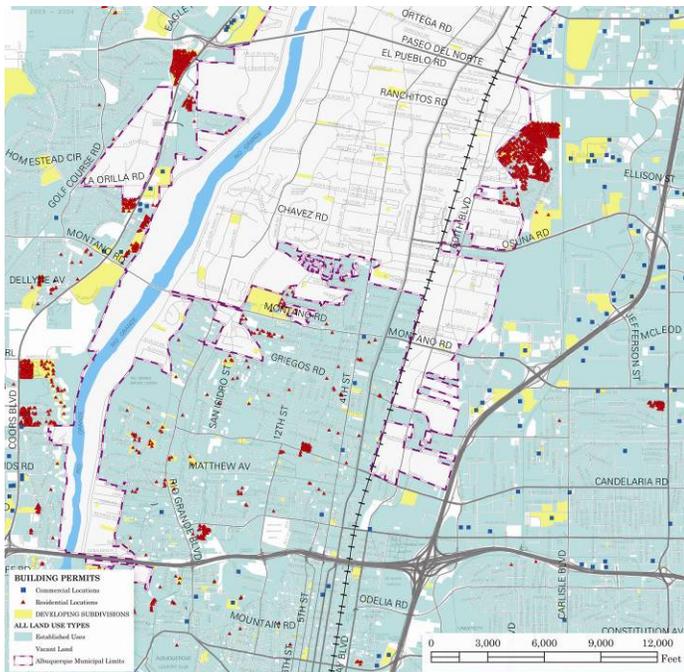
Rank of Plan	Plan	Area Addressed	Relevant Planning Concepts	Zoning Concepts
1	Albuquerque/Bernalillo County Comprehensive Plan, as amended 2002	Bernalillo County and City of Albuquerque	Area is included in "established urban areas." Centers and Corridors: N. 4th St. is designated as a major transit corridor 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/Meraul. 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. Hard-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 (2010)	Between 5 <sup>th</sup> and 8 <sup>th</sup> 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 6th (entirely in Study Area). Area to west added to Downtown Neighborhood Area Sector Plan. In 1990, 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 <sup>th</sup> and 8 <sup>th</sup> Streets, not including the commercial land fronting the west side of N. 4 <sup>th</sup> 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 residence/work 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.*



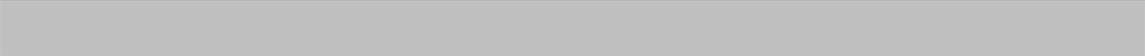
# C.

## 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:

<b>Land Use Category</b>	<b>Area</b>	<b>Portion of Total Area</b>
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%
<b>Total</b>	<b>1,285.2</b>	<b>100.0%</b>

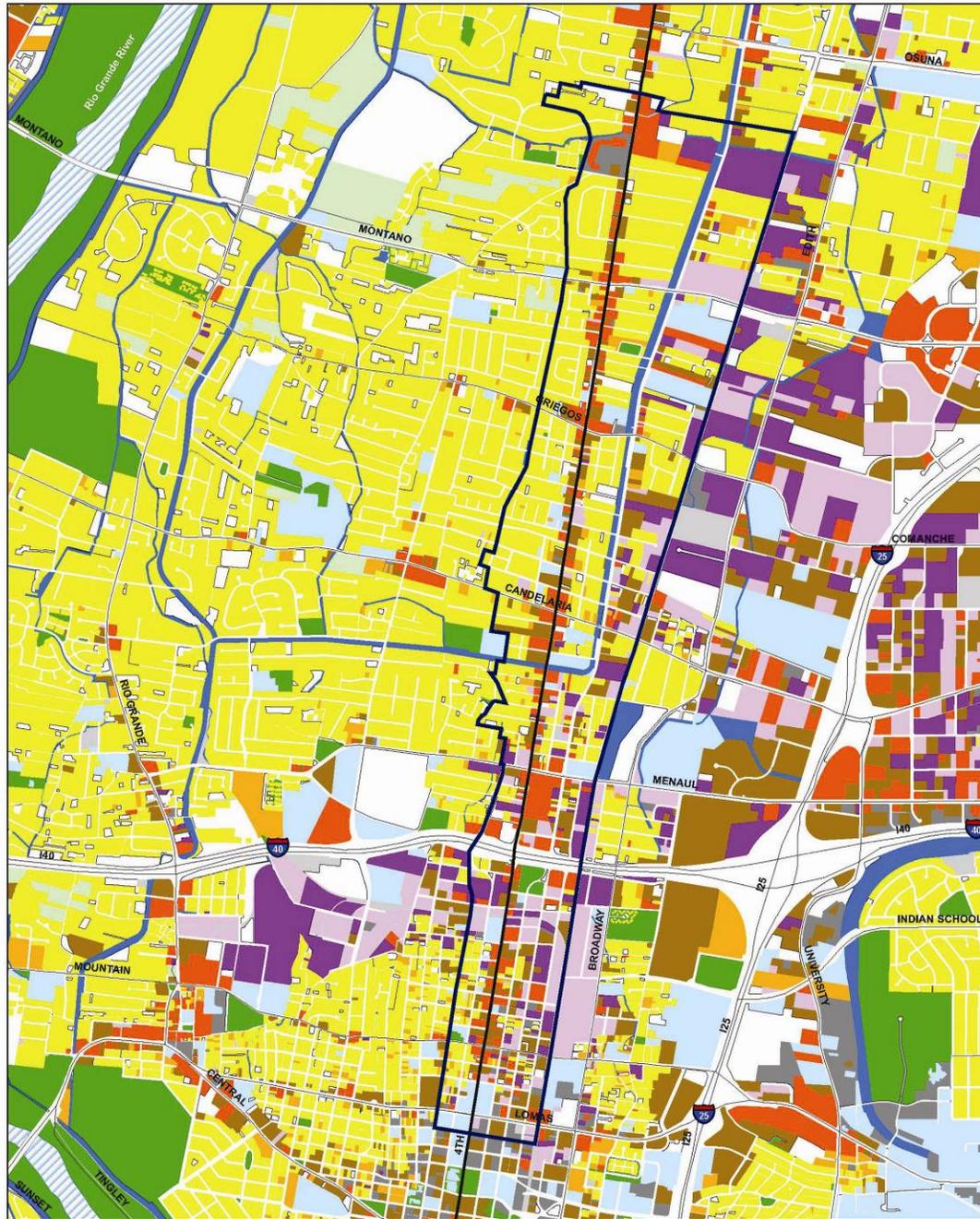
Source: Mid-Region Council of Governments, Land Use Analysis Model output, 2005.

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.*

<b>North 4<sup>th</sup> Street Study Area Existing Land Use Densities</b>	
<b>Residential</b>	<b>Housing Units/Acre</b>
Single Family Residential	4.3
Multi-Family Residential	18.2
	<b>Employees/Acre</b>
<b>Employment</b>	
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**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>▭ SINGLE FAMILY</li> <li>▭ MULTI FAMILY</li> <li>▭ COMMERCIAL RETAIL</li> <li>▭ COMMERCIAL SERVICE</li> <li>▭ WHOLESALE &amp; WAREHOUSING</li> <li>▭ INDUSTRIAL &amp; MANUFACTURING</li> <li>▭ DRAINAGE &amp; FLOOD CONTROL</li> </ul> | <ul style="list-style-type: none"> <li>▭ AGRICULTURE</li> <li>▭ PARKS &amp; RECREATION</li> <li>▭ PUBLIC &amp; INSTITUTIONAL</li> <li>▭ TRANSPORTATION &amp; UTILITIES</li> <li>▭ PARKING LOTS &amp; STRUCTURES</li> <li>▭ VACANT/OTHER</li> </ul> |
|---|--|

**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

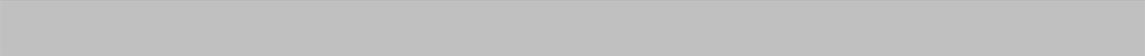
death) and considerably higher as one heads west towards the source of contamination.

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



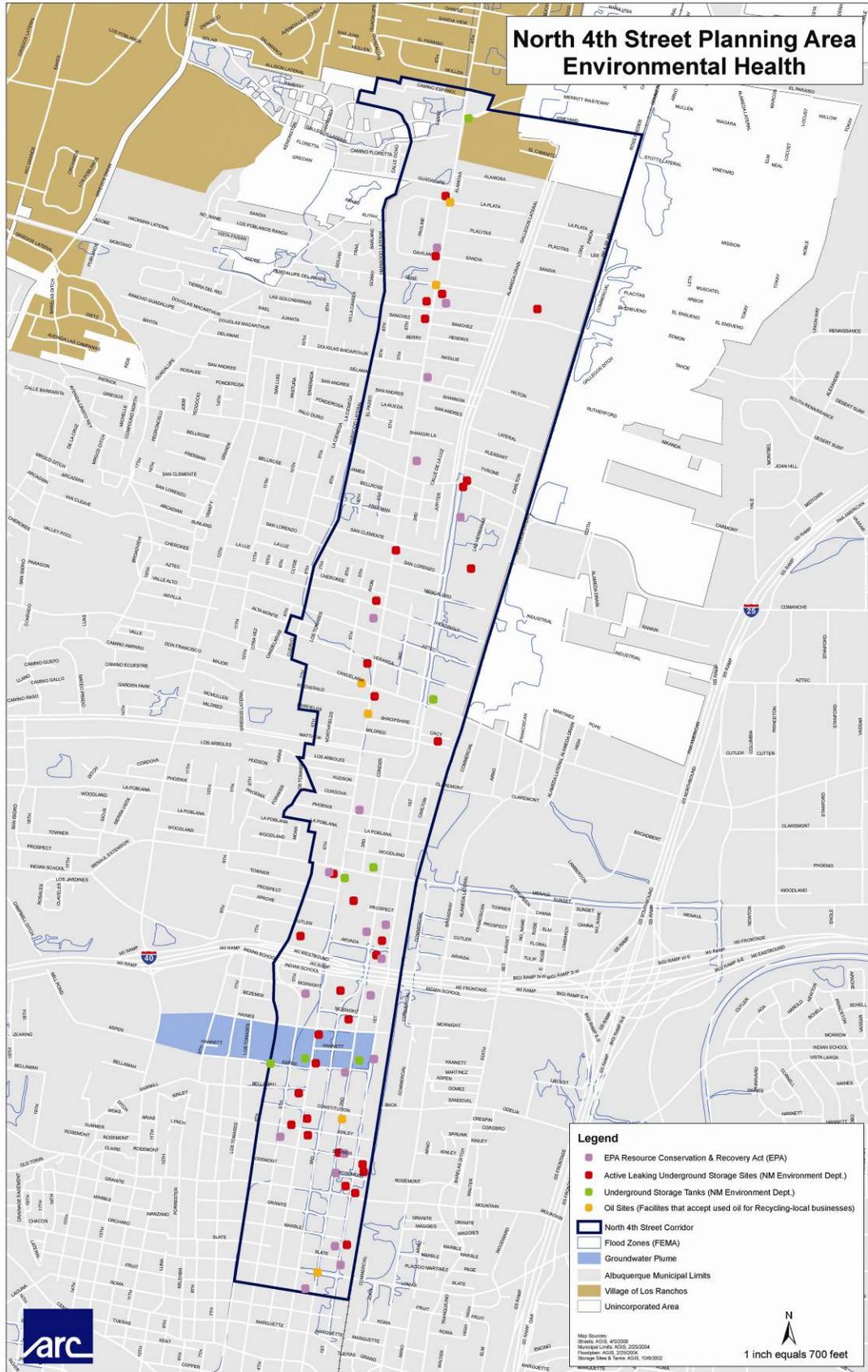
drawing up water and drawing down contamination into the groundwater. Seventh Street to the west is the main area of concern. It is approximately 40 feet to groundwater in that area.

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 Montañó provide links between North Fourth Street and the West Side. Lomas, Menaul, Candelaria, and Montañó Boulevards, as well as Griegos Road, connect the North Valley to the Northeast Heights.

### **Trade Area**

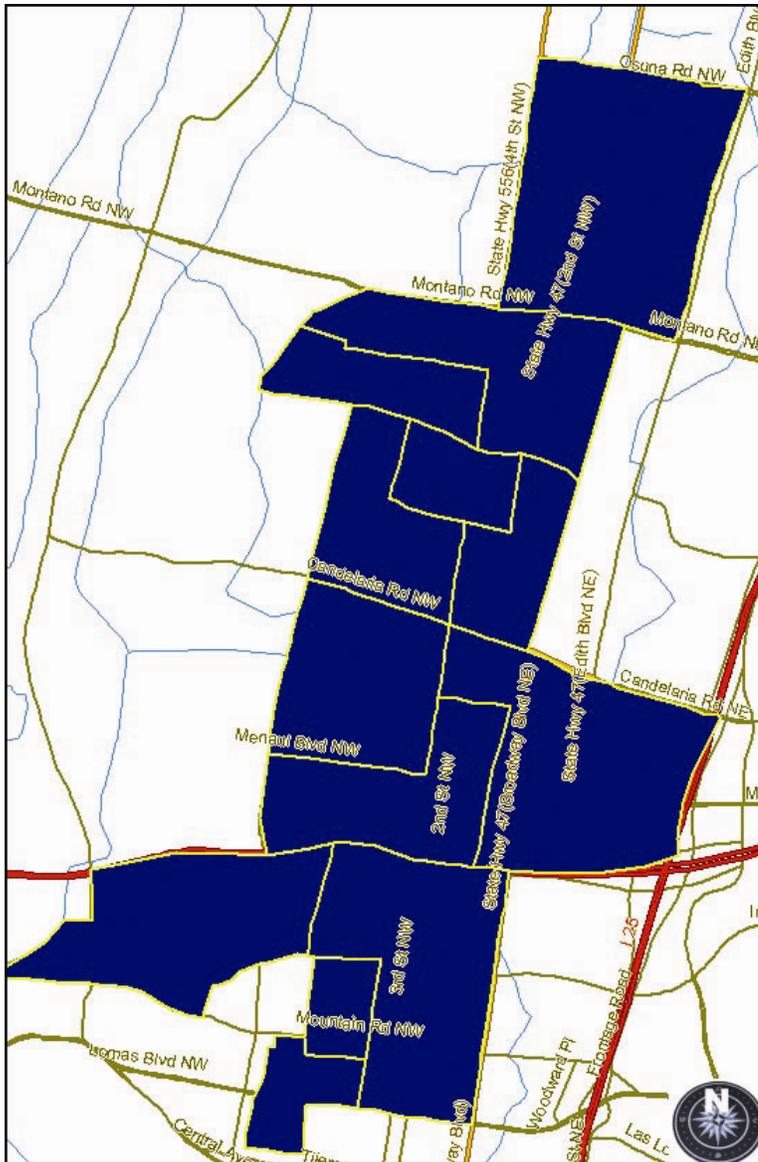
The Trade Area is the area from which the preponderance of business will come from to support the property's intended use. The primary North Fourth trade area has 2% of the population and households in Albuquerque. The population age ranges reflect the city breakdown. There is 7% less home ownership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

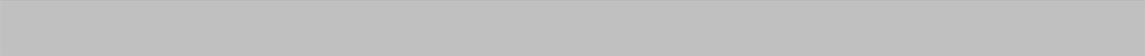
The majority of family expenditures leave the trade area, except for auto sales and pharmacy sales. Most services are provided outside of the trade area, except for legal services, advertising and auto repair.

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.

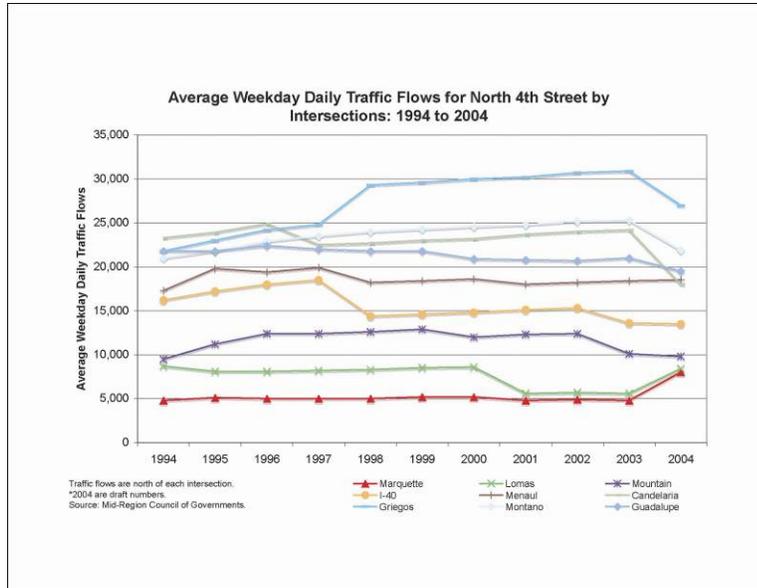
Traffic flow varies from under 9,000 vehicle trips per day just north of Lomas Boulevard to over 28,000 trips per day north of Griegos Road.

**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 Montaña	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

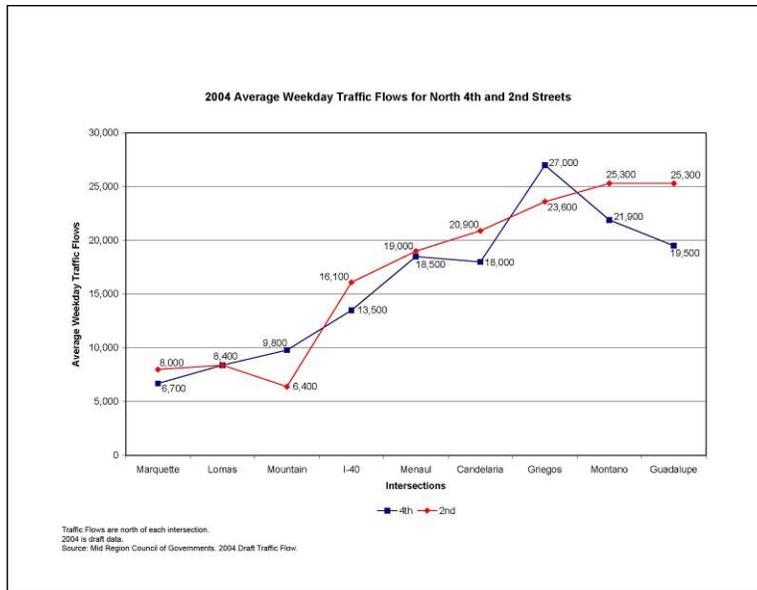
Source: Mid-Region Council of Governments Traffic Forecast Modeling, 2005.

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.



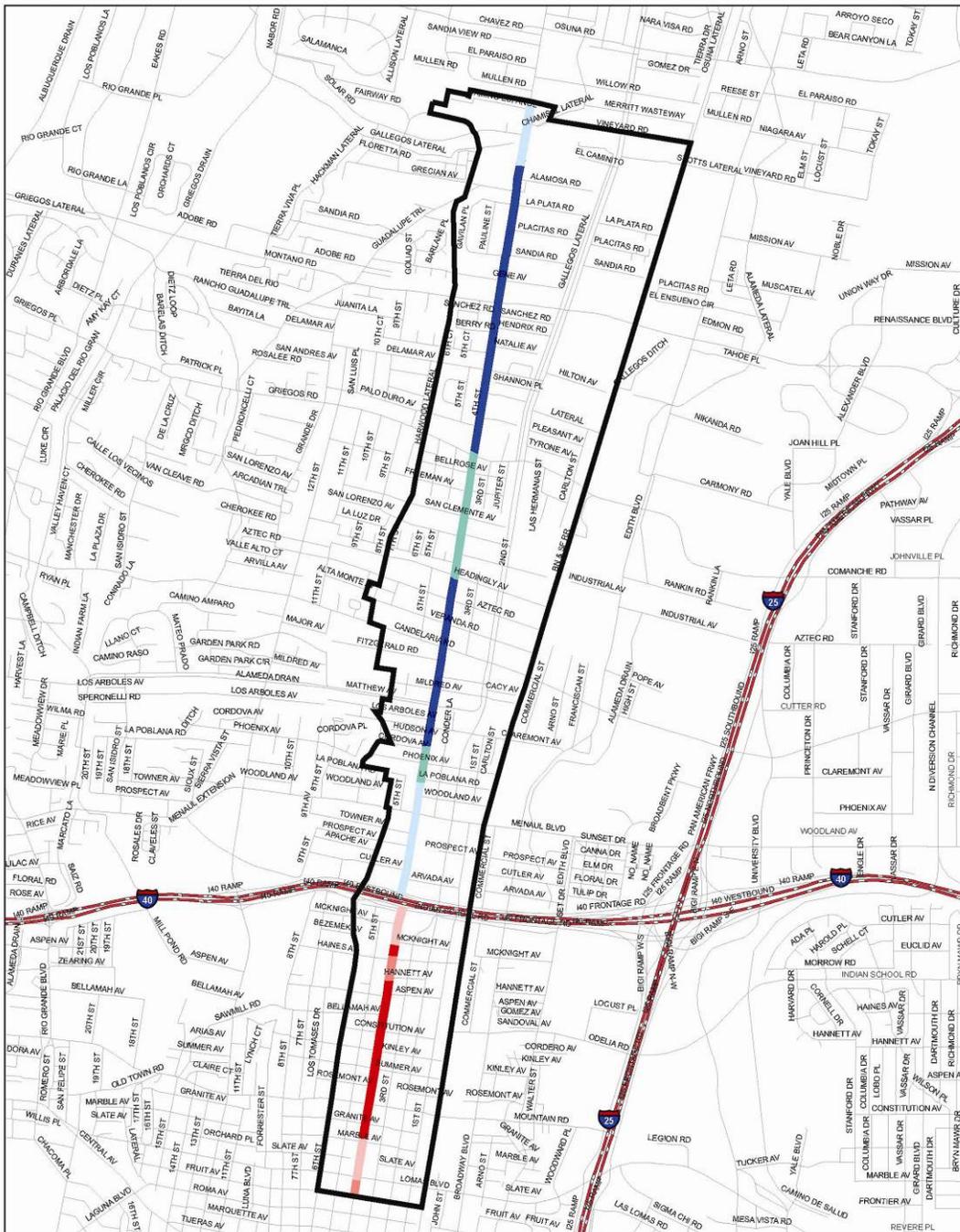
North Fourth Street and North Second Street are “paired streets,” between which access is relatively easy and drivers may choose one or the other to reach the same or similar destinations. Impacts on the flow of traffic on either street will affect the other street. Under the regional functional classification 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

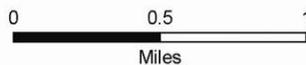
Existing lane configurations on North Fourth Street consist of two-moving lanes south of I-40 and four-moving lanes north of I-40. Turning lanes and on-street parking vary along the corridor, as shown on the map on the following page.



**Legend**

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

**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 <sup>th</sup>	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

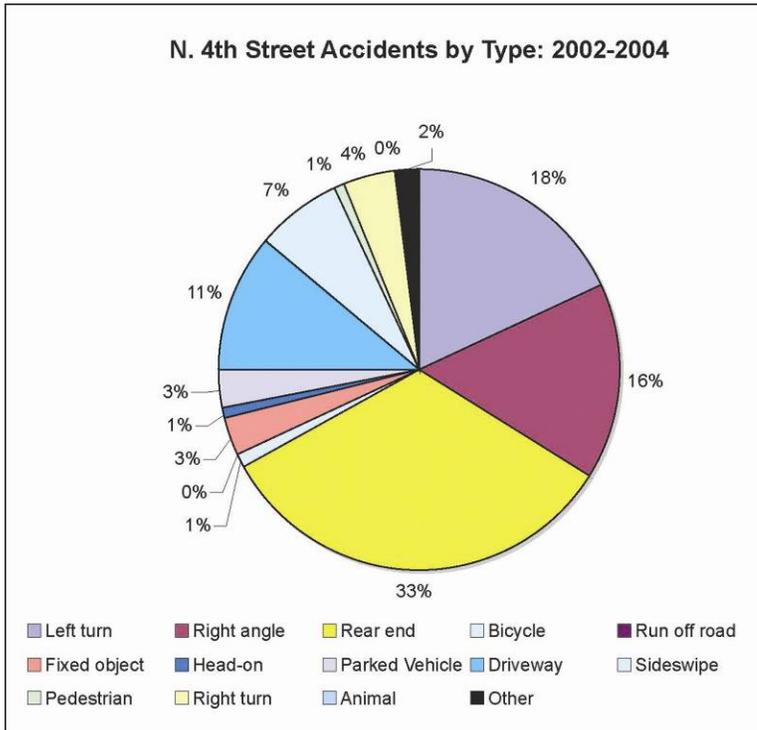
During the six-year period of 1998-2003 the following crashes occurred on North Fourth Street:

- 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.

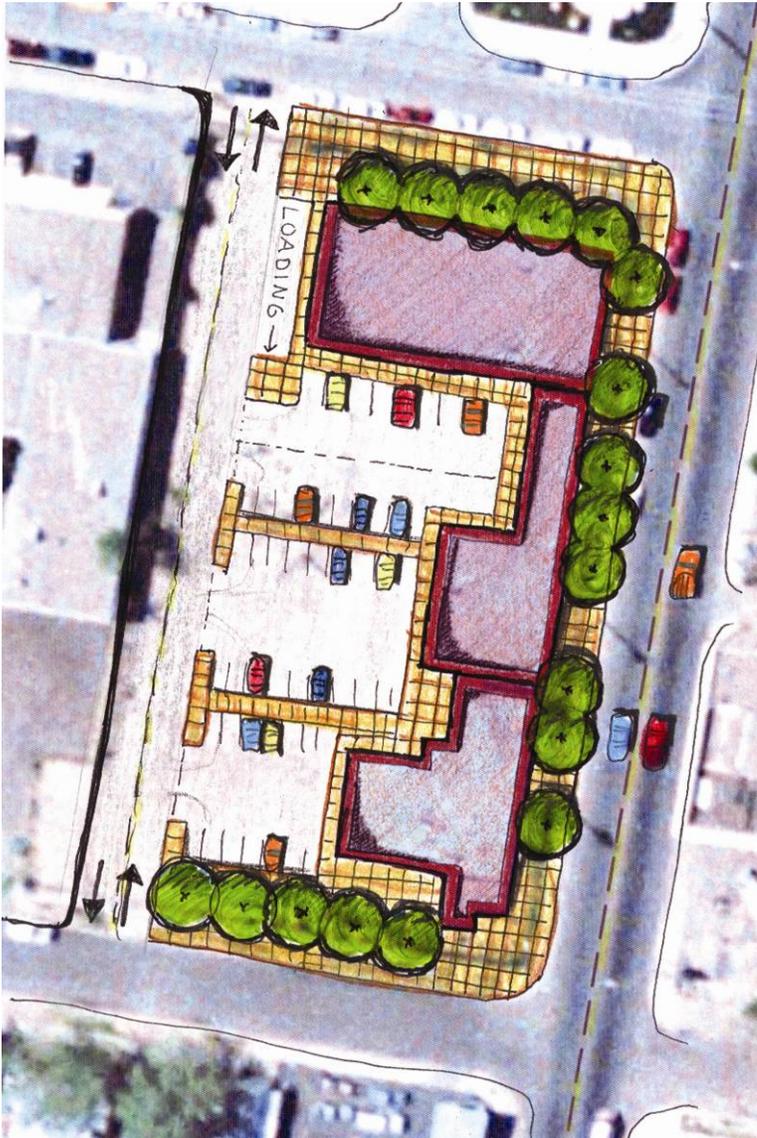


## Alleyways

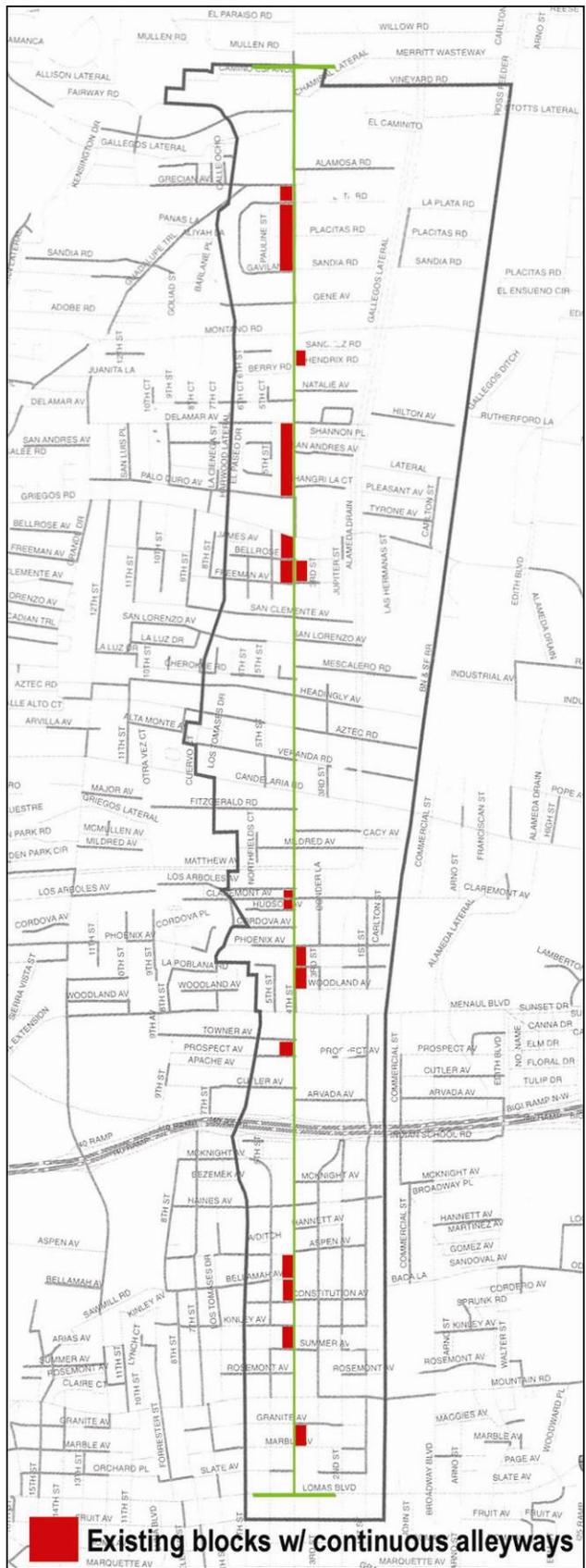
An opportunity exists on North Fourth Street to utilize alleyways for circulation and access to off-street parking. Currently, many properties have parking located in front of their buildings that is approached from Fourth Street.



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**

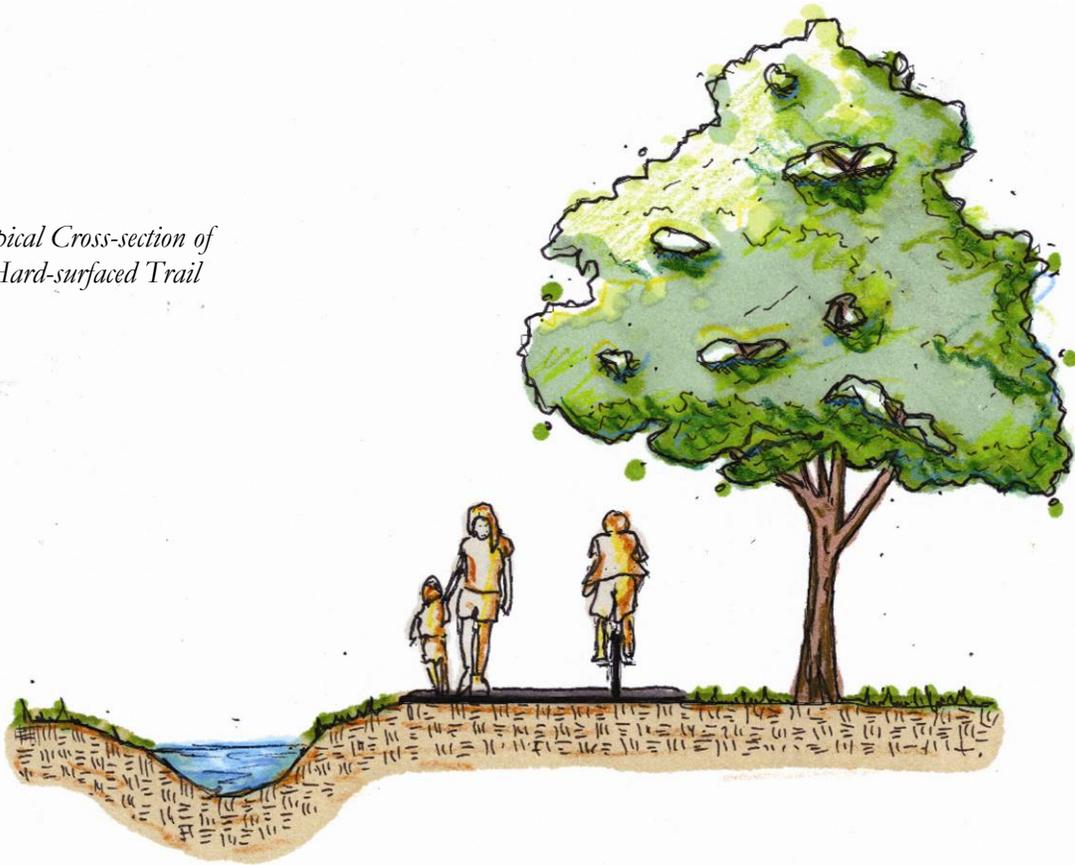
The northern portion of the Valley within Albuquerque still retains a rich and significant set of irrigation laterals, drains and other facilities maintained by the Middle Rio Grand Conservancy District (MRGCD). These facilities provide both existing and potential opportunities as trails to tie the North 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:

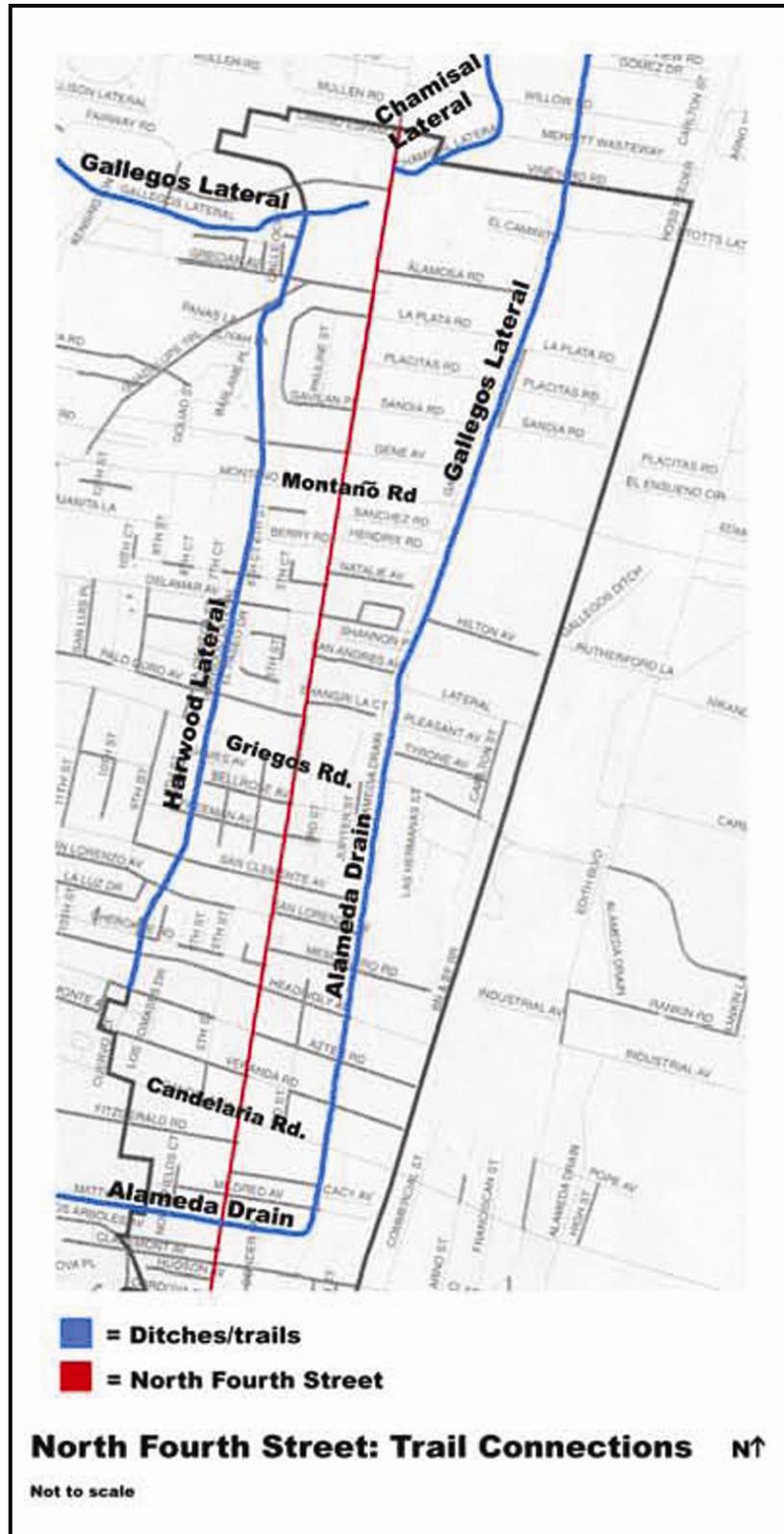
- In general, consider laterals as opportunities for soft-surfaced trails, with trails along drains more appropriately hard-surfaced. Soft-surfaced trails are appropriate for walking, horses and some bicycling. Hard-surfaced trails can accommodate more bicycling, particularly for commuters.
- In terms 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**

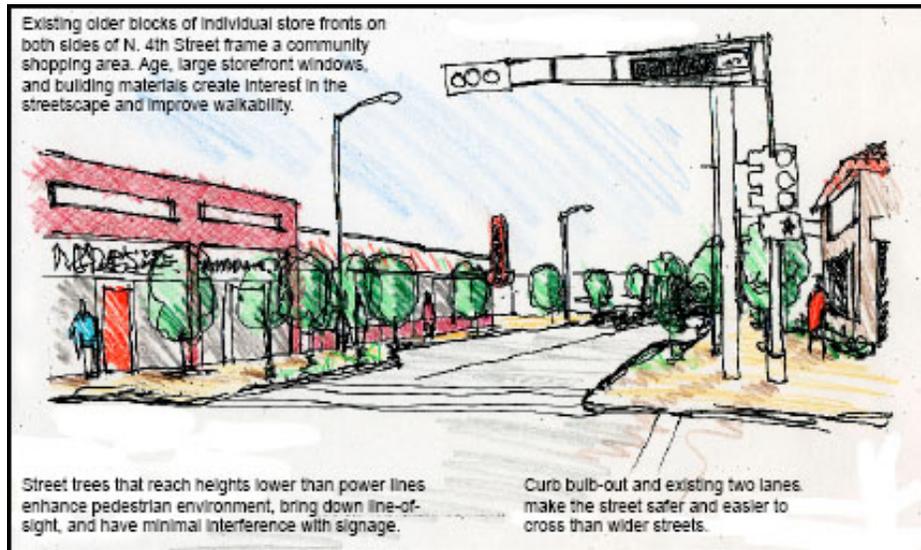
**Chapter 6 – Article 6: Trees, Vegetation and Landscaping**

**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:**

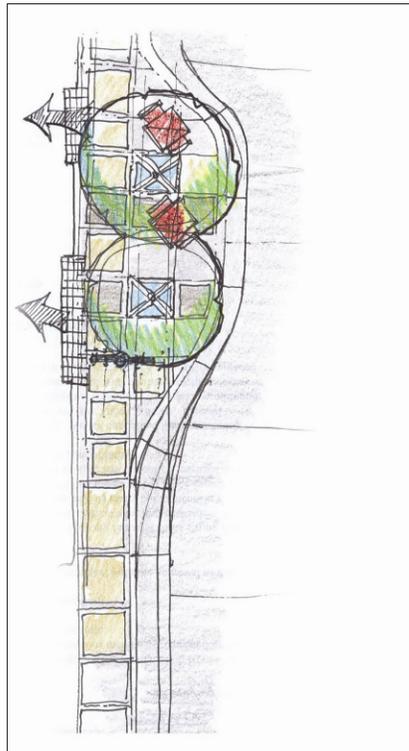
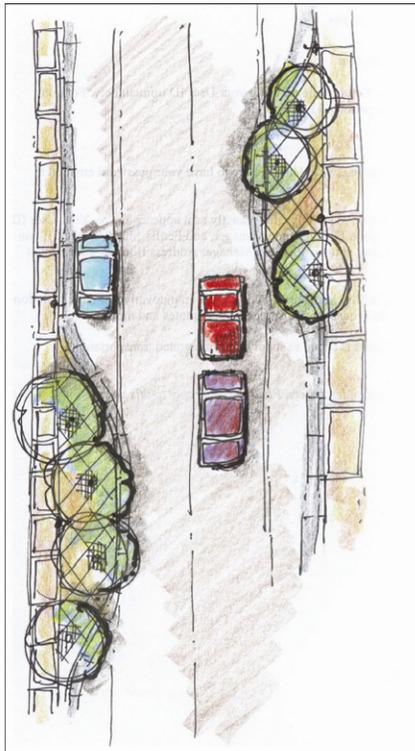
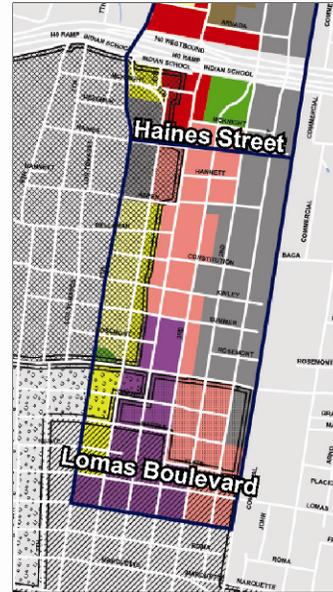
Lomas Boulevard NW to Haines Street NW

**Right-of-Way Width Range:**

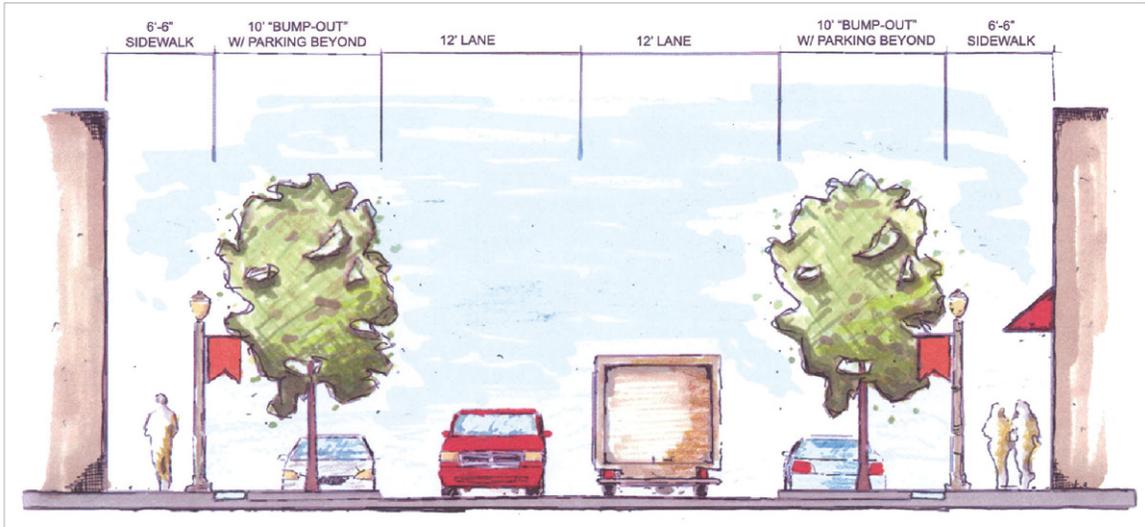
55'-61'

**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:**

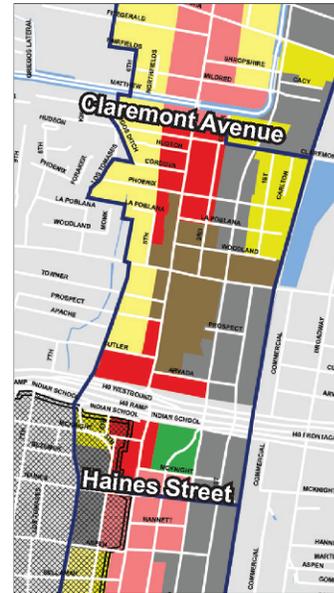
Haines Street NW to Claremont Avenue NW

**Right-of-Way Width Range:**

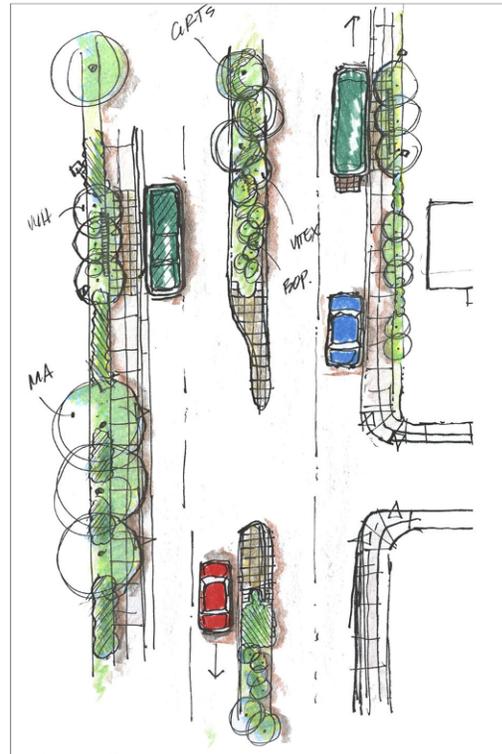
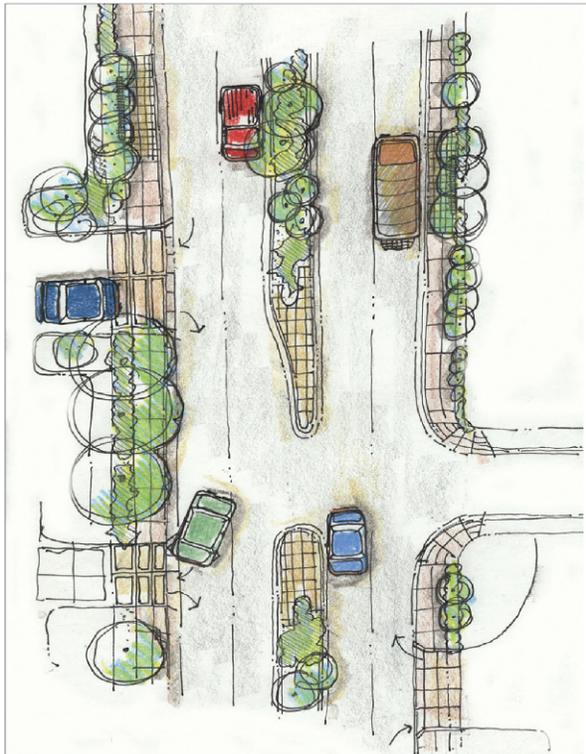
57'-74' (102'-111' @ I-40 intersection)

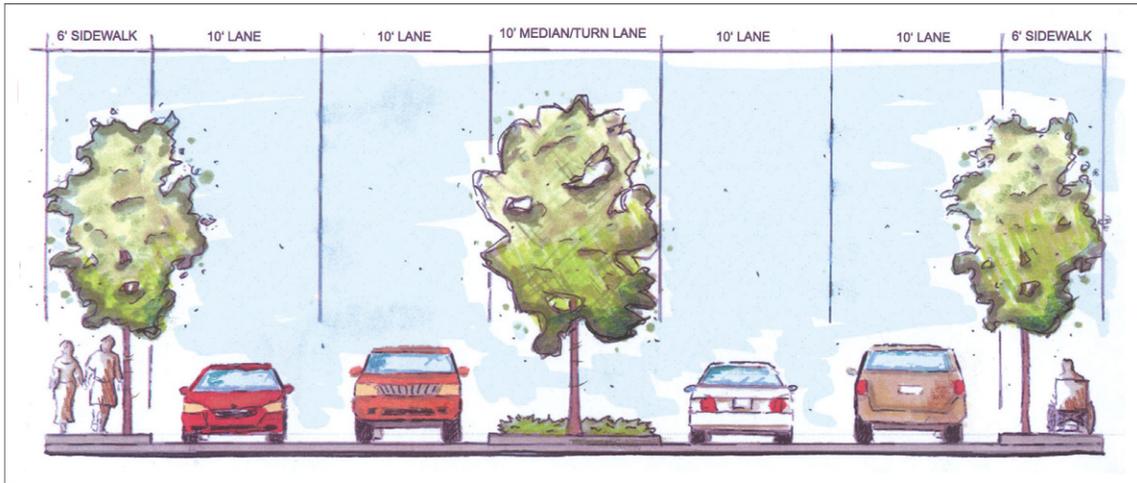
**Description:**

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:**

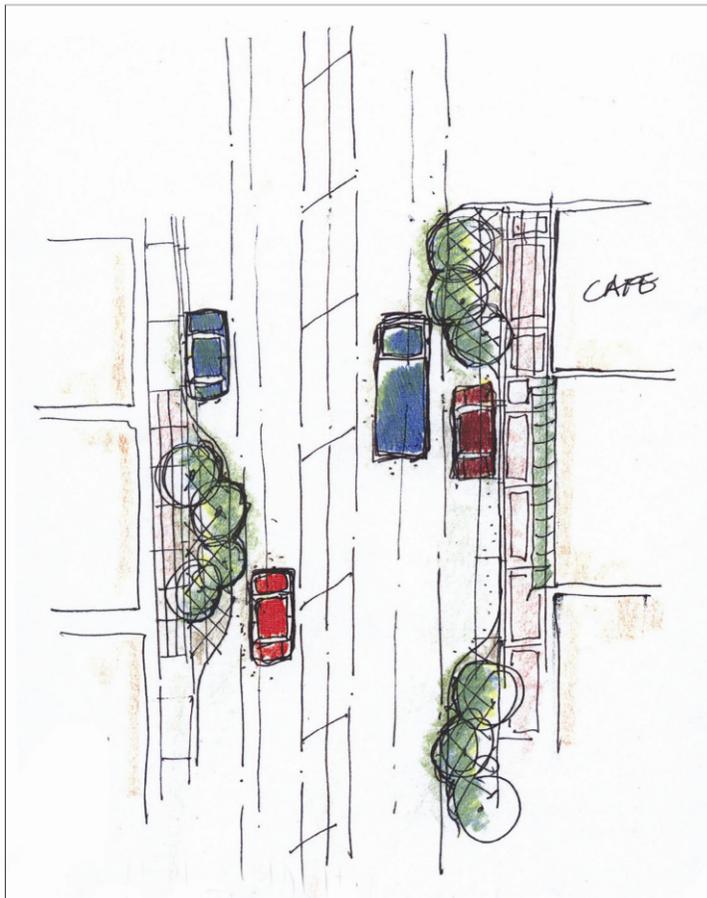
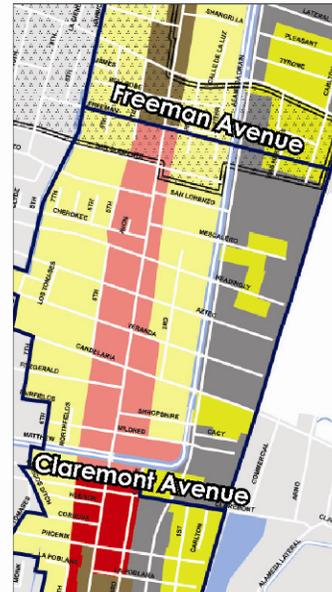
Claremont Avenue NW to Freeman Avenue NW

**Right-of-Way Width Range:**

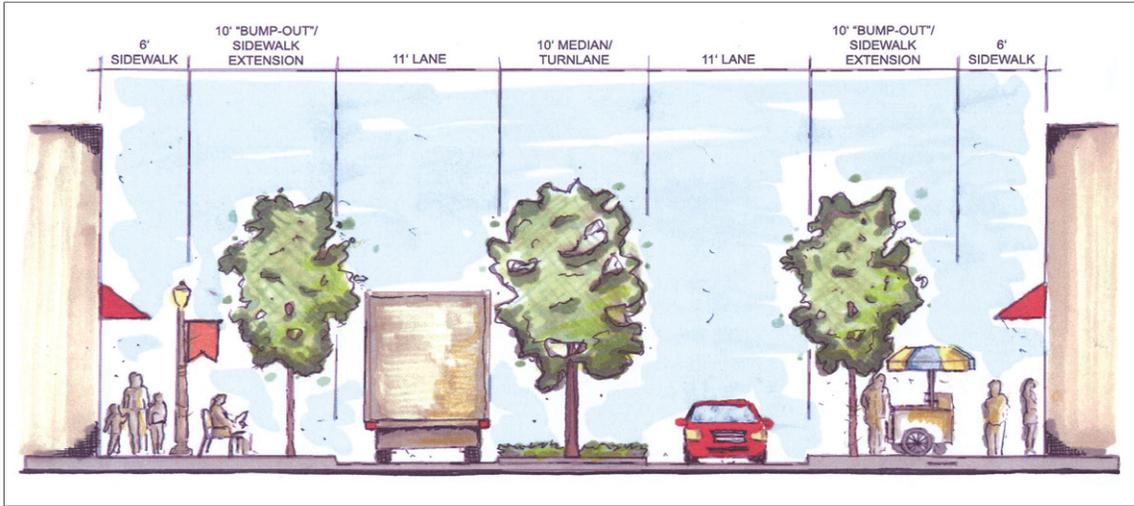
65'-81'

**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.

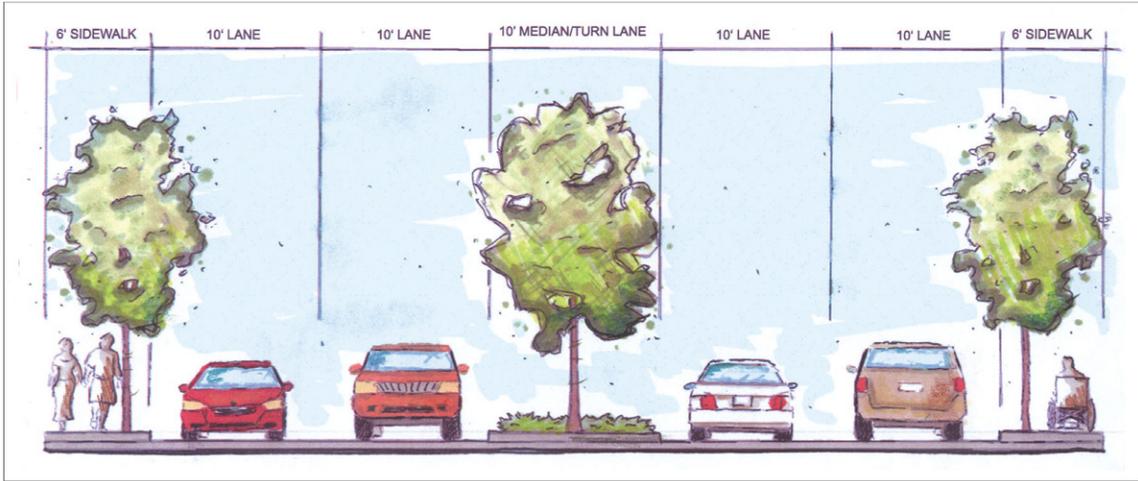


**Street Configuration**

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.







**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.



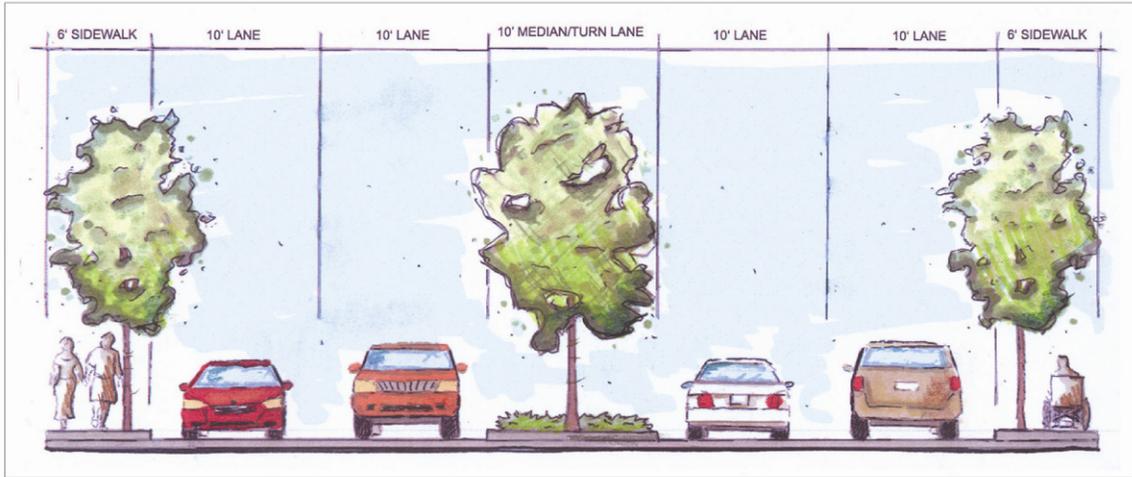


Intersection of North Fourth Street and Montañó Boulevard NW



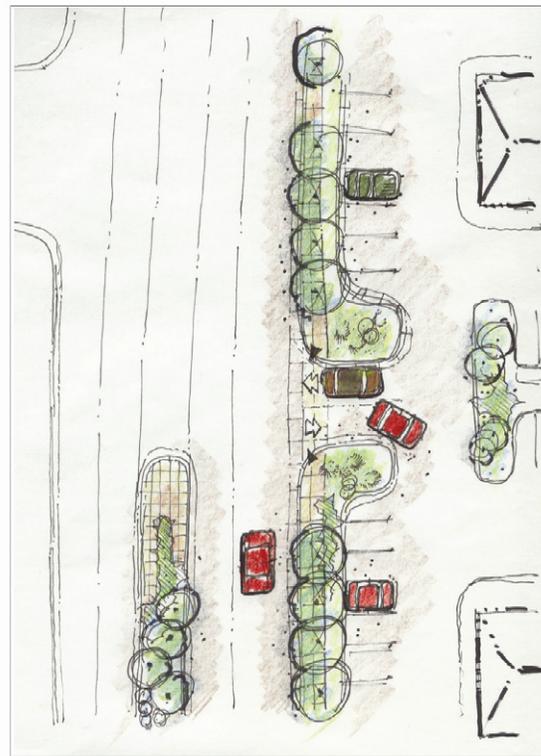
Graphics Courtesy of 4th and Montañó Coalition





**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	
<b>CHARACTER ZONE #1</b>			
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
<b>Total per "block"</b>			<b>\$ 181,280.00</b>
	Typical "blocks"		
<b>Total – Character Zone #1</b>	<b>12</b>	<b>\$ 181,280.00</b>	<b>\$ 2,175,360.00</b>
<b>CHARACTER ZONE #2</b>			
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
<b>Total per "block"</b>			<b>\$ 149,182.00</b>
	Typical "blocks"		
<b>Total – Character Zone #2</b>	<b>10</b>		<b>\$ 1,491,820.00</b>

Item Description	Qty.	Amount	
<i>CHARACTER ZONE #3</i>			
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
<i>CHARACTER ZONE #4</i>			
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
<b>TOTAL – ALL CHARACTER ZONES</b>			<b>\$ 8,944,210.00</b>