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and Associates, Inc.

[SAWMILL/WELLS PARK SECTOR PLAN UPDATE]

February 15, 2008

EXHIBIT A

Sawmill Wells Park Sector Plan Update Master Circulation Plan (Adopted _____)

This update to the Sawmill Wells Park Sector Development Plan supersedes any 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 land use and transportation policies, recommendations, and regulations. It specifically addresses the following:

- 1) Proposed changes in land use regulations that control and direct development;
- 2) Near-term and long-range roadway connectivity plans;
- 3) Roadway and intersection design policies and regulations; and
- 4) 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 recommendations regarding zoning changes. Such changes would occur in a separate, future amendment process to the Sawmill Wells Park Sector Development Plan.

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 lands and redevelopment of existing structures. New and planned development primarily is residential and mixed-use.



Figure 1
Sawmill Wells Park Sector Plan
Focus Area

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) These 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.

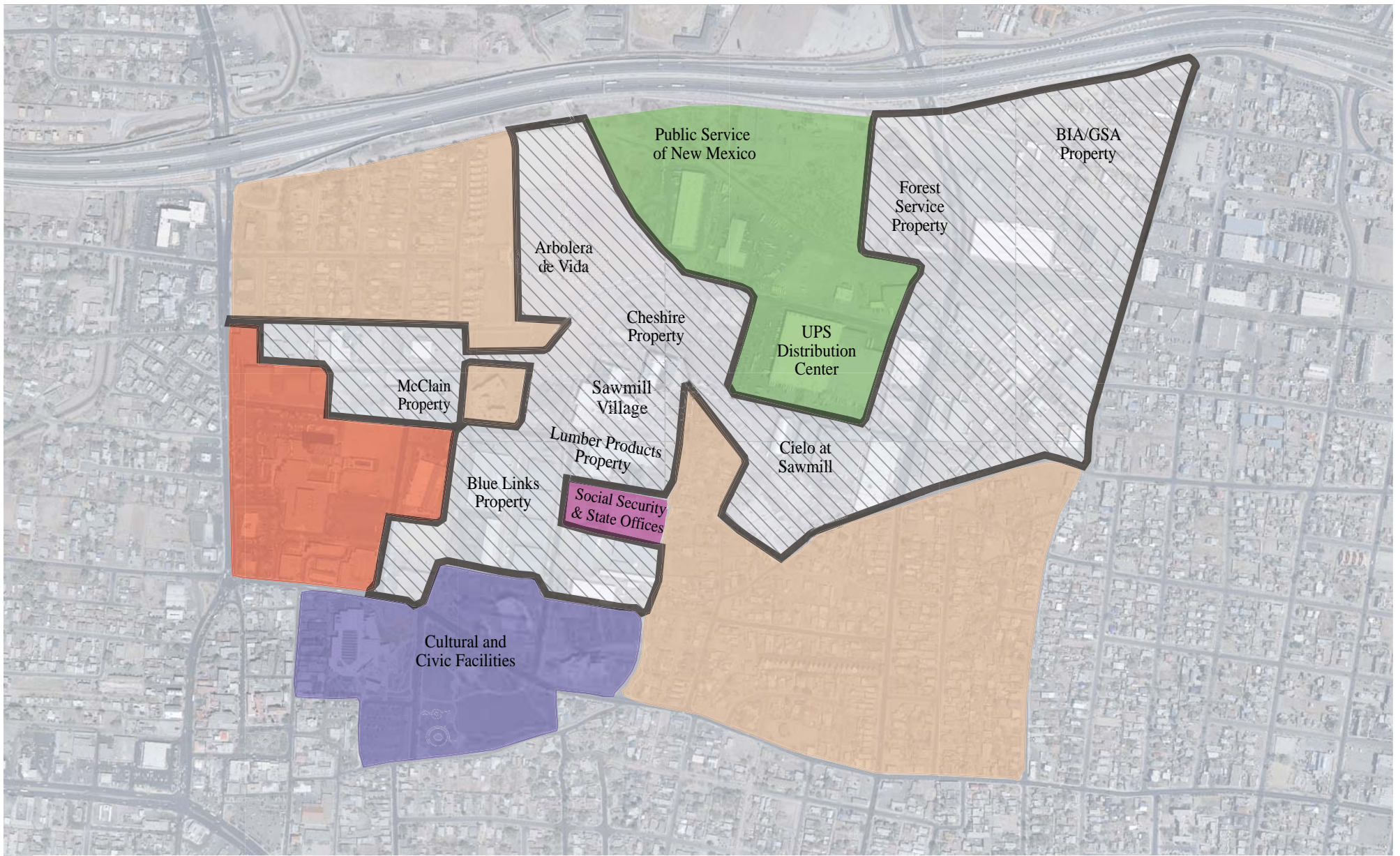
Areas of stability within the Sawmill Well Park Sector Development Plan Area and surrounds include:

- 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 area 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 which 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 new 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.
- The McClain property is undergoing planning for live-work development.
- Sawmill Village is an approved mixed-use development comprised of live-work units, commercial, and restaurant uses in an “artisan village” environment. This development involves expansion of a detention pond on its northwest edge.



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

- The developer of Sawmill Village has the Cheshire industrial site just to the north under contract to purchase.
- The Cielo at Sawmill project, in the southeast portion, is proposed for mixed-density residential development.

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. This Corridor is intended to physically connect and celebrate the historic Old Town and Sawmill with the best of the redevelopment that is now taking place of the lumber products area. Additionally, this corridor would contain a realignment of the Acequia Madre as a historic, recreational and urban design amenity.
- 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, is envisioned as 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.

C. Albuquerque's Draft Form Based Code

The City of Albuquerque currently is considering the draft version of a Form Based Code (FBC). A FBC establishes design policies and regulations for development as "a mix of uses rather than large tracts of single land use types, where fewer miles need to be traveled every day for its residents to go about

their lives, where there is an active pedestrian life, and where development is characterized by human rather than automotive scale". The FBC emphasizes development "form" in terms of blocks, sites, buildings, and streetscapes (the public area which is constructed and landscaped between building facades).

The FBC provides guidance on a variety of building forms and establishes requirements for: the way buildings are oriented on property, parking, the relationship of buildings to their neighboring structures, construction materials, the character of lighting and signage, and so on. The FBC requires that buildings respect their context. Their relationship to streets that are pedestrian-oriented is different than their relationship to streets which are vehicle-oriented. Block character is established by the types of building frontages prescribed for each zone. Pedestrian access from one building to another and from place to place is facilitated. The appropriate intensity of use (density, height, and lot coverage) for a building is related to its development character and proximity to, and the requirements of, transit. Multi-modal transportation accessibility (e.g. bikes, cars, pedestrians, buses) is encouraged.

In addition to regulating the design of sites, buildings, and roadways, the FBC specifies zones and describes the allowable building types and land uses within these zones. The proposed zones contained in the draft FBC and recommended for the Sawmill focus area include:

- Planned Village Development – Established Area (PVD-E); within the following subcategories:
 - Village Center, and
 - Village Urban.
- Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM); including the following subcategories:
 - 1/8th Mile of BRT/Light Rail Line;
 - 1/8th to 1/4 Mile of BRT/Light Rail Line;
 - Frontage of Transit Corridor.

[Note: the application of these recommended zone categories is related to the intensity of uses rather than the geographic significance of the title. The zone titles may be changed in a future sector plan amendment.]

This section utilizes the City's July 2007 draft FBC zones to identify areas of proposed zone change in the Sawmill Wells Park Sector Plan focus area (see: www.cabq.gov/council) . The table below indicates the building forms and uses proposed to be allowed within each of these zones.

Proposed Permitted Building Types

LBCS Structure Code^a	Structure Type	TOD-CORCOM	PVD - Village Center	PVD - Village Urban
1000	Residential building			
1110	Detached single-family building			●
1121	Duplex structure			●
1122	Sideyard			●
1130	Accessory unit / carriage house	●	●	●
1140	Townhouse / rowhouse	●	●	●
1200	Multifamily structure or apartment			
1203	Multifamily structure - three units (triplex)		●	●
1204	Multifamily structure - four units (fourplex)		●	●
1200-1	Courtyard Apartments	●	●	●
1200-3	Terrace Apartments	●	●	
1320	Dormitory	●		
1330	Hotel, motel, or tourist court	●	●	
1340	Single room occupancy unit	●		
2000	Commercial and Mixed Use			
1200-2	Live-work units	●	●	●
1200-5	Podium Apartments	●	●	
2110, 2210	Drive-through facility	B	B	
2200	Liner Building	●	●	
2230	Standalone store or shop building	B		
2100, 2300, 2400	Flex Building	●	●	
2600	Industrial			
2610	Light industrial buildings ^b	B	B	
2700	Warehouse			
3000	Civic (Public assembly)			
3100- 3130	Theater	●	●	
3200	Indoor games facility	●	●	
3300	Sports stadium or arena			
3400	Exhibition, convention, or conference structure			
3500	Religious building	●	●	●
3700	Atriums and public enclosures	●	●	
3800	Other community structures	●	●	
3900	Passenger assembly	●	●	●
3910	Mixed mode terminal	●		
3930	Bus/train terminal	●		

LBCS Structure Code ^a	Structure Type	TOD-CORCOM	PVD - Village Center	PVD - Village Urban
- 3840				
4000	Institutional or community facilities			
4100				
-4430	Institutional buildings	●	●	
4440, 4450, 4700	Outdoor facility, no major structure		●	
5000	Transportation-related facilities (not accessory to a Principal Building)			
5210, 5220	Surface parking (parking lot)	B	B	
5230	Parking structure with no ground floor commercial – residential			
5230-1	Structured parking with ground floor commercial – residential	●	●	
5240	Underground parking structure	●	●	●
5250	Rooftop parking facility	●	●	
5300	Bus stop shelter	●	●	●

Note: "B" refers to B Streets as defined in the July 2007 FBC draft.

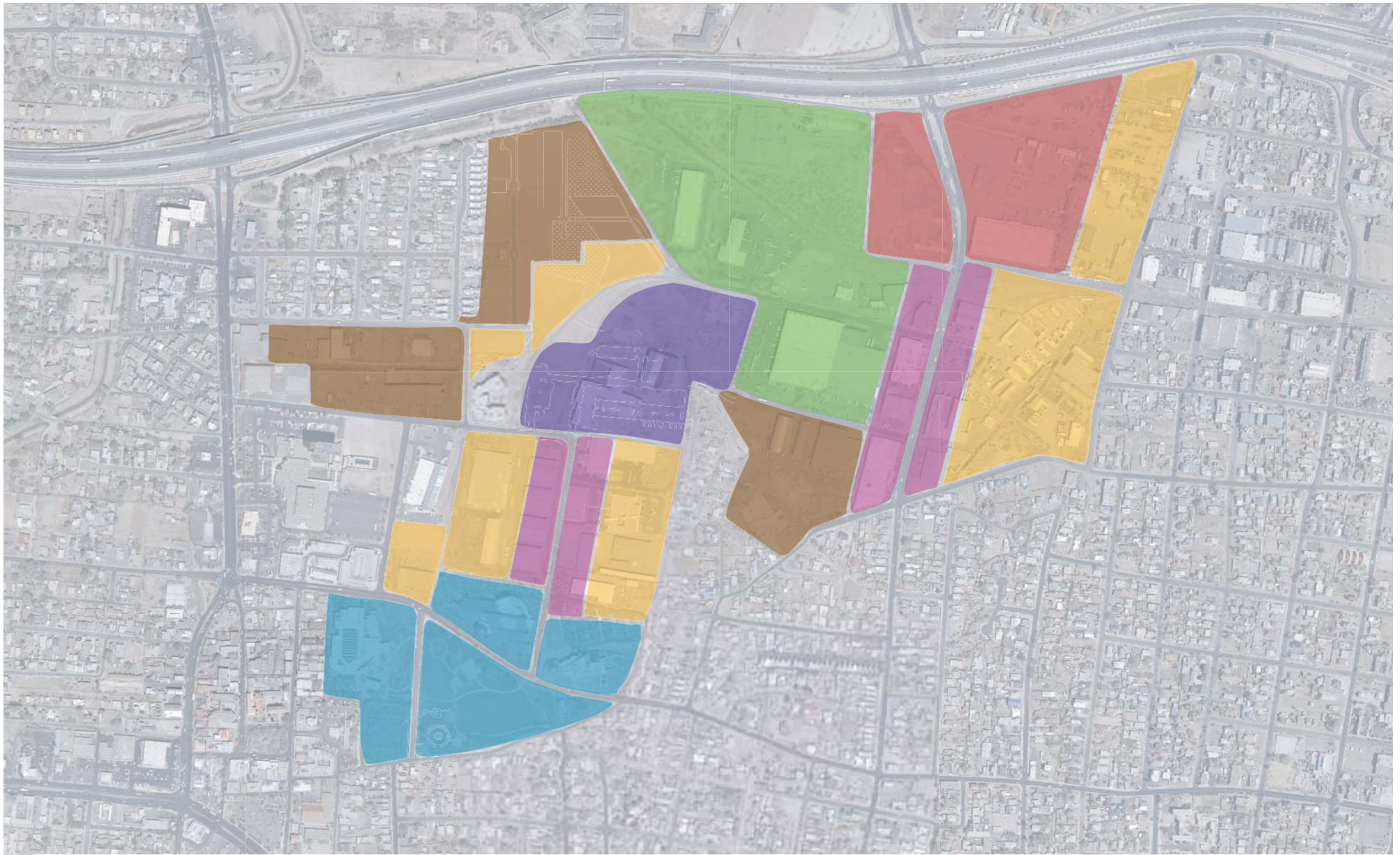
^a The LBCS Structure Code refers to the Land Based Classification System Structure Code adopted by the American Planning Association.

^b Light Industrial uses only allowed in TOD CORCOM – 1/8th to 1/4 Mile of BRT/Light Rail Line Zone east of 12th Street.

D. Recommended Land Use and Zoning Changes

This subsection contains recommended changes to zoning within the Sawmill focus area. Figure 3 indicates the proposed new zoning (together with the unchanged S-I zone, Sawmill Industrial, and SU-1 zone, Sawmill Special Use for museums, etc.) and the above table shows possible allowed land uses within each of these zones. The July 2007 draft of the Form Based Code (see City Council website) includes specific standards for height, density, building placement on lots, parking, materials, and other elements. The development intensity standards vary according to the three categories of the TOD-CORCOM zone (see subsection C above).

As noted in Section 14-20-3-7 of the draft FBC, these zone changes shall be made through future amendment of the Sawmill Wells Park Sector Development Plan. In this amendment process, the development standards contained in the draft FBC can be modified and adapted to specific conditions in the sector plan area.



- CORCOM - 1/8 to 1/4 Mile From BRT/Light Rail
(No Light Industrial West of 12th Street and South of Bellamah)
- CORCOM - Frontage on Transit Corridor
- CORCOM - 1/8 Mile From BRT/Light Rail
- Planned Village Development - Village Center
- Sawmill Industrial
- Planned Village Development - Urban Residential
- Cultural / Civic

Figure 3
Sawmill Wells Park Sector Plan
Proposed Areas of Land Use Change

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.

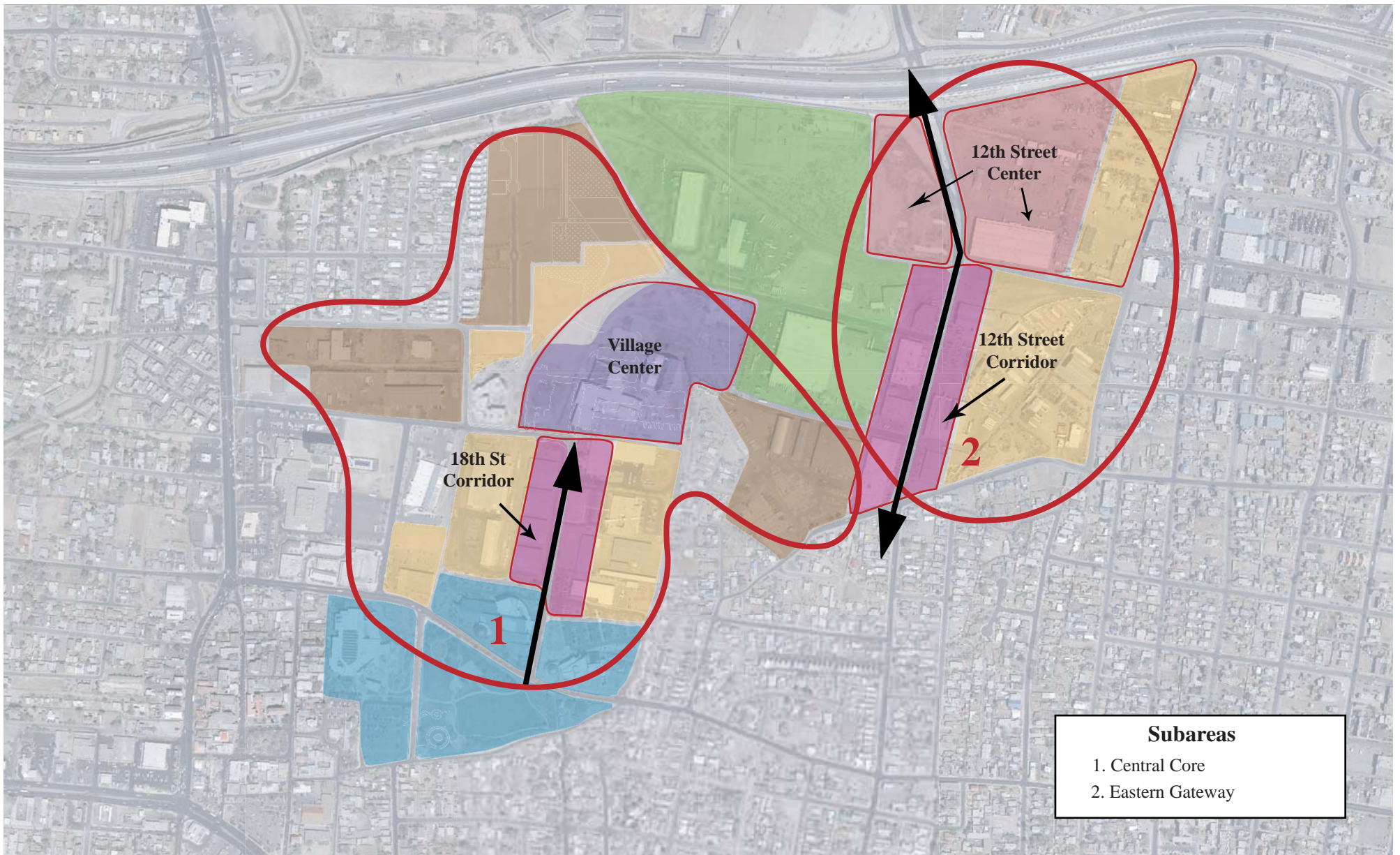
The industrial areas identified in land use Figure 3 appear fixed with incompatible uses for some time in the future. The focus area circulation system is designed to separate the Central Core from these uses and to insulate the Sawmill residential and mixed-use area from heavy traffic, noise, vibrations, 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 calls for 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 reflecting pond in Tiguex Park.

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 new Cielo at Sawmill residential development to the east through the proposed 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 would link the Sawmill area to the museums and to Tiguex Park on Mountain Road.



- CORCOM - 1/8 to 1/4 Mile From BRT/Light Rail
(No Light Industrial West of 12th Street and South of Bellamah)
- CORCOM - Frontage on Transit Corridor
- CORCOM - 1/8 Mile From BRT/Light Rail
- Planned Village Development - Village Center
- Sawmill Industrial
- Planned Village Development - Urban Residential
- Cultural / Civic

Figure 4
Sawmill Wells Park Sector Plan
Zoning Subareas

Recommended 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 proposed Village Center zoning allows for 2 story minimum and 3 story maximum structures at 20 to 40 dwelling units per acre and 0.3 to 2.0 FAR non-residential densities. A range of residential and non-residential building types are allowed, but excluding single family detached and duplex units.

Recommended zone change:

Planned Village Development – Established Area (PVD-E), Village Center.

B) 18th Street Corridor

The 18th Street Corridor, as shown in Figure 3, 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-scaled 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 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.

Recommended 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.

Recommended 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. Desired building forms include podium apartments, flex buildings, and live-work (see: Form Based Code on City Council web site).



The main entrances to these buildings would front on 18th Street, creating a “building wall” along the street. The frontages of the buildings are intended to encourage pedestrian activity and include arcades, portals, 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 automobile via an alley. The minimum building height is 2 stories with a maximum height of 4 stories. Densities are 12 to 60 dwelling units per acre and 1.0 to 3.0 non-residential FAR. Parking is on-street, behind or under the structures, or in a parking structure. No off-street surface parking is allowed along 18th Street.

Recommended zone change:

Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM), 1/8th Mile from BRT / Light Rail Line. No light industrial uses allowed.

C) Other Associated Uses in the Central Core.



It is recommended that 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.

Recommended land use types:

The areas at the edges of the Central Core would 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.

Recommended building forms:

Residential uses might range from single family detached to court yard apartments at between 8 and 20 dwelling units per acre. Building heights are between 2 and 3 stories; however, the site development plan for Cielo at Sawmill would be grandfathered. 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. In these areas, residential densities range from 8 to 32 dwelling units per acre. Non-residential densities would be between 0.6 and 2.0 FAR. Building heights would be 2 (minimum) to 3 stories (maximum). 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.)

Recommended zone changes:

- The residential parcels would be Planned Village Development – Established Area (PVD-E), Village Urban.
- The remaining parcels would be zoned Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM), 1/8th to ¼ Mile of BRT/Light Rail Line (excluding light industrial).

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 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.

Recommended 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. (See "Recommended zone changes" subsection below.)

Recommended 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 will 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 the buildings more distant from the interchange will 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 arcades, portals, shop fronts, stoops, or forecourts. Parking will be on-street, under or in the rear of the buildings, or within structures shared by multiple uses. (See Structured Parking building form in the draft FBC.) Off-street surface parking adjacent to 12th Street or to the internal streets is prohibited.

In the FBC zone adjacent to 12th Street, building height generally will be 2 to 4 stories; however, taller building may be allowed near I-40 to provide a visual presence from the Interstate. Densities range from 32 to 60 dwelling units per acre and from 1.0 to 3.0 FAR for non-residential uses. The parcels closer to the 8th Street would have the same uses and building forms (also including light industrial), but be lower in density. Residential densities there range from 8 to 32 dwelling units per acre. Non-residential densities would be between 0.6 and 2.0 FAR. Building heights would be 2 to 3 stories.

Recommended zone changes:

- For the area adjacent to 12th, the recommended zoning is Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM); Frontage of Transit Corridor (light industrial uses prohibited),
- For the area bordering 8th, the recommended zoning is Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM), 1/8th to 1/4 Mile of BRT/Light Rail Line.

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, Cielo at Sawmill, 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 of the working nature of the place.

Recommended 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.

Recommended 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 will 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 arcades, portals, 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 and density information for this zone.



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.

Recommended zone changes:

Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM), 1/8th mile of BRT / Light Rail Line.

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 zoning for this area is Transit Oriented Development – Corridor/Community Activity Center (TOD-CORCOM), 1/8th to 1/4 Mile of BRT/Light Rail Line, which allows light industry. As this zone has been described above regarding the 12th Street Center and the Central Core, the reader is referred to these subsections.

E. Other Properties – No Recommended Zone Change.

For the following properties no change is zoning is recommended, 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. The near-term connectivity plan reflects current and potential development proposals including Sawmill Land Trust's Arbolara de Vida, Sawmill Village, Cielo at Sawmill, 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) A connection between the Sawmill Land Trust property (Arbolara 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.
- 3) An extension of Bellamah Avenue between the Sawmill Village Center and Arbolara de Vida through the Cheshire property aligned approximately with the former Mill Pond Road. Aspen Avenue would be terminated to avoid mixing industrial traffic within the adjoining residential neighborhoods.

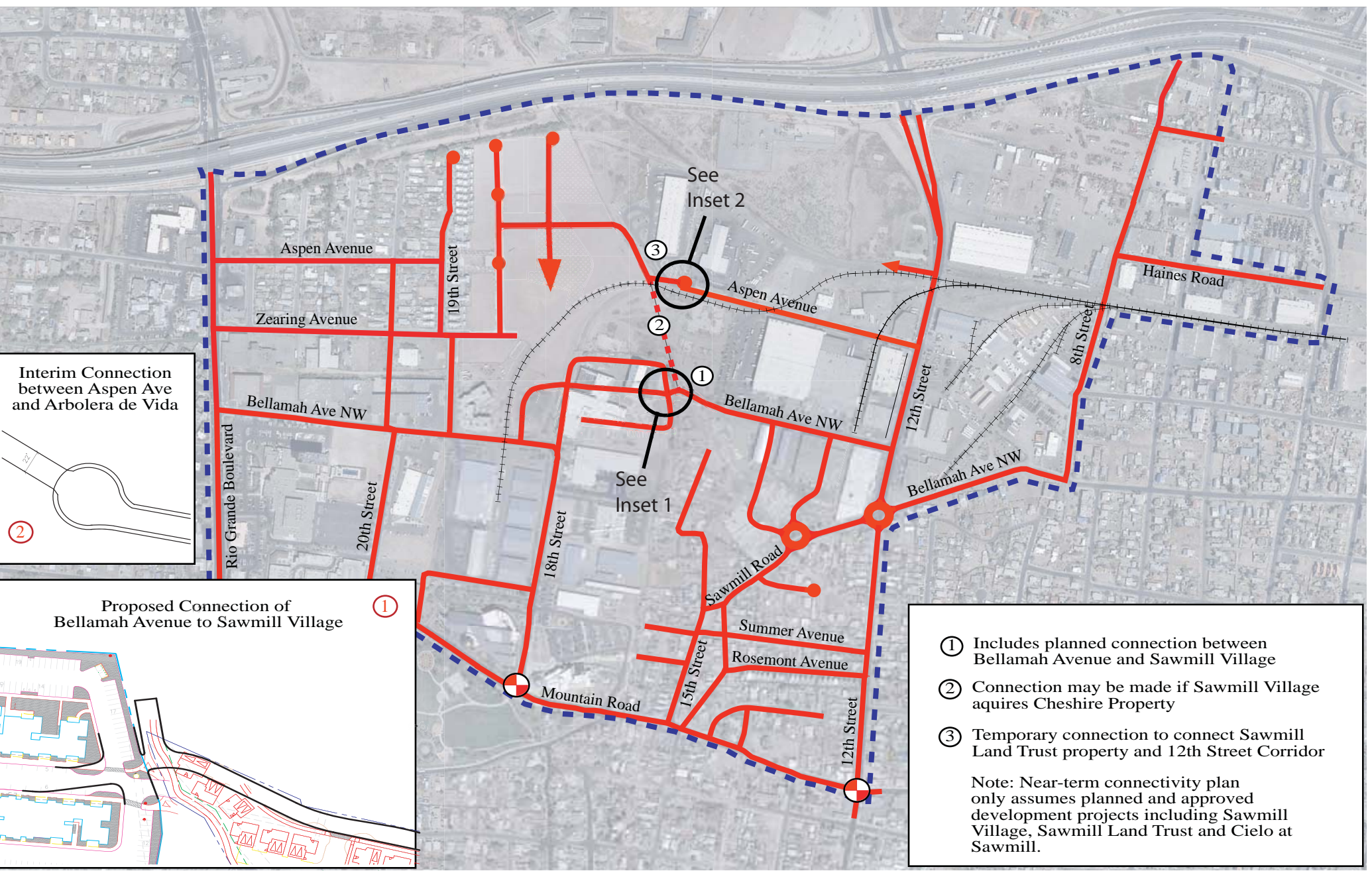


Figure 5
Sawmill Wells Park Sector Plan
Near Term Street Connectivity Plan

Traffic Control

In the near-term connectivity plan, existing intersection traffic control would remain with the exception of the roundabout at 12 Street/Sawmill Road constructed 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.

B. 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. The long-term connectivity plan, shown in Figure 6, 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 industrial use 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 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 of the BNSF spur actively serves stable uses, this new street is potentially a very 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 would result in pedestrian-scaled block sizes that are approximately 400 feet by 300 feet.
- 5) An extension of Zearing Avenue easterly connecting its westerly terminus 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.

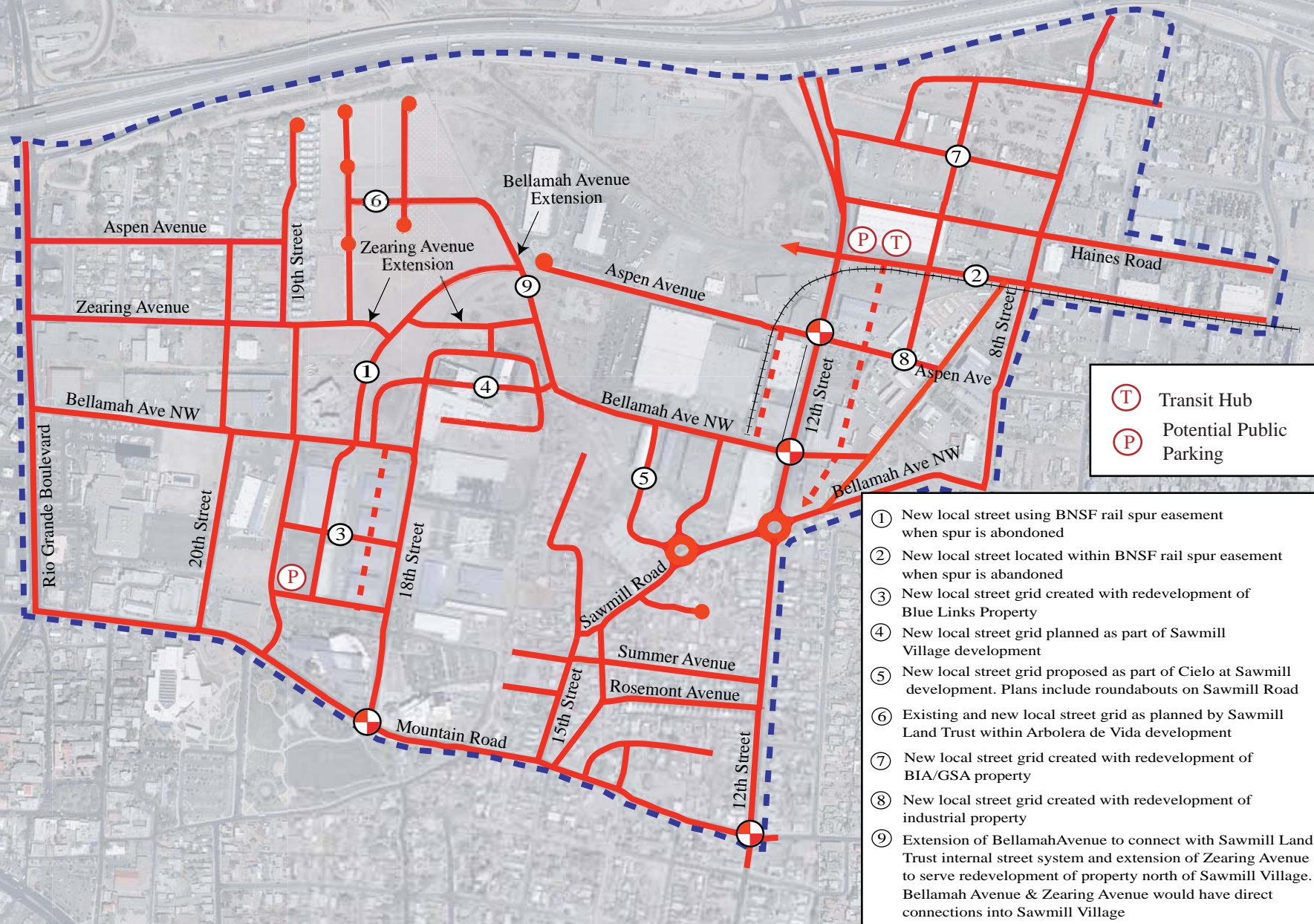


Figure 6
Sawmill Wells Park Sector Plan
Long Term Street Connectivity Plan

- 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 would result 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 areas of zone change designated CORCOM (as shown in Figure 3), or 3,000 feet in areas designated as Planned Village Development, Village Center.

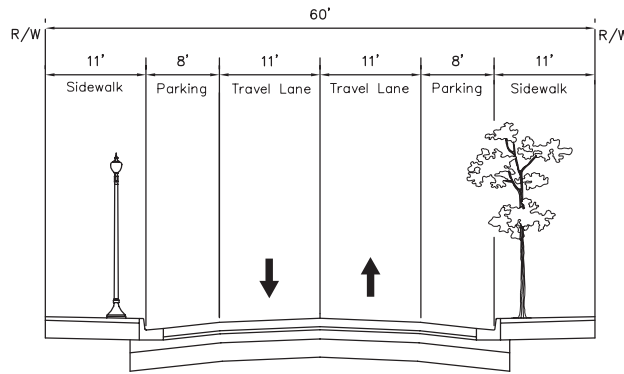
C. Roadway and Intersection Design Policies

The design of streets in the Sawmill Wells Sector Plan encourages walking, bicycling, and transit while accommodating the automobile and heavy traffic generated by industrial uses. The nature of the 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 7 contains the cross sections for roadways in the focus area.

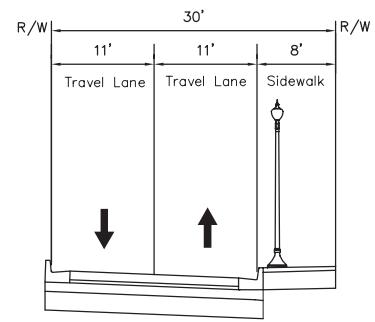
18th Street

Cross-Section Design

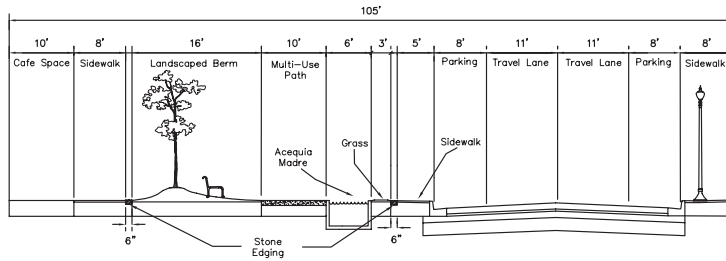
18th Street from Bellamah Avenue to Mountain Road is a major local street and a primary connection between the Village Center and the cultural and civic uses.



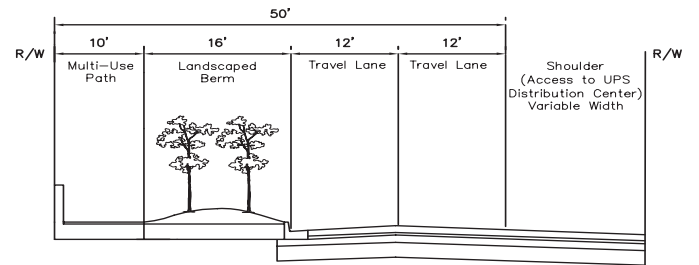
(A) CROSS SECTION-MAJOR LOCAL STREET



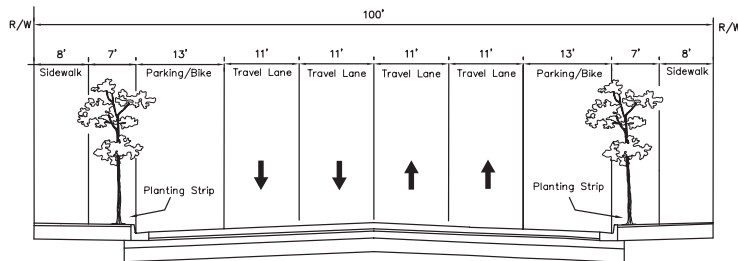
(B) CROSS SECTION OF NEW LOCAL STREET CONNECTING BELLAMAH AVENUE WITHIN 30 FOOT BNSF EASEMENT



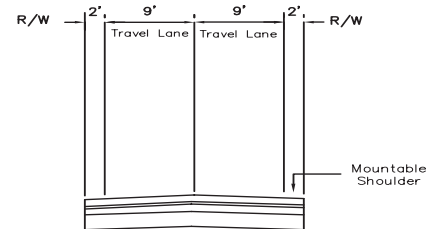
(C) CROSS SECTION FOR 18TH STREET
(BELLAMAH AVENUE TO MOUNTAIN ROAD)
(See Figure 8 for details)



(D) CROSS SECTION OF BELLAMAH AVENUE
(WEST OF 12TH STREET)



(E) CROSS SECTION FOR 12TH STREET
(BETWEEN BELLAMAH AVENUE AND ASPEN AVENUE)
(See Figure 9 for details of segment between Bellamah and Sawmill Road)



(F) CROSS SECTION FOR ALLEY

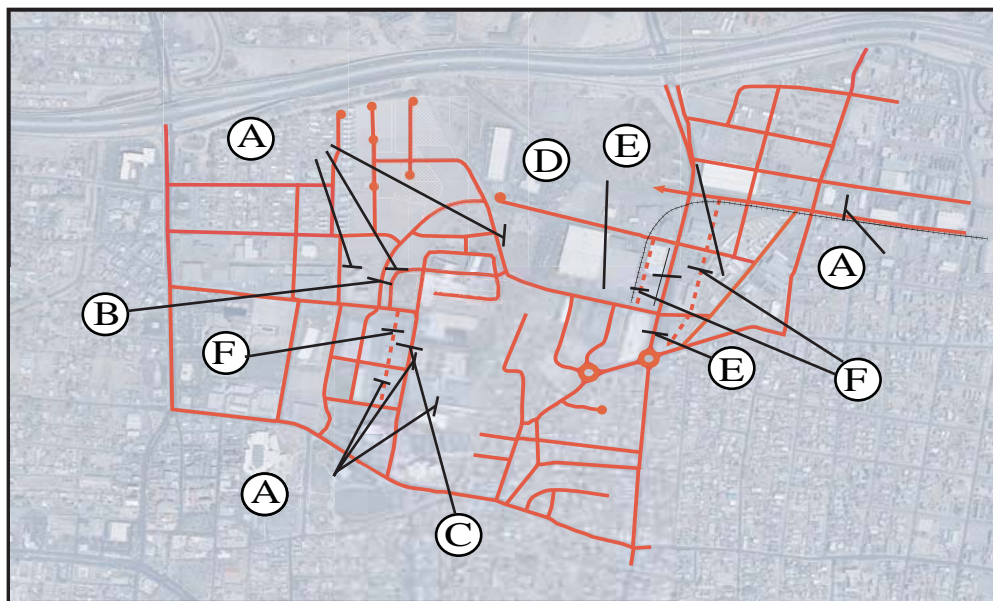


Figure 7
Sawmill Wells Park Sector Plan
Street Sections

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 Section C). Figure 7 shows street cross-sections for key street segments or types of streets, and Figure 8 illustrates 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 street containing landscaping, public areas, a multi-use path, and 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.

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. A signal at this intersection would expedite 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 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 designed to slow traffic traveling through the intersection, and to ensure pedestrians and traffic are highly visible to each other. Figure 8 illustrates a prototypical intersection and includes the following features:

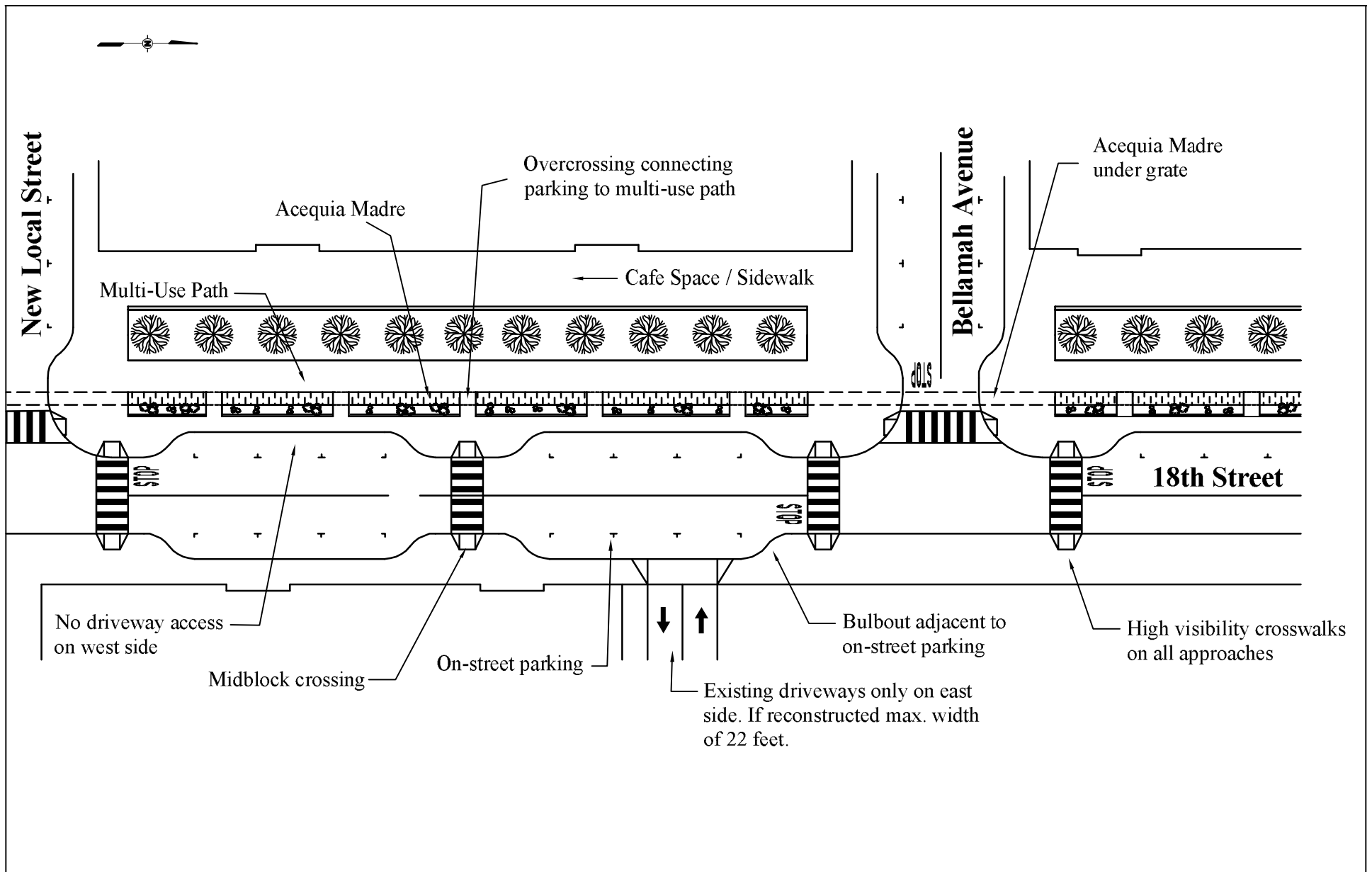


Figure 8
Sawmill Wells Park Sector Plan
18th Street Design Elements & Prototypical Intersection Design

- Bulbouts on all corners adjacent to on-street parking. While heavy vehicle traffic is discouraged on 18th Street, all streets need to accommodate the periodic large delivery, refuse, and emergency vehicles. The design of these intersections allow 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 should 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. It is also a gateway into stable residential neighborhoods south of Sawmill Road. 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 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 traveled way is comprised of four travel lanes (11 feet in width), on-street parking lanes, and bicycle lanes. The edges of 12th Street are 15 feet wide providing an 8-foot sidewalk and café space and a 7 foot wide continuous planting strip. Figure 7 illustrates the cross-section of 12th Street while Figure 9 recommends 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

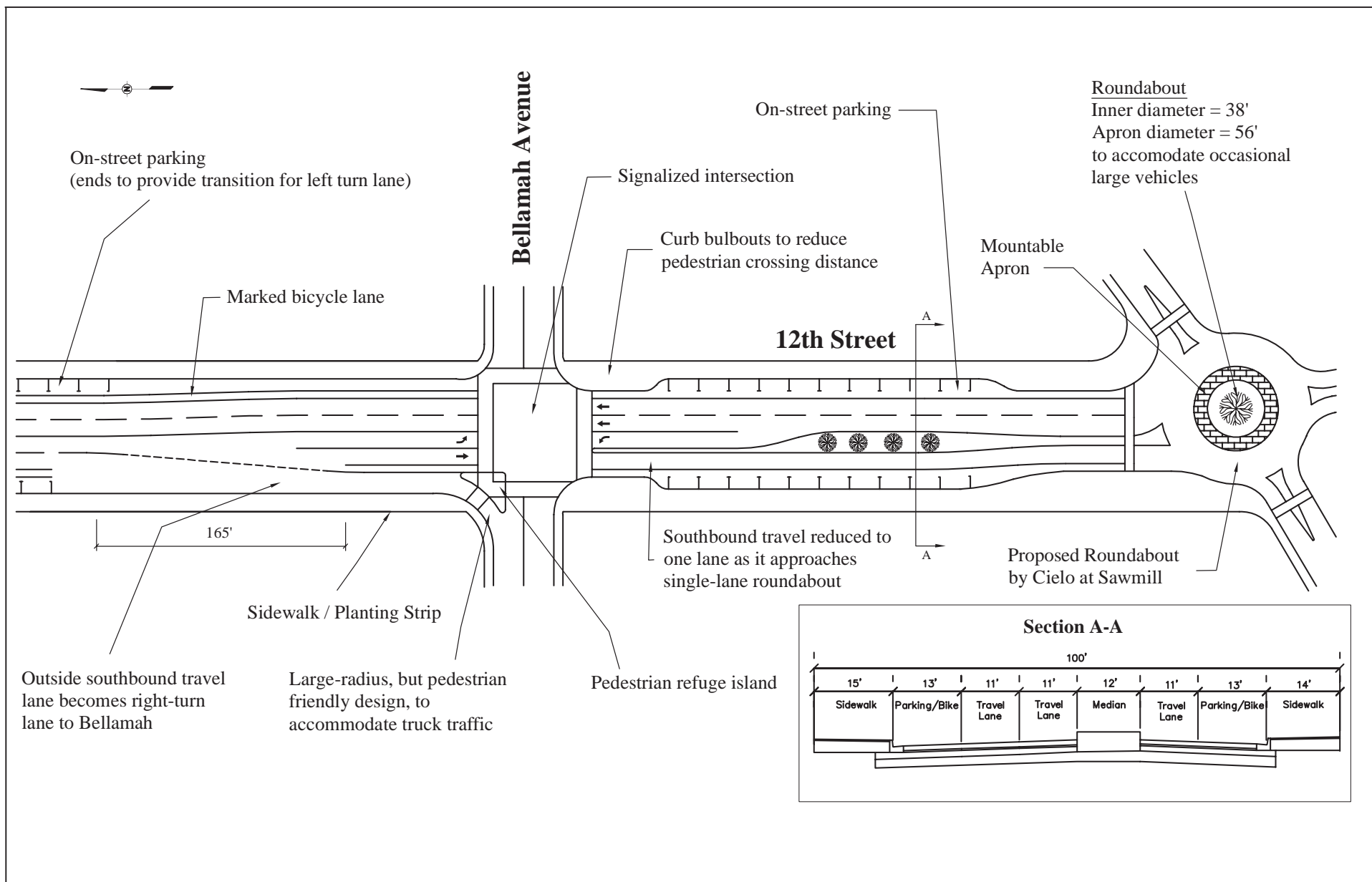


Figure 9
Sawmill Wells Park Sector Plan
12th Street Corridor (Bellamah to Sawmill)

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 allowed 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 would 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. 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 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 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 buffer pedestrians from this traffic to encourage walking and biking to the Eastern Gateway uses.

Figure 7 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 7 illustrates 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 provide 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 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 access to parking facilities, 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 are 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 is 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. Parking modules must 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 modules require landscaping including at least two canopy trees for each module.

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

Structured Parking Design

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

Shared Parking Facilities

The mixed-use, walkable nature of the Central Core and Eastern Gateway areas encourage people to park once and link trips to multiple uses by foot. In addition to 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 routes).

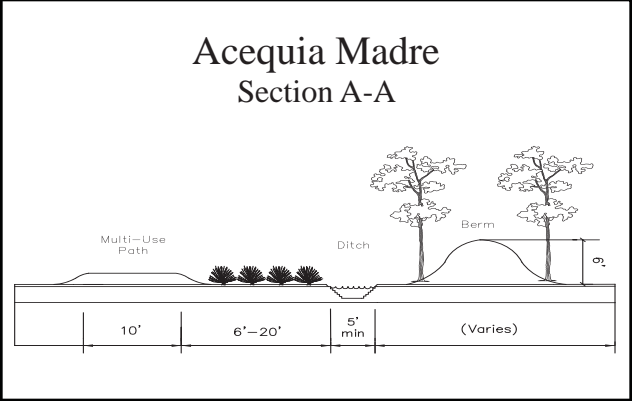
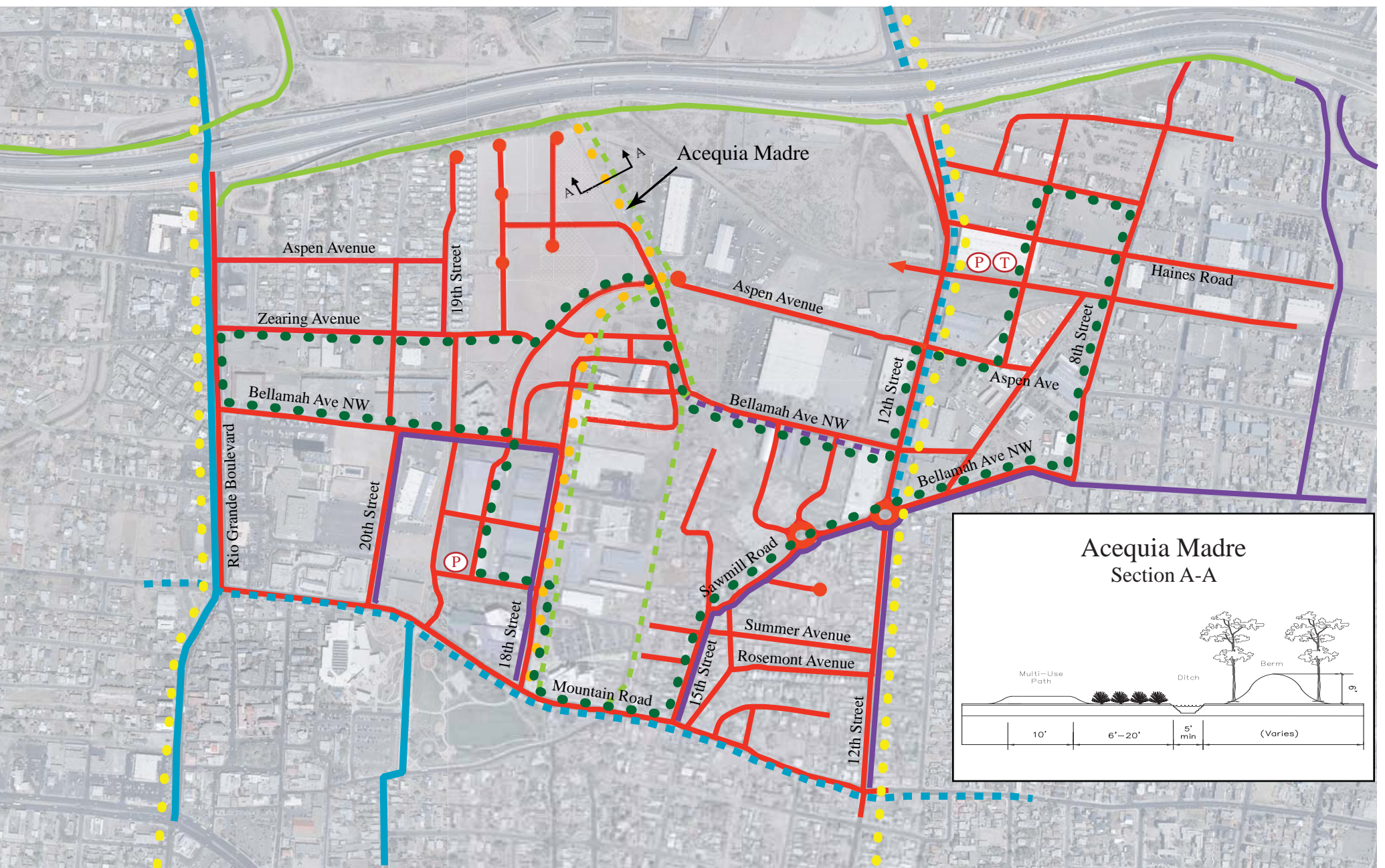
E. Transit, Bicycle and Recreational Routes

Figure 10 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 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 municipal parking and the proposed 12th Street transit hub. Figure 10 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.



- 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 10
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 Acequia Madre. 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 water 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 from the Rio Grande. In a carefully designed gravity based system, 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 to the northern portion of the focus area. The original channel has been severed and the water flows 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 then through the Sawmill Village Center to Tiguex Park, the historic location of a Native American pueblo. While there are no longer fields to irrigate, 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 still can 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 resting place. La Resolana is an activity that knits together community and communicates important values. This plan calls for 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 new alignments of the Acequia Madre are shown in Figure 10. The 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 reflecting pool within Tiguex Park. A walking / biking trail is located continuously along its length. Design standards for each of these parts are described below and in the associated illustrations.

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 is readily visible.

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 10 Section A-A for greater detail.

The acequia will include a lateral to serve the orchard, park, and garden uses within the Arbolera de Vida park.

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*

In this portion, the acequia runs 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 must 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. See Figure 11 Section C-C and Figures 7 and 8 for additional detail.

4. *Terminating within Tiguex Park*

The rebuilt Acequia Madre terminates in a round reflecting 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.*" Water from the pond can be returned to the acequia system, injected into the aquifer (pending the development of State standards), or drained into a City hydrology line.

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. Water is not potable.
- Water loss should be kept to a minimum.

F. **Funding**

Many elements of the Sawmill land use, streetscape, acequia, transportation, 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, MRCOG Transportation Improvement Program, State of New Mexico grants, federal Community Development Block Grant and the HOME program.

This plan especially endorses the establishment of a Tax Increment for Development District (TIDD) for the Sawmill area. TIDDs allow an approved,

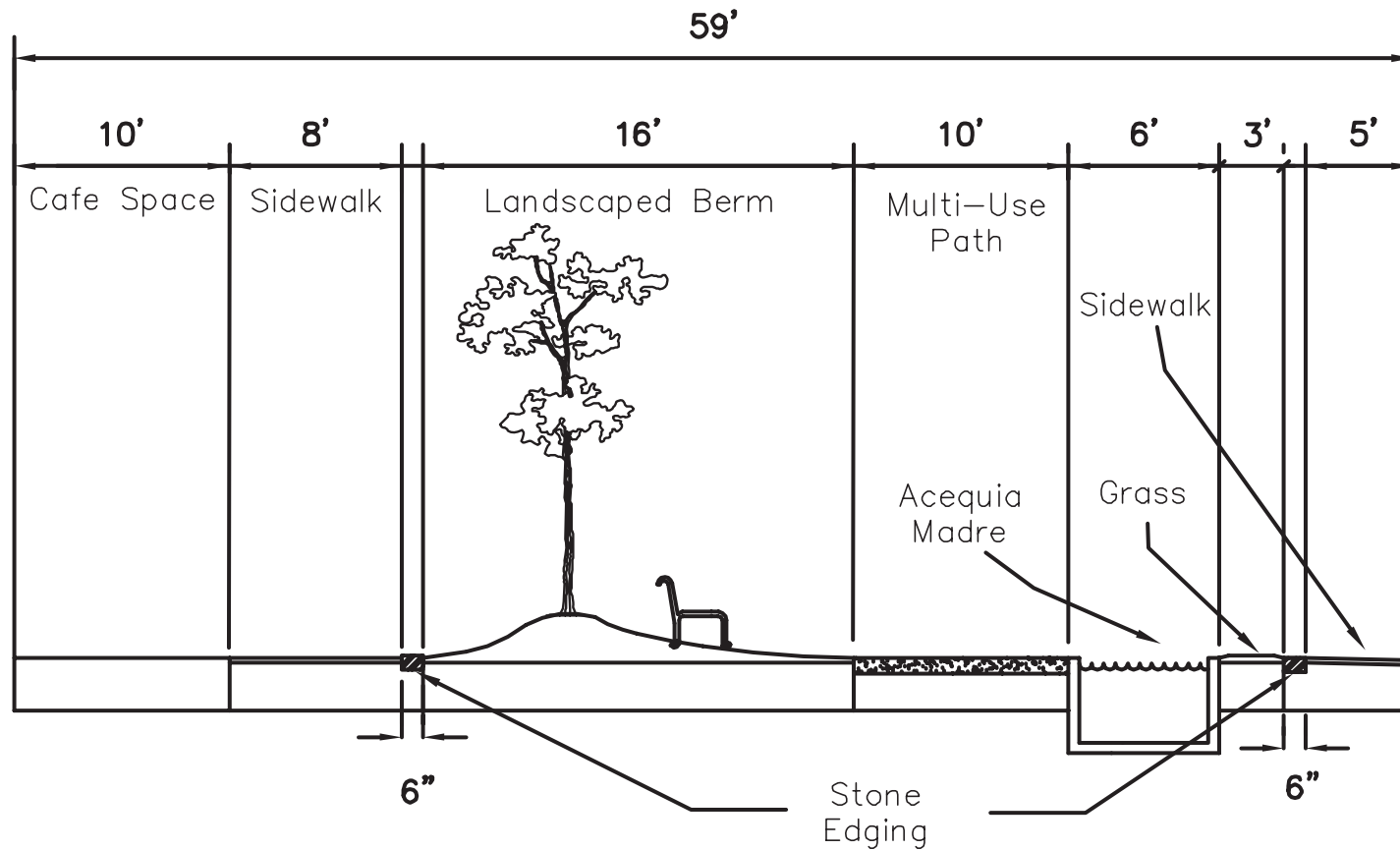


Figure 11
Sawmill Wells Park Sector Plan
Acequia Madre Section C-C

incremental portion of State, City, and County property tax and gross receipts tax derived from redevelopment of the Sawmill 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 and circulator system,
8. Maintenance of the Acequia Madre and the two Corridor streetscapes,
9. Parking structure or structures (only utilizing the Structured Parking building form in the draft FBC), especially including the structure recommended for the Blue Links property.