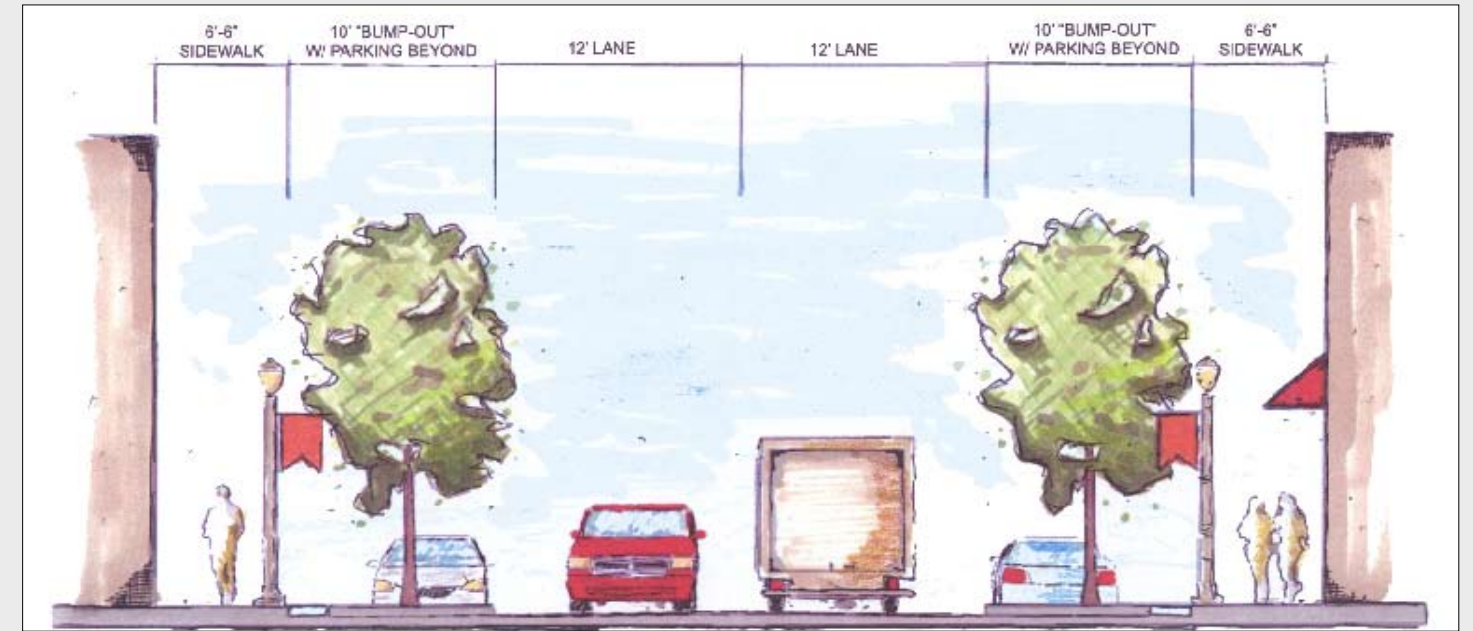
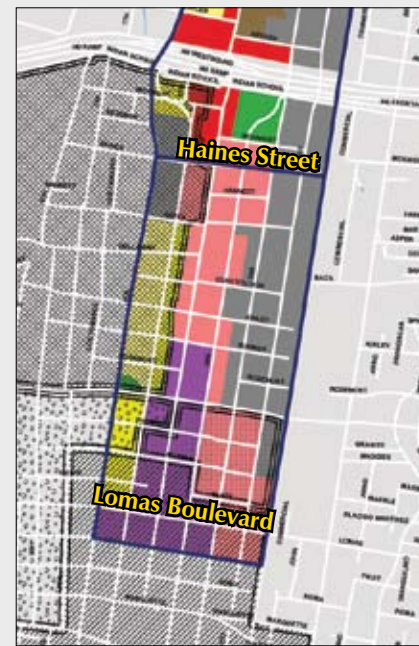


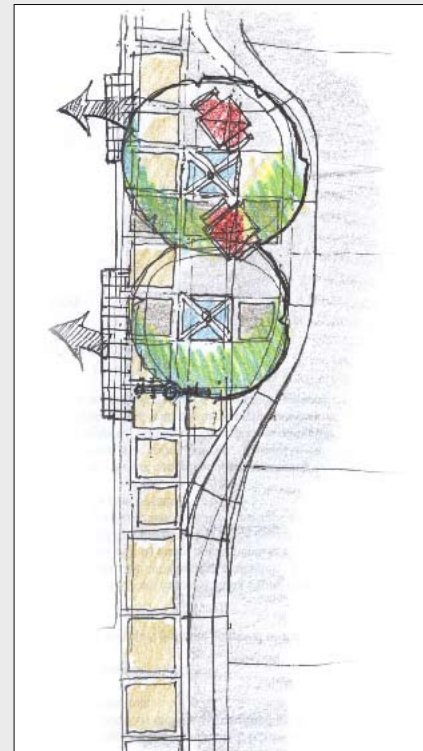
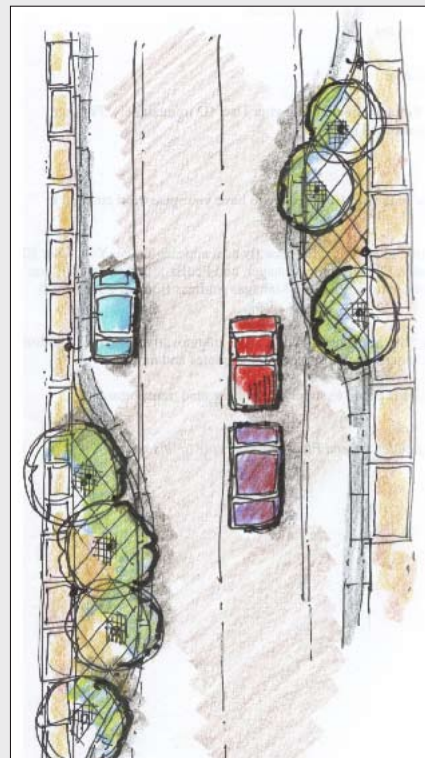
# Character Zone 1

**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.



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



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.



Pedestrian amenities may include trees, benches, artwork, trash receptacles, planters, bike racks

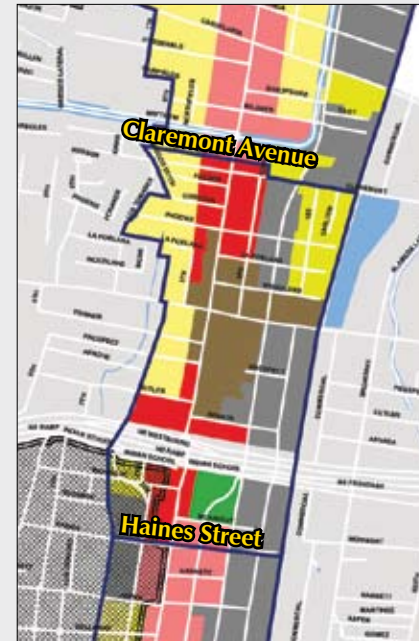


"Bump-outs" may also be created at major intersections. These "bump-outs" serve to define the intersections while shortening the distance pedestrians must travel to cross the street.

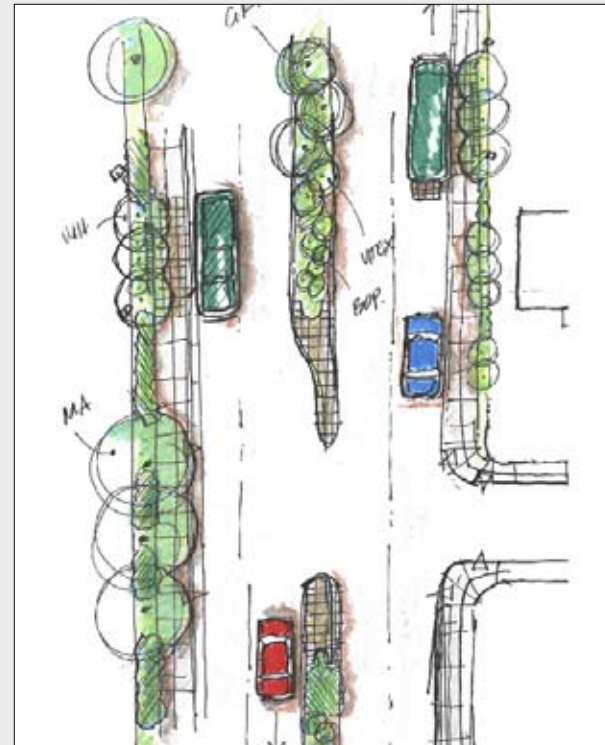
# Character Zone 2

**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.



**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.



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



**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.



North Fourth Street at I-40:  
Proposed Streetscape Improvements



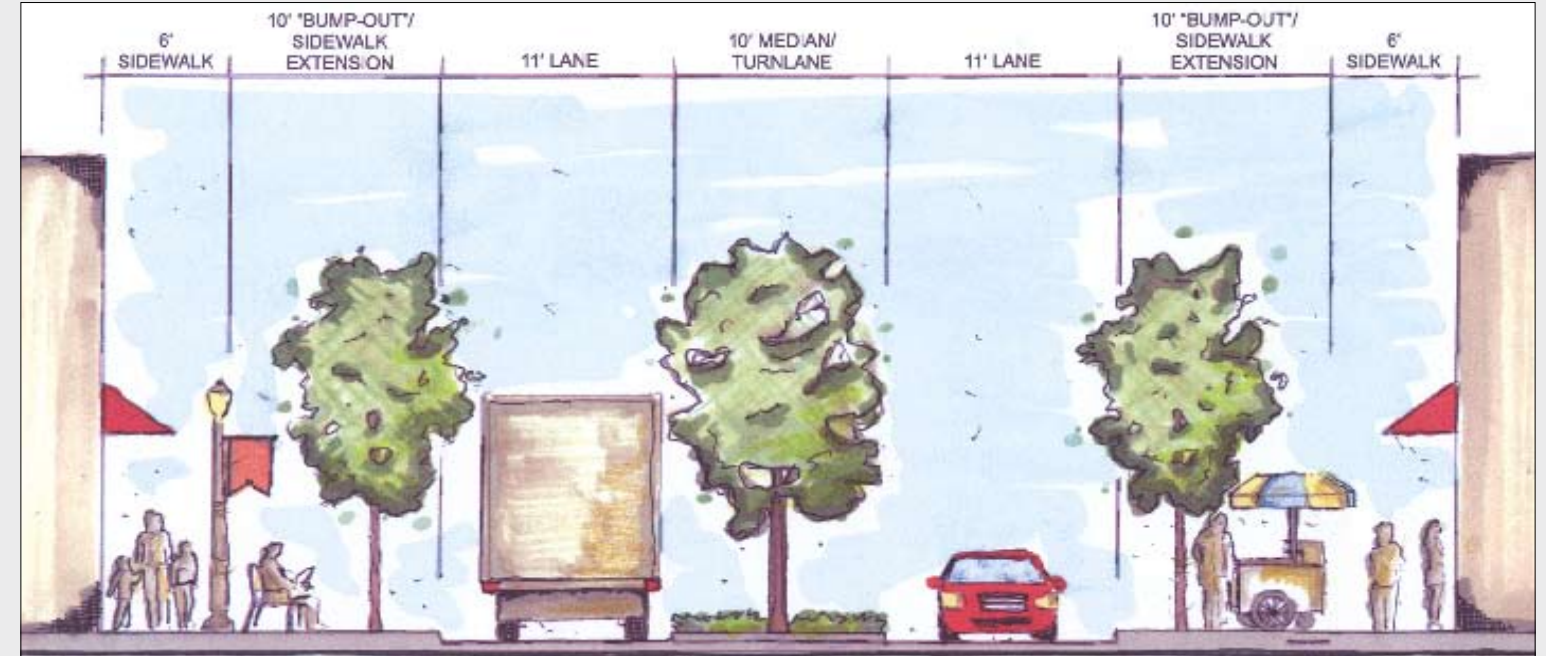
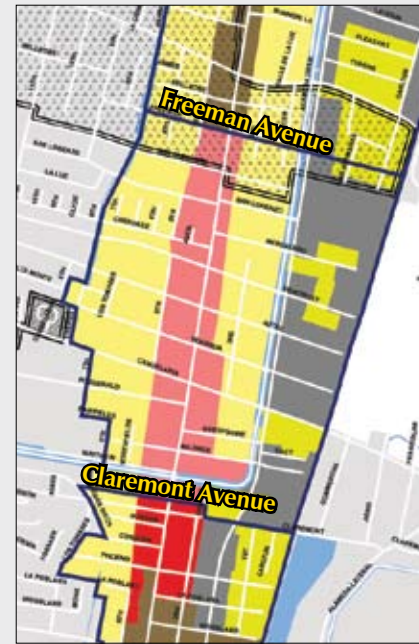
# Character Zone 3

**Location:** Claremont Avenue NW to Freeman Avenue NW

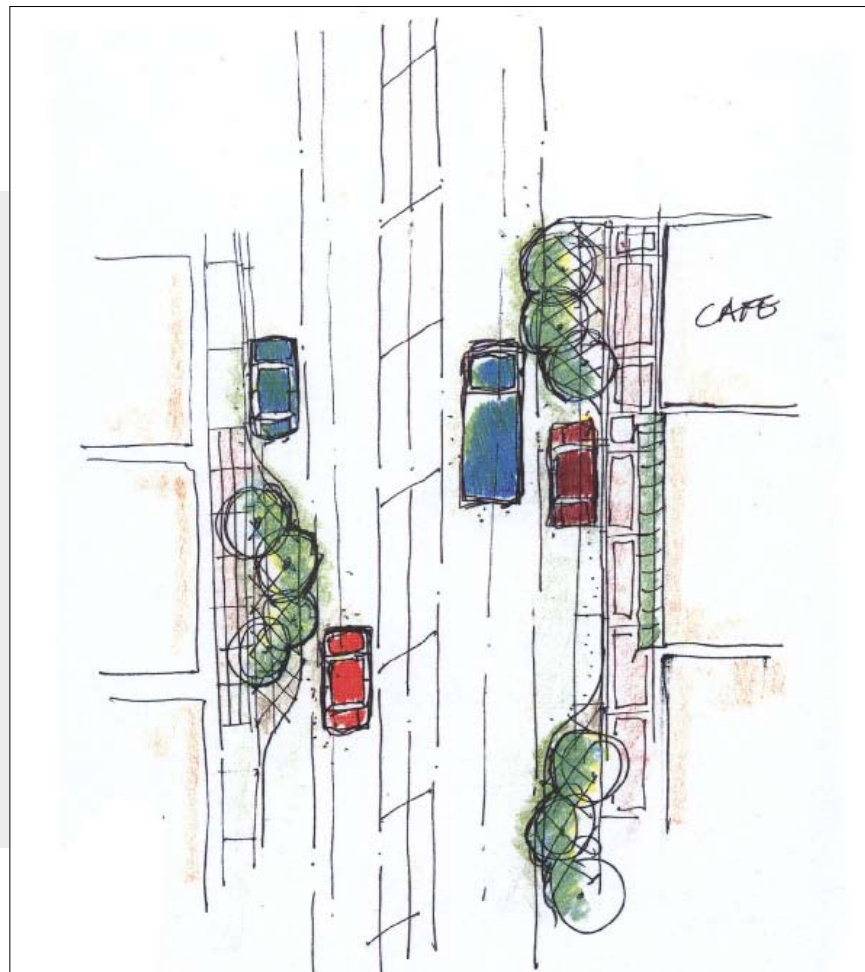
**Right-of-Way Width Range:** 65'-81'

**Description:**

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



Street Configuration



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.



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



# Character Zone 3 (Continued...)

## Possibilities for Redevelopment

Some properties in Character Zone 3 may be underutilized and suitable for redevelopment.



Pajan Property



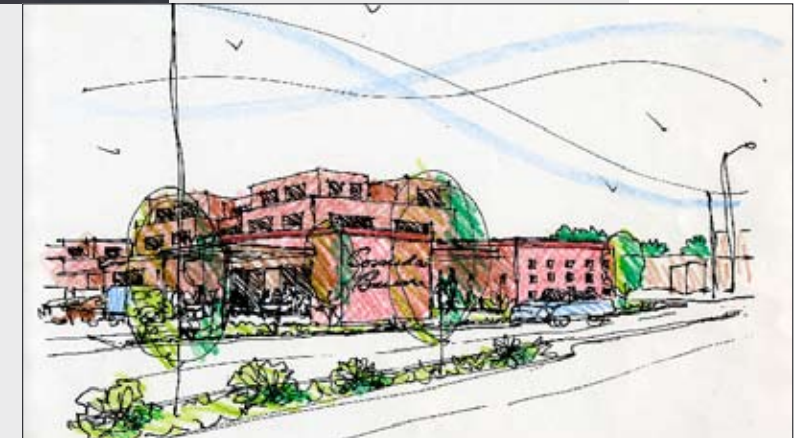
Option for Housing

One opportunity exists at the old Larry's Drive-In, which has been acquired by the City. Options for this site would be to create much-needed public open space or new elderly housing.



Option for Open Space

Other properties that may be suitable for multi-use redevelopment are the Pajan Property and the Brown Property.



Brown Property

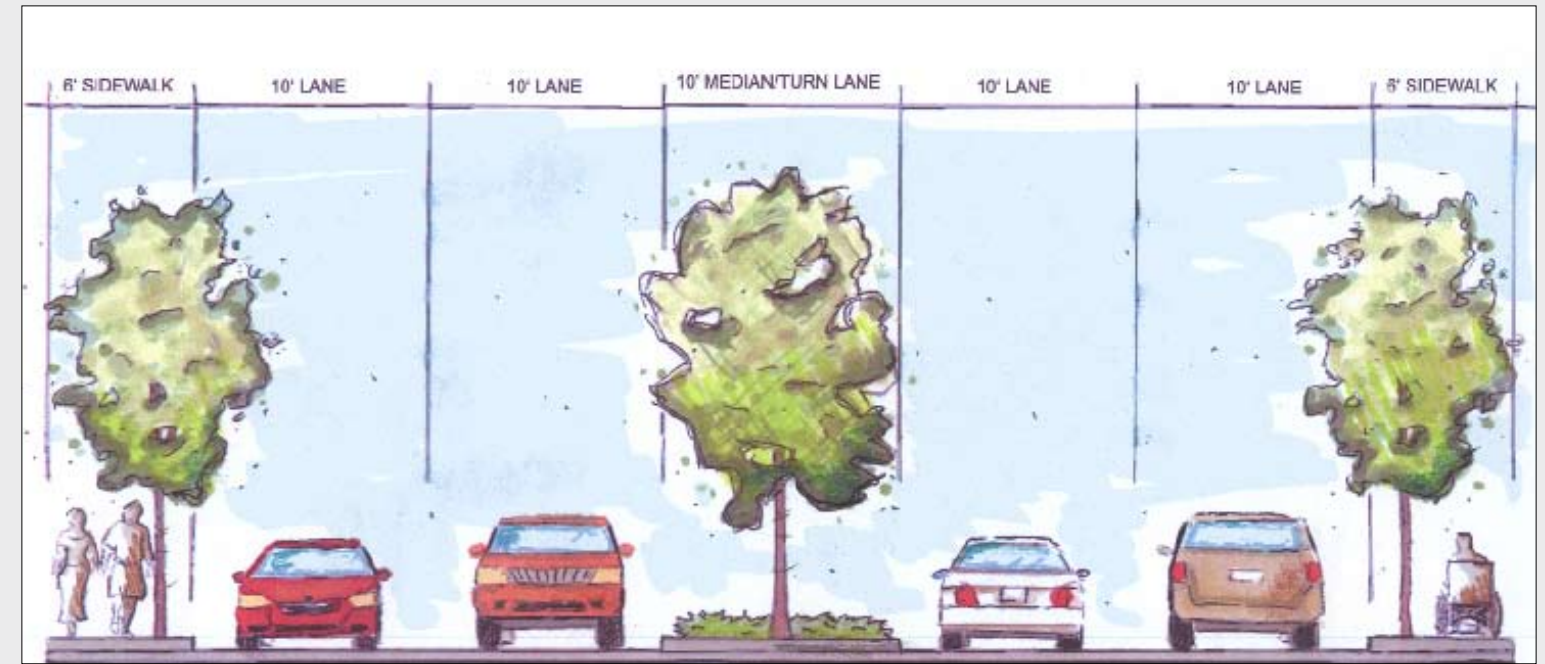
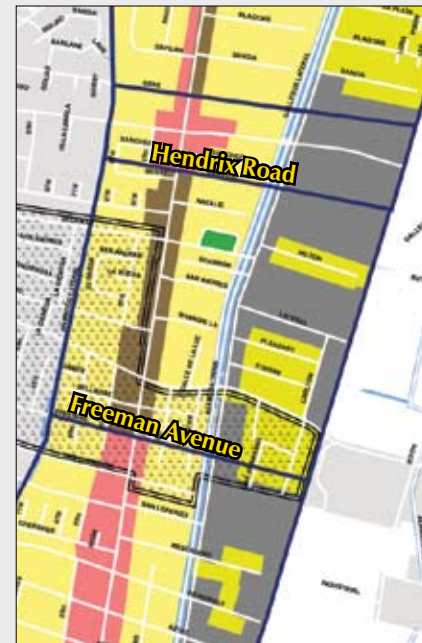
# Character Zone 4

**Location:** Freeman Avenue NW to Hendrix Road NW  
- Arts and Culture District

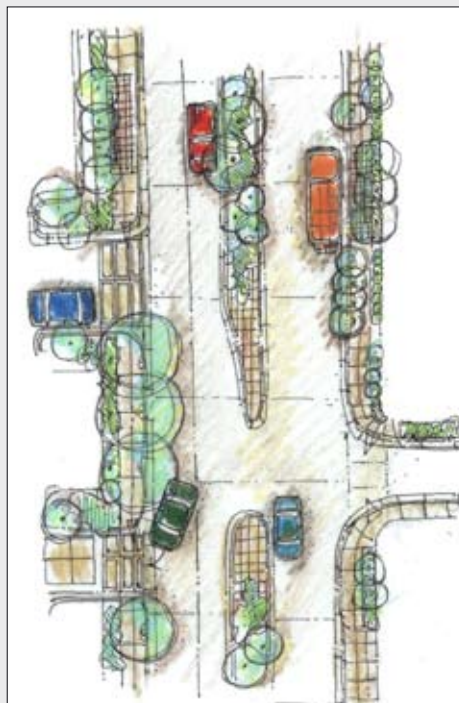
**Right-of-Way Width Range:** 98'-100'

**Description:**

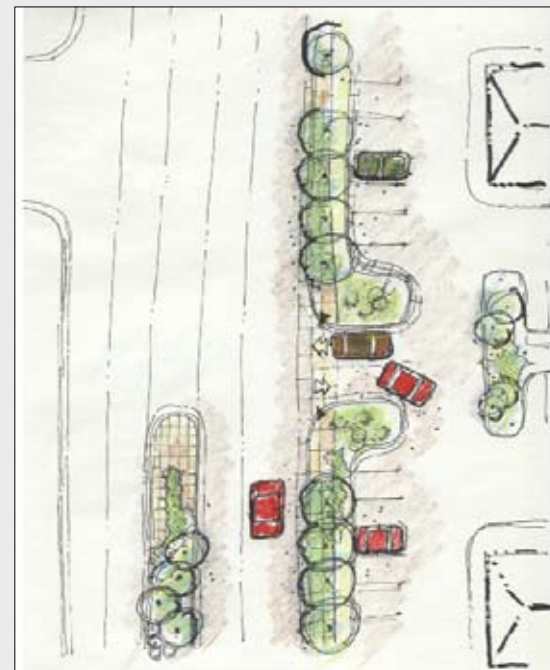
Character Zone 4 contains the VSA North Fourth Art Center. With the recent addition of a theater and gallery, the VSA could serve as a catalyst for other art-based uses in this area. To promote this unique opportunity, streetscape elements in this zone should reflect its artistic character. These elements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



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



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



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

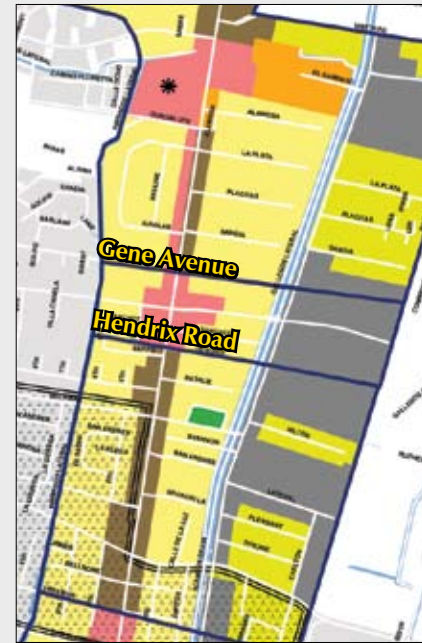


To incorporate the number of fast food restaurants in this zone, outdoor eating areas should be created adjacent to the revitalized sidewalks



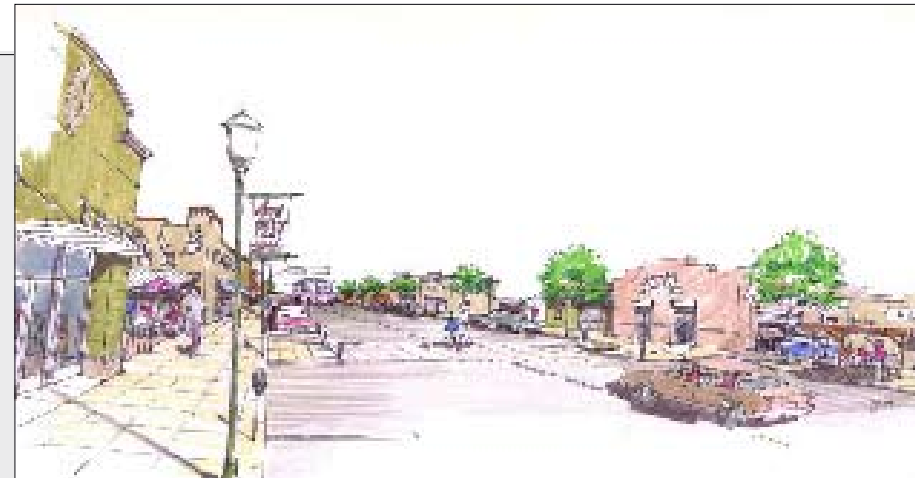
# Character Zone 5

**Location:** Montañó Intersection  
**Right-of-Way Width Range:** 57' (200' at Intersection)  
**Description:**  
Modifications to the intersection at Fourth Street and Montañó Road are currently underway. From the standpoint of continuity on Fourth Street, we have indicated some modifications that may be helpful to this process.



Intersection of North Fourth Street and Montañó Boulevard NW

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 Montañó to commercial uses toward the south. Therefore, the modification of Fourth Street and Montañó 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.

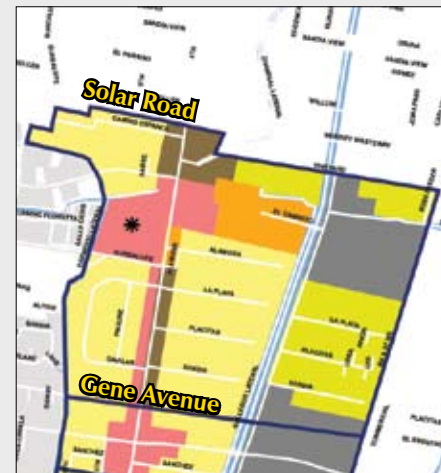


Graphics Courtesy of 4th and Montañó Coalition

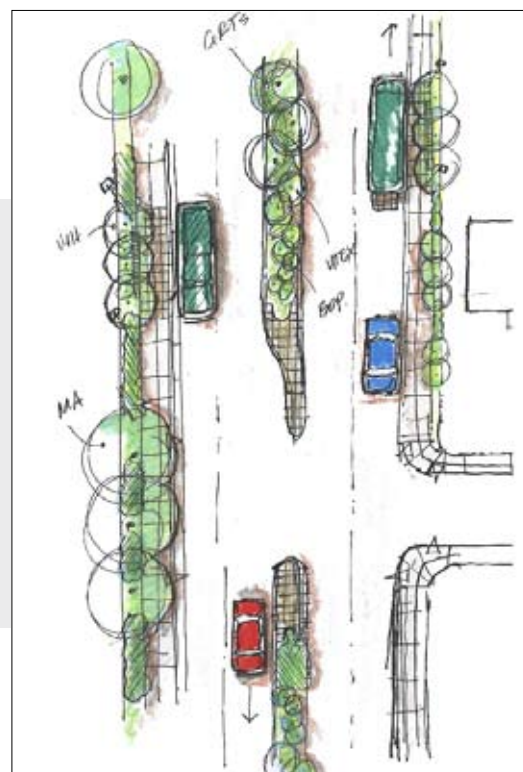
# Character Zone 6

**Location:** Gene Avenue NW to Solar Road NW  
**Right-of-Way Width Range:** 62'-79'

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



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



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



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. Underutilized 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.



# Character Zone 6 (Continued...)

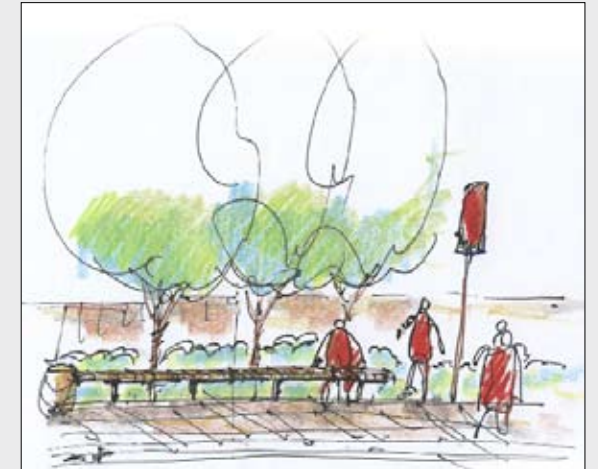
## Specific Problems and Solutions:



Landscape/Urban Design Approach for Character Zone 6

One way that space for sidewalks may be created is to add a narrow median where the current turn-lane exists. Although this lane will be too narrow for trees, other soft landscaping could be installed. The narrow median will allow for the travel lanes to slightly jog, thus creating the needed space.

In character Zone 6 there is only one intersection with a stoplight where it is somewhat safe for a pedestrian to cross. Residents on the east side of North Fourth wish to walk to the commercial opportunities found on the west side of the street. South of Grecian Drive, it may be difficult to create safe sidewalks on the west side of the street. For these reasons, the intersection of North Fourth and Grecian Drive should be highlighted as a major pedestrian crossing point. Improvements may include: colored concrete or other material visually different than the asphalt roadway, warning signs, and flashing yellow lights.



This new configuration should provide enough room for pedestrian amenities, particularly at bus stops where seating and shade are most desired.



In the area north of Alamosa Road sidewalks do not exist, although there is ample room for them to be created. By taking advantage of the space between the edge of the travel lane and the existing curb, sidewalks and street trees can be accommodated.

### **Urban Design/Transportation Concept Overlap: Items for Future Study**

Over the course of this project, a number of suggestions were made for projects that could improve both the transportation and urban design aspects of the North Fourth Street study area. These items will require further study as portions of North Fourth Street are redeveloped. These elements are presented in section **4.D.**

**Transportation**, and include:

- Alleys
- Roundabouts
- Chicanes
- Trails.

### **Cost Estimates for Streetscape Projects**

Cost estimates for streetscape by Character Zone are included in section **5. Tools for Redevelopment.**