PLAN COMPONENTS | PRINCIPLES FOR GREAT STREETS & NEIGHBORHOODS

The Central-Highland-Upper Nob Hill workshop was guided by the design team's New Urbanist philosophy which espouses the following principles:

1. Pedestrian First

Wide sidewalks
Outdoor dining
Trees & Shade
Pedestrian Lighting
Inviting storefronts - buildings frame the street
Street furniture, signage appropriate to pedestrians

2. Traffic Speeds for Safety & Retail

Slower traffic but higher trip quality and higher capacity/volume
Slower cars = more pedestrians, more business, more housing
Slower traffic = better safety, fewer fatal accidents
Citizen and tourist draw to area if walkable
Bike safety

3. Park Once and Walk

Strategy is to combine On-street, courts, and structures to accommodate cars:
On-street parking - encourages retail, protects pedestrians
Parking courts - 2nd level of easy parking, located behind buildings or at side streets
Parking structures - shared for businesses and new housing, retail liners advantage
Parking structures located every 3 blocks when development filled out
Quality signage/wayfinding a must

4. Daily Needs within Walking Distance

Balanced mix of local, regional & national tenants give neighbors services
Commercial spaces along Central marketed, leased, and managed as a district
Civic buildings at honored locations

5. Building Types & Housing Choices

Vital communities need a mix of types:
- Lofts, Live / Work Buildings
- Apartments, Condominiums, Townhouses, & Courtyard Housing
- Duplexes, Tri-plexes, Quad-plexes
- Single Family Detached Houses & Garage apartments

6. Live Above Stores and Businesses

Supports retail and commercial businesses - built-in customer base
Extends day into night = safety & increased business
Eyes on street = safety

7. Beautiful Public Spaces, Constantly Occupied

Great Streets & Roundabouts
Gateways
Plazas & Squares
Pocket Parks
Monuments

8. Quality Transit

Attractive, clean vehicles
Attractive, dignified, well-located stops
Timely, efficient, safe, enjoyable
Proper speeds for pedestrian comfort
On-street parking between transit vehicle and the pedestrian
Mix into slower traffic speeds

Pedestrian first

Traffic speeds for safety & retail

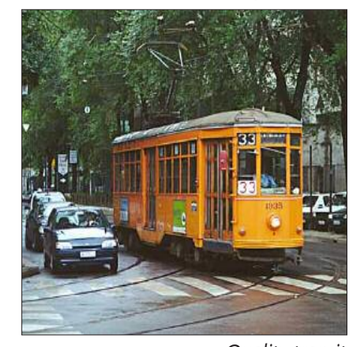
Park once and walk

Daily needs in walking distance

Building types & housing choices

Live above stores & businesses

Beautiful public spaces occupied


Quality transit

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PLAN COMPONENTS | RETAIL STRATEGY

Summary

Located between Albuquerque's trendy Nob Hill district and a recently expanded super Wal-mart, the Central-Highland-Upper Nob Hill area is ripe for a significant amount of new retail development. Both Nob Hill and Wal-Mart attract a wide range of shoppers to the area on a regular basis and could serve as necessary anchors to numerous restaurants, neighborhood services and community retail. This study estimates that up to 300,000-400,000 of new retail and restaurant development could be supported along Central Avenue between Carlisle and San Mateo Boulevard.

General Retail Plan

Presently, Central Avenue has a tired and dated appearance that does not reflect its surrounding renovated neighborhoods. The study area's near mile length is totally lined with older commercial uses that tend to blend together. Clustering of similar retail types between residential or residential-scaled projects will help to create a series of smaller-scaled commercial groupings that will help to establish identifiable places and to reinforce the brand of the Nob Hill area:

Nob Hill & Antiques - nearby Nob Hill is bursting at the seams with lively restaurants and creative specialty home stores. Gibbs Planning Group recommends that the Nob Hill district be expanded east two blocks to the edge of the existing antiques district. These new retailers could include: theme restaurants, home furnishings and apparel stores. The expanded Nob Hill shops will help to reinforce the antiques district and to promote cross-shopping in the area.

Restaurants - A grouping of major regional or national theme restaurants located near Central and Sierra could anchor the antiques district, help to pull pedestrians from Nob Hill and reinforce existing restaurants and clubs in the area.

Neighborhood Retail - businesses appropriate in this area could include services which residents utilize on a more frequent basis such as dry cleaners, small food stores [farmer's markets, bakeries, etc.], coffee shops, gas stations, video rental stores, etc..

Community Retail - The recently expanded Super Wal-Mart is one of the area's largest draws and could help to support numerous additional community level retailers. These community stores will range from 25,000 s.f.-50,000 s.f. and are suitable for many of the older hotels located along the eastern end of Central. In addition, these community stores will help to reduce the large amounts of retail sales that are presently leaving the area. Community retailers that are supportable in the east Central area include: hardware stores, renovation-oriented stores, sporting goods, office supply, apparel discount department stores, book sellers, home furnishings, electronics, etc.

Existing motels on the Central Ave. contribute much character to Route 66 corridor and they should be redeveloped where possible. Opportunities for re-use include upgraded motel rooms, boutique hotels, and housing and community retail [see previous paragraph.].

Specialty designer anchor stores such as DSW Shoes and Media Play are ideal community type retailers for the est end of Central near the Super Wal-Mart .

The form of new retail should include different scales of buildings, and should include flex space above it for uses such as office or housing

Mixed-use building form appropriate for larger properties

Demographics

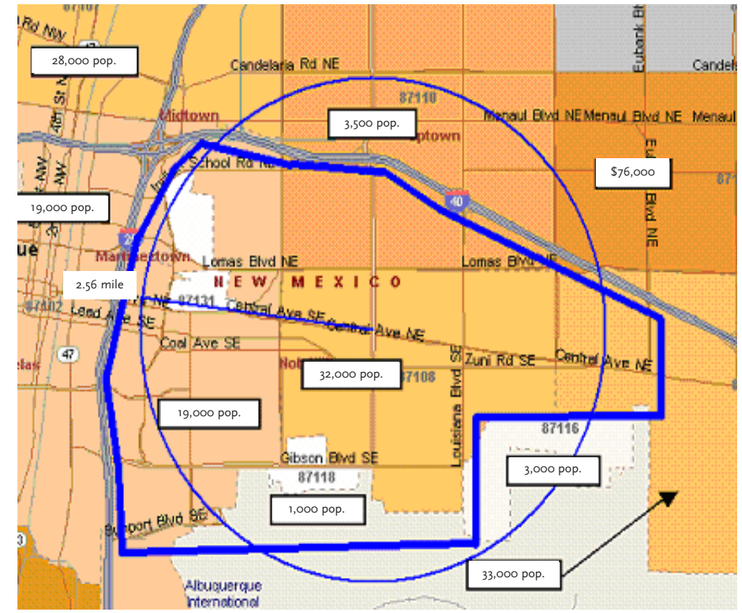
One of the most unusual aspects of the Central-Highland-Upper Nob Hill area is the major renovation and upgrading that is taking place in the surrounding neighborhoods. Driving along Central is mis-leading, as the commercial re-development is lagging behind the residential. Over 50,000 persons live with-in the surrounding neighborhoods. These house holds have high education levels and incomes median incomes averaging over $60,000. These residents are prime shoppers for Nob Hill's unique shops, restaurants as well as Wal-Mart. These residents are also significantly under-serviced for a full range of retail services including: groceries, restaurants, home furnishings and community box type retailers.

Next Steps

Retailers in the area will be well served by the Master Plan's organizing influence. Retail in general will be improved based on the proposed designs for the public realms of the street, sidewalks, and parking. Grouping the retail types as outlined in the General Retail plan will help produce a great impact for individual businesses, as well as for the district and city as a whole. The regulations section of this Master Plan will help ensure that properties develop in similar types and scales, giving a cohesive feeling to the district. Doubts about what might occur next to any given property will be, therefore, minimized.

Along with these physical organizing elements, it is suggested that the retailers along Central organize or agree to general principles to create a unique shopping district. These general principles include clear, single pane glazing for shop fronts, signage perpendicular to the street, similar operating hours [that should extend into the evening], and simplified displays in shop front windows. Business Improvement District [BID] or business associations are some means of organizing business owners in the area to manage such issues, as well as parking districts [see Park Once section].

General Retail Plan - Central Ave. should be broken into smaller commercial grouping that reinforce the adjacent Nob Hill and Wal-mart Super Center as well as the surrounding neighborhoods. Clustering antiques, restaurants, and neighborhood retail will help to promote cross-shopping between various districts and to relieve the Avenue's bland and dated character.



Demographics - the project area is surrounded with over 50,000 persons - a great thing for vital retail district.

New Trends

1. Mall Development has slowed to 1-2 openings per year, vs. 4-5 openings in the 1980's.
2. Discount retailers continue to have steep gains in sales and market share, with Wal-Mart now capturing over 20% of the market in many categories.
3. Wal-Mart is now the largest corporation in the world, recently passing Exxon and General Motors. Future growth will be focused on American urban city centers.
4. Dollar stores represent the fasted growing segment and are stores are expected to increase to 75,000 s.f..
5. Developers are being attracted to build un-anchored lifestyle centers, driven by higher end tenants due to strong sales.
6. Full service department stores are concerned about the lack of mall development and competition with discount department stores, resulting in a willingness to consider new formats, smaller sizes, and free standing stores.
7. Many national retail chains are now willing to accept basic principles of the new urbanism, including: 2-level stores, lower parking standards, and front and back doors.
8. Over 65% of all retail sales now occur after 5:30 pm and on Sundays.

Development

1. Retail development is the most risky form of real estate development.
2. Real estate is the most difficult method to achieve higher than average financial returns on investment.
3. Most retail center types should open on August 15th of any given year; November 15th in Florida.
4. Retail centers must open with a bang! All tenants fully open a major marketing campaign and strong sales from the start.
5. Centers that have slow rolling openings, with low sales, will take a generation to recover.
6. Centers must maintain their anchor tenants.
7. Centers must be able to accommodate new anchor tenants seeking to locate within the trade area.
8. Weak and tired tenants must be removed.
9. The entire center should have a turnover of approximately 30% every five years.

Site Selection

1. Locate along the most heavily traveled roads possible.
2. The home-bound side will yield higher sales than the to-work lands (except for coffee and bagels).
3. Avoid all sites requiring more than one left turn to enter.
4. Purchase both sides of the highway when possible.
5. Purchase as much highway frontage as possible.
6. Allow for 50% expansion during the second decade of the center.

Site Planning

1. Allow for change and expansion.
2. Plan for the next 100 years: blocks, parking decks, multi-level parking, etc.
3. Form will follow anchor tenant demands, and anchor tenants will demand frontage along the highway.
4. Maintain an overall shopping length of 1000' or less.
5. Create pedestrian loops of 2000' max.
6. Create a full street, with two-way traffic and parallel parking along both sides.
7. Maintain at least 15' min. wide sidewalks.

Building Design

1. Most retailers are demanding 100' min. depth, with as little store frontage as possible.
2. Three level buildings, with 2 levels office over one level retail offer several advantages in tenant mix, shared parking, and urbanism.
3. 17' floor to ceiling heights are now considered standard for most retail tenants.
4. Developers are now leasing "very cold dark shells" to tenants. This is a space that only has 3 walls, a dirt floor and no store front. This allows for a better variety of store design.
5. Many tenants will locate sales space in the basement or on a second level, in a strong market.
6. Department stores are now exploring total glass elevations, with fully open floor plates.
7. Store fronts located on the first level should be designed to be totally re-built with at least every ten years.
8. Store interiors are designed to be totally gutted and re-built every 5 years.
9. First level tenants should have at least 70% clear glass on the first level.
10. Anchor tenants can have as little as 50% clear glass on the first level.

Major Anchors

1. Form follows anchor: it is difficult to have a successful center without significant anchors. Anchorless centers at all sizes tend to fail.
2. An anchor is a tenant or use that attracts large amounts of shoppers to a center on a regular basis.
3. Anchors include: department stores, restaurant groups, supermarkets, libraries, post offices, municipal offices.
4. Theatres (cinema and performing), parks and lakes do not make significant contributions to retailers, however they can support restaurants.
5. At least 30% of the total gross leasable area should be an anchor.
6. Most anchor retailers will accept liner retail to be constructed along one of its side elevations. Allowing for a proper retail street frontage.
7. Many anchor retailers are willing to accept as little as 50% of visibility from the highway.
8. Most anchors including Target and Wal-Mart will consider 2-level stores in the right market conditions.
9. Major anchors include: Sears, Penney's, Wal-Mart, Target, Macy, and Nordstrom's.

Junior Anchors

1. Junior anchors are relative new retail categories that can replace a full size department store.
2. Popular jr. anchors include: Crate & Barrel, Borders, Barnes & Noble, Eddie Bauer, and REI.
3. LL. Bean has recently been purchased by Sears and is expected to roll out 50,000 s.f. stores across the country.
4. Junior anchors are more attractive to developers because: they pay closer to market rate rents than full service department stores, and a store closing will not be as significant as losing a department store.

Tenant Mix

1. Centers need a focus in tenant type, market segment and categories. It is difficult to be all things to all shoppers.
2. The best tenants are now seeking to locate along the town square, rather than along the end-cap. These tenants will give up all highway exposure when the town square and urbanism are planned to a high standard.
3. Restaurants and Jr. Anchor tenants work best at the ends of the center.
4. An ideal tenant mix for urban centers is 1/3 local independents, 1/3 regional chains and 1/3 national chains.
5. It's difficult for new shopping centers to have more than 5% independent retailers that are non-credit.
6. Most center types need to have a focus of income price point and tenant type.

Parking

1. Parking is one of the most important elements of a successful center.
2. On-street parking is essential for on-street retail. Except for major urban centers, with densities of over 100,000 per square mile, do not attempt to build street retail without the street, or on-street parking.
3. On-street parking should be metered or managed for 1-2 hour parking max.
4. People tend to park in the same aisle, for their entire life.
5. On overall gross ratio of 4 cars/1000 is now acceptable for most centers.
6. Major department store and grocery anchor need and will demand 5 cars/1000 s.f. or greater.
7. Parking ratios can be as low as 3/1000 with a 40% office-60% retail ratio.
8. Decked parking can be constructed for office in mixed-use developments for approximately $2.00/s.f. additional debt service.
9. Parking must be located in the front of all major anchor stores.
10. Most centers require surface parking; however office and residential can use decked parking.
11. Residential parking must be set-aside for 24/7 assigned spaces, when located in mixed-use town centers.

Management

1. Centers should be clean and well maintained.
2. Tenants should be required to maintain minimum hours of operation.
3. All tenants should be required to update interior finishes every three years, and a total interior renovation at least every eight years.
4. Update all streetscape materials and fixtures at least every ten years.
5. Attempt to attract new anchors and tenants to your location as a defensive measure.
6. Rents typically represent 8-10% of gross sales.
7. Top national chains are presently paying $28-$35 s.f. for Lifestyle centers; Restaurants are paying up to $40.-$50 s.f.; Jr. Anchors $18.-$25. s.f.
8. Independent retailers typically pay $15-$18 in Lifestyle centers.
9. Top department store anchors typically demand free land for both building and parking lot and a $1,000,000. plus contribution towards the building costs.
10. Regional mall tenant rents typically range from $40. s.f.-$75. s.f., plus $20-$25/s.f. Common Area Management fees (CAM).

Site Visits

One of the most effective methods of exploring town center development options is to visit actual built projects. The best built town centers fall into those opened between 1915-1930 and those built after 1985. Please find below a summary of GPG's recommended site visits.

* Highly Recommended Visits by GPG

Top Pre-War Town Centers

Country Club Plaza, Kansas City, KN*
Highland Park, Dallas, TX
Hyde Park, Tampa, FL
Lake Forest, Illinois*
Palmer Square, Princeton, NJ *
Palm Beach, Florida*

Top Recent Town Centers

Addison Center, Dallas*
Berkdale Center, Charlotte*
Celebration, Orlando
City Place, W. Palm Beach*
Easton Town Center, Columbus*
The Glen, Glenview (Chicago)
Kentlands, Gaithersburg, FL*
Legacy, Dallas
Mashpee Commons, Cape Cod*
Mizner Park, Miami
Phillips Place, Charlotte*
Redmond Town Center, Seattle*
Reston Town Center, Reston, VA
Riverside, Atlanta
Rosemary Beach, Destin, FL*
Santana Row, San Jose*
Seaside, Destin, FL*
South Lake, Dallas*
Village of Rochester Hills, Detroit*
Washingtonian, Gaithersburg, MD*

GPG's Favorite Historic Towns for Shopping

Alexandria, Virginia*
Beverly Hills, California (Rodeo Drive)
Birmingham, Michigan
Chicago, (Michigan Avenue - State Street)
Charleston, SC*
Chatham, Cape Cod
Georgetown, Washington DC*
Harvard Square, Cambridge, Mass.*
Lincoln Road, Miami Beach, Florida*
Nantucket, Cape Cod
Newberry Street, Boston*
Palm Beach, Florida*
Portland, Oregon (downtown & NW 23rd)
Santa Fe, New Mexico
Santa Monica, California, (Third Street)*
Shaker Heights, Ohio
Seattle, Washington
(Downtown and Pike Street Market)

Gold Street, Albuquerque

Street near Pioneer Square, Seattle

PLAN COMPONENTS | GREAT STREETS

The focus of Great Streets design is on elevating the needs of pedestrians and cyclists to a state of equality to other modes of transportation within the right-of-ways of residential and commercial streets. This will balance the current state of affairs of auto-dominant design. Walking and shopping opportunities increase, adding greatly to the livability and economic vitality of a place. All these elements combine to create a much higher trip quality for citizens and visitors. Visitors, workers and residents may arrive at various destinations within the corridors in wheeled vehicles, but at some point they eventually enter the realm of the pedestrian, who moves at no more than four miles per hour. And as pedestrians, they need to circulate safely and conveniently to wherever they chose to direct themselves.

Central Avenue will become an elegant new avenue. Proposed are a series of roundabouts which will replace signalized intersections. These are safer than signalized intersections, allow smoother movement thru the corridor [at calmer speeds], and provide a place for great public art. Thus, the sense of place will be greatly enhanced on this stretch of Central. A central alameda, or median, is proposed to allow for landscape and a walkway [and to accommodate a potential future light rail system]. The 6 lanes of traffic on Central will be reduced to 4 lanes in order to allow for on-street parking. It should be pointed out that Central will still carry the same amount of traffic in a much smoother, reduced-speed manner. It is essential to narrow Central to match its section through Nob Hill for safety and for commerce. All over America, excessively wide streets are killing pedestrians [see also "Motor Vehicle Accident Reconstruction and Cause Analysis" by Rudolph Limpert]. If we can slow down cars in our corridor to 30 mph or less, a car can react and come to complete stop well before hitting a pedestrian. Even if the person is hit at 20 mph, the person, although injured, will have a 90 percent chance of surviving [see appendix]. It is worth the effort to design our neighborhood streets to slow traffic, maintain traffic capacity, save lives, and increase business and social commerce .

Building placement will define Central Ave. as a corridor and public space. The most effective relationship of building enclosure is a building separation to height ratio of 1:1 [see photos this page upper right], but can be up to 3:1, and 4:1 for boulevards and plazas [see photo this page lower right]. Studies of building enclosure and car speed indicate that there is a reduction in average speeds with the enclosure ratios stated here.

There exist a number of street types in the area that form a grid system bisected by Central Avenue. The proposed design is geared toward walkable, mixed-use urbanism. The success of a walkable environment is largely based on the design of its public space - in this case, streets, which compose most of the public realm. There are several essential elements in this design:

1. Pedestrian crossing times - are kept to a minimum, 19 seconds max.. This is achieved at Central, for example, with four 12 foot wide lanes.
2. Vehicle speeds - 30 mph on main streets, 20 mph at side streets.
3. Pedestrian comfort - they should be protected from autos & the elements.
4. Street definition - buildings should define street edges.
5. Pedestrians, bicyclists - should be accommodated, along with handicapable.
6. Transit - should be included in thoroughfare planning, be it bus or light rail.
7. Parking - standards for parking should be reduced to reflect mixed use area.
8. Central Ave. - as the main artery, it need special attention.

Central Avenue's capacity to handle traffic will be maintained and enhanced, and nearby roads will not be affected adversely by the new design. This is particularly true for Lead and Coal, whose one-way design and fast speeds represent a cohesion issue with neighborhoods to the south of the project area. Though not in our project scope, suggestions for slowing traffic speeds on those roads include approaches such as on-street parking, bulb-outs at corners, and 2 way traffic.

Pedestrian crossing times and vehicle speeds will be controlled by width and layout of the streets. Existing streets in the area are too wide. Slow and yield streets are suggested. Vehicle speeds will be kept at the suggested rates mentioned above in item 2. by implementing these street designs. [Street Sections follow on the next pages.] A **slow street** allows free movement of autos, but encourages slower speeds because of parking allowed on both sides of the street in a 30 to 34' wide street. Parking is a combination of parallel and head-in diagonal. Bulb-outs and mid-block chokers would be included. Buildings along such streets would be mixed-use, retail and higher density residential uses. A **yield street** is narrower and has one auto yield to another as they pass. Parking is parallel on both sides of the street in a 26 to 28' wide street. These types are suitable for attached residential and mixed-use, and the 26' wide more suitable for single family homes generally.

Pedestrian comfort and safety is addressed through design as well. Street trees will occur on the Central Ave. alameda [median] and at side streets. The trees cool the surface of the pavement, help reduce the toxicity of vehicle emissions, help reduce storm water runoff, and by their vertical presence along roads, slow down drivers. Awnings, arcades, and other architectural elements should occur on facades at Central Ave. sidewalks in the absence of trees. Bicyclists and the handicapable should be accommodated by the streets and sidewalk designs. Because street speeds will be reduced by design, dedicated bicycle lanes are not needed. Bicyclist uncomfortable with Central Ave. can easily take Copper or Silver as well, which are much more residential in usage. Roundabouts at key intersections allow bike and car traffic to mix at safe speeds, as well as allowing easier crossing of Central by pedestrians. Bike racks should be included in the street furniture along Central Ave.. Sidewalks should be widened as shown, again for safety and to avoid collision with power poles [currently blocking safe passage]. Excessive curb heights [greater than 6"] should be lowered to allow proper handicapped accessible ramps at sidewalk corners, and corner radii should be reduced. Pedestrian crossings should be greatly improved with the roundabouts on Central, and better markings at all other intersections. The improvements will increase safety and retail sales, and are relatively inexpensive to construct.

Transit is accommodated in the design by locating local bus stops at corners connected to the roundabouts. This will increase safety of cars navigating around stopped buses, and increase the ease and safety of pedestrians crossing Central Ave.. Future transit projects, such as Bus Rapid Transit and possible Light Rail have also been accommodated - there are stops for the Bus Rapid Transit at San Mateo and Carlisle intersections with Central at the ends of the project area. The Central Ave. Alameda could house the future Light Rail if the City chose to put that project on Central. [An alternative location for the Light Rail is also being considered by the City on Lomas Blvd.]

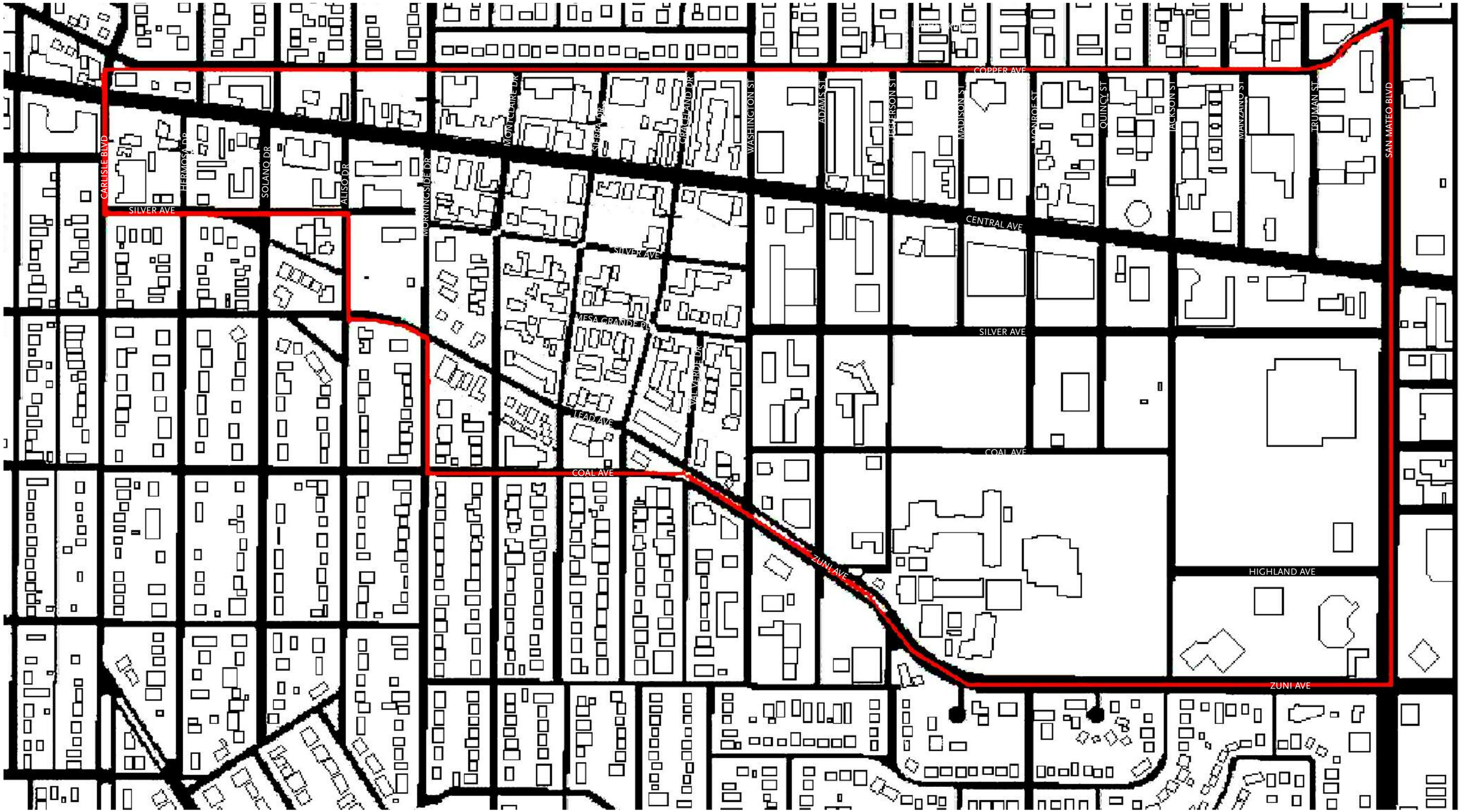
Parking is handled by a combination of on-street parking, side street parking areas, and parking courts to the rears of buildings. Parking count requirements must be reduced to reflect the historically-supported demand for mixed-use in traditional urbanism. For healthy commerce, retail stores needs parallel parking at the fronts of buildings, especially along Central Ave.. On-street parking protects pedestrians as well as encouraging retail. Read more in the "Park Once Section" of this document.

Wide sidewalks enable many uses

Well-defined street space with terminus

Building separation to height ratios of 1:1

Building to height ratio of 3:1, & uses continuing into evening for safety & vibrancy



Great Streets Plan

0 200 400 800ft

Note: Building outlines shown are existing buildings.

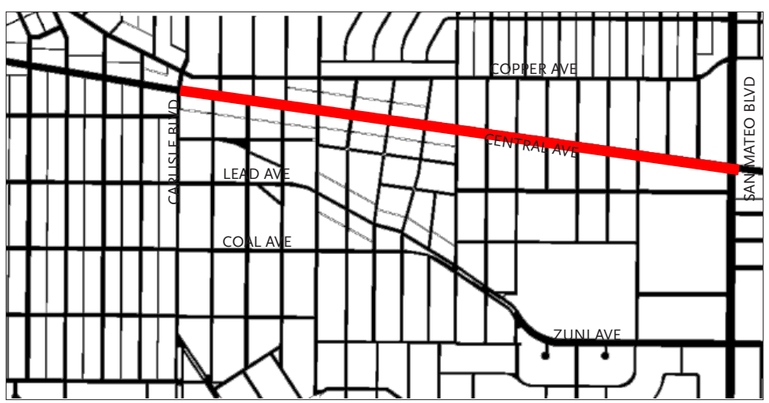
Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

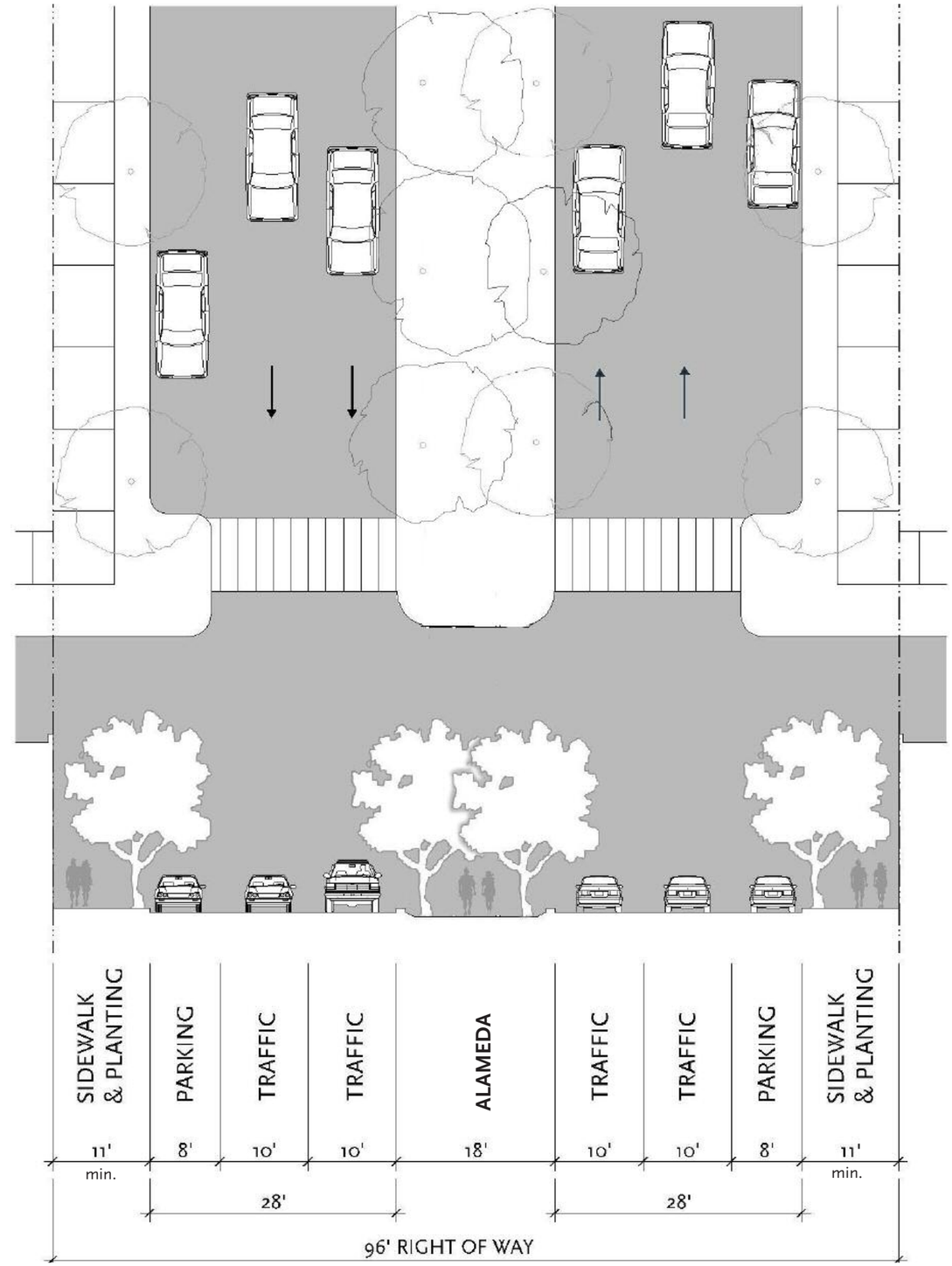
Moule & Polyzoides Architects and Urbanists
June, 2004

PLAN COMPONENTS | GREAT STREETS
CENTRAL AVENUE | OPTION A - ALAMEDA*

MOVEMENT / SPEED ..... Free / 30 mph
CROSSING TIME ..... 19 seconds
ROW WIDTH ..... varies, 96' min.
TRAFFIC LANES ..... 4 at 10' each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... varies, 11' min.
PLANTER WIDTH ..... varies
PLANTER TYPE ..... tree grates
PLANTING ..... varies

* NOTE: Transit is mixed in traffic lanes.

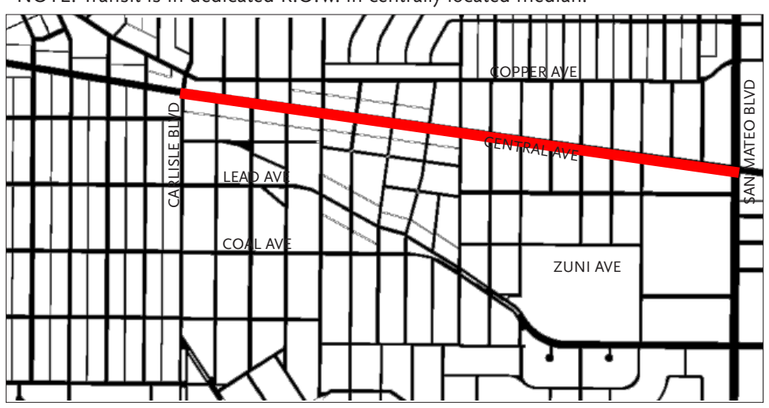


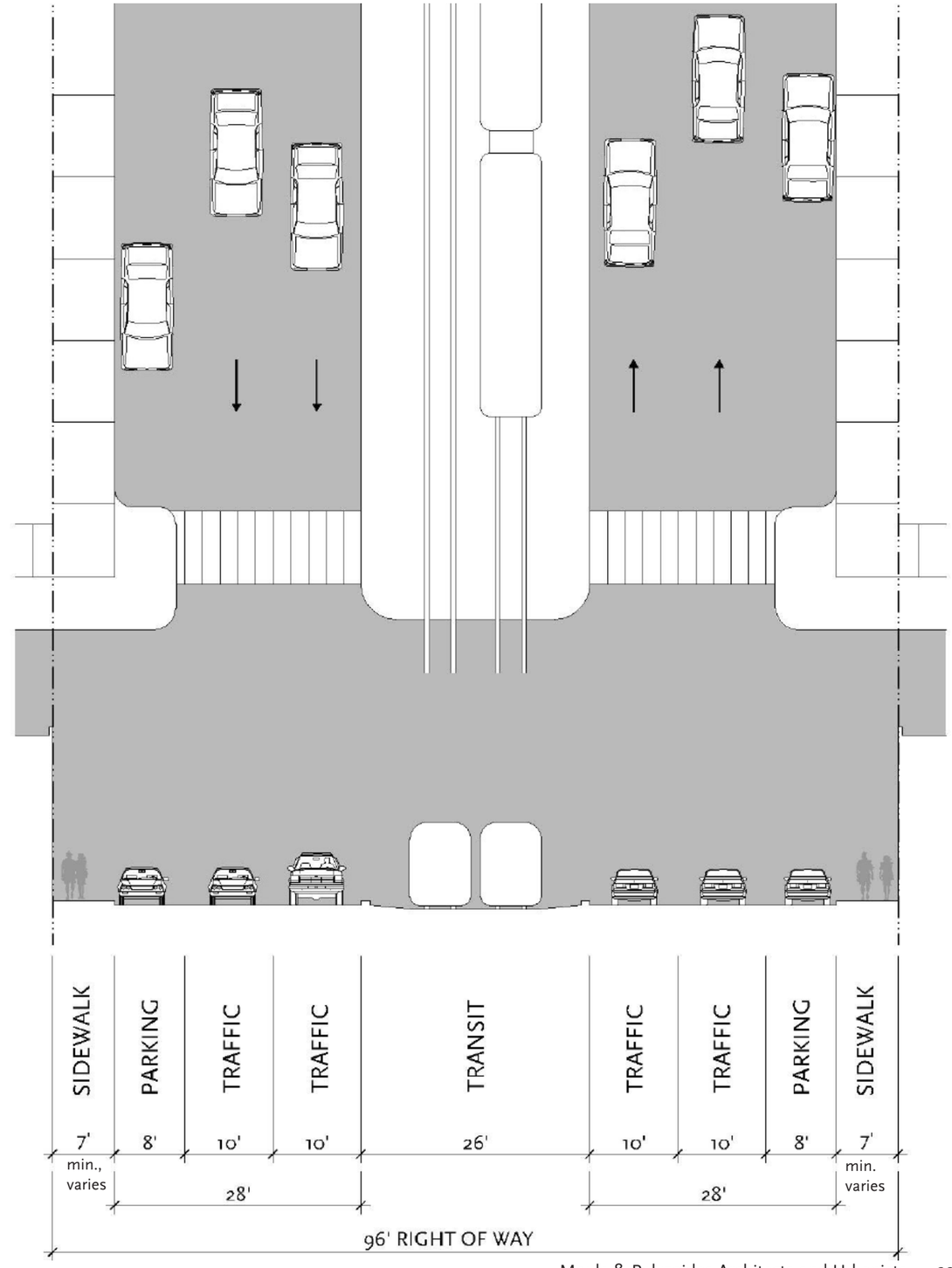


PLAN COMPONENTS | GREAT STREETS
CENTRAL AVENUE | OPTION B - TRANSIT*

MOVEMENT / SPEED ..... Free / 30 mph
CROSSING TIME ..... 17 seconds
ROW WIDTH ..... varies, 96' min.
TRAFFIC LANES ..... 4 at 10' each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... varies, 11' min.
PLANTER WIDTH ..... varies
PLANTER TYPE ..... tree grates
PLANTING ..... varies

*NOTE: Transit is in dedicated R.O.W. in centrally located median.

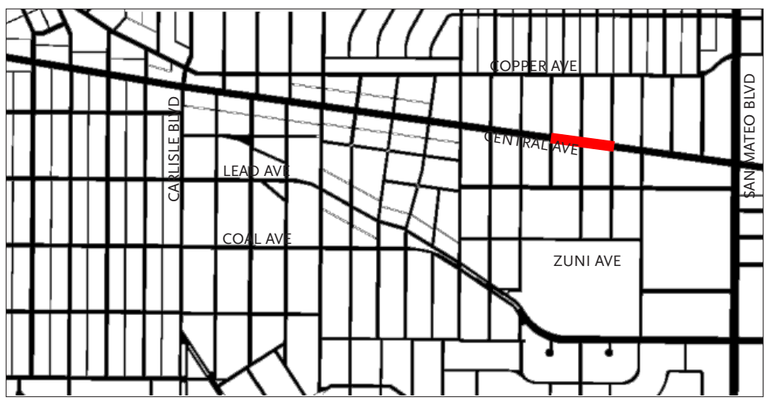


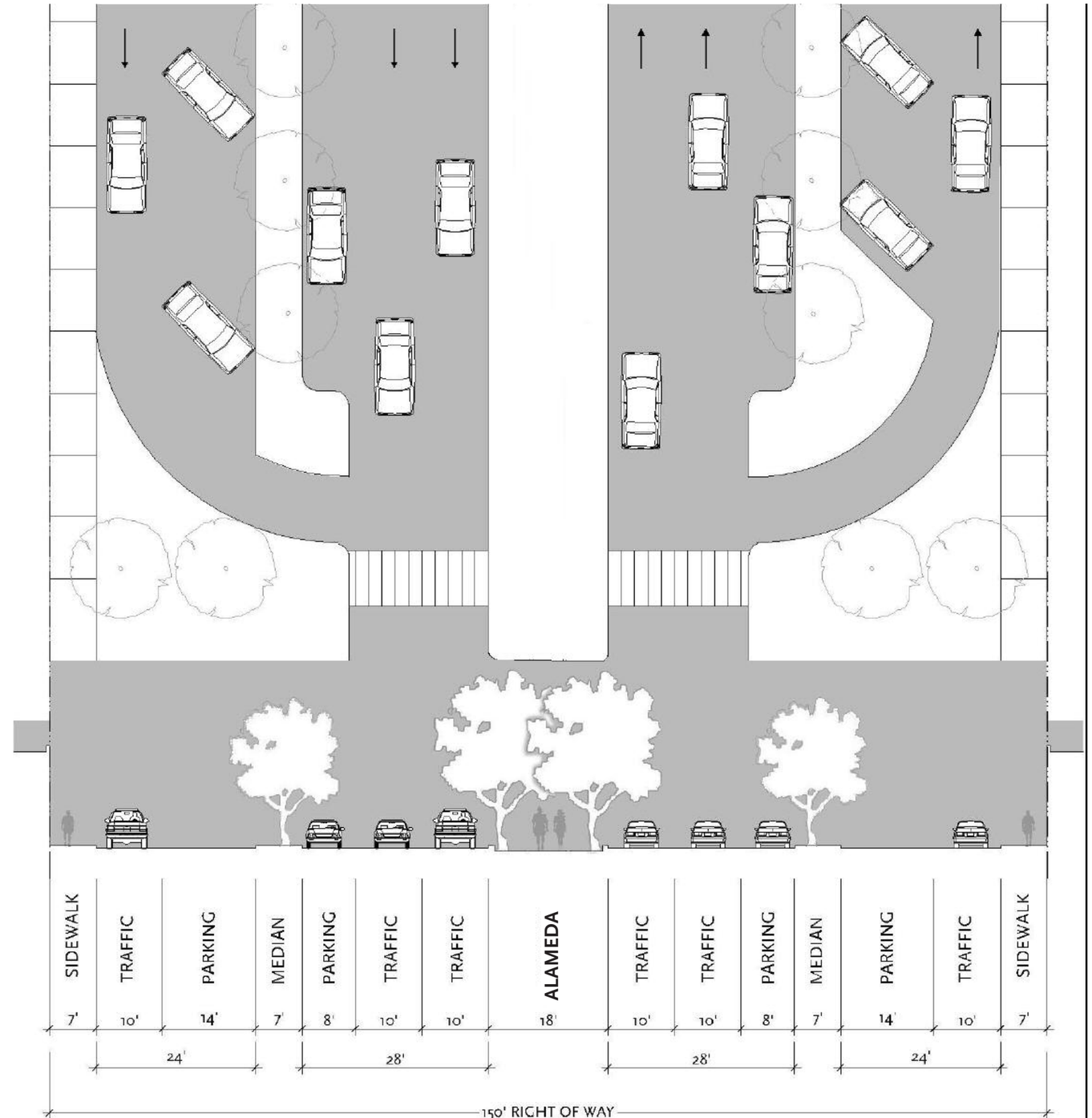


Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

PLAN COMPONENTS | GREAT STREETS
CENTRAL AVENUE AT HILAND - BOULEVARD

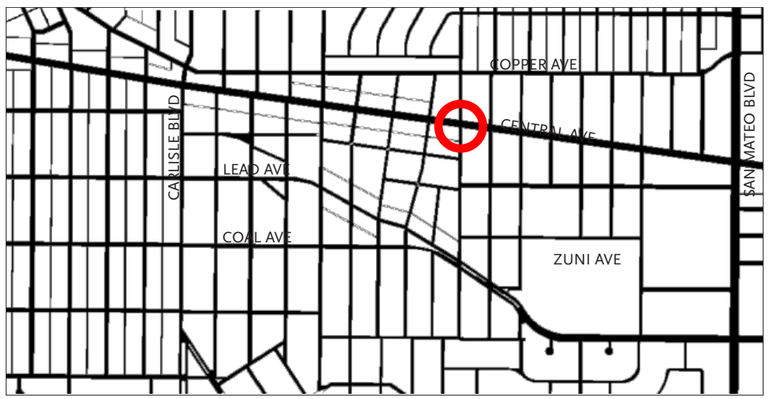
MOVEMENT / SPEED ..... Free / 30 mph
CROSSING TIME ..... 17 seconds
ROW WIDTH ..... 150'
TRAFFIC LANES ..... 6 at 10' each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... 7'
PLANTER WIDTH ..... 7' medians
PLANTER TYPE ..... tree grates
PLANTING ..... varies



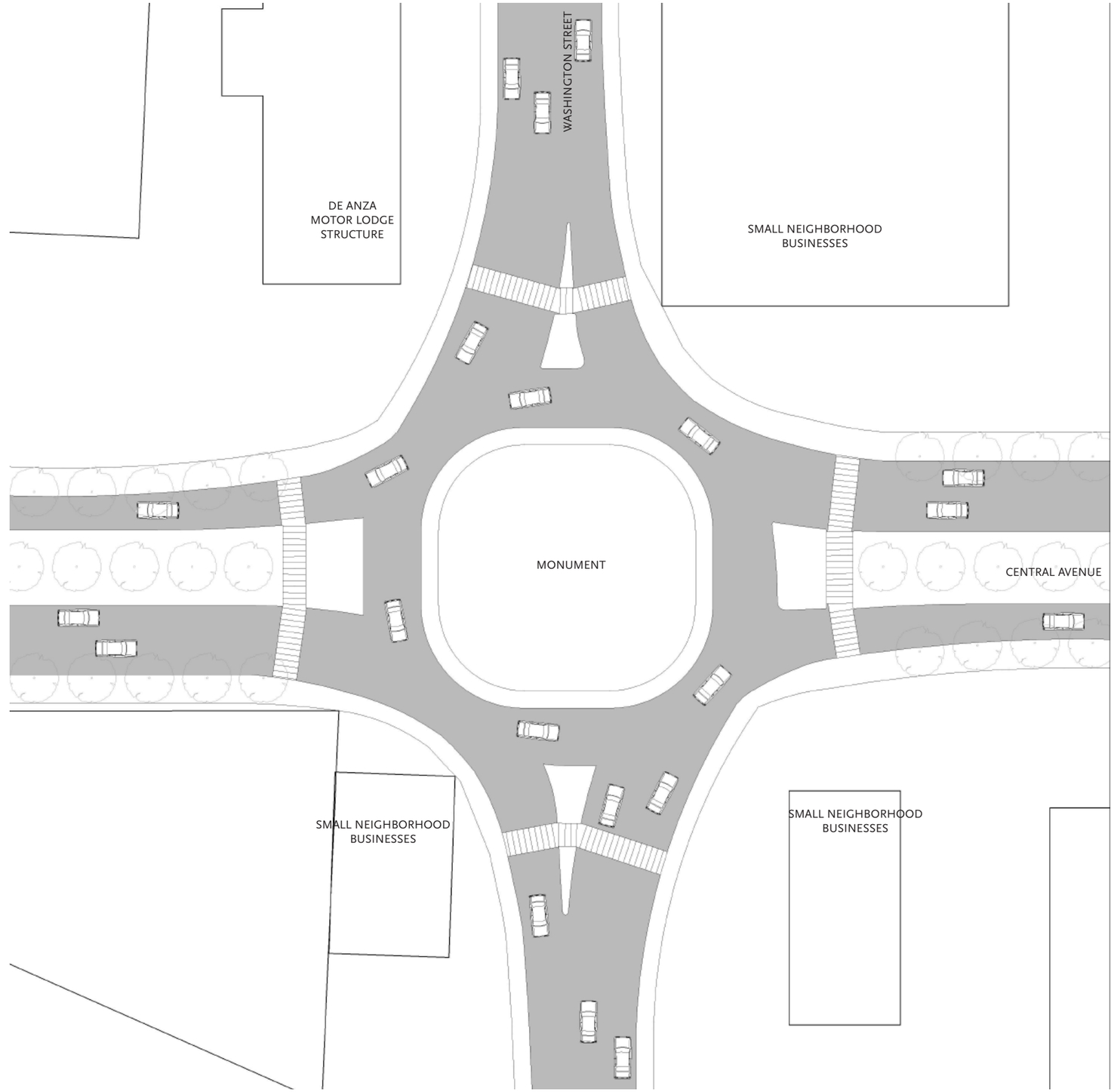


MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME ..... 21 seconds on Central, 16 seconds on Washington
ROW WIDTH ..... 98' @ Central, 70' @ Washington
TRAFFIC LANES ..... 12' each: 2 in approaching lanes, 1 elsewhere
PARKING ..... None
CURB TYPE ..... Roll-over at center, vertical option
CURB RADIUS ..... varies
SIDEWALK WIDTH ..... varies, 6' min.
PLANTER WIDTH ..... varies
PLANTER TYPE ..... tree grates
PLANTING ..... varies

Note: advantages of the roundabout include smoother traffic flow at intersections with no wait times, increased capacity to handle traffic, easier and saferpedestrian crossings, and increased aesthetic appeal.



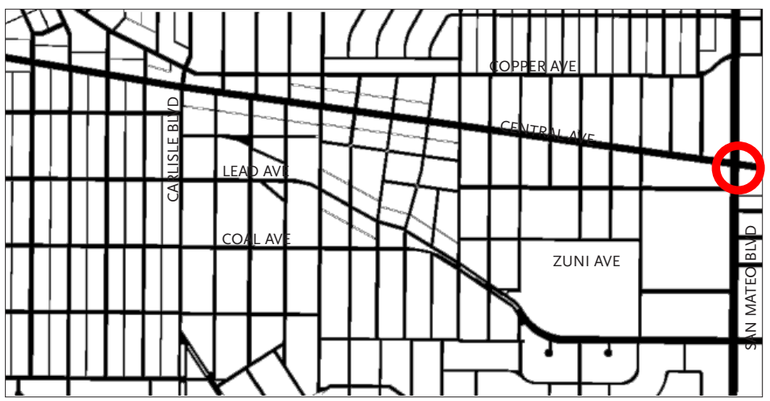
Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

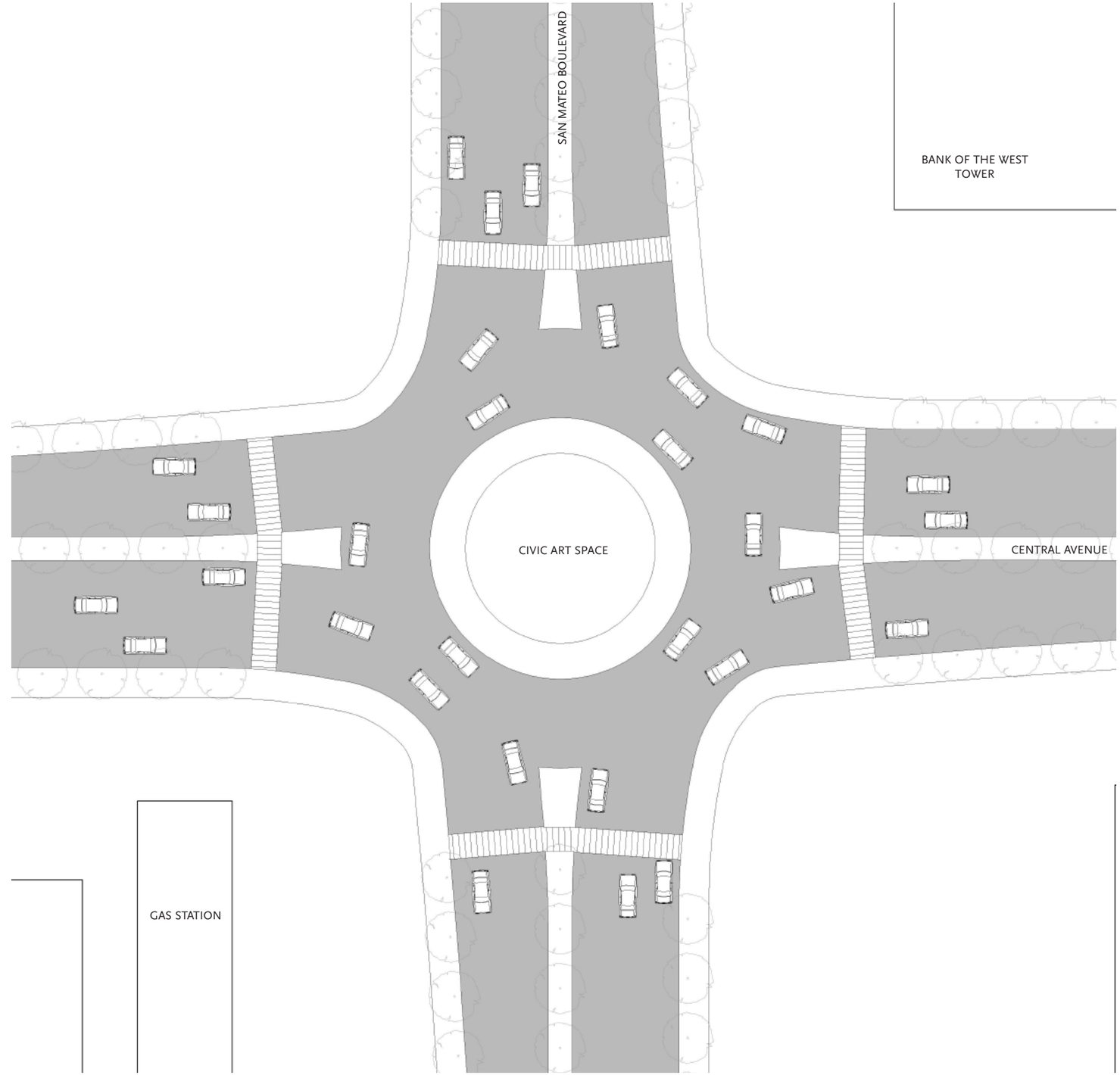


PLAN COMPONENTS | GREAT STREETS
CENTRAL-SAN MATEO ROUNDABOUT

MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME ..... 22 seconds on Central & San Mateo
ROW WIDTH ..... 100' @ Central, 140' @ San Mateo
TRAFFIC LANES ..... 12' each: 3 in approaching lanes, 2 elsewhere
PARKING ..... None
CURB TYPE ..... Roll-over at center, vertical option
CURB RADIUS ..... varies
SIDEWALK WIDTH ..... varies
PLANTER WIDTH ..... varies
PLANTER TYPE ..... tree grates
PLANTING ..... varies

Note: advantages of the roundabout include smoother traffic flow at intersections with no wait times, increased capacity to handle traffic, easier and saferpedestrian crossings, and increased aesthetic appeal.

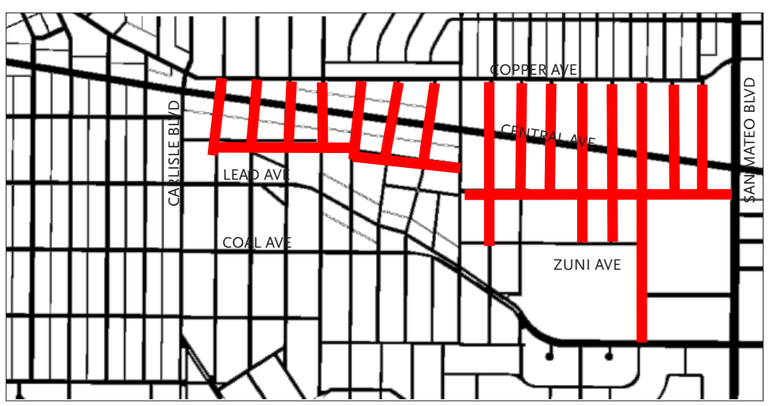




PLAN COMPONENTS | GREAT STREETS
SLOW STREETS - MIXED-USE

MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME ..... 6 seconds
ROW WIDTH ..... 54'-62'
TRAFFIC LANES ..... 2 at 10' each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... 10' with planter
PLANTER WIDTH ..... 10' with sidewalk
PLANTER TYPE ..... tree grates
PLANTING ..... varies

NOTE: On-street parking can be parallel, diagonal, head-on styles in a variety of arrangements. For example, Monroe Street from Copper to Silver avenues has diagonal parking on the west side and parallel parking on the east side.



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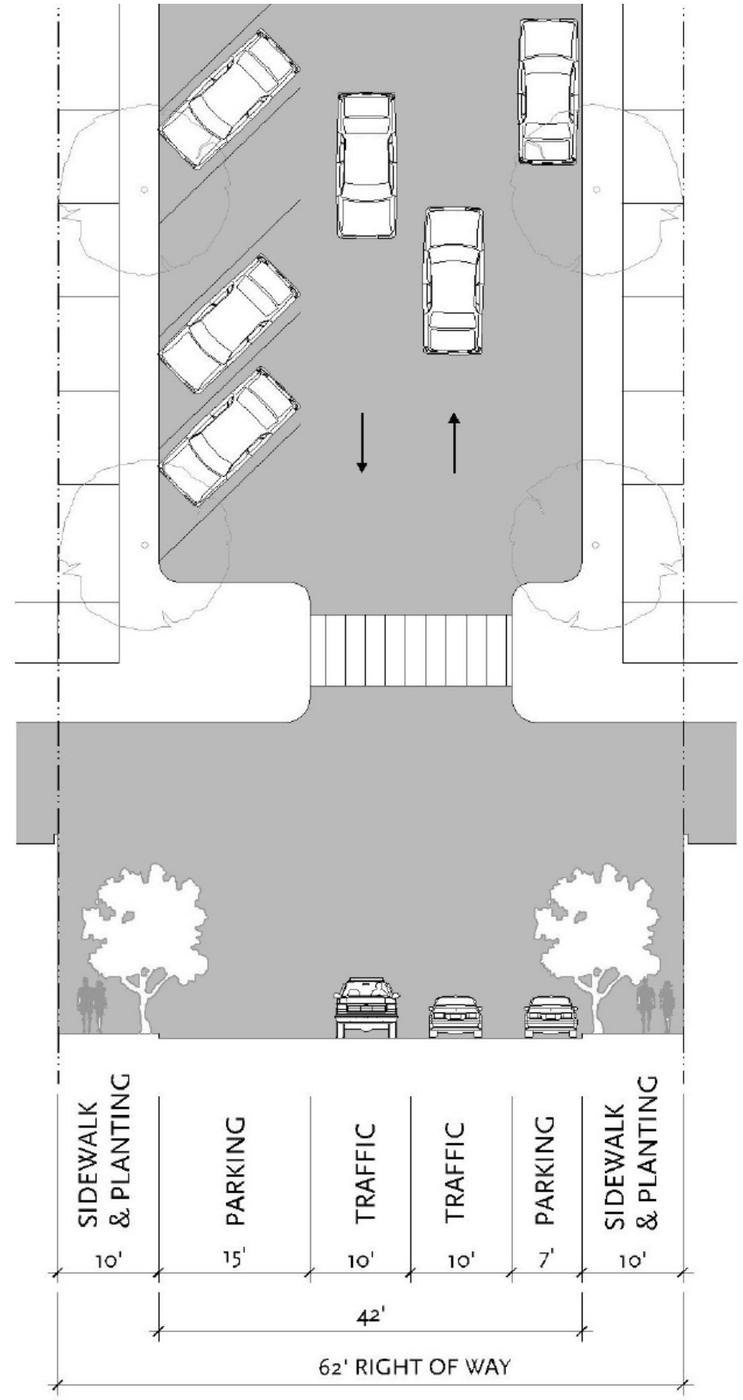
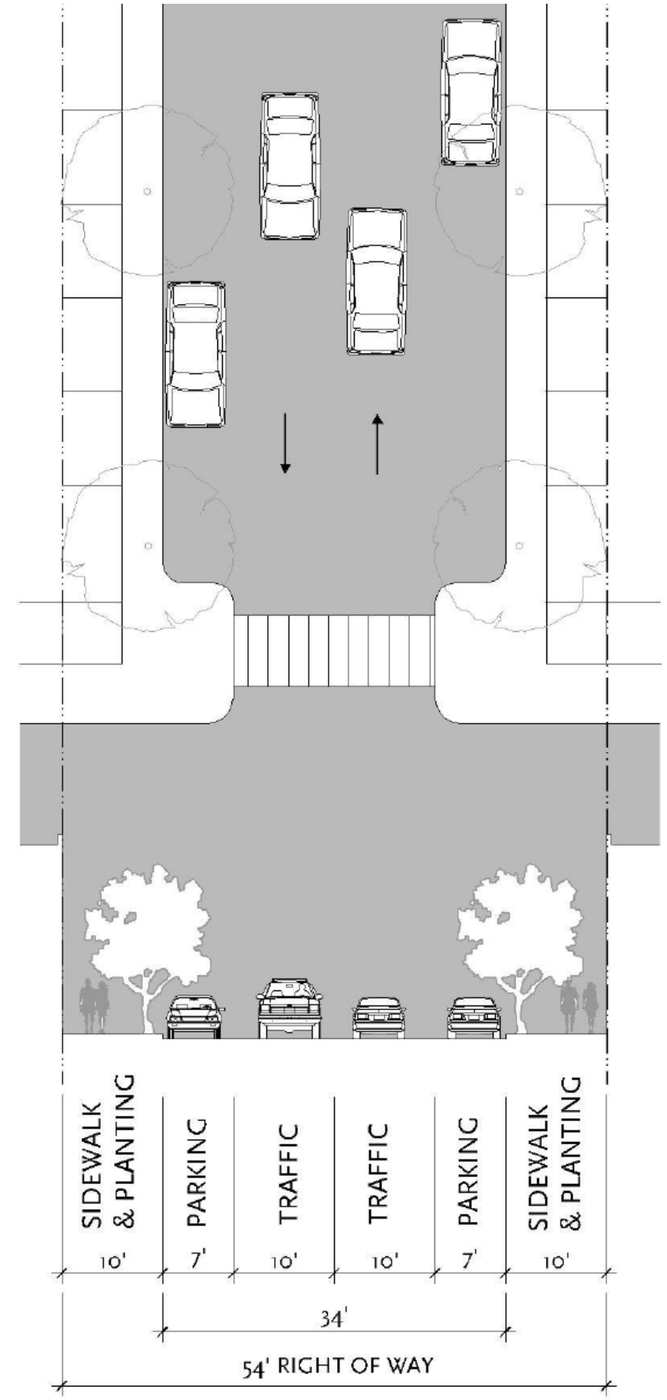
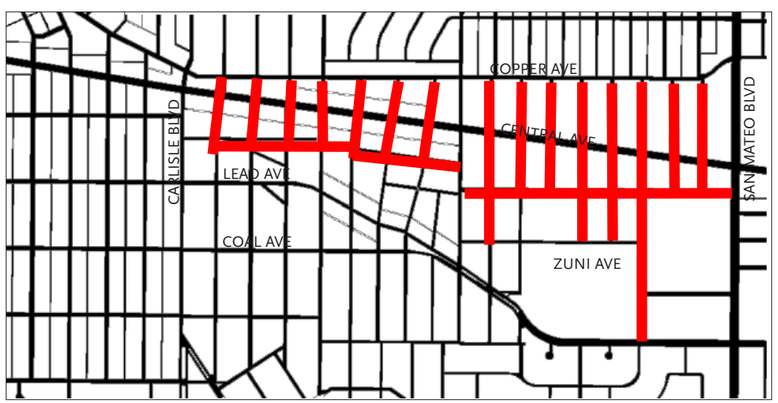
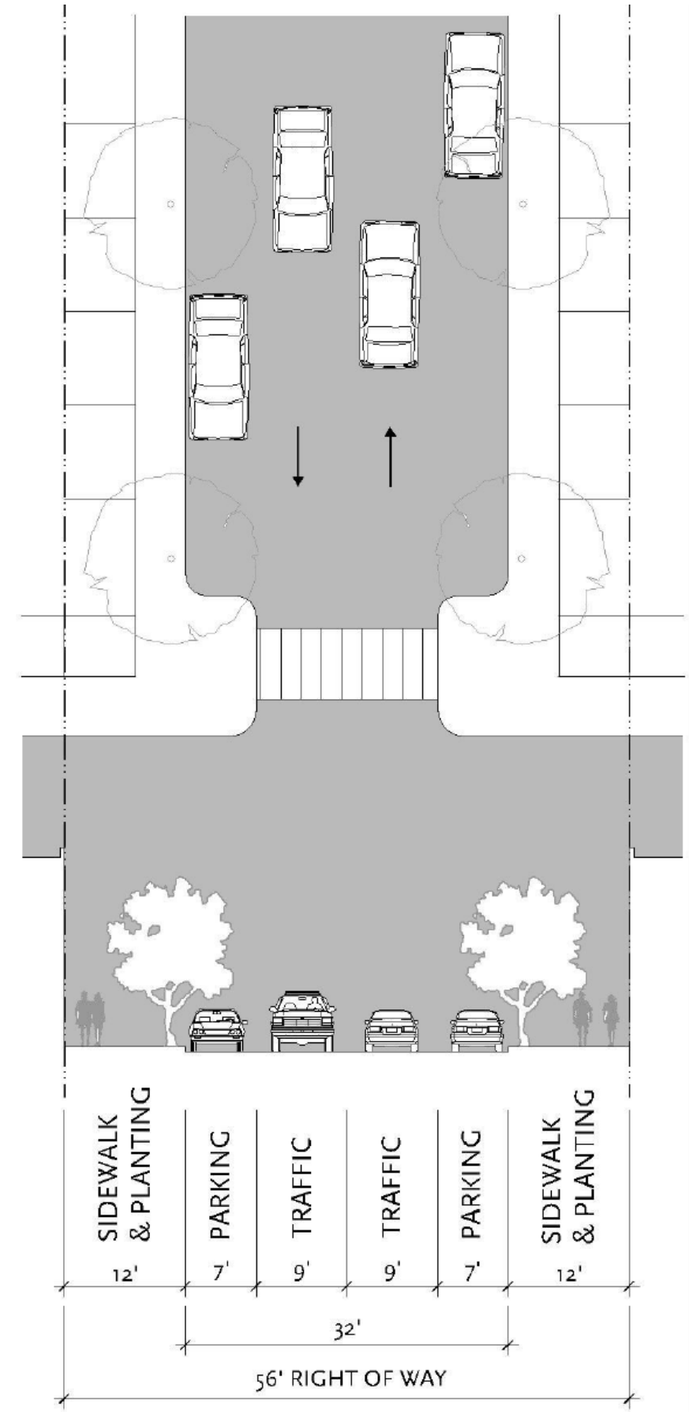




PLAN COMPONENTS | GREAT STREETS
SLOW STREETS - MIXED-USE

MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME .....5 seconds
ROW WIDTH ..... 56'
TRAFFIC LANES ..... 2 at 9' each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... 12' with planter
PLANTER WIDTH ..... 12' with sidewalk
PLANTER TYPE ..... tree grates
PLANTING ..... varies



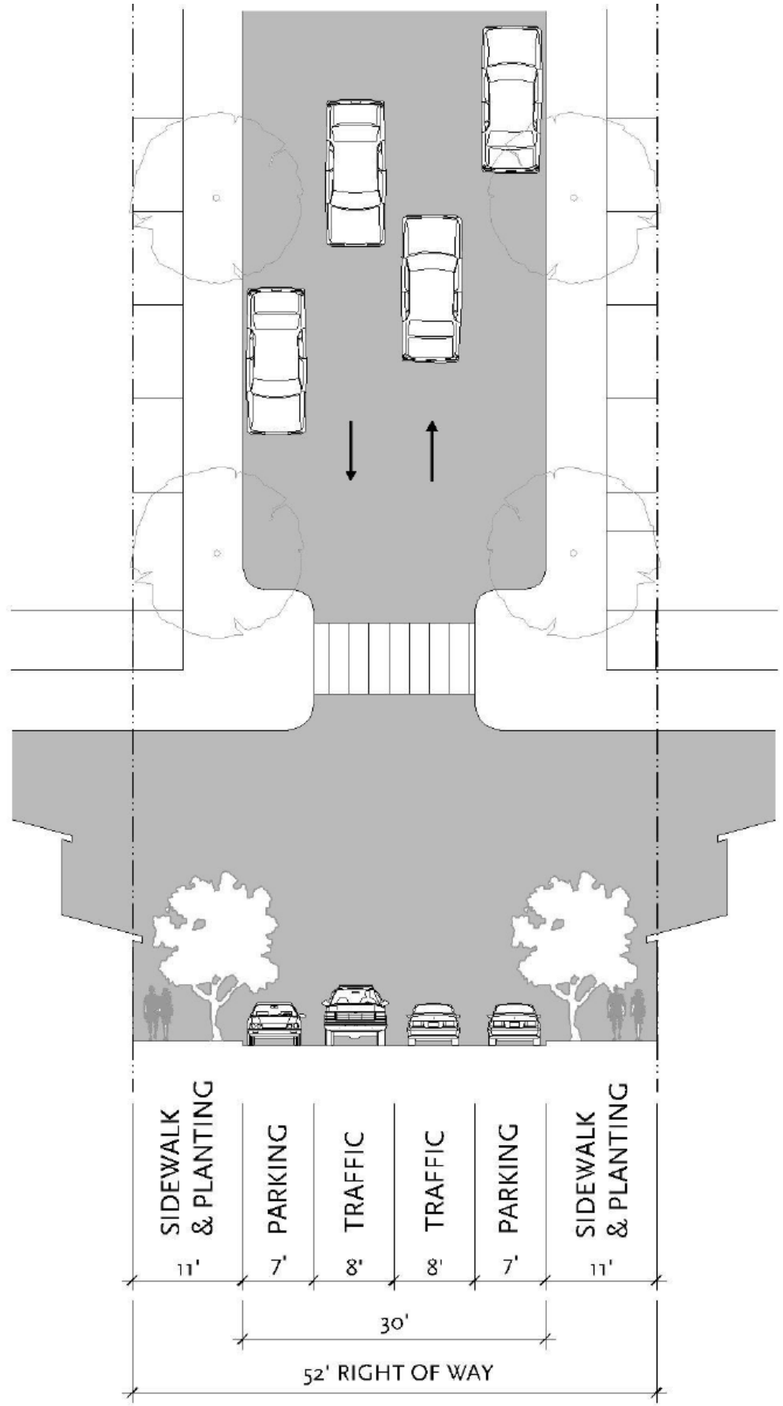


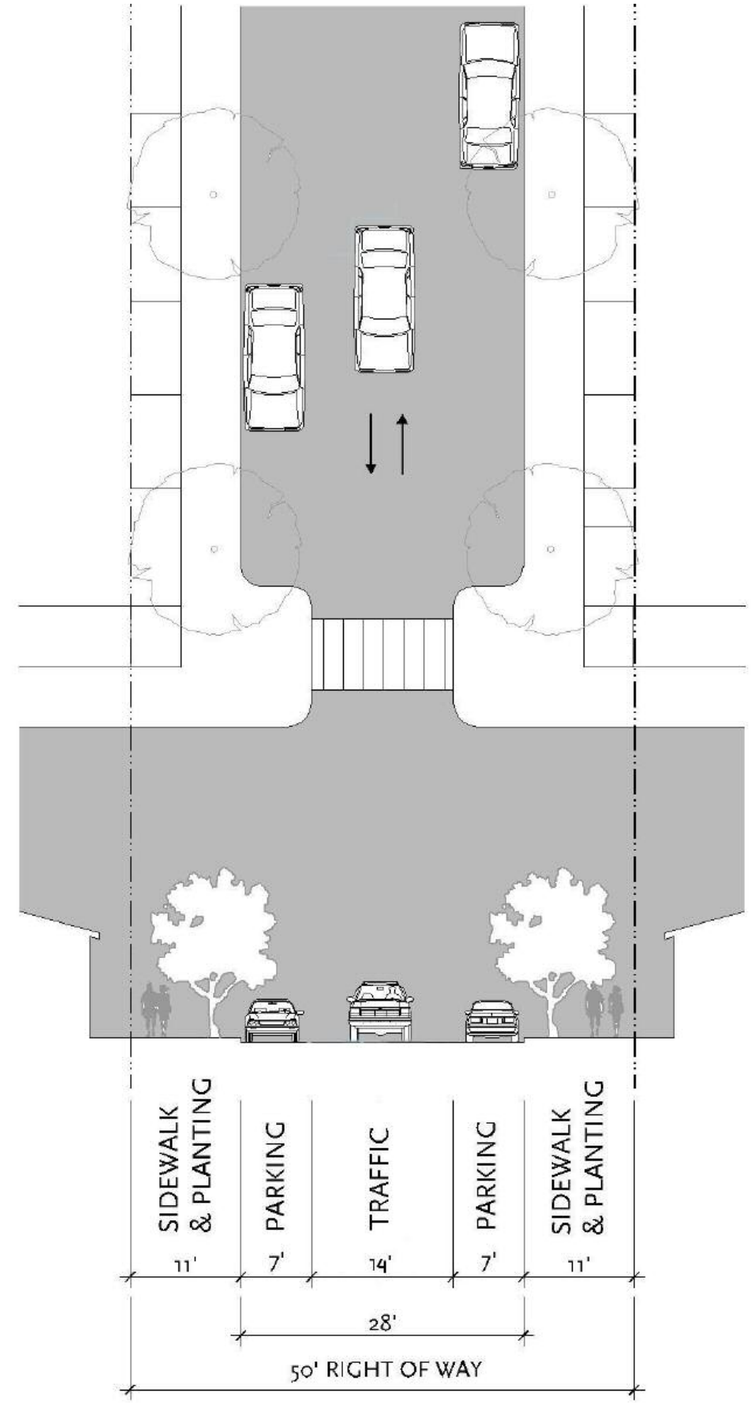
PLAN COMPONENTS | GREAT STREETS
SLOW & YIELD STREETS - RESIDENTIAL

Slow Street

Yield Street

MOVEMENT / SPEED ..... Slow & Yield/ 20 mph
CROSSING TIME ..... 4 seconds
ROW WIDTH ..... 52' slow, 48-50' yield
TRAFFIC LANES ..... 2 at 8' each slow, 1 at 12-14' yield
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 5' typical, with bulbouts
SIDEWALK WIDTH ..... 11' with planter
PLANTER WIDTH ..... 11' with sidewalk
PLANTER TYPE ..... tree grates
PLANTING ..... varies





Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

PLAN COMPONENTS | PARK ONCE & WALK

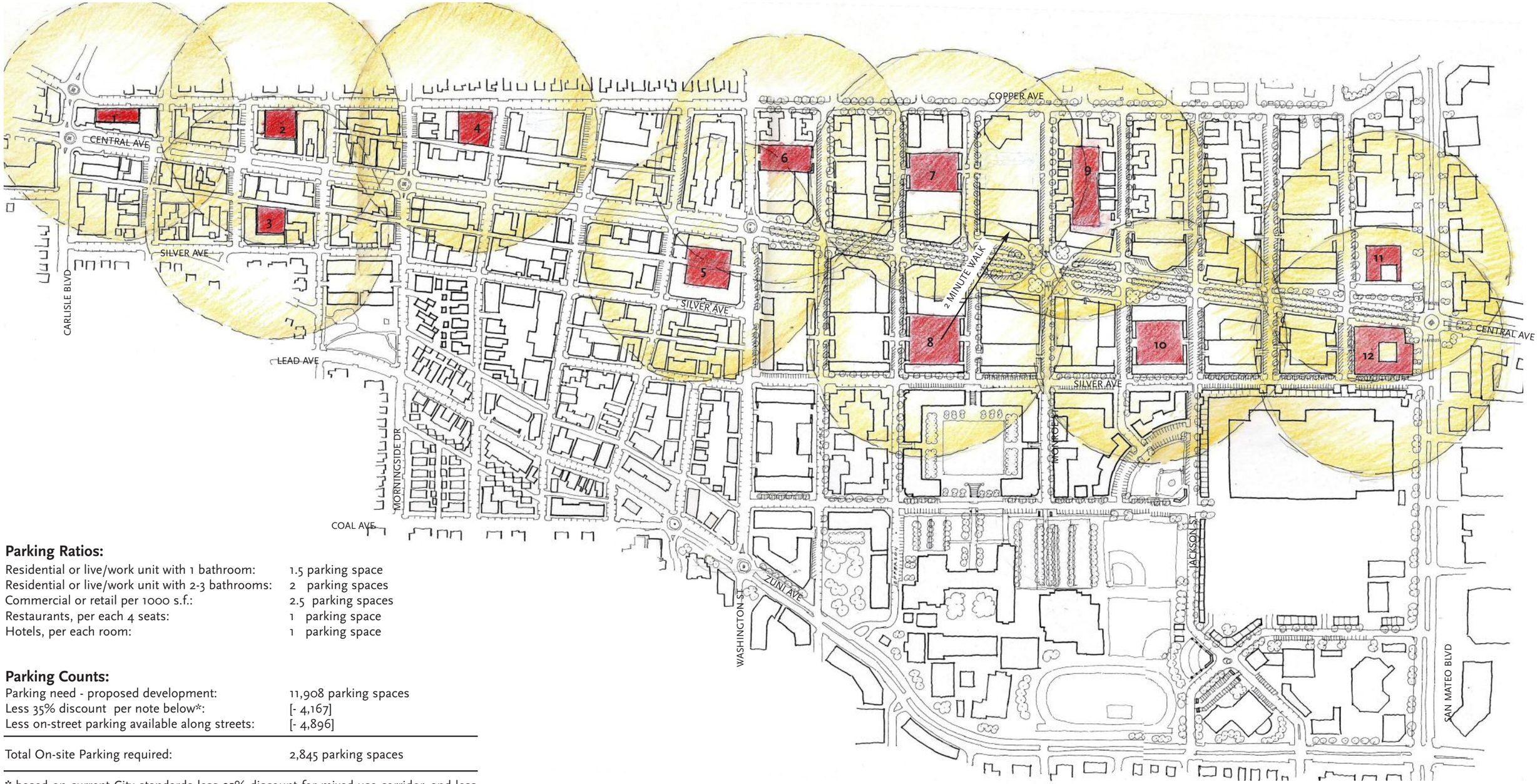
Fundamental to the successful revitalization of Central-Highland-Upper Nob Hill is the concept of Park Once & Walk. The typical suburban, sequential pattern of "shop and park" requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution, requiring six movements and three parking spaces for three tasks. By contrast, the compactness and mixed-use nature of Main Streets lends itself to moving twice, parking just once, and completing multiple daily tasks on foot.

The savings in daily trips and parking spaces required in a Park Once setting are very significant. Studies indicate that the requirement for parking in such a mature mixed-use district at 2.5 cars per 1000 square feet of average use is almost half that of suburban multi-park development. Daily trips can be reduced by as much as a third. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

This is a fact of crucial importance to the project area because the surrounding neighborhoods have a large enough population to generate a vital, pedestrian, mixed-use Main Street. Providing too much parking generates retail boxes surrounded by cars, and sets up the "shop and park" pattern typical of suburban sprawl. This would be a mistake in Central-Highland-Upper Nob Hill. Providing average needs for parking in central locations generates more pedestrian traffic accompanied by less vehicular congestion.

Parking will be provided through a combination of on-street, side street parking courts, and rear lot parking courts which could become 2 story parking structures if the development becomes dense enough. If the structures are built, they shall be wrapped with shops and lofts or apartments. On-street parking is of primary importance for ground-level retail to succeed. As short-term parking that is strictly regulated, on-street parking creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. This "teaser" parking is located on Central Ave. as well both sides of nearly every street in the Master Plan. These areas offer significant parking before cars enter the neighborhoods. Private parking for housing is accommodated in parking courts in the case of townhouses, and in parking courts and garages for courtyard housing & lofts above flex type housing. The live/work units would likely have small surface lots in the interior of the blocks, with on-street parking for residents and guests.

Parking [commercial] should be managed as a district by the businesses in the area. This provides economic advantages in shared parking strategies and partnerships for building parking courts and/or garages. Individual business owners benefit from these partnerships, and benefit as well from allowing on-street parking to count towards their parking requirements. Other cities create parking districts through such methods as Business Improvement Districts [BID] or a business association that handles other management issues in the area. The diagram on the next page indicates possible locations for shared-use courts or structures.



Park Once Plan - potential parking courts [which could grow to structures in the future] shown as shaded & numbered blocks with 500' walking radii - the distance patrons are willing to walk [approx. 2.5 minutes].

0 200 400 800ft

Parking Ratios:

Residential or live/work unit with 1 bathroom:	1.5 parking space
Residential or live/work unit with 2-3 bathrooms:	2 parking spaces
Commercial or retail per 1000 s.f.:	2.5 parking spaces
Restaurants, per each 4 seats:	1 parking space
Hotels, per each room:	1 parking space

Parking Counts:

Parking need - proposed development:	11,908 parking spaces
Less 35% discount per note below*:	[- 4,167]
Less on-street parking available along streets:	[- 4,896]
Total On-site Parking required:	2,845 parking spaces

* based on current City standards less 25% discount for mixed-use corridor, and less 10% discount for high capacity transit corridor. On street parking counts toward overall district parking needs.

PLAN COMPONENTS | LANDSCAPE

The character of the landscape design for the project is unique in that it encompasses a very urban core and feathers out to small neighborhood parks. The Central Ave. corridor becomes the main public space inhabited by folks on foot, bike, and car. The roads, centrally located alameda, and sidewalks are designed as a connected entity to create a sense of place. Parking courts are semi-public areas which could be designed for double-duty. Open play fields and parks are located off the corridor in the more residential areas. Water-conserving features are considered in all areas.

Streetscape & Parking Courts:

The Central Avenue corridor is envisioned as an Alameda using the medians as a linear park. Warm-tone crushed stone, bollards, and xeric trees will create a pedestrian walkway and urban place in the median. The shade and street furniture there will also invite occasional fairs or exhibitions to take place there. Along the streets, sidewalk areas will be wide (minimum 7 to 11 feet) and shade will be provided using building portals, canopies, and awnings. Sidewalk plantings will be kept simple to minimize maintenance and will be located near building entry courtyards only to utilize water harvested from adjacent rooftops. There will be no trees along much of the sidewalk to increase retail visibility. In all, the character of the landscape will speak of the sense of culture and climate specific to Albuquerque.

Roundabouts will be built at 4 locations along Central Avenue. Sculptural elements such as artistic sculptures, and rock features, etc. will be placed in the roundabouts. These punctuation points announce the 4 different characters of the district as you travel through it, and they give a focus for terminated vistas. A textured area of brick, stamped or colored concrete, or other material will be constructed at the perimeter of each roundabout. All crosswalks in the Central Avenue corridor will be textured using stamped concrete, brick, or concrete pavers or simply striped.

Parking courts are located to the rears of the buildings. These areas can be treated as landscaped courts that one parks on, or uses for other purposes when not being utilized. Trees planted in the courts form shaded canopies which create a more intimate orchard-like setting. Water harvested from rooftops will be used to supplement irrigation to the trees. In the outlying residential neighborhoods, we suggest implementing a street tree program with design guidelines which can be instituted by homeowners.

Other Open Spaces:

In addition to the now pedestrian-friendly streets, neighborhood parks have been created off of the Central Ave. corridor. North of Central, the property around the Senior Citizen's Center has been turned into a large park, and parking for cars is moved to head-in parking on the streets surrounding the property. South of Central, the existing miniature golf property has also been converted into a large field. Existing soccer and baseball fields at Highland High have been turned into shared-use playing fields. Housing surrounding the existing sunken soccer field provide "eyes on the street" creating a secure play area. The existing Morningside Park is maintained as is, but as with the soccer park, the addition of townhomes overlooking the park increases security in a substantial way.

Landscape Plan

0 200 400 800ft

Water Conservation Concepts:

Water harvesting from rooftops is an excellent way to supplement irrigation to parkway trees and building courtyard plantings. Collection of rainwater from rooftops should be routed to trees and plantings to supplement irrigation and reduce the consumption of groundwater. Collection of water from streets can be routed to medians through slotted curbs and culverts to supplement irrigation to trees and plantings. This system can also be employed in roundabouts through the use of slotted curbs.

Structural soils are employed under sidewalks to prevent compaction, provide stability, and allow for root growth. Organic material is a part of these soils to allow for nutrient release and water filtration to assist plant growth. Local gravel pits carry appropriate mixes of gravels for this.

Permeable pavements such as brick or pavers can be used to allow for water infiltration that provides irrigation to plant roots, recharges underground aquifers, and prevents useable water from being directed off-site.

Other concepts include using adapted and native plants to conserve water and ensure better plant adaptability to the arid region, & using local materials to reduce transportation costs and related environmental damage and to complement the native landscape.

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

PLAN COMPONENTS | AFFORDABLE HOUSING STRATEGY

Traditional neighborhoods have always been defined as having a variety of housing types, numerous workplaces, adequate shopping, facilities for civic, religious, educational, and recreational life, all on a network of smaller, attractive streets, within a walkable area of limited size, one that is well-served by transit as well as the car. Fundamental to the diversity of a traditional neighborhood are housing and workplaces that are affordable for people of diverse incomes and at different stages of their life. Affordability is at the heart of the Master Plan, both in terms of an affordable lifestyle where most of life's daily needs may be met within walking distance - providing the possibility of lower car and transportation costs to working people - as well as in terms of individual buildings.

Affordable housing and workplaces should have the following characteristics:

1. Building type should be indistinguishable from market rate housing or workplaces.
2. They should be provided in a variety of building types.
3. They should be provided in smaller increments.
4. They should be mixed with market rate housing and workplaces.

The Master Plan enables and encourages the development of affordable housing and workplaces. While there are many affordability programs at both the private and public levels, we believe two are particularly worthy of note here:

1. The Federal Low Income Housing Tax Credit Program (LIHTC), administered by the New Mexico Mortgage Finance Authority (www.housingnm.org). The LIHTC program has been in existence since 1986, as an incentive for developers to invest in the construction or rehabilitation of affordable rental housing. The Tax Credit provides the developer with a dollar-for-dollar reduction in personal or corporate income tax liability for a 10 year period, for projects meeting the Program's requirements. Those requirements generally involve making the housing available to residents making 60% or less of area median household income. LIHTC projects can, and are, successfully mixing market rate housing with the affordable housing.

2. Family Housing Development Program, City of Albuquerque (www.cabq.gov/family/fhdp.html) offers incentives that would encourage homebuilders to build houses that families whose incomes are 80% or below median income could afford to buy. For a family of four in 2004, that annual income is about $43,350. The housing is a combination of affordable and market rate homes, built with standards that meet the quality and design standards of the surrounding community. The affordable housing shall be indistinguishable from the market rate housing in the subdivision. Incentives from the City include a 20% Density bonus, Design fee rebates [100% for infill areas], Building Permit fee rebates, and fast tracking thru some review processes.

3. The Downtown Albuquerque Civic Trust (www.AbqCivicTrust.org) stresses that the availability of convenient, affordable housing, and diverse commercial and arts spaces has been shown to be critical to the viability and sustainability of the community. Unfortunately, efforts that are making Downtowns more attractive, including Albuquerque, may ultimately make them less accessible to all but the affluent. The goal of the Albuquerque Civic Trust is to ameliorate these effects and sustain an urban center that is livable and affordable for all. Financing packages and other incentives are offered by the Trust. While this program is specific to downtown, it is suggested that the Trust be extended up the corridor of Central Ave., or a new similar chapter be started for Central-Highland-Upper Nob Hill.

Note: housing types are shown on the opposite side of this page.

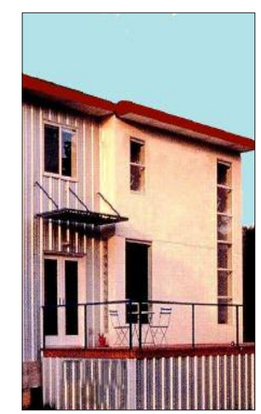
Carriage houses provide excellent affordability

Duplex, tri-plex, or quad-plexes

Row houses

Apartments & Live/work type units

Courtyard apartments



Manufactured or Pre-fabricated units

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