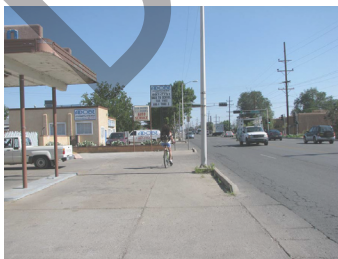


# NORTH FOURTH STREET RANK III CORRIDOR PLAN



Prepared by:



**Albuquerque Metropolitan Redevelopment Agency  
City of Albuquerque Planning Department**





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## 6 DOUGLAS MACARTHUR TO THE CITY LIMIT

### 6.0 INTRODUCTION

As discussed in the Executive Summary Overview on pages 1 and 2 of the overall Plan, this plan provides a framework for decision-making in regard to land use, transportation, development regulations, and public investment along the North Fourth Street corridor. This document also allows for the adoption of master plans or more specific plans for the redeveloping areas.

This section of the North Fourth Street Rank III Corridor Plan is a specific plan for the segment of Fourth Street from Douglas MacArthur NW north to the City limit. While it draws in part from the District boundaries and standards of the overall Corridor Plan, this section establishes a specific Overlay Zone for the Los Alamos Addition area that is tailored to this particular community. This section also establishes regulations for lot layout, building form, setbacks, heights, encroachments, parking, block configuration, landscaping, and lighting for the entire area north of Douglas MacArthur. Any regulation not spelled out in this section will defer to the regulations of the overall Corridor Plan.

As in the overall Corridor Plan, the other two Development Districts included in this section regulate land uses through permitted building forms. 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. The Los Alamos Addition Historic District (LAAHD) regulates land uses through allowed uses.

In summation, the goal of the Overlay Zone is to provide the regulations necessary for implementing many of the urban design goals for the corridor. The intent is twofold: 1) to permit and encourage more compact and walkable development; and 2) to encourage the development of amenities such as sidewalks, streetscapes, and pedestrian-friendly features.

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## 6.1 OVERLAY ZONE AND DEVELOPMENT DISTRICTS

The Overlay Zone regulates new development for properties in the Plan area and may expand the uses and increase intensities of a property's underlying zoning. With few exceptions, permissive uses regulated by the underlying zoning and existing conditional uses are allowed to remain whether or not the Overlay Zone applies. If, however, the Overlay Zone applies, the prohibited uses listed on page 20 are not permitted. Trigger mechanisms listed on page 17 will be used to determine when new development is required to build according to the Overlay Zone standards.

Please refer to North Fourth Street Form-Based Overlay Zone Map on page 6 of this Section for the locations and boundaries of the Development Districts. Brief descriptions of the Development Districts are as follows:

### 6.1.A NORTH FOURTH TRANSIT ORIENTED DEVELOPMENT (NFTOD)

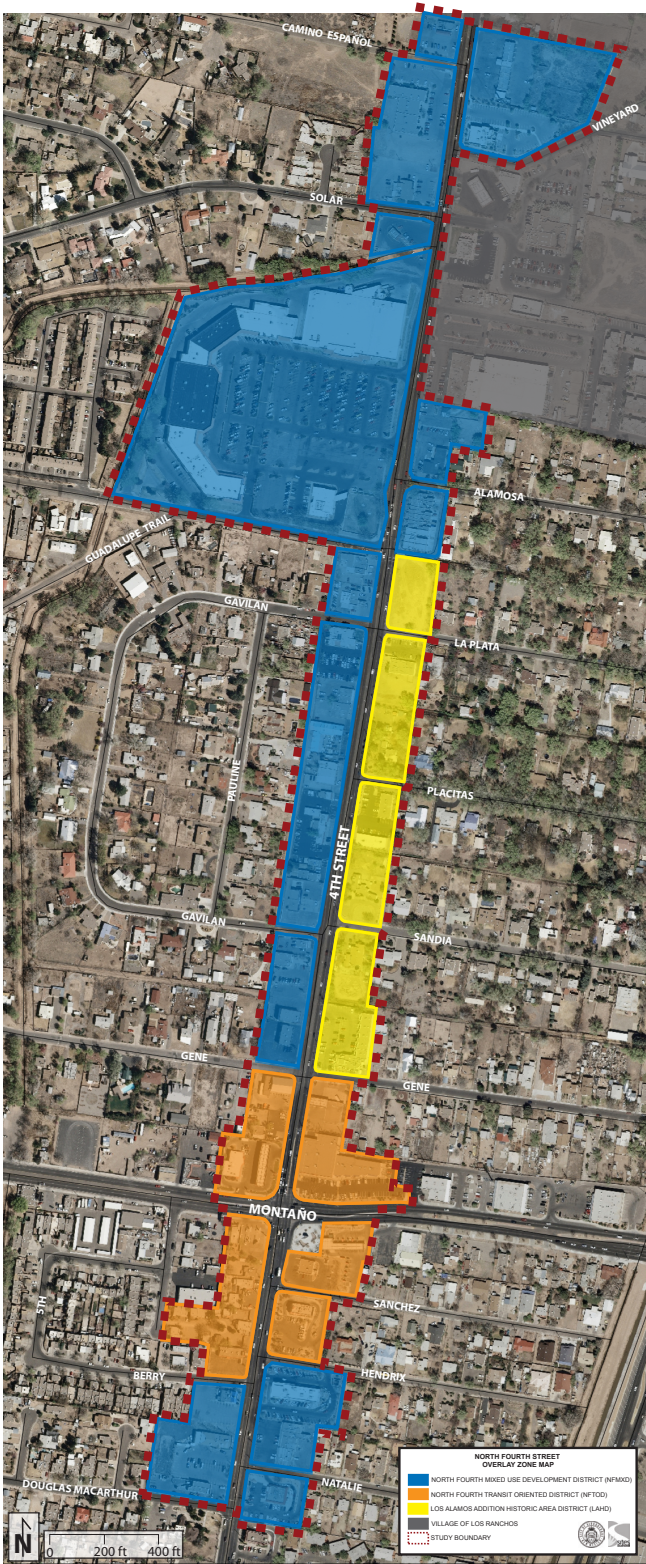
The NFTOD is designed for the major transit areas along the Fourth Street corridor. The NFTOD covers parcels in the southern portion of the study area along Montañó Road and Fourth Street to the Railroad tracks east of Second Street. The intent of NFTOD is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing.

### 6.1.B NORTH FOURTH MIXED USE DEVELOPMENT (NFMXD)

The NFMXD 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. This district generally covers parcels in the corridor located along Fourth Street from Douglas MacArthur Road to Berry Road on the west and Hendrix Road on the east. The NFMXD also covers parcels along Fourth Street north of Guadalupe Road on the west and Alamosa Road on the east with the City limit as the northern boundary of the NFMXD.



FIGURE 6-1 NORTH FOURTH STREET FORM-BASED OVERLAY ZONE MAP



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### 6.1.C LOS ALAMOS ADDITION HISTORIC AREA (LAAHD)

The Los Alamos Addition Historic Area District establishes commercial and mixed uses and building forms that are compatible with the Los Alamos Addition area's historic nature and semi-rural aesthetic. The commercial and mixed uses allowed in this district are neighborhood scale and will serve the LAAHD's residential neighborhoods. The standards are intended to create a safe pedestrian scale environment along Fourth Street, orient buildings toward the public right of way and maintain clear separation between commercial and mixed uses and residential areas. The LAAHD generally covers the parcels along the east side of Fourth Street from Gene Road to Guadalupe Trail.

### 6.2 OVERLAY ZONE GENERAL PROVISIONS

The following provisions apply only to areas of the Plan that are within the boundaries of the Overlay Zone. Development not required to comply with the Overlay Zone will be regulated by the underlying existing zoning including the general regulation of the City Comprehensive Zoning Code (Chapter 14, Article 16, Code of Ordinances).

#### 6.2.A USING THIS DOCUMENT

- 1) Locate property on the North Fourth Overlay Zone Map and determine which Development District applies.
- 2) Review application of Overlay Zone (3.2.B) 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 (3.2.E) 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.
- 3) Review the General Provisions, Land Uses, and Standards.
- 4) Review building forms permitted by applicable Development District and select appropriate building form.
- 5) Follow general Overlay Zone standards for solar access, frontages, materials, parking and landscape.
- 6) Follow selected Development District standards for Permitted Building Forms:
  - a) Densities, intensities and height
  - b) Building Frontage Types and Articulation

- 
- c) Building Placement
  - 7) Follow selected Building Form and associated Building Frontage standards.

#### 6.2.B APPLICATION OF OVERLAY ZONE

The following trigger mechanisms will be used to determine when new development is required to build according to the Overlay Zone standards. Overlay Zone standards may also be used voluntarily. Development not regulated by the Overlay Zone will be regulated by the underlying existing zoning including the general regulations of the City Comprehensive Zoning Code (Chapter 14, Article 16, Code of Ordinances).

- 1) Construction of a new building after voluntary demolition of existing building.
- 2) Construction of new building on a vacant parcel.
- 3) Additions of greater than 25% of the gross square footage of existing structure.
- 4) Commencement of a new use that is permissible under the Overlay Zone but is not permissible with the underlying zone.
  - a) To encourage adaptive reuse of existing buildings proposed uses not allowed by the underlying zoning that can be reasonably accommodated by the existing building and site will require review and administrative approval by the Planning Director.
- 5) Change to a new Conditional Use under existing zoning that was not being employed on that parcel before Corridor Plan adoption.

#### 6.2.C OVERLAY ZONE STANDARDS ARE NOT REQUIRED 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 the interior or exterior of the existing building including but not limited to changes to comply with current building codes.
- 3) Additions of equal to or less than 25% of the gross square footage of existing structure.
- 4) Change in use to a permissive use allowed by the underlying zoning unless listed as a “prohibited use” under the Overlay Zone General Land Uses, page 20.





Permitted Uses	Approvals	
	Compliant	Major Modifications or Non-Compliant
<ul style="list-style-type: none"> <li>• Single family residential</li> <li>• Townhouses</li> <li>• Doctor's office</li> <li>• Acupuncture clinic</li> <li>• Chiropractor clinic</li> <li>• Law office</li> <li>• Architect/engineer's office</li> <li>• Income tax service</li> <li>• Insurance agency</li> <li>• Real estate brokerage</li> <li>• Art gallery</li> <li>• Picture framing shop</li> <li>• Bookstore</li> <li>• Jewelry store</li> <li>• Tailor shop</li> <li>• Neighborhood Park and/or Streetscape</li> </ul>	<p>Site Development Plan &amp; Building Permit</p> <p>Reviewed by Zoning Enforcement Officer</p>	<p>Zone Change</p> <p>Site Development Plan &amp; Building Permit</p>

TABLE 6-2 LAAHD DEVELOPMENT REVIEW PROCESS

- 1) All development of more than 5 acres that is substantially in compliance with the Overlay Zone will require review and administrative approval by the Planning Director.
- 2) Depending on the intensity of the proposed reuse, adaptive reuse of an existing building may require review and administrative approval by the Planning Director.
- 3) Overlay Zone interpretations and determinations of substantial compliance are determined by the Zoning Enforcement Officer (ZEO) as per Development Process Manual: Volume 1- Procedure -Chapter 7 Building Permit Process.
- 4) Major Modification or non-compliance will be referred to the EPC or DRB as determined by the Planning Director

- 
- 5) The provisions of Chapter 14, Article 11: Solar Energy; Permits Code of Ordinances, apply to all zones.
  - 6) 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.
  - 7) 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 Grading & Drainage Plan, and a Landscaping Plan. Approaches to conservation through landscaping are encouraged and should 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:

- 1) **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.
- 2) **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, for example, appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservation 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)



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### **Submittal Checklist**

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

#### **6.3 OVERLAY ZONE GENERAL LAND USES**

*Please refer to Section 3.3 (page 20) to determine the permitted and prohibited land uses for each of the form-based overlay zones. For information on permitted land uses in the LAAHD, refer to Section 6.6 Los Alamos Addition Historic Area District (LAAHD).*

#### **6.4 OVERLAY ZONE GENERAL STANDARDS**

##### **6.4.A APPLICABILITY**

These standards apply to all new development controlled by the Overlay Zone in all Development Districts of the North Fourth Street Overlay Zone. Any specific regulations not addressed in this chapter default to the general regulations contained in Section 3.4 of this Plan. If development is not required to follow regulations of the Overlay Zone, the existing underlying zoning applies.

Specific Development District Standards regulating Permitted Uses and/or Building Forms, Permitted Frontage Types, Densities, Intensities and Height, Building Frontage and Articulation, and Building Placement, are detailed in Sections 6.6, 6.7, and 3.6.

##### **6.4.B MODIFICATIONS**

*Please refer to Subsection 3.4.B Modifications (page 21)*

##### **6.4.C TRAFFIC IMPACT**

*For Regulations regarding Traffic Impacts, please refer to Subsection 3.4.C Traffic Impact (page 21).*

##### **6.4.D 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 a "Pedestrian/Transit Oriented" Street or a "Side" Street, as follows:

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“Pedestrian/Transit Oriented” streets include Fourth Street.

“Side” streets include all streets except those defined as “Pedestrian/Transit Oriented” streets above.

#### 6.4.E BUILDING FORMS

The North Fourth Street Overlay Zone establishes 14 building forms beginning on page 44, which regulate the following components to ensure compatibility between uses:

- 1) Access and Entry
- 2) Parking
- 3) Frontage
- 4) Building Width
- 5) Massing
- 6) Exposure to Light and Air
- 7) Building Length
- 8) Articulation
- 9) Open Space
- 10) Placement and Massing
- 11) Orientation and Composition

Each Development District permits a distinctive array of building forms. Permitted building forms for each Development District are listed in Table 6-2.

#### 6.4.F FRONTAGE TYPES

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

- 1) Fore Court
- 2) Front Yard
- 3) Portal (Arcade)
- 4) Porch
- 5) Shop Front
- 6) Stoop

Building Forms	Overlay Zone Districts	
	NFMXD	NFTOD
<b>p= permitted by right</b>		
<b>RESIDENTIAL BUILDING FORMS</b>		
Detached Single-Family Dwelling		
Side-yard Dwelling		
Townhouse, Row house, & Court-yard Townhouse	p	p
Accessory Unit/Carriage House	p	p
Duplex, Triplex, & Fourplex	p	p
Terrace Apartment	p	p
Courtyard Apartments	p	p
<b>COMMERCIAL OR MIXED USE BUILDING FORMS</b>		
Flex Building	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
Structured Parking	p	p

TABLE 6-3 PERMITTED BUILDING FORMS



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#### 6.4.G BUILDING MATERIALS

*Please refer to Subsection 3.4.G Building Materials (page 24)*

#### 6.4.H STREET WALLS

Within the LAAHD District, walls along Fourth Street such as screening walls and street walls shall reflect the Los Alamos Addition area's historic nature.

Appropriate construction materials shall include adobe, stabilized adobe, rammed earth, and earth toned plaster and stucco. Metal accents and arched openings/gates in walls are also encouraged.



FIGURE 6-2 EXAMPLE OF LIGHTING AND BUILDING MATERIALS FOR STREET WALLS

*For Street Wall requirements in the other Development Districts, please refer to Subsection 3.4.H Street Walls (page 24)*

#### 6.4.I GLAZING

*Please refer to Subsection 3.4.I Glazing (page 24)*

#### 6.4.J SIGNAGE

*Please refer to Subsection 3.4.J Signage (pages 24-26)*

#### 6.4.K LIGHTING

Light poles and fixtures in the LAAHD shall have a historic/retro look, and shall be directed downward to minimize fugitive lighting of the surrounding area. To increase pedestrian safety, all bus stops and other outdoor seating areas shall also be well lighted.

*For all other lighting regulations, please refer to Subsection 3.4.K Lighting (pages 26-27)*

#### 6.4.L MECHANICAL EQUIPMENT

*Please refer to Subsection 3.4.L Mechanical Equipment (page 27)*

#### 6.4.M GENERAL PARKING STANDARDS

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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:

- 1) Within the NFMXD and NFTOD, off street parking shall be primarily located behind or under the principal structure. A common parking area may be located interior to the block.
- 2) Within the LAAHD, all off street parking shall be located in front, or on the side of the principal structure. No auto uses, including alleys, parking, and drive aisles shall be located between the principal building and abutting residential properties.
- 3) Teaser parking and side parking with visibility and frontage on Fourth Street could be utilized with screening by a building or combination of 3 foot minimum wall and landscaping elements.

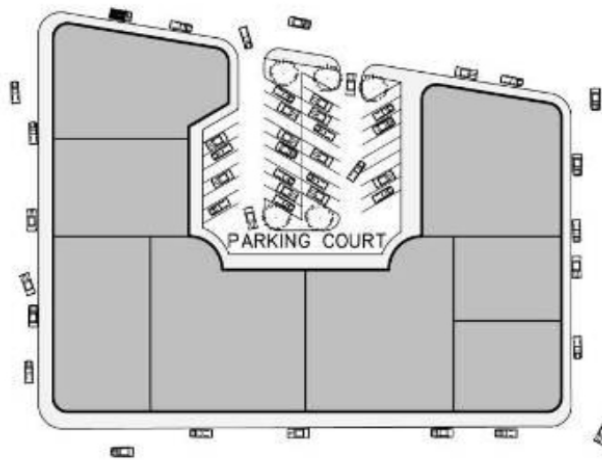


FIGURE 6-3 EXAMPLE OF "TEASER PARKING"

- 4) Teaser Parking is permitted for commercial or mixed use building forms with at least 200 feet of street frontage. Teaser parking is a small parking court located in front of a 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.

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- 5) Existing alleys in the NFMXD and NFTOD shall remain and where possible extended to provide access for parking, loading and trash collection.
  - 6) New alleys or access easements shall be required where possible and shall follow regulations in Chapter 23 Traffic & Street Standards section 2-1A.
  - 7) On-street parking provisions will be defined by the 30% Fourth Street Corridor Design.
  - 8) A 6 foot pedestrian access path shall be maintained between building and parking area at all times.

#### 6.4.N PARKING SPACE REQUIREMENTS

*Please refer to Subsection 3.4.N Parking Space Requirements (page 29)*

#### 6.4.O SCREENING REQUIREMENTS

The requirements of this section are intended to provide adequate separation between commercial and residential areas by requiring screening walls between commercial uses along Fourth Street and abutting residential properties. The following standard shall apply for all screening walls within the North Fourth Street Overlay Zones:

- 1) Screening walls shall be at least 6 feet high from the highest grade/elevation and constructed from permitted materials.

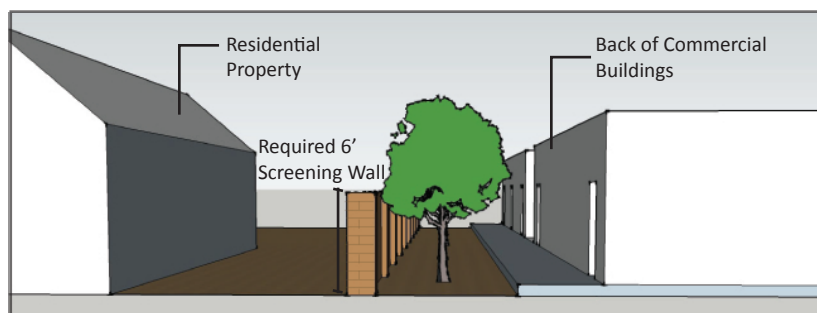


FIGURE 6-4 EXAMPLE OF A SCREENING WALL BETWEEN COMMERCIAL &

#### 6.5 GENERAL LANDSCAPING STANDARDS

*Please refer to Section 3.5 General Landscaping Standards (page 31-32)*

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## 6.6 LOS ALAMOS ADDITION HISTORIC AREA (LAAHD)

The Los Alamos Addition Historic Area District establishes uses that are compatible with the Los Alamos Addition area's historic nature and semi-rural aesthetic. The uses allowed in this district are neighborhood scale and will serve the LAAHD's residential neighborhoods. The standards are intended to create a safe pedestrian scale environment along Fourth Street, orient buildings toward the public right of way and maintain clear separation between commercial and residential areas. The LAAHD generally covers the parcels along the east side of Fourth Street from Gene Road to Guadalupe Trail. For location of the LAAHD, please refer to the Overlay Zone Map on page 6 of this section.

### 6.6.A PERMITTED USES

The following uses shall be allowed in the LAAHD, all other uses are prohibited:

- a) Single family residential
- b) Townhouses
- c) Doctor's office
- d) Acupuncture clinic
- e) Chiropractor clinic
- f) Law office
- g) Architect/engineer's office
- h) Income tax service
- i) Insurance agency
- j) Real estate brokerage
- k) Art gallery
- l) Picture framing shop
- m) Bookstore
- n) Jewelry store
- o) Tailor shop
- p) Neighborhood Park and/or Streetscape

### 6.6.B PERMITTED FRONTAGE TYPES

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

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#### 6.6.C DENSITIES, INTENSITIES AND HEIGHT

1) The following minimums are encouraged but not mandatory:

a. Minimum Average Residential Density	General: 12 dwelling units per acre <i>Within 75 feet of the property line of a developed single family residential area:</i> 10 dwelling units per acre
b. Minimum FAR	.5
c. Minimum Height	1 story

2) Maximum height in the LAAHD is limited to the following:

a. Maximum Height	1 story with a maximum of 13 feet
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#### 6.6.D BUILDING FRONTAGE AND ARTICULATION

1) Glazing of ground floor frontage	40-90%; Retail uses fronting Pedestrian/Transit Oriented streets are required to have a 75% minimum glazing of ground floor width to a height of at least 8 feet above floor level
2) Ground story clear height	A ground floor story shall include a minimum 10 foot clear height
3) Building entryways on streets	40 foot on center minimum or as provided in the Building Form regulations
4) Articulation on streets	40 foot on center minimum or as provided in the Building Form regulations

#### 6.6.E BUILDING PLACEMENT

1) Front Setback	Maximum 10 feet Minimum 0 feet
2) Side street setback	Maximum 10 feet Minimum 0 feet
3) Side yard setback	Minimum 0 feet <i>From abutting existing single family development:</i> Minimum 5 feet
4) Rear setback	Minimum 5 feet <i>From abutting existing single family development:</i> Minimum 15 feet

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## 6.7 NORTH FOURTH STREET MIXED USE DEVELOPMENT DISTRICT (NFMXD)

The NFMXD 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 in this section vary slightly from the NFMXD standards of Section 3.7, and are intended to provide pedestrian scale streetscapes and buildings oriented to the public realm. This district generally covers parcels in the corridor located along Fourth Street and fronting major cross streets from Douglas MacArthur Road to Berry Road on the west and Hendrix Road on the east. The NFMXD also covers parcels along Fourth Street north of Guadalupe Road on the west and Alamosa Road on the east with Solar Road as the northern boundary of the NFMXD. For location of the NFMXD, please refer to the Overlay Zone Map on page 6 of this Section.

### 6.7.A PERMITTED BUILDING FORMS

The following Building Forms as described beginning on page 44, are allowed in the NFMXD:

- 1) Residential Building Forms:
  - a. Townhouse, Row house, and Courtyard Townhouse
  - b. Accessory Unit / Carriage House
  - c. Duplex, Triplex & Fourplex
  - d. Terrace Apartment
  - e. Courtyard apartments
- 2) Commercial or Mixed Use Building Forms:
  - a. Flex Building
  - b. Live-Work Unit
  - c. Liner Building
- 3) Utilitarian Building Forms:
  - a. Auto-Accessed
  - b. Stand Alone commercial
  - c. Civic or Institutional Building
  - d. Structured Parking



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#### 6.7.B PERMITTED FRONTAGE TYPES

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

#### 6.7.C DENSITIES, INTENSITIES AND HEIGHT

1) The following minimums are encouraged but not mandatory:

a. Minimum Average Residential Density	General: 12 dwelling units per acre <i>Within 75 feet of the property line of a developed single family residential area:</i> 10 dwelling units per acre
b. Minimum FAR	.5
c. Minimum Height	2 stories or 26 feet on at least 60% of the block face

2) Maximum height in the NFMXD is limited to the following:

a. Maximum Height	3 stories with a maximum of 40 feet with the following exception: <i>Building area within 75 feet of the property line of a developed single family residential zoned parcel:</i> 2 stories with a maximum of 26 feet
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#### 6.7.D BUILDING FRONTAGE AND ARTICULATION

1) Glazing of ground floor frontage	40-90%; Retail uses fronting Pedestrian/Transit Oriented streets are required to have a 75% minimum glazing of ground floor width to a height of at least 8 feet above floor level
2) Ground story clear height	A ground floor story shall include a minimum 10 foot clear height
3) Building entryways on streets	40 foot on center minimum or as provided in the Building Form regulations
4) Articulation on streets	40 foot on center minimum or as provided in the Building Form regulations

### 6.7.E BUILDING PLACEMENT

1) Front Setback	Maximum Minimum	10 feet 0 feet
2) Side street setback	Maximum Minimum	10 feet 0 feet
3) Side yard setback	Minimum	0 feet <i>From abutting existing single family development:</i> Minimum 5 feet
4) Rear setback (shall include rear alley widths)	Minimum <i>From abutting existing single family development:</i> Minimum	5 feet 10 feet

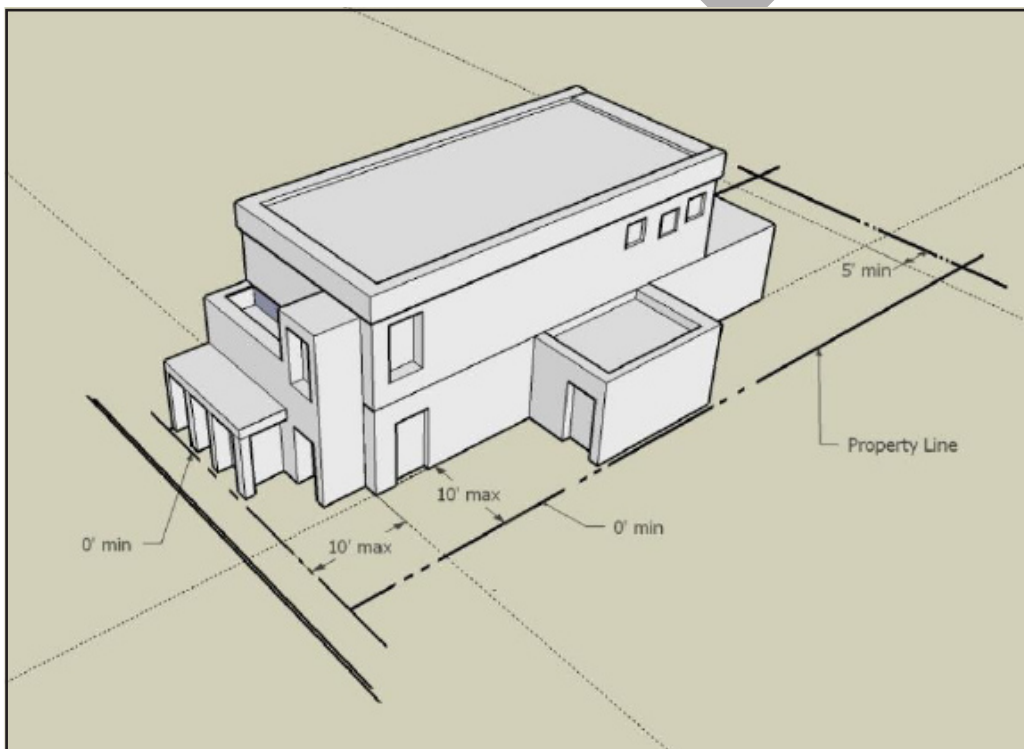


FIGURE 6-5 NFMXD BUILDING PLACEMENT

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## 6.8 NORTH FOURTH STREET TRANSIT ORIENTED DEVELOPMENT DISTRICT (NFTOD)

Within the overall Corridor Plan, the NFTOD covers parcels in the central portion of the study area along Montañó Road and Fourth Street to the Railroad tracks east of Second Street. The intent of NFTOD is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing. For location of the NFTOD, please refer to the Overlay Zone Map on page 6 of this Section.

*All of the Standards of Section 3.6 (page 33) apply to this District. Development not regulated by the Overlay Zone will be regulated by the underlying existing zoning including but not limited to the general regulations of the City Comprehensive Zoning Code (Chapter 14, Article 16 Code of Ordinances).*

### 6.8.A PERMITTED BUILDING FORMS

*Please refer to Subsection 3.6.A Permitted Building Forms (page 33)*

### 6.8.B PERMITTED FRONTAGE TYPES

*Please refer to Subsection 3.6.B Permitted Frontage Types (page 34)*

### 6.8.C DENSITIES, INTENSITIES, AND HEIGHT

*Please refer to Subsection 3.6.C Densities, Intensities, and Height (page 34)*

### 6.8.D BUILDING FRONTAGE AND ARTICULATION

*Please refer to Subsection 3.6.D Building Frontage and Articulation (page 35)*

### 3.6.E BUILDING PLACEMENT

*Please refer to Subsection 3.6.C Densities, Intensities, and Height (page 35)*

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## 6.9 TRANSPORTATION AND STREET DESIGN

North Fourth Street is a major arterial that serves the North Valley. It extends north from downtown, through the portion of the Valley within the City of Albuquerque, continuing through the Village of Los Ranchos de Albuquerque to Alameda Boulevard and unincorporated portions of Bernalillo County. Over time, 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. This section of the Corridor plan addresses North Fourth Street from Douglas MacArthur Road NW to the City limit.

Today Fourth Street serves as major route for commuters, local residents and businesses. It is a major carry of traffic both east and west and north and south. 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 safe and pleasant environment for local residents and pedestrians. This portion of Section 6 describes how the street improvements should be guided.

### 6.9.A VISION FOR REDESIGNING NORTH FOURTH STREET

The Vision for redesigning North Fourth Street is threefold: 1) Fourth Street shall be redesigned and reconstructed along its entire length to improve safety, functionality, and aesthetics for both pedestrians and motorists; 2) All redesign and improvement efforts shall optimize public transit service; and 3) Four lanes of vehicular traffic shall be maintained from Douglas MacArthur to the Village of Los Ranchos boundary.

### 6.9.B EXISTING CONDITIONS AND ISSUES

The design and construction of improvements are critical to the revitalization of the study area. Thus, the programming of improvements should be based upon a full understanding of the barriers to the corridor's redevelopment.

### 6.9.C TRAFFIC VOLUME

According to 2008 data from the Mid Region Council of Governments (MRCOG), the traffic flow in the .92 mile stretch between Douglas MacArthur Road NW and the northern City limit was 21,900

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vehicle trips per day, with a range of 12,500 to 29,500 within the various subsections of the overall area. This volume of traffic is 1.2% lower than the 2005 traffic volume, which was an average of 22,166 trips per day.

#### 6.9.D KEY CONDITIONS

The overall Corridor Plan lists a number of conditions along the entire length of Fourth Street in Subsection 4.2.B (page 71). This Section lists a few additional observations that are specific to the area north of Douglas MacArthur Road NW. They are as follows:

- 1) Sidewalks are crumbling and unpaved in numerous locations
- 2) There are numerous obstructions in sidewalks, including power poles, other utility installations, and parked vehicles
- 3) There are only four signaled crosswalks within the entire .92 mile study area, this equals an average of one crosswalk for nearly every quarter-mile. Figure 6-8 on the next page shows the location of crosswalks in the study area.
- 4) The presence of numerous curb cuts along Fourth Street frequently obstruct sidewalks, making them discontinuous throughout much of the area. Figure 6-9 illustrates the prevalence of curb cuts within the study area



FIGURE 6-6 UNPAVED AND OBSTRUCTED SIDEWALK



FIGURE 6-7 VEHICLES OBSTRUCTING SIDEWALK



FIGURE 6-8 EXISTING SIGNED CROSSWALKS





FIGURE 6-9 EXISTING CURB CUTS



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#### 6.9.E STEPS TO ALLEVIATE CONDITIONS

To guide North Fourth Street's reconstruction in a manner that addresses the existing conditions and remains consistent with the goals detailed in the 2004 Community Visioning Report, the following design principles shall be adopted:

- 1) Emphasize and ensure the safety of all street users, including pedestrians, motorists, transit riders and trucks
- 2) Create a highly walkable, livable and distinctive place within Albuquerque
- 3) Create a roadway friendly to pedestrians
- 4) Provide a supportive environment for urban revitalization and private investment
- 6) Maintain convenient access for vehicular traffic and parking
- 7) Maximize opportunities for landscaping throughout the corridor

#### 6.9.F DESIGN PARAMETERS

Opportunities to enhance the street for pedestrians should be programmed using the following design parameters in the public right-of-way from Douglas MacArthur Road to the northern City limit:

- 1) Maintain four lanes of traffic and continuous 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 an optimal pedestrian environment and automobile/transit access with four lanes of traffic
- 3) Widen the Right-of-Way (ROW) where necessary by acquiring property and/or negotiating easements
- 4) Add landscaped medians, pedestrian crossing refuges, street trees, other pedestrian enhancements, and turn bays

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#### 6.9.G CONCEPTUAL STREET CROSS-SECTION

- 1) Reconstruct both sides of the street to create a streetscape consistent with the minimum design elements shown in Figure 6-13 Redesign Concept D.
- 2) Construct safe and highly visible pedestrian crossings, approximately every 1/8 mile.
  - a) Crosswalks shall be surfaced with brick and guarded with grade-level caution lights embedded into the street surface.
- 3) Install local bus stops along both sides of the street 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. Bus stops and other seating areas shall also be well lighted.
  - a) 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 North Fourth Street and 75 feet on center on “side” 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) Pedestrian street lights shall be directed downward to minimize fugitive lighting of the surrounding area.
  - c) Light poles and fixtures shall have a historic/retro look to give the North Fourth Street area a unifying look.



FIGURE 6-10 EXAMPLE OF GRADE-LEVEL CAUTION LIGHTS





FIGURE 6-11 EXAMPLE OF STREET LIGHTING

7) Provide left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement.

8) Provide significant landscaping along the street and in medians with pedestrian refuges.

9) Within the LAAHD, construct neighborhood gateways that narrow a portion of the street so as to discourage non-residential traffic.

10) Allow and encourage shared parking and minimize curb cuts. Within the LAAHD, no curb cuts will be allowed along residential streets.

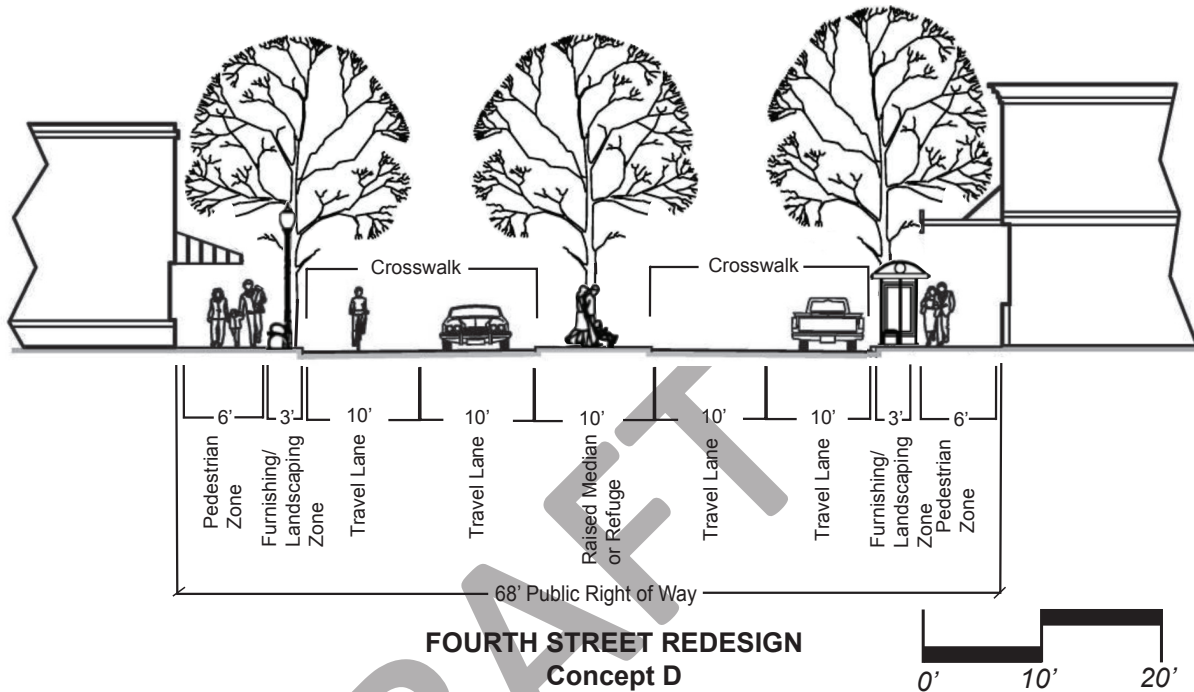


FIGURE 6-12 EXAMPLE OF A NEIGHBORHOOD GATEWAY

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.

FIGURE 6-13 REDESIGN CONCEPT BETWEEN GENE ROAD AND CAMINO ESPAÑOL NW



- 1) North Fourth Street Redesign Concept between Gene Road and Camino Español NW, 68 feet minimum R.O.W required
  - a. Pedestrian Zone (6 feet)
  - b. Furnishing Zone (3 feet)
  - c. Raised Median (10 feet)
  - d. Turn Lane (10 feet)
  - e. Refuge (10 feet)
  - f. Inside and Outside Travel Lanes (10 feet each)

#### 6.9.H 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.