

EXHIBIT A**Sawmill Wells Park Sector Plan Amendment
Master Circulation Plan (Adopted _____)**

This amendment to the Sawmill Wells Park Sector Development Plan supersedes conflicting policies, recommendations, or regulations in the Plan. In particular, this amendment supersedes:

- Section 2. Right-of-Way and Street Classification subsections 2.b, 2.c, and 2.d.
- Section 3. Street Design subsections 3.d.

I. Introduction and Purpose

This section contains transportation policies, recommendations, and regulations. It specifically addresses the following:

- 1) Near-term and long-term roadway connectivity plans;
- 2) Streetscape (including roadway) and intersection design policies and regulations; and
- 3) Recreational trail and acequia policies and standards.

Transportation system design is functionally linked to land use. As such, this section bases roadway regulations related to connectivity and design to actual or planned land use changes and assumptions regarding land use and building form. Any changes to land uses and building forms allowed would occur in a separate, future amendment process to the Sawmill Wells Park Sector Development Plan.

It is important to be clear about what changes and what remains the same by the adoption of this section.

The provisions of this section change policies and legally enforceable regulations concerning the streetscape (defined as the area from private property line to private property line across the public right-of way) including the following: the extension of, connection, or lack of connection among streets and alleys; number and size of lanes and drive-way widths; sidewalk design including width, “café space”, “carriage space”, and planting strips; building façade design standards applied to features located in the public right-of-way such as portals and awnings; landscaping within the public right-of-way, sidewalk connection and rehabilitation capital program; alleys; on-street parking; traffic control; intersection design including curb radii; block size standards; the location and design of pedestrian crossings; publicly financed parking facilities and design; bicycle and recreational trails; and solar street light demonstration program.

The design of the proposed extension of the Acequia Madre is subject to the review of the Acequia Madre Committee. The Committee's establishment and scope of work is provided below in this section.

The provisions of this section do not change land use zoning. The discussion below concerning land uses is necessary to help develop the provisions of the Master Circulation Plan and to describe different locations within the Sawmill Wells Park Focus Area. The provisions regarding transit routes and hub depend upon the land use assumptions being fulfilled.

A. Focus Area

The Focus Area is illustrated in **Figure 1**. The area is a subset of the Sawmill Wells Park Sector plan boundary as amended in 2002 and primarily reflects areas undergoing change in land use. It essentially is bounded on the north by Interstate 40 (I-40), on the west by Rio Grande Boulevard, on the south by Mountain Road, and on the east by 12th Street, Bellamah Avenue NW, and 8th Street.

II. Land Use

A. Characteristics of the Focus Area

Over the past several years new development has occurred in the area or is in planning stages, which has prompted interest in further development of vacant land and redevelopment of existing structures. New and planned development primarily is residential and mixed-use.

It is useful to view the Focus Area as divided into areas of stability (comprised of stable residential neighborhoods, economically strong commercial uses, and cultural facilities) and areas of change (e.g. comprised mostly of declining industrial uses, vacant land, and properties for which there is market demand for more remunerative uses). (See **Figure 2**) The areas are further described below. These changes, in turn, lead to modifications of the roadway system.

Areas of Stability

Areas of stability are those areas which are likely to remain largely unchanged in terms of land uses, where upgrading of existing uses is expected to occur, or where vacant property is likely to develop under existing zoning. Individual infill projects may occur in these areas. Areas of stability can be summarized by referring to **Figure 2**, which identifies areas by existing land uses.



Figure 1
Sawmill Wells Park Sector Plan
Focus Area



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■ ■ ■ Focus Area Boundary

Areas of stability within the Sawmill Well Park Sector Development Plan Focus Area and surroundings include:

- Cultural and civic facilities including museums, Old Town Plaza, San Felipe de Neri Church complex, the Indian Pueblo Cultural Center, and Tiguex Park.
- Existing commercial district containing hotels, Old Town retail centers, and other commercial uses.
- Residential neighborhoods located in the northwest and southeast quadrants of the area.
- Industrial uses including the UPS distribution center, Public Service of New Mexico utility property south of I-40, and industrial and office-warehouse property that owners desire to retain in existing uses.
- The new Social Security and State office buildings located on 18th Street.

Areas of Expected Redevelopment

Areas of change are those areas that are undergoing development and redevelopment, some vacant parcels, and areas with a potential effective demand for redevelopment. As shown in **Figure 2**, these areas include the following approved or proposed developments:

- Sawmill Community Land Trust has sponsored several real estate developments including the Arbolera de Vida single-family project, planned senior housing, Sawmill Lofts, and local economic development-related structures.
- A portion of the McClain property is undergoing planning for use by ACCION New Mexico for their offices and a small business development center.
- Sawmill Village is an approved mixed-use development comprised of live-work units, commercial, and restaurant uses in an “artisan village”. This development involves expansion of a detention pond on its northwest edge.
- The Cheshire industrial site just to the north of Sawmill Village is for sale and expected to redevelop as a non-industrial, mixed-use site.
- The Cielo at Sawmill project, in the southeast portion, was proposed for mixed-density residential development. This project has been withdrawn but a similar redevelopment project is anticipated in the future.

The following properties within the Focus Area have the potential to be developed or redeveloped as mixed-use, residential, or commercial projects, but are not currently in the planning stage:

- Forest Service property located at the southwest quadrant of the I-40 and 12th Street interchange.

- The BIA/GSA Property located in the southeast quadrant of the I-40 and 12th Street interchange currently comprised of vacant land and low intensity industrial and warehousing uses.
- Industrial and surface storage uses adjacent to the BIA/GSA tract in the southwest corner of 8th Street and the I-40 access road.
- The industrial, distribution, and business service uses south of the BNSF railroad right-of-way crossing at 12th Street and adjacent to both sides of 12th.
- The lumber products uses located south of Bellamah Avenue and adjacent to both sides of 18th Street including the Blue Links property.
- Surface parking areas immediately adjacent to 18th Street between the museums and Sawmill Village.
- Property comprised of low-intensity, non-residential uses between Zearing and Bellamah Avenues east of Rio Grande Boulevard.
- The former Atomic Museum site on the corner of Mountain Road and 20th Street.

Two corridors within the areas of change merit emphasis, 18th and 12th Streets.

- 1) The 18th Street Corridor, from Sawmill Village to the cultural complex of the museums and Tiguex Park at Mountain Road, is an important local connection between higher density, mixed-use development in the center of the Focus Area, residential areas in the northwest and southeast parts of the Focus Area and the significant Old Town civic and cultural district. The 18th Street Corridor is envisioned as a pedestrian-oriented, mixed-use corridor, with special emphasis on educational, cultural, and personal service uses.
- 2) The 12th Street Corridor is a major gateway into the Sawmill area and Downtown from I-40, the old Albuquerque Indian School redevelopment area, and the North Valley of Albuquerque. Currently it is lined with vacant or industrial uses, warehouses, and some commercial uses. At Sawmill Road, 12th Street transitions into a residential neighborhood. In addition, 12th Street is both a transit corridor and a primary bicycle route through the Focus Area. As a gateway and a primary access thoroughfare, the 12th Street Corridor, south of the BNSF railroad right of way and north of Sawmill Road, may transition to a walkable, transit-oriented, vertically mixed-use area with higher density residential development.

B. Existing Zoning Designations

The Focus Area contains the current zoning designations:

- C-2 - Community Commercial: includes general commercial and residential uses;

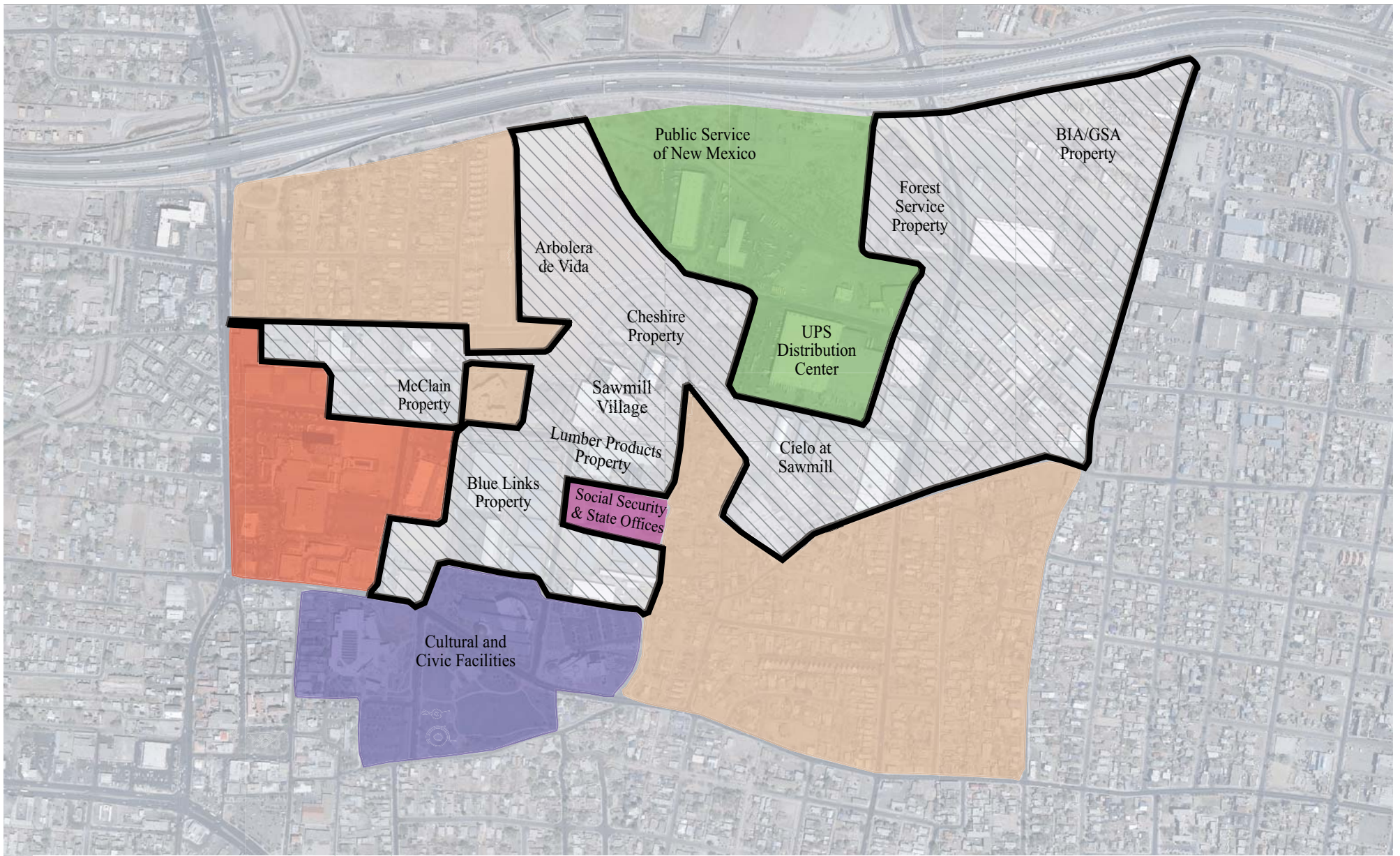
- S-R - Sawmill Residential: includes single family residential (attached/detached) on 3,200 square foot lots;
- S-DR - Sawmill Developing Residential: single family residential, apartments and light commercial located on collector streets;
- S-MRN - Sawmill Mountain Road Neighborhood: single family residential (attached/detached) on 3,500 square foot lots and neighborhood commercial;
- S-MI - Sawmill Mixed Industrial: light industrial, retail commercial and residential;
- S-I - Sawmill Industrial: light industrial and retail commercial located on arterial streets (with no new residential);
- SU-1 - Sawmill Special Use: includes museums.

Some of these zoning designations as applied to specific parcels now are out-dated given current development trends. In addition, the S-MI zone, while it may have been necessary for earlier plan adoption, now is seen as inappropriately combining light industrial uses with residential and commercial uses. This hinders the orderly transition of the area from industrial to a residential/office/retail mix. The S-MI zone should be replaced, on a case by case basis, in favor of classifying existing industrial uses in these areas as nonconforming. In other words, on these zoned properties, no new light industrial uses would be allowed and the existing industrial uses would be given a fixed amount of time to transition to other, more desirable activities consistent with the evolving character of the place. This might occur through future planning and legislative action.

C. Assumptions about Future Changes to Land Uses and Building Forms.

Subsection II.C discusses assumed changes to land uses and building forms within the Sawmill Focus Area that were used to develop the roadway connectivity plan. As noted above, roadway connectivity and design are related directly to assumed future land uses. Note that no zone changes shall be enacted as result of this discussion. The material in this Section II.C is only to explain the assumptions that were made in developing the policies and regulation contained in Section III Transportation.

Figure 3 indicates the new categories of land uses (together with the unchanged S-I zone, Sawmill Industrial, and SU-1 zone, Sawmill Special Use for museums, etc.). These categories are used to identify different areas of land use that vary in terms of the mix of uses, their intensity, and appropriate building forms and site plans. The descriptive categories to be used include: Center / Corridor – Residential Edge; Center / Corridor – Frontage on Transit Corridor; Center / Corridor – Medium Intensity; Village Center; and Urban Residential. The areas identified are described in detail below.



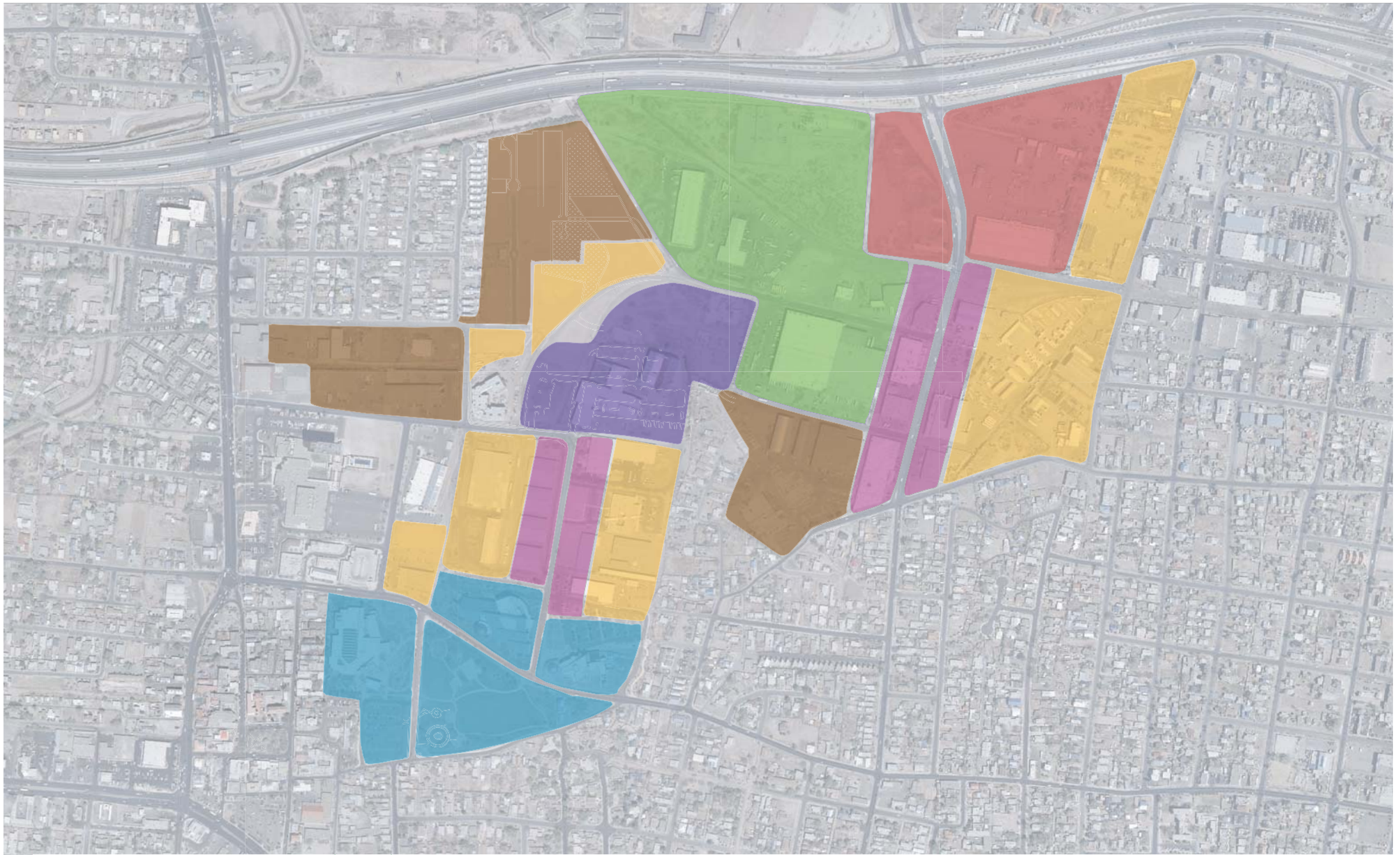
Stable Land Uses

- Residential
- Commercial / Office-Warehouse
- Industrial
- Cultural / Civic
- Public

Expected Redevelopment Areas



Figure 2
Sawmill Wells Park Sector Plan
Stable Land Uses & Expected Redevelopment



- Center / Corridor - Residential Edge
- Center / Corridor - Frontage on Transit Corridor
- Center / Corridor - Medium Intensity
- Village Center
- Sawmill Industrial
- Urban Residential
- Cultural / Civic

Figure 3
Sawmill Wells Park Sector Plan
Assumptions Regarding Land Use

The discussion below is divided into two parts, as indicated in **Figure 4**:

- (1) The Central Core, including the 18th Street Corridor, and associated new development; and
- (2) The Eastern Gateway including the large tracts of land adjacent to I-40 and the 12th Street Corridor.

1) Central Core

The Central Core area, shown as area “1” in **Figure 4**, if guided by the proper standards, will contain the future development, uses, and circulation system to interconnect the recent and established parts of Sawmill and to link the Sawmill area with the museums, park, and Old Town Plaza area.

The industrial areas identified in land use **Figure 3** appear fixed with incompatible uses for some time in the future. The Focus Area circulation system is designed to separate the Central Core from these uses and to insulate the Sawmill residential and mixed-use area from heavy traffic, noise, vibrations, and other environmental impacts.

The Central Core contains three subareas: (a) the Village Center, (b) the 18th Street Corridor, and (c) other associated uses.

The plan proposes re-establishing the Acequia Madre arroyo through the Central Core. The Acequia Madre was the first irrigation system in Albuquerque that allowed the settlement of Old Town. The northern end would pick up the Acequia Madre as it passes under Interstate 40. From here, the Acequia Madre would run down the Mill Pond Road easement, through the Cheshire property and Sawmill Village, and down the 18th Street Corridor to a pond in Tiguex Park. The design of the proposed Acequia Madre shall be reviewed by an Acequia Madre Committee, the establishment of which is described below (See Section III.G. *Transit, Bicycle and Recreational Routes*.) The Committee shall consider the proposed design of the new Acequia Madre and make recommendations to the City Council.

A) Village Center

The Village Center contains two properties: Sawmill Village and the Cheshire property immediately to the north. The Center is connected to Sawmill Land Trust development on the north and west through the proposed extension of Zearing Avenue and to the proposed Cielo at Sawmill residential development to the east through the extension of Bellamah Avenue. Sawmill Village is undergoing redevelopment from its current S-MI zoning to a mixed use project. Sawmill Village would include condominium, rental, and townhouse units, retail and office space, restaurants, and plazas. The project's zoning and site plan have been

approved by the City of Albuquerque. The Village Center is at one end of the 18th Street Corridor that links the Sawmill area to the museums and to Tiguex Park on Mountain Road.

Building forms:

The approved Sawmill Village mixed-use development is comprised of single story to three story mixed-use or live-work buildings with ground floor commercial and up to two floors of residential above. Residential density remains at or under 20 dwelling units per acre. Parking currently is provided at grade. The Village Center would contain similar uses and densities as Sawmill Village. A range of residential and non-residential building types are appropriate, but excluding single family detached and duplex building forms.

B) 18th Street Corridor

The 18th Street Corridor, as shown in **Figure 4**, is a critical, not yet redeveloped, link that connects the Village Center to the museums and Tiguex Park. The Corridor is defined as the approximately 140' depth of the lots adjacent to, and fronting onto, 18th Street. Currently it is zoned S-MI and SU-1 and contains industrial/manufacturing, commercial services, and public and institutional land uses. A primary redevelopment site in this Corridor is the present Blue Links property, more than a block in size. The plan calls for divided this tract into smaller pedestrian-scale blocks upon redevelopment. Some parcels fronting the east side of 18th Street contain surface parking that should be converted to store front buildings that line the street. Parking would be shifted to a structure located on the Blue Links property, behind new street-front buildings.

18th Street is envisioned as an active, pedestrian-oriented street that encourages non-automobile access among cultural uses, cultural service businesses such as art and dance studios, retail shopping, entertainment, and residences. The rebuilt Acequia Madre (subject to the review of the Acequia Madre Committee) would form a landscaped public recreation and art feature running down 18th. The uses, building, façade, and streetscape design would draw visitors between the museums and the Village Center. They would encourage movement down the Corridor from the Sawmill residential areas and Eastern Gateway to Tiguex Park and Old Town plaza.



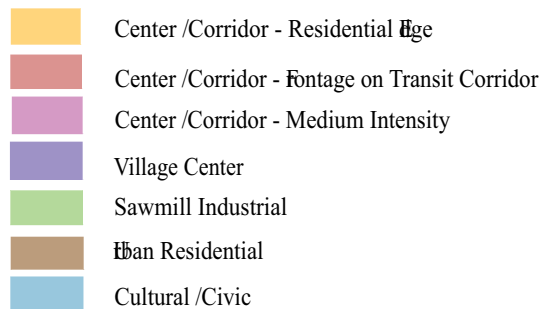
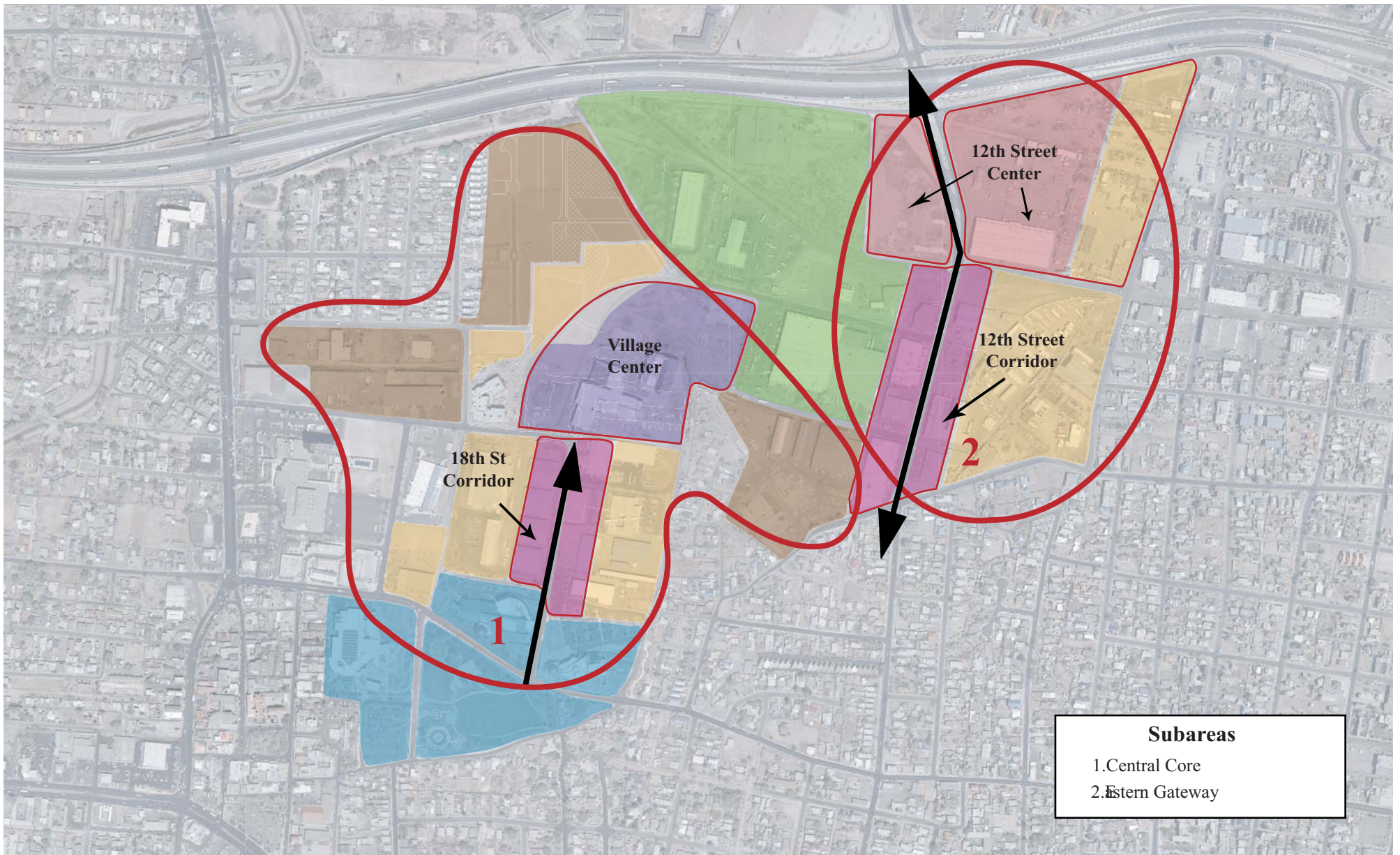


Figure 4
Sawmill Wells Park Sector Plan
Subareas In Focus Area

Land use types:

A mixture of residential, commercial, entertainment, civic, and employment uses characterized by a more intensely built-up environment and pedestrian orientation, while accommodating automobiles, with active areas of shops. Types of uses would include personal services and specialty retail, entertainment uses such as restaurants, bars, and theaters, and those that support the existing civic and cultural facilities such as additional museums, art galleries, dance studios, and bookstores. The recently developed Social Security and State office buildings would be conforming uses.

Building forms:

Vertical mixed-use buildings containing at least two stories above ground, with commercial storefronts on the ground floor, and dwelling units or a combination of dwelling units and office spaces on the second floor and above. Assumed building forms include podium apartments, flex buildings, and live-work.



The main entrances to these buildings would front on 18th Street. The frontages of the buildings are intended to encourage pedestrian activity and include portals, awnings, shop fronts, and stoops. As shown in the Long Term Street Connectivity Plan (see **Figure 6** later on this document), buildings fronting the west side of 18th would be accessed by vehicles via an alley.



C) Other Associated Uses in the Central Core.

The north, east, and west edges of the Central Core, areas that are near established residential areas, should remain residential. Redevelopment of tracts adjacent to the Village Center, 18th Street Corridor, and along Mountain Road should form an orderly transition from lower density residential areas to the higher intensity mixed use 18th Street Corridor, the Village Center, and Mountain Road cultural facilities.

Land use types:

The areas at the edges of the Central Core are assumed to be exclusively low or moderate density housing including live-work. The remaining closer-in tracts would allow a range of residential, commercial, residential, and employment uses (excluding light industrial), but not as intensely developed as in the Village Center and 18th Street Corridor.

Building forms:

Residential uses might range from single family detached to court yard apartments. The tracts closer to the Village Center, 18th Street Corridor, and Mountain Road would have the same building forms as for the 18th Street Corridor, but be lower in density. As indicated in the Long-Term Street Connectivity Plan, buildings adjacent to 19th Street within the Blue Links property would be “double fronted” in design. (See **Figure 6** later in this document.)

2) Eastern Gateway

The Eastern Gateway, as indicated in **Figure 4**, contains three subareas: (a) the 12th Street Center; (b) 12th Street Corridor; and (c) other associated properties. Each of these is described below.

A) 12th Street Center

This large area, on both sides of 12th Street north of the BNSF right-of-way as it crosses the street, includes property owned by the Bureau of Indian Affairs / General Service Administration, U.S. Forest Service, and private owners of land to the east of the BIA / GSA tract. The parcels currently are zoned S-I and are either vacant or contain low intensity industrial/manufacturing, wholesale/warehousing, or public uses. These parcels are under-utilized, large in size, with few owners, and are on the transit corridor. Because of these redevelopment advantages and the adjacency to the I-40 freeway interchange and frontage road, the 12th Street Center is envisioned as a mix of employment and residential uses. Such activity centers usually are high intensity employment, civic, retailing or entertainment centers with a complementary mix of commercial and high to medium density residential functions. They are compact and spatially concentrated, with a network of streets and pedestrian ways connected to transit facilities.

Land use types:

A mixture of residential, commercial, public, and employment characterized by a more intensely built-up environment and pedestrian orientation, while accommodating automobiles. The 12th Street Center might include a major

transit center. Light industry would be allowed in the zone adjacent to 8th Street.

The proposed Sawmill Wells Park transit hub is intended as an intermodal center that provides a centralized transfer point for existing and future public transportation systems. Located near 12th Street and the I-40 ramps, it can take advantage of existing ABQ Ride routes on 12th Street and regional routes on I-40. Future bus routes serving a growing community would use the hub. A proposed local circulator system (see “Transit, Bicycle and Recreation Routes” section) also would serve the facility. Located within the proposed 12th Center and adjacent to the 12th Street Corridor, it would be integrated into one of the Focus Area’s new mixed-use locations with uses expected to generate transit ridership.

The transit hub is envisioned to be combined with a public parking structure with integrated ground floor retail and everyday services. Park and Ride facilities would be located in the parking structure. The hub would provide a safe connection for all modes of travel. It might include secure bicycle parking (potentially with a “bike station”, a staffed facility where bikes can be stored, and/or repaired and serviced), and attractive places for pedestrians to wait. The hub would provide space for taxis, employer shuttles, and kiss-n-ride facilities for dropping off and picking up passengers.

Building forms:

Vertical mixed-use buildings: buildings containing at least two stories above ground, with commercial storefronts or commercial uses on the ground floor, and dwelling units or a combination of dwelling units and office spaces on the second floor and above. Residential uses would typically be within podium apartments or live-work with ground floor commercial uses, but may include stand alone residential buildings such as terrace or courtyard apartments. For redevelopment areas near I-40, including interchange ramps and the frontage road, the uses and main entries will be focused inward to the site on an internal street grid. The 12th Street frontages of buildings more distant from the interchange would serve as gateway features into the Sawmill district and should emphasize 12th Street Corridor / Sawmill architectural elements. Internal frontages and the 12th Street-adjacent frontages are intended to encourage pedestrian activity and include portals, awnings, shop fronts, stoops, or forecourts. Parking would be on-street, under or in the rear of the buildings, or within structures shared by multiple uses. Off-street surface parking adjacent to 12th Street or to the internal streets should be prohibited.

Adjacent to 12th Street, building height generally would be 2 to 4 stories (maximum); however, taller building might be allowed near I-40 to provide a visual presence from the Interstate. The parcels closer to the 8th Street would

have the same uses and building forms (also including light industrial), but be lower in density.

B) 12th Street Corridor

The 12th Street Corridor from the BNSF right of way crossing to Sawmill Road serves as a major gateway into the Sawmill area and Downtown from I-40, the old Albuquerque Indian School redevelopment area, and the North Valley of Albuquerque. It serves as the eastern doorway, through Bellamah Avenue, to the new mixed-use development in the Central Core area (e.g, Village Center, 18th Street Corridor, and so on). The Corridor currently is zoned S-I and S-MI includes wholesale/warehousing, industrial/manufacturing, and commercial services. The 12th Street Corridor is defined as approximately the front 150 feet of parcels adjacent to 12th and the streetscape.

The Corridor is envisioned as a mixed-use commercial area that would contain ground floor retail, office or services, with upper floors containing offices and residential, or live-work. Existing buildings with architectural merit would be adaptively reused. Since 12th Street will continue to serve industrial uses (and trucks) accessing existing industrial uses via Aspen and Bellamah, the building forms and streetscape on 12th will need to be compatible with the working nature of the place.

Land use types:

Area-serving retail and services, office, and higher density housing. Because 12th Street is a transit corridor, densities and intensities should be transit supportive. The corridor may serve as the commercial nucleus for the surrounding neighborhoods and businesses.

Building forms:

Vertical mixed-use buildings containing at least two stories above ground, with commercial storefronts or commercial uses on the ground floor, and dwelling units or a combination of dwelling units and office spaces on the second floor and above. The main entrances to these buildings will be from 12th Street and parking should be under or in the rear of the buildings. The sharing of, or interconnectivity between, parking lots behind buildings to produce common facilities is encouraged. The frontages of the buildings are intended to encourage pedestrian activity and include portals, awnings, shop fronts, stoops, or forecourts. Existing building with



architectural merit would be adaptively reused. Pedestrians will be buffered through traffic calming on 12th including narrowing the lanes, on-street parking, ample sidewalk space with landscaping, absence of a median, and other devices. New driveways will be prohibited on 12th Street and vehicular access is provided via alleys. Please refer to the description of the 18th Street Corridor for height assumptions for this subarea.

The multi-modal connection of the 12th Street Corridor to the Sawmill Village Center along Bellamah Avenue merits special attention. This is described in Section III in *C. Roadway and Intersection Design Policies*.

C. Other Associated Properties.

There are a number of parcels located south of the BNSF right-of-way and between the 12th Street Corridor and 8th Street. This area contains locally owned light industrial uses that should be preserved in the context of redevelopment. As such, the proposed mixed-use category for this area is Corridor / Center – Residential Edge but allowing light industry. As this land use category has been described above regarding the 12th Street Center and the Central Core, the reader is referred to these subsections.

D. Other Properties – No Assumed Change.

For the following properties no change is assumed, as indicated in **Figure 3**:

- Sawmill Industrial (S-I) zone for the uses which appear largely fixed in the northern portion of the Focus Area;
- Sawmill Mixed Industrial (S-MI) zone for the single parcel bounded by Bellamah on the north and 20th Street on the west;
- Sawmill Special Use-1 (SU-1) zone only for the N.M. Museum of Natural History parcel on Mountain, Explora Museum, and the Albuquerque Art Museum;
- Sawmill Mixed Industrial (S-MI) zone for the Sawmill Lofts parcel.

III. Transportation

The transportation element of the Sawmill Wells Sector Plan provides policies and regulations for a multimodal transportation system.

A. Near-Term Street Connectivity Plan

In the near term, as development and redevelopment proceeds in the Central Core and Eastern Gateway areas, additional street connections improve multi-modal access to new development areas.

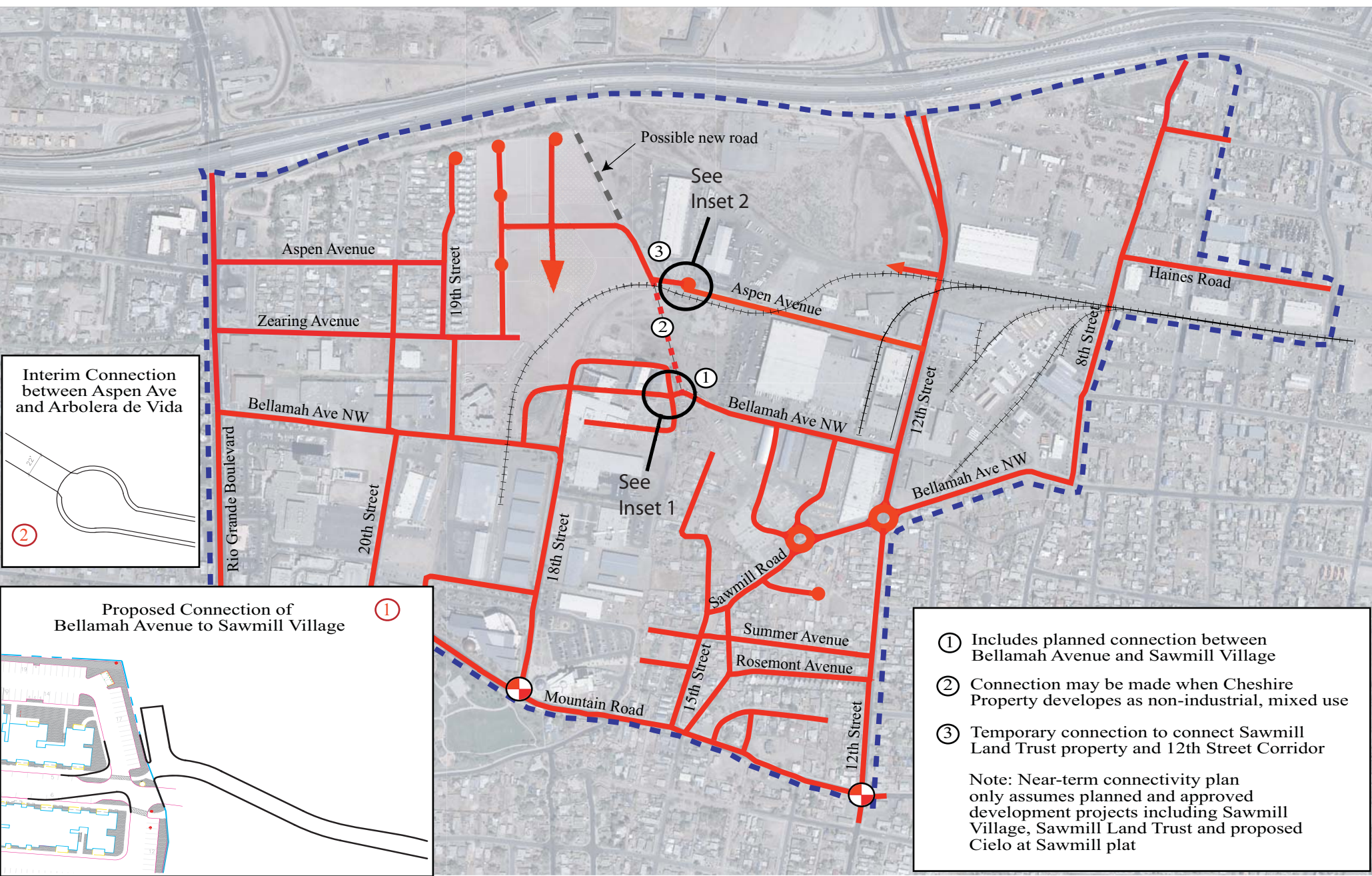


Figure 5
Sawmill Wells Park Sector Plan
Near Term Street Connectivity Plan

The near-term connectivity plan reflects current and potential development proposals including Sawmill Land Trust's Arbolera de Vida, Sawmill Village, the Cielo at Sawmill tract, and the potential that the Cheshire property would be a mixed-use development extending north of Sawmill Village. **Figure 5** illustrates the connections comprised of:

- 1) A connection between Bellamah Avenue and Sawmill Village.
- 2) An extension of Bellamah Avenue between the Sawmill Village Center and Arbolera de Vida through the Cheshire property aligned approximately with the former Mill Pond Road. Aspen Avenue would be terminated when the connection is made to avoid mixing industrial traffic within the adjoining residential neighborhoods.
- 3) A connection between the Sawmill Land Trust property (Arbolera de Vida) and Aspen Avenue. This connection would take the form of a driveway-type curb cut at the end of the Aspen Avenue cul-de-sac and would be abandoned once the extension of Bellamah Avenue through the Cheshire property occurs. This connection is designed to discourage through traffic and exclude industrial traffic. Heavy trucks will not be allowed to use the connection, which prohibition shall be posted by the City of Albuquerque.

Note: Based on the outcome of litigation, a new road may be constructed along the northern reach of the Mill Pond Road easement, as indicated in **Figure 5**. The design of this roadway and possible integration with the proposed extension of the Acequia Madre will be subject to review by the Acequia Madre Committee, as addressed below. Development standards for these features may be adopted by the City Council in subsequent legislation.

Traffic Control

In the near-term connectivity plan, existing intersection traffic control would remain with the exception of the roundabout at 12th Street/Sawmill Road, proposed as part of the Cielo at Sawmill project, that replaces the existing traffic signal. Key intersections on 12th Street (Bellamah Avenue NW and Aspen Avenue) would remain stop controlled.

Long-Term Street Connectivity Plan

The long-term connectivity plan for the Sawmill Wells Park Sector Plan is intended to improve multi-modal connectivity within the constraints of the area. It builds upon the near-term connectivity plan. In addition, the Plan improves access to the west from the Wells Park neighborhood east of 12th Street and increases access within the currently industrial uses east of 12th. The long-term connectivity plan is shown in **Figure 6**.

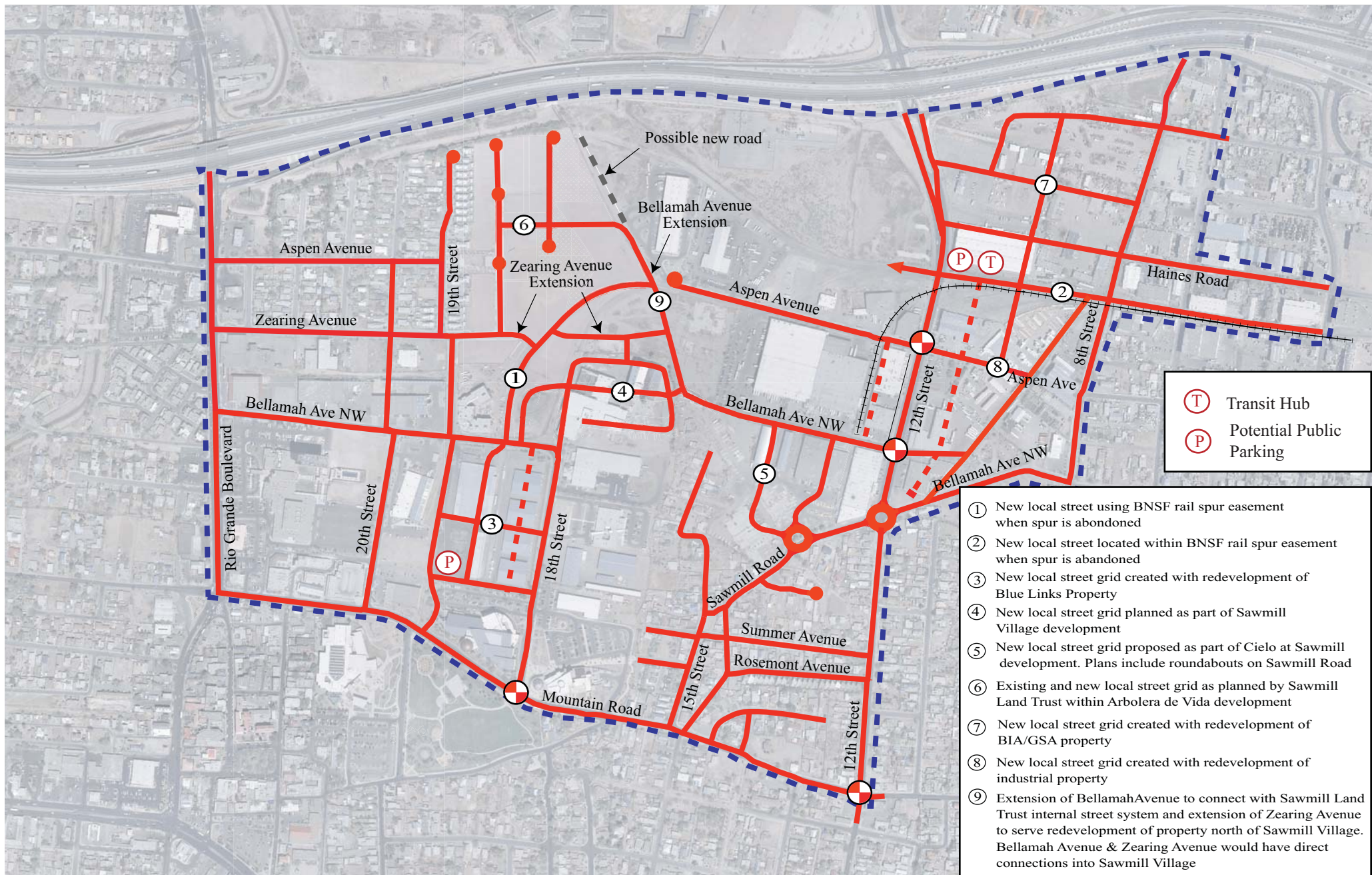


Figure 6
Sawmill Wells Park Sector Plan
Long Term Street Connectivity Plan

As shown in **Figure 6**, the long-term connectivity plan is comprised of the primary components described below.

- 1) A new local street within the BNSF railroad spur easement (from approximately Aspen Avenue to the Blue Links property) once the spur is abandoned. This new local street would connect the Zearing Avenue extension to Bellamah Avenue west of 18th Street. The abandonment of the BNSF railroad spur is expected with redevelopment of the Blue Links property, eliminating the need to serve this property with rail.
- 2) To separate industrial traffic, all access from the Village Center and from Sawmill Land Trust property to Aspen Avenue is prohibited.
- 3) A new local street within the BNSF railroad spur easement from 12th Street to 6th Street if and when the spur is abandoned because of the redevelopment of industrial uses. The new street would require additional right-of-way acquisition to achieve a minimum 50 foot right-of-way for a local street (the BNSF right of way ranges from about 80 feet to about 40 feet). Because the BNSF spur actively serves stable uses, this new street is potentially a long term improvement.
- 4) A network of local streets west of the 18th Street Corridor of the Central Core area within the block bounded by 18th Street, Bellamah Avenue, and 19th Street when the Blue Links property redevelops. This grid of streets results in pedestrian-scaled block sizes that are approximately 400 feet by 300 feet.
- 5) An extension of Zearing Avenue easterly connecting to the Bellamah Avenue extension.
- 6) A network of local streets within the approved Sawmill Village. This network would be connected to Bellamah Avenue and the Zearing Avenue extension.
- 7) A network of streets within the proposed Cielo at Sawmill project. This street network would provide connections to Bellamah Avenue and Sawmill Road. Two roundabout intersections on Sawmill Road are proposed as part of this development.
- 8) Expansion of the existing streets serving the Sawmill Land Trust properties (Arbolera de Vida, the Sawmill Lofts, and the senior housing project). These streets would connect to the Bellamah Avenue extension, as well as the Zearing Avenue extension.
- 9) A network of local streets created in the 12th Street Center with the redevelopment of the BIA/GSA property. This network results in pedestrian-scaled block sizes that are approximately 400 feet by 300 feet.

- 10) A network of local streets and alleys created with redevelopment of the properties within the 12th Street Corridor of the Eastern Gateway area, including extensions of Aspen and Bellamah Avenues east of 12th Street.

Block Size

The long-term connectivity plan establishes the general alignment of arterial streets, major local streets, and some local streets. Development proposals will define the detailed local street system. Street layouts and block sizes shall be of a pedestrian scale averaging 400 feet in length. Block lengths greater than 360 feet shall be divided by an alley. In addition to the average block length, the perimeter of a block shall be no greater 2,000 feet for blocks within land use areas designated Center / Corridor (as shown in **Figure 3**), or for non-industrial use areas within 3,000 feet of the Village Center.

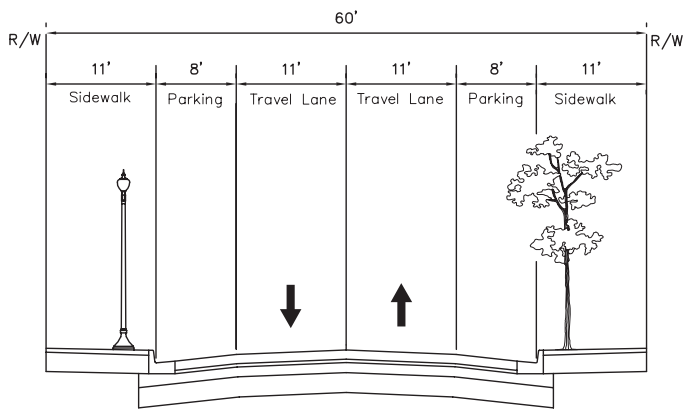
B. Roadway and Intersection Design Policies

The design of streets in the Sawmill Wells Park Sector Plan encourages walking, bicycling, and transit while accommodating the automobile and heavy traffic generated by industrial uses. The nature of the assumed land uses, building types, and building orientations encourage activity at the street level. Street designs, therefore, support these activities by providing appropriate space for mobility, outdoor seating, and gathering places, as well as buffering the pedestrian from traffic. **Figure 7A** and **Figure 7B** contain the cross sections for roadways in the Focus Area.

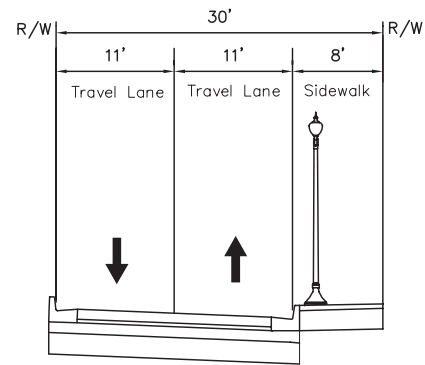
18th Street

Cross-Section Design

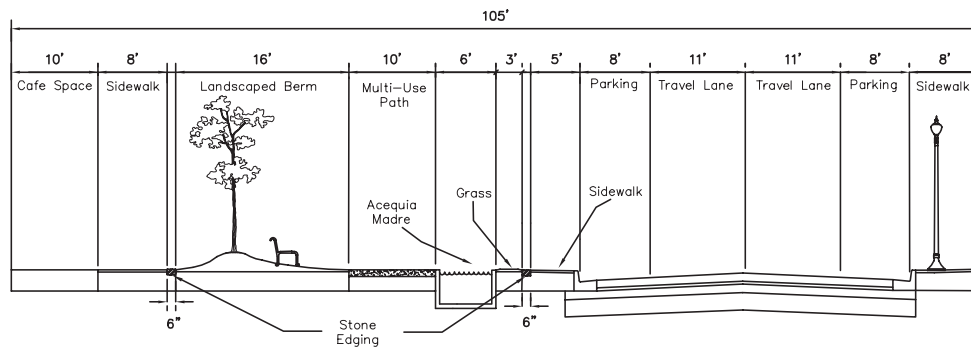
18th Street from Bellamah Avenue to Mountain Road is a major local street and a primary connection between the Village Center and the cultural and civic uses. Its design promotes walking and supports the street level activities of the store front and entertainment uses envisioned for the corridor. 18th Street combines an “avenue” street design with historic recreational and public space in the form of a re-establishment of the Acequia Madre (see Sections C(A) and C(B)). **Figure 7A** and **Figure 7B** show street cross-sections for key street segments or types of streets, and **Figure 8A** and **Figure 8B** illustrate the section of 18th Street. The 18th Street streetscape is an 105-foot right-of-way comprised of café space and sidewalk on the west side of the street adjacent to ground floor uses, a portion of the streetscape containing landscaping, public areas, a multi-use path, and potentially, subject to review by the Acequia Madre Committee, a channel with flowing water of the Acequia Madre. Adjacent to the Acequia Madre, 18th Street is an undivided avenue providing sidewalks, on-street parking on both sides and two travel lanes.



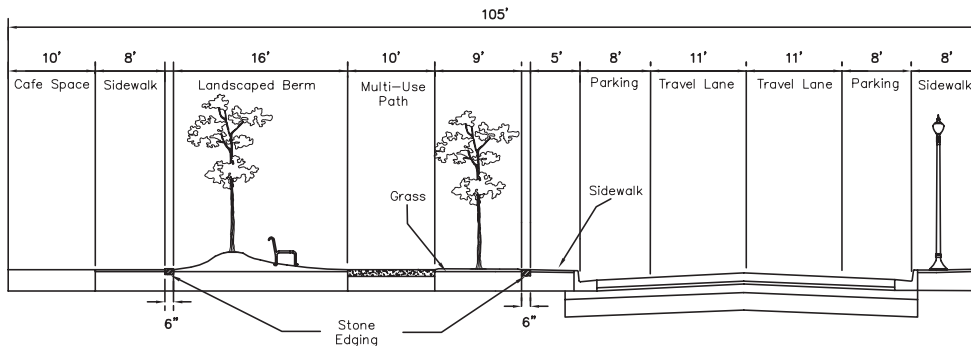
(A) CROSSSECTION MAØR LOCAL STREET



(B) CROSSSECTION OF NEW LOCAL STREET CONNECTING BELLAMAH AVENUE WITHIN 30 FOOT BNSF EASEMENT



(C) CROSSSECTION FOR 18TH STREET (BELLAMAH AVENUE TO MOUNTAIN ROAD)
See Fig 8A



(C) CROSSSECTION FOR 18TH STREET (BELLAMAH AVENUE TO MOUNTAIN ROAD)
See Fig 8B

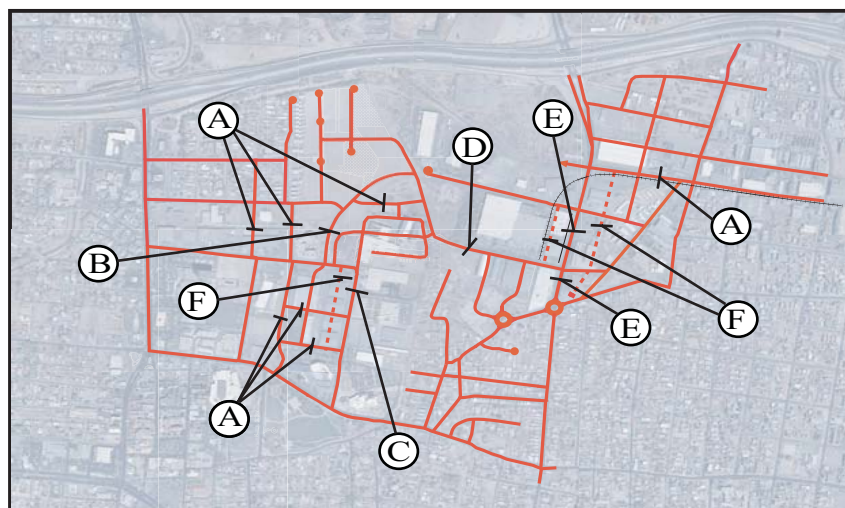
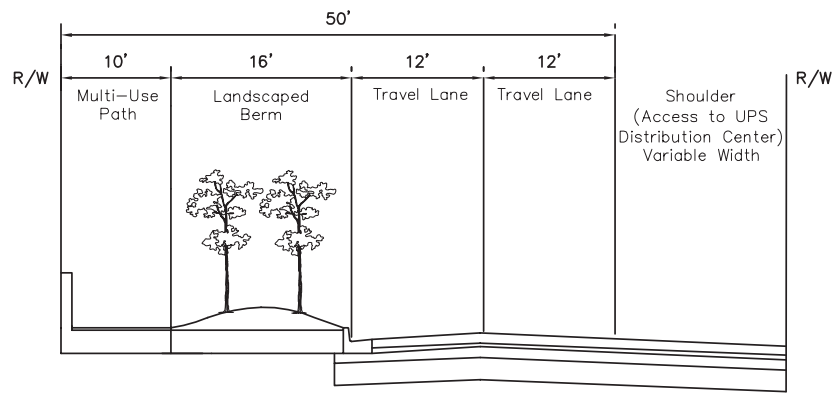
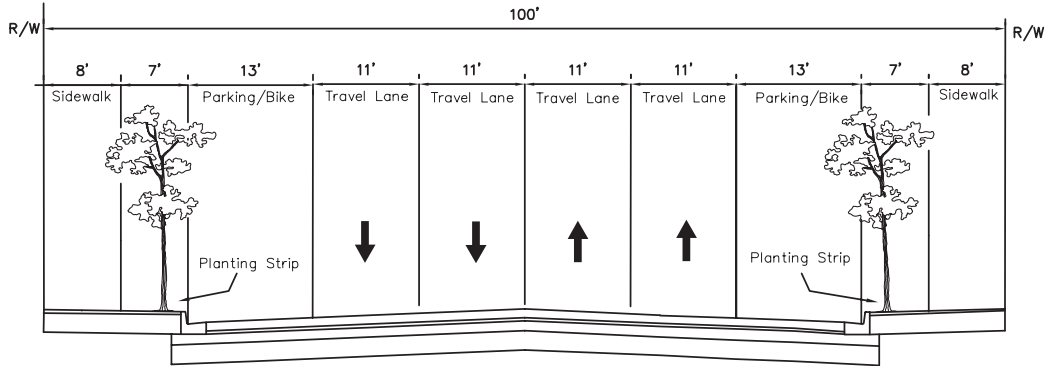


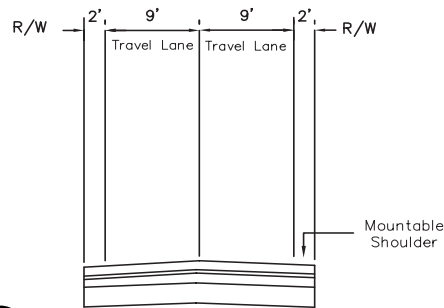
Figure 7A
Sawmill Wells Park Sector Plan
Street Sections



(D) CROSSSECTION OF BELLAMAH AVENUE
WEST OF 12TH STREET



(E) CROSSSECTION FOR 12TH STREET
BETWEEN BELLAMAH AVENUE AND ASPEN AVENUE
See Figure 7B for details



(F) CROSSSECTION FOR ALLEY

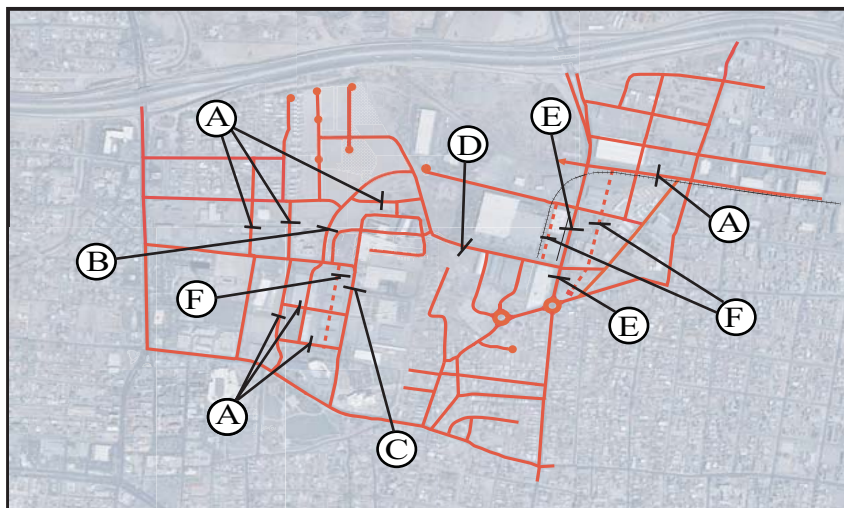
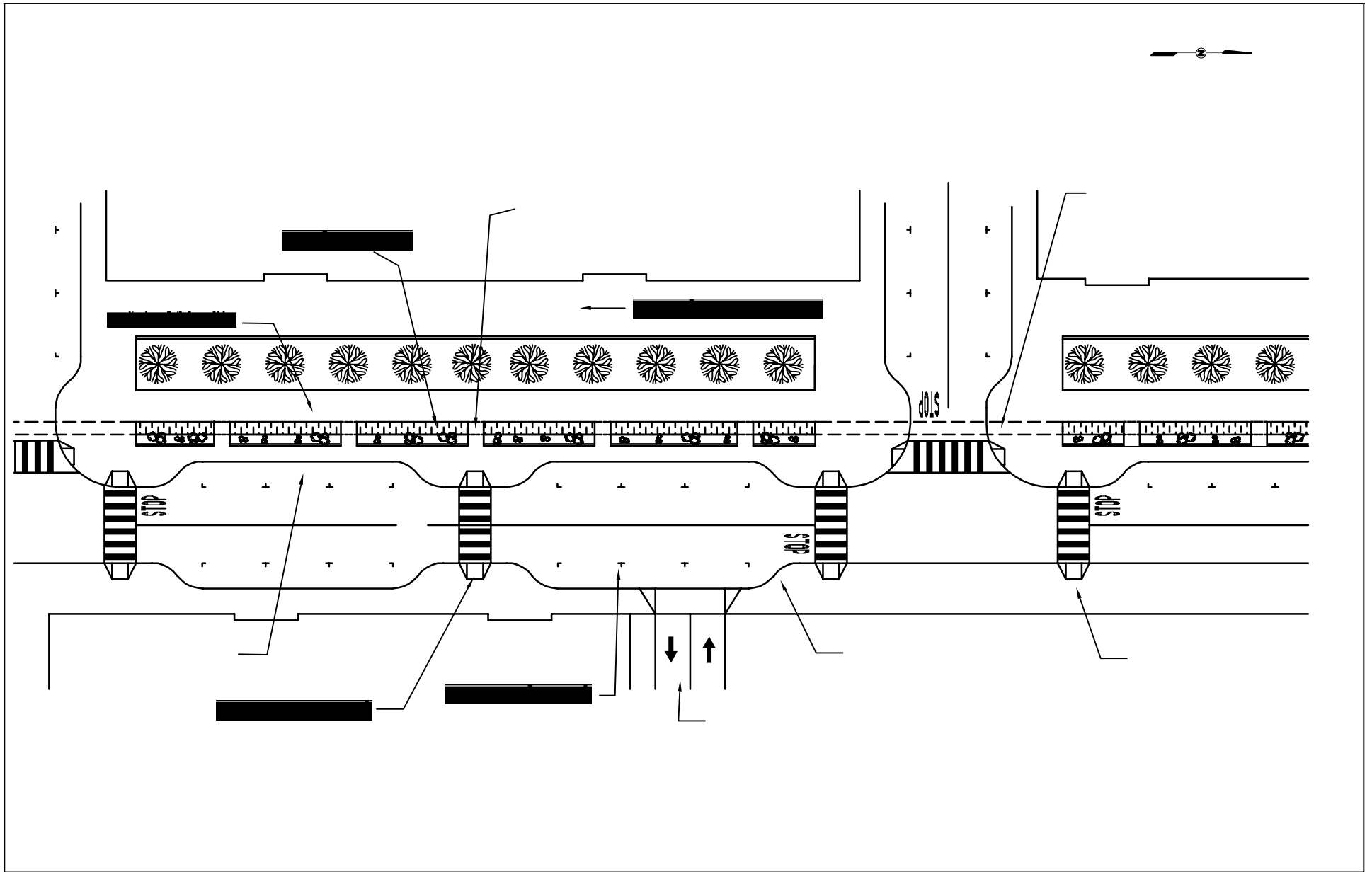
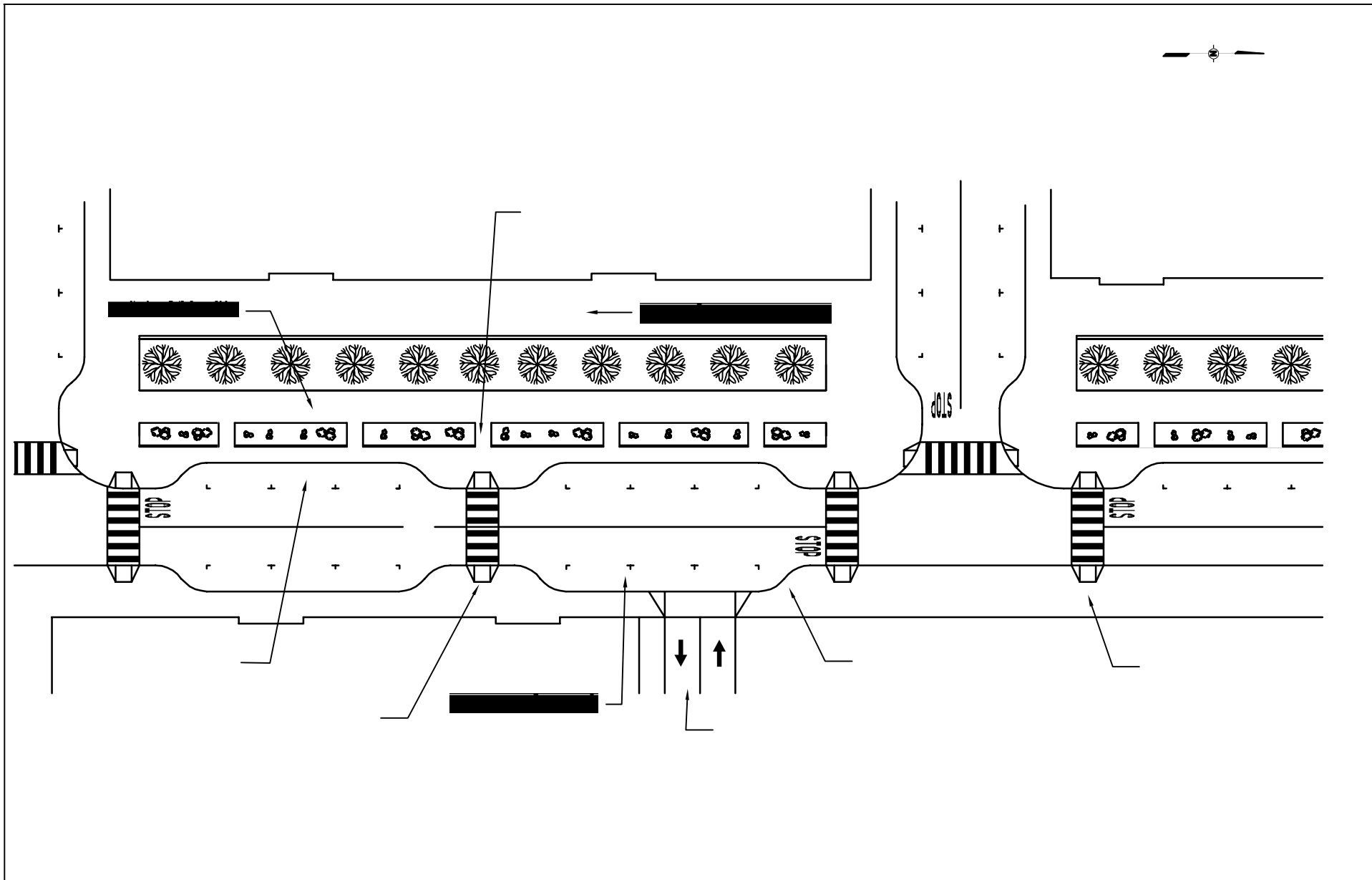


Figure 7B
Sawmill Wells Park Sector Plan
Street Sections





Traffic Control

Traffic volumes are anticipated to remain relatively low on 18th Street and would operate adequately with all-way stop control intersections between Bellamah Avenue and the new local street serving the west side of 18th Street when the Blue Links property redevelops. The intersection of 18th Street and Mountain Road is presently controlled by a traffic signal. This signal expedites pedestrian travel between the Village Center and the cultural and civic facilities on the south side of Mountain Road.

Access Management

To support the pedestrian-orientation of 18th Street, property access via curb cuts is restricted. This reduces the points of conflicts between pedestrians and vehicles, provides for a smoother flow of traffic on 18th Street, and maximizes the opportunity for on-street parking.

Driveway access is prohibited on the west side of 18th Street because of the Acequia Madre trail and because building parking on the west side of the street is accessed by an alley parallel to 18th Street. On the east side of 18th Street, existing driveways can remain but new driveway access is prohibited. Access to parking in the rear of buildings on the east side will be through easements from existing driveways. While existing curb cuts on the east side of the street are grandfathered, the maximum allowed width of any reconstructed curb cut is 22 feet.

Intersection Design and Pedestrian Crossings

Intersections on 18th Street are designed to promote pedestrian activity. Intersections are to be configured to slow traffic traveling through the intersection and to ensure pedestrians and traffic are highly visible to each other. **Figure 8A** and **Figure 8B** illustrate a prototypical intersection and include the following features:

- Bulbouts on all corners adjacent to on-street parking. While heavy vehicle traffic is discouraged on 18th Street, all streets need to accommodate periodic large delivery, refuse, and emergency vehicles. The design of these intersections allows for occasional encroachment of larger turning radius vehicles into opposing travel lanes to complete turns.
- Small curb return radii of 10 to 15 feet to effectively slow turning traffic and reduce pedestrian crossing distances.
- Crosswalks on all approaches using high visibility markings such as ladder striping or contrasting colored and/or textured pavement.

A midblock crossing shall be installed on 18th Street between Bellamah Avenue and the new local street shown in the long term connectivity plan, to encourage pedestrian connectivity between the two sides of the street.

12th Street

12th Street is an important gateway into the Sawmill area and Downtown from I-40, the old Albuquerque Indian School redevelopment area, and the North Valley of Albuquerque. The design of 12th Street respects this gateway by transitioning from a four lane minor arterial near I-40 carrying over 12,000 vehicles per day into a two lane residential arterial carrying about 8,500 vehicles per day. The transition occurs between Bellamah Avenue and Sawmill Road culminating in a roundabout at the intersection of 12th Street and Sawmill Road as identified in the plans proposed for Cielo at Sawmill.

12th Street is a designated multimodal corridor. It is a transit corridor served by ABQ Ride local routes (in the northbound direction only) and is identified in the City's bicycle planning documents as a primary bicycle route.

Cross-Section and Intersection Design

The design for 12th Street establishes a 100 foot right-of-way forming a four lane undivided avenue. The avenue way is comprised of four travel lanes (11 feet in width), on-street parking lanes, and bicycle lanes. The edges of 12th Street are 14 to 15 feet wide providing an 8-foot sidewalk and café space and a 6 or 7 foot wide continuous planting strip.

Figure 7B illustrate the cross-section of 12th Street while **Figure 9** provides a design for 12th Street from Sawmill Road to Bellamah Avenue, the segment of 12th Street which transitions between two and four lanes.

Since Aspen Avenue will remain an access street for industrial properties, the north side of the intersection of 12th Street / Aspen Avenue should expedite large vehicle turns (i.e., a large radius curb return at the northwest corner of the intersection). The southwest and southeast corners of the intersection should follow the design guidelines shown in **Figure 9** for the segment of 12th Street south of Bellamah Avenue NW.

Traffic Control

Based on traffic volumes, the existence of industrial land uses generating truck traffic, and the assumed intensity of development in the corridor, new traffic control on 12th Street includes:

- Roundabout at the intersection of 12th Street/Sawmill Road
- Traffic signal at 12th Street/Bellamah Avenue

- Traffic signal at 12th Street/Aspen Avenue

Traffic signals at Bellamah and Aspen Avenues will expedite pedestrian crossing of 12th Street and provide safer movements for heavy vehicles accessing the industrial uses served by these streets. The intersection of 12th Street at Mountain Road is presently controlled by a traffic signal.

Access Management

Property access via curb cuts on 12th Street is restricted. Upon redevelopment, properties on the east side of 12th Street will be access via an alley between the extension of Bellamah Avenue NW and the extension of Aspen Avenue. This alley extends south of Bellamah Avenue NW but does not connect to Bellamah Avenue east of 12th Street (see Figure 6 showing the long-range connectivity plan). The alley extends north of Aspen Avenue ultimately connecting to the new street within the BNSF railroad right-of-way.

Redeveloped properties on the west side of 12th Street between Bellamah Avenue NW and Aspen Avenue are also served by an alley between these two streets. No new property access is permitted on the west side of 12th Street between the 12th Street / Sawmill Road roundabout and Bellamah Avenue NW consistent with the proposed Cielo at Sawmill site plans.

North of Aspen Avenue, access to properties adjacent to 12th Street should only be provided via street connections as shown in the long-term connectivity plan. Where 12th Street becomes a divided roadway (raised median), existing median breaks may remain providing full access to proposed new streets, but no new median breaks are permitted.

Existing curb cuts on 12th Street are grandfathered until the property redevelops. If a curb cut is reconstructed, the maximum allowed width of the curb cut is 22 feet.

Bellamah Avenue (Cross Section D)

Bellamah Avenue NW west of 12th Street is a major local street serving as a transition between the Central Core and industrial properties, but is also an important pedestrian and bicycle connection to the Village Center. The design of Bellamah Avenue needs to serve heavy vehicle traffic accessing industrial properties, vehicular traffic access the Central Core and Village Center uses, and to buffer pedestrians from this traffic to encourage walking and biking.

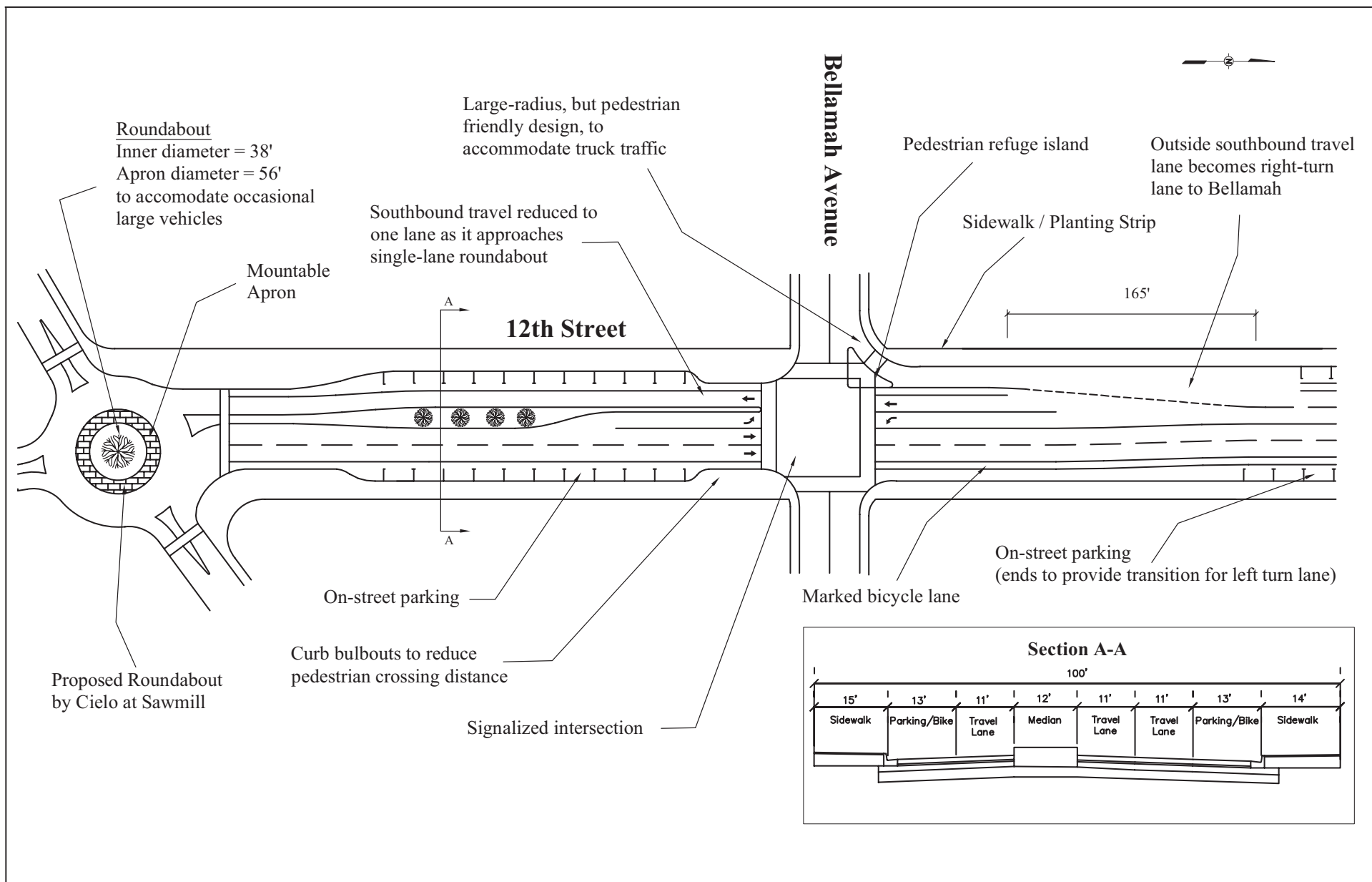


Figure 9
Sawmill Wells Park Sector Plan
12th Street Corridor (Bellamah to Sawmill)

Figure 7B shows the cross-section of Bellamah Avenue. Travel lanes are 12 feet wide to accommodate heavy vehicle traffic and turning movements. A variable width shoulder on the north side of the street encompasses industrial activities including turning vehicles, truck parking, or truck maneuvering. The south side of the street provides a multi-use path and a wide landscaped berm with significant planting (i.e. double row of trees, and/or dense shrubs) used for physical and perceptual separation of pedestrians from traffic.

Local Streets

Figure 7A and **Figure 7B** illustrate the cross-sections of major local streets, the local street proposed within the BNSF railroad right-of-way, and alleys.

Major Local Streets (Cross Section A)

Major local streets provide connections between areas within the Focus Area and offer immediate access to adjoining mixed-use buildings. Major local streets have a 60-foot right-of-way comprised of two 11-foot wide travel lanes, 8-foot wide parking lanes on both sides of the street, and 11-foot wide roadsides that can be designed for urban frontages (i.e., wide sidewalks with street trees in treewells), or less dense residential frontages (i.e., 6-foot sidewalks with a 5-foot planting strip).

Major local streets are intended to provide land access, so the number of curb cuts is not restricted. The width of a two-way driveway curb cut is limited to a maximum of 22 feet.

BNSF Local Street (Cross Section B)

With abandonment of the BNSF railroad spur currently accessing the Blue Links property, the easement can be converted to a local street. The BNSF easement width varies but is about 30 feet. This width would provide a two-way street with 11-foot wide travel lanes, no parking, and an 8-foot wide sidewalk on one side of the street.

Alleys (Cross Section F)

Alleys provide access to the rear of mixed-use buildings for parking, loading, and utility servicing. Alleys also provide emergency vehicle access adjacent to multi-story buildings and must meet minimum width criteria. The minimum width of an alley is 22 feet. This width is comprised of two 9-foot travel lanes and two 2-foot wide shoulders on either side. Shoulders must be mountable by emergency vehicles and can be constructed of load bearing pavers or crushable landscaping. A clear travel way of 20 feet must be maintained.

D. Off-Street Parking

Orientation of Parking and Access

Private off-street parking facilities should be provided either underneath buildings or in surface parking lots at the side or rear of buildings. At-grade parking structures are encouraged and should be configured so that the parking is located inside of the building mass, wrapping the building around the parking structure (see section on Structured Parking below).

Access to parking facilities is prohibited from arterial streets and provided from local side streets or alleys.

Surface Parking Module Design

Surface parking should be provided in smaller, dispersed modules rather than one large parking field. This reduces the visual impact of large parking lots and encourages walking. Connecting surface parking modules of individual properties is encouraged, to allow uses to share parking. If the site size allows, parking modules should be separated by a minimum of 50 feet and contain no more than 50 parking standard-sized spaces. The space between parking modules should provide buildings, open space areas, or pedestrian paths. Parking module landscaping should include at least two canopy trees for each module.

Parking areas to the side of buildings should be limited to 100 feet in depth and 32 feet in width, and have a minimum 10-foot wide landscaped buffer facing the side street.

The surface parking design provisions here are mandatory for public or public-private surface parking.

Structured Parking Design

- * *Public or Public-Private Financed Parking Structures.* Such parking structures must be oriented to the interior of the block rather than the street. Parking structures along the frontage of streets need to include Liner Buildings along the ground floor at a minimum, and may include residential units. Alternatively, parking structures may be located behind buildings with the principle uses described above so that the ground level parking is not visible from the street. Parking garage entrances must be accessed from side streets or alleys and not exceed 30 feet in width along the building façade.
- * *Private Parking Structures.* Private parking structures are encouraged to follow the same development standards.

Shared Parking Facilities

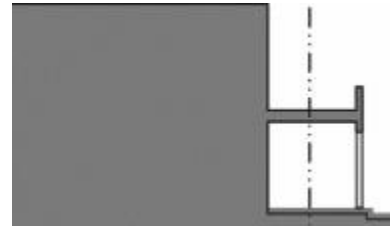
The mixed-use, walkable nature of the Central Core and Eastern Gateway areas encourages people to park once and link trips to multiple uses by foot. In addition to possible private parking facilities, the plan identifies two shared parking facilities. These facilities may be municipal parking garages, private shared parking garages, or a public/private partnership. One facility is located in the 18th Street redevelopment area (Blue Links property) bordering the cultural/civic district, as shown in **Figure 6**. This facility would provide additional parking for the mixed-uses within the 18th Street corridor as well as parking for the nearby museums and parks, replacing surface parking lost to redevelopment.

The second shared parking facility is located within the 12th Street Center within the Eastern Gateway area as shown in Figure 6. This facility would serve the 12th Street Center, 12th Street Corridor, and also serves as a transit hub serving existing and potential future bus routes (see discussion on recommended transit hub and routes).

E. Facades Adjacent to the Public Right of Way

Seventy-five percent (75%) of all building facades adjacent to sidewalks in the public right-of-way shall include portals, cantilevered shed roofs, and awnings that shade the sidewalk thereby enhancing the pedestrian environment. This is an especially important element within the Village Center and the 12th Street Center and along the 18th Street and the 12th Street Corridors.

- * *Portal.* A portal is a covered porch supported by evenly spaced columns that is attached to the building façade or facades. Portals must conform to the elevation of the adjoining sidewalk and may encroach upon the sidewalk space to within 2' of the curb. Portals on commercial uses must have 8' clear in all directions.



- * *Awning or Cantilevered Shed Roof.* An awning or shed roof encroaches over the sidewalk. The minimum extent is 6' from the building façade. The maximum extent is to the curb or tree planting strip.



F. Sidewalk Improvements and Lighting Demonstration Project

- * *Sidewalks.* It is necessary to have adequately sized, well-located, continuous sidewalks in order to have a truly walkable environment. The Sawmill Wells Park neighborhoods, because they were developed before sidewalks requirements existed, have a number of missing sections, deteriorated surfaces, substandard widths, and poor locations in relation to fast moving traffic. A comprehensive description of sidewalk needs was performed and the deficiencies identified shall be corrected in a timely manner generally through public investment. **Figure 10** identifies the locations of the needed sidewalk improvements in the Sawmill and Wells Park neighborhoods.
- * *Lighting Demonstration Project.* The Sawmill Well Parks neighborhoods have endorsed a solar energy demonstration project to provide lighting at the cul de sacs on 20th, 21st, and 22nd Streets. This project is endorsed for funding and implementation in the Sawmill Wells Parks Sector Development Plan.

G. Transit, Bicycle and Recreational Routes

Figure 11 shows the transit, bicycle, and recreational routes serving the Focus Area. ABQ Ride provides local and commuter bus service on 12th Street and Rio Grande Boulevard. These are important routes providing connections to other regional transit routes and the downtown Alvarado Transit Center.

The existing transit routes do not fully serve the Sawmill Wells Park Sector Plan Focus Area. Much of the area is outside the typical ¼-mile walking distance to the transit routes. This plan recommends implementation of a local circulator system that connects key areas of the Focus Area to proposed municipal parking and the 12th Street transit hub. **Figure 11** illustrates a potential local circulator route.

Bicycle facilities are comprised of on-street bike lanes or wide curb lanes, or off-street trails and paths. Within the Central Core and Eastern Gateway areas there are several existing or proposed facilities:

- Rio Grande Boulevard provides on-street bicycle lanes.
- Mountain Road is currently a designated bicycle route but planned to provide on-street facilities.
- 20th, Bellamah, and 18th Street are designated bicycle routes.
- 12th Street is planned for on-street bike lanes.

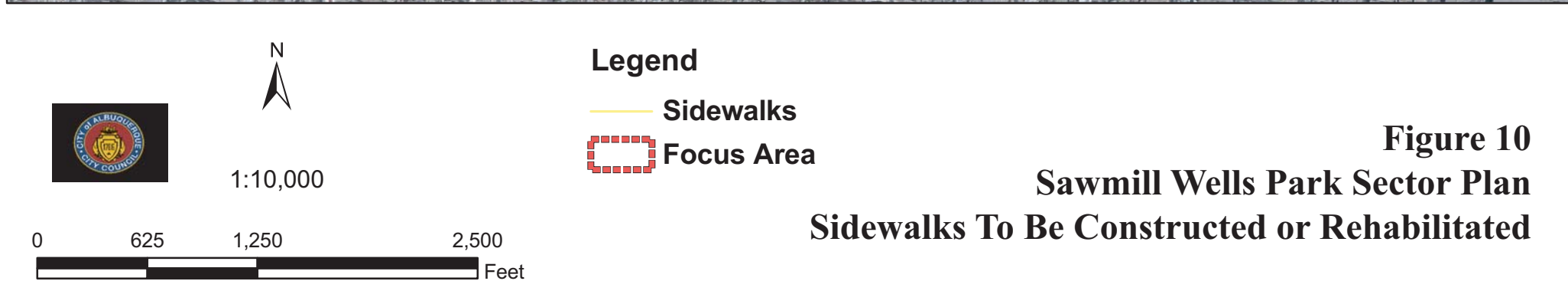
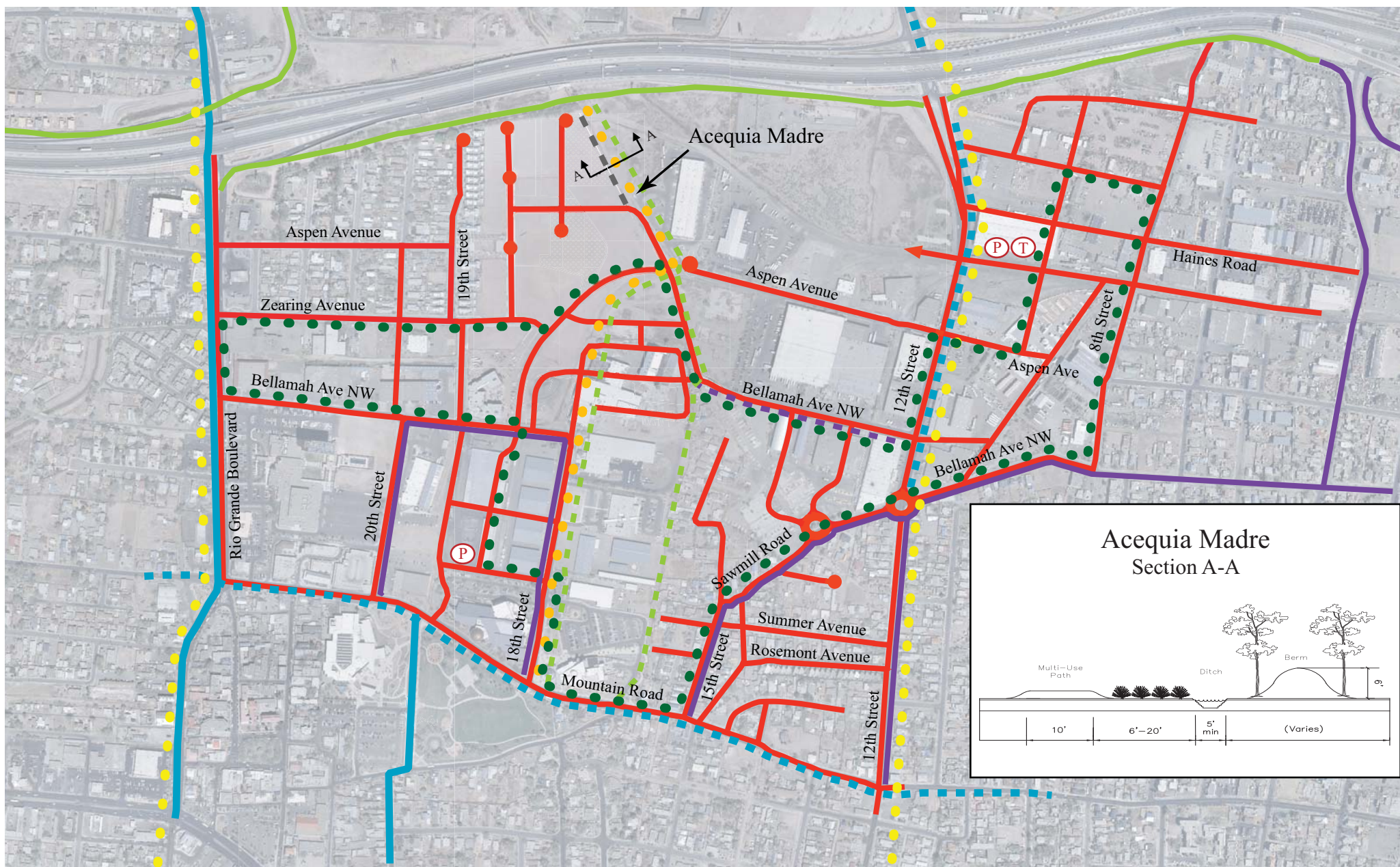


Figure 10
Sawmill Wells Park Sector Plan
Sidewalks To Be Constructed or Rehabilitated



- Existing On-street Bike Lanes or Wide Curb Lanes
- - - Proposed On-Street Bike Lanes or Wide Curb Lanes
- Existing Signed Bike Route
- - - Proposed Signed Bike Route
- Existing Off-street Path/Trail
- - - Proposed Off-street Path/Trail
- ● ● ABQ Ride Transit Routes
- (P) Potential Public Parking
- (T) Transit Hub
- ● ● Local Circulator Route
- ● ● Acequia Madre

Figure 11
Sawmill Wells Park Sector Plan
Trail, Bicycle & Transit Routes

The design of 18th Street provides for a multi-use path as part of the reconstruction of the streetscape. Bellamah Avenue NW includes a multi-use path connecting the Village Center to 12th Street. Finally, the design of 12th Street provides marked bike lanes from Sawmill Road to north of I-40.

Off-Street Recreational Facilities - Rebuilding the Acequia Madre

The traditional agricultural irrigation system, known as the acequia system, literally is the under-pinning of the Spanish settlement of the Rio Grande Valley. The acequias took water upstream from the Rio Grande. In a carefully designed gravity based network, they distributed water to the many villages and agricultural fields, and then captured the excess water and returned it to the river. The Acequia Madres were the core of this system.

One course of the Acequia Madre flowed through the Sawmill area and made the settlement of Old Town possible.

An old channel of the Acequia Madre now runs under Interstate 40 into the northern portion of the Focus Area. The original channel has been severed and the water flows now west and connects to the Alameda ditch, west of Rio Grande Blvd.

This plan calls for re-establishing the water flow beginning along the original Acequia Madre route. The design of the restored Acequia Madre will be reviewed by an advisory committee to the City Council established by the City Councilor representing the Council District in which this project is located. The committee shall include appropriate stakeholders from the area and of the acequia system. The review process is described below.

This flow symbolizes the history of the special place that is New Mexico and reflects the critical confluence of the many cultures that formed it. The new branch of the Acequia Madre could be used for walking and bicycling, for reflecting on nature, on change and permanence, and as a place where “La Resolana” can take place. La Resolana is a long and casual conversation, mostly (though not exclusively) among elders, on a bench or other comfortable place. La Resolana is an activity that knits together community and communicates important values. This plan suggests rebuilding part of the old branch of the Acequia Madre and developing the new branch to provide multiple walking and bicycling routes through the Central Core and Village Center.

The existing and possible new alignments of the Acequia Madre are shown in **Figure 11**. The suggested new alignment is designed in four parts: (a) from I-40 to Aspen Avenue along the Mill Pond Road right of way and then along the east side of the detention pond to Sawmill Village; (b) through the Sawmill Village plaza, to the beginning of the 18th Street Corridor at Bellamah; (c) down west side of 18th Street and across Mountain Road; and finally (d) terminating in a pool

within Tiguex Park. A walking / biking trail would be located continuously along its length.

(Note: where the acequia runs under a roadway, the channel can be engineered with relatively low cost, impervious materials; however, the course shall be covered with a grate through which the water course is readily visible.)

Acequia Madre Committee. The design of the proposed Acequia Madre shall be reviewed by a committee, the establishment of which is described above. The committee shall consider the proposed design of the new Acequia Madre as described below and make recommendations to the City Council. Some issues, among others, that the committee shall consider include: integrating the design with a potential new road along the Mill Pond easement; the two design alternatives for the portion from the 18th Street Corridor to Mountain Road (see 3 below), whether there should be water in the acequia from the garden area south or whether the water flow should be represented symbolically, whether there should be nearly year-round flow in the acequia or whether the flow should occur during the normal MRGCD irrigation cycle, the educational features of the new reach of the acequia, the proposed pool in Tiguex Park, and the final discharge of water from a rebuilt Acequia Madre. The committee shall have six months from the enactment date of the Sawmill Wells Park Sector Plan Amendment to complete its work and make a recommendation to the City Council. Either at the expiration of this time period or after the committee's recommendations are received, the City Councilor from the Sawmill Wells Park area shall prepare legislation containing the final design of the Acequia Madre for consideration by the City Council.

1. *I-40 to the edge of Sawmill Village.*

This reach the acequia has a rural/semi-urban design. The front edge of the ditch is elevated with a walking / biking trail on the top of this rise built of soil stabilizer or crusher fine. No motor vehicles are allowed. The elevation dips to a generous landscaped level and then the water course is situated below this grade, at a level determined by the water's gravity flow. On the other side of the water course, the ditch rises to a narrow landscaped edge and then rises again to a hillock significantly higher than the trail. The slopes of the acequia are planted with chamisa, native grasses, and other native vegetation. The water course is edged with willow, grasses, and other riparian plants. The narrow landscaped edge is planted with cottonwoods and these trees are doubled on the far side of the hillock. This profile is turned so that the industrial area and any other discordance land use, including the detention pond, are screened by the higher side. See **Figure 11** Section A-A for greater detail.

The acequia will include a lateral to serve the garden and, potentially, other beneficial uses within the Arbolera de Vida project.

An historic feature commemorating the Lumber Mill Pond is recommended. This would be located approximately east of the north end of the detention basin and south of Aspen within the Cheshire property.

2. *Through the Sawmill Village to the beginning of the 18th Street Corridor at Bellamah Avenue*

This reach of the new Acequia Madre is located through the more intensely developed Sawmill Village. The site plan for Sawmill Village already has been approved by the Environmental Planning Commission. As such, this portion of the acequia is likely to be more narrowly sculptural. The actual design shall be performed by the property developers with the approval of the Planning Department Director. The policies governing the design include the following: the sides and lip of the acequia shall be lined with natural stone, the water course shall be open and at least three feet in width, and the walking / biking path shall run along its edge.

3. *Down the 18th Street Corridor and across Mountain Road*

Two alternative designs are provided for this portion of the new Acequia Madre. Alternative A includes a ditch feature and Alternative B does not.

Alternative A. In this portion, the acequia is located along the west side of 18th Street. The street right-of-way is limited here and the width of the streetscape constrained. Since there are more redevelopment opportunities on the west side of the street, the acequia runs here. The streetscape on the west side includes a café space adjacent to building facades, then a paved sidewalk clear zone. The beginning of the acequia feature is marked with a native stone edge, then a short rise of grass leading to a flat landscaped area containing benches and a row of apple trees. This is followed by a walking path (bicyclists dismount) and a native stone lined channel with flowing water. The ditch profile is completed by a strip of grass and a native stone edge adjacent to the street.

Alternative B. This alternative is the same as in Alternative A except that the 6' ditch feature is replaced with a landscaped area.

See **Figure 12A** Section C-C (A) and **Figure 12B** Section C-C (B), **Figure 7A** and **Figure 7B** and **Figure 8A** and **Figure 8B** for additional detail.

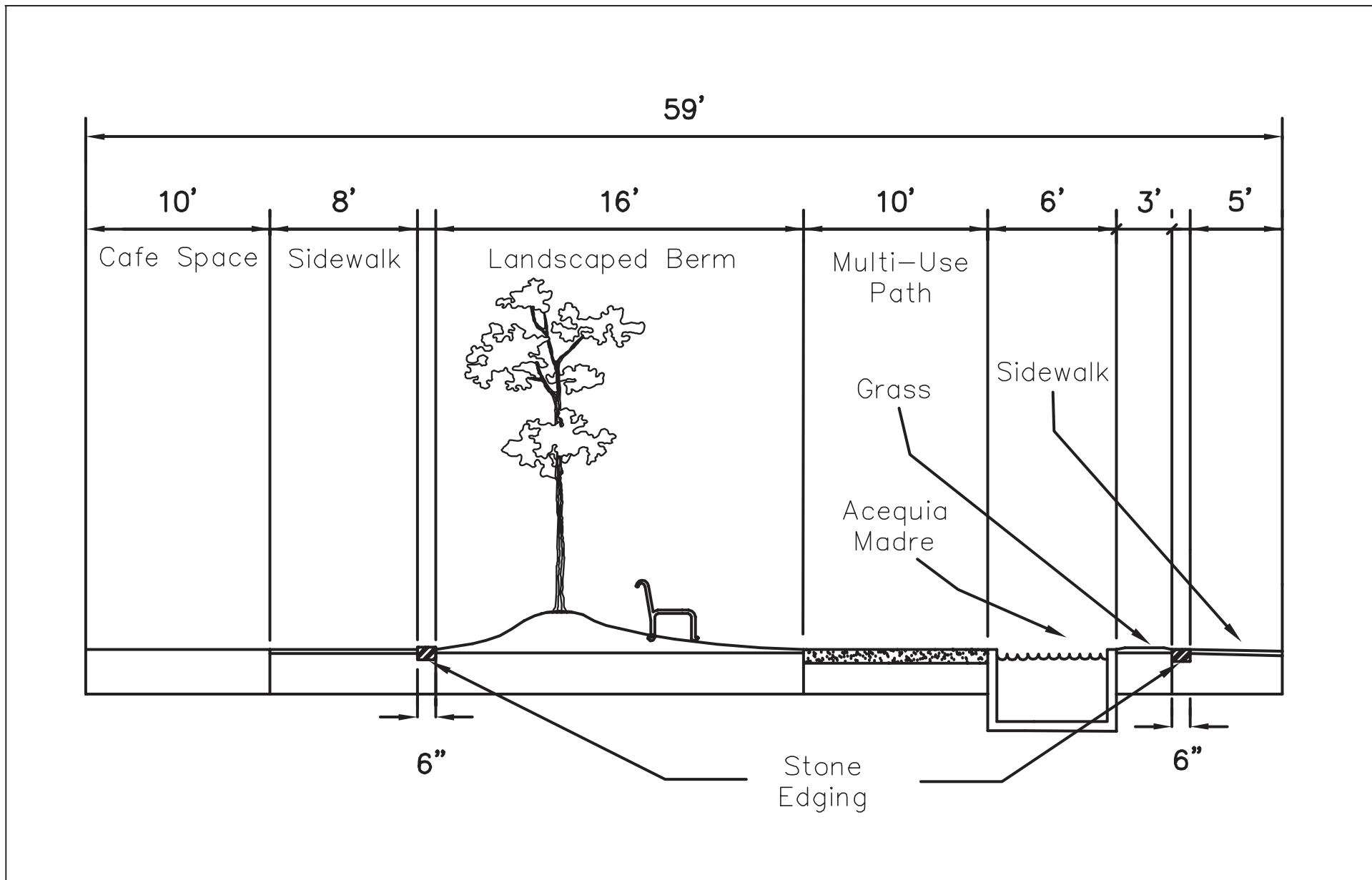


Figure 12A
Sawmill Wells Park Sector Plan
Acequia Madre Section C-C (A)

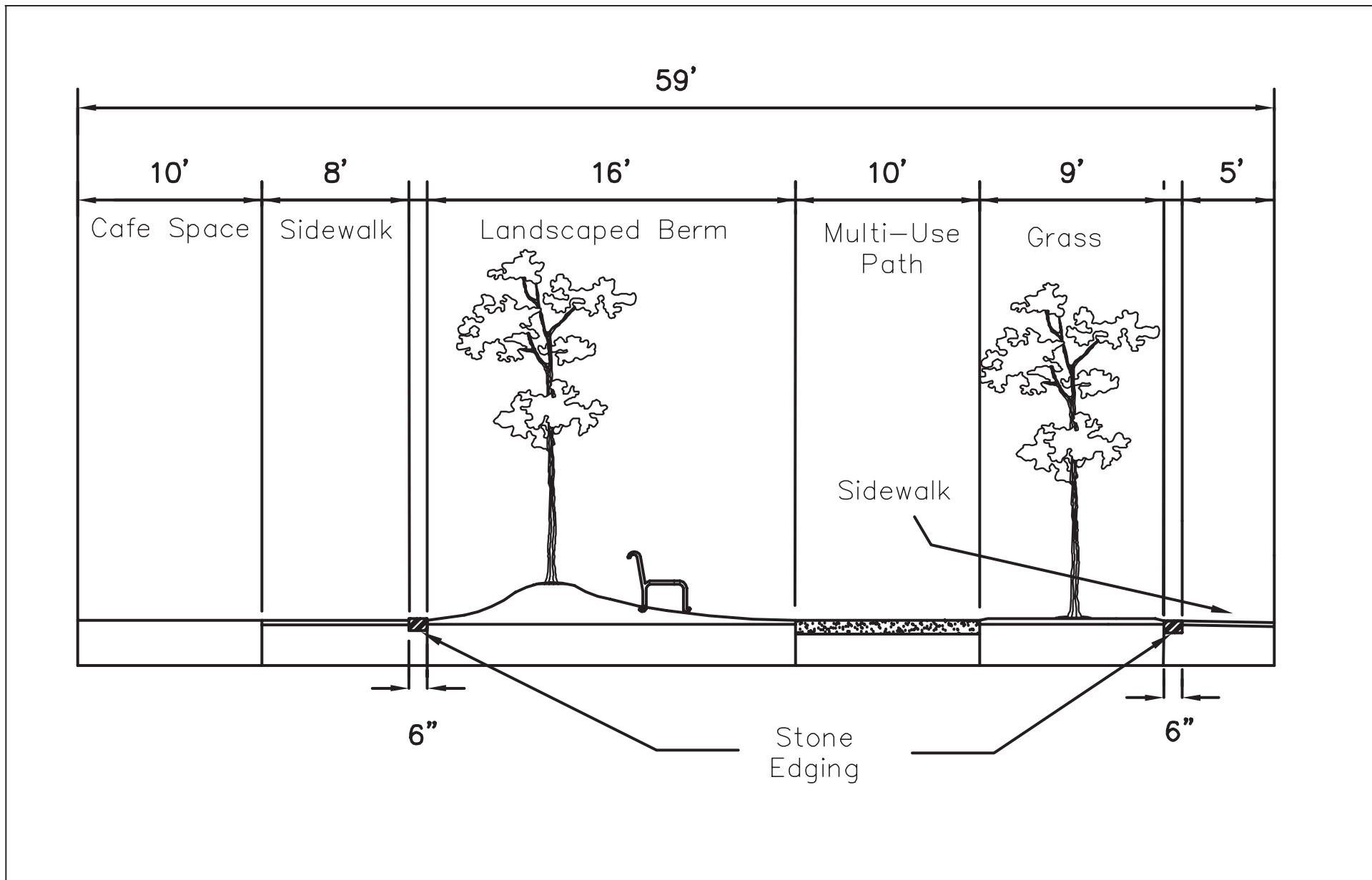


Figure 12B
Sawmill Wells Park Sector Plan
Acequia Madre Section C-C (B)

4. *Terminating within Tiguex Park*

The rebuilt Acequia Madre terminates in a round pool in Tiguex Park. Water from the ditch cascades into the pool from one edge. The only feature in the pool is water bubbling up to the surface from the pool's depth. (No spray jets). The pond is edged with polished native stone on which is inscribed: "*Acequia Madre - Water is Life*"; "*Founding of New Mexico: Confluence of Hispanic, Native-American, Jewish, Arab, and African-American Cultures.*" Tiguex Park is the historic location of a Native American pueblo. Water from the pond can be returned to the acequia system or injected into the aquifer (pending the development of State standards).

The new reach of the Acequia Madre also shall conform to the following standards and conditions:

- There must be a positive outfall in the acequia to avoid stagnant water;
- Since this is a new project, the construction and maintenance of the system must be funded and will not be the responsibility of the Middle Rio Grande Conservancy District (MRGCD);
- Water from the Conservancy District will only be available part of the year. It may be possible to supplement MRGCD water with well water, which requires a well drilling permit from the State of New Mexico.
- Water quality in the reflecting pool must be tested by the City of Albuquerque. The water is not potable.
- Water loss should be kept to a minimum.

F. Funding

Many elements of the Sawmill streetscape, acequia, transportation, transit, and trails plan necessitate the identification of funding sources. The potential funding sources include, but are not restricted to, the City's Capital Improvement Program, Metropolitan Redevelopment Fund, MRCOG Transportation Improvement Program, State of New Mexico grants, federal Community Development Block Grant, and the HOME program.

This plan endorses the establishment of a Tax Increment for Development District (TIDD) for the Sawmill area. TIDDs allow an approved, incremental portion of State, City, and County property tax and gross receipts tax derived from redevelopment of the Sawmill Wells Park area to be used for identified area projects. City Council Services shall take responsibility for staffing the creation of the TIDD.

Sawmill TIDD revenues shall be used for the following projects, and other as appropriate:

1. Constructing and landscaping the Acequia Madre as described here,

2. 18th Street Corridor streetscape,
3. 12th Street Corridor streetscape,
4. Affordable housing,
5. Economic development targeted exclusively at small, local businesses,
6. Right-of-way acquisition, if necessary,
7. Local transit circulator system,
8. Maintenance of the Acequia Madre if appropriate and the two Corridor streetscapes,
9. Parking structure or structures (following the design standards included above), especially including the structure recommended for the Blue Links property.