

# ATTACHMENT B

## Amendment to Chapter 6: Public Project Design Policies

*Note: Replaces existing Chapter 6, Sections 2 and 3 of the Sawmill/Wells Park Sector Development Plan, which begins on page 69.*

## 2. STREETScape DEVELOPMENT

### 2.a Plan Description

The Sawmill/Wells Park Sector Development Plan functionally links transportation to land use and encourages street designs that promote walking, bicycling and transit while still accommodating automobiles and the large-vehicle traffic generated by industrial uses. These goals are consistent with Policy II-4-q of the Albuquerque Bernalillo Comprehensive Plan which states,

*“Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. This includes providing adequate street capacity and right-of-way to meet access and mobility needs and improving the effectiveness of the existing street system by encouraging bicycling, walking, and use of mass transit in and between the activity centers.”*

An interconnected roadway system is crucial to redeveloping the Sawmill/Wells Park Area. Interconnected roadways forge intra and inter-neighborhood connections that tie communities together using multiple modes (foot, bicycle, transit, or automobile) to provide a convenient means for residents to interact with each other. The benefits of interconnectivity include reduced travel distances; redundant access for emergency vehicles; and improved travel-time for the residents and service providers, such as mail delivery, parcel package service, transit routes, and solid waste pickup.

In contrast, roadway systems with few street connections and discontinuous networks create barriers to travel between neighborhoods. A dearth of street connections results in limited access to essential services and sidewalk networks that are non-continuous. This provides motorists few alternative travel routes, funnels automobile trips onto a limited number of roadways, and discourages travel by foot and bicycle.

**As recommended by the Sawmill/Wells Park Sector Plan, a transportation network and land-use analysis was conducted for the area in 2006.** This analysis was based on the existing sector plan’s policies, the property owners’ intended use of their lands, and the impacts of the plan’s original street and right-of-way recommendations. Included in the study were interviews with private property owners, meetings with transportation and planning

## ATTACHMENT B

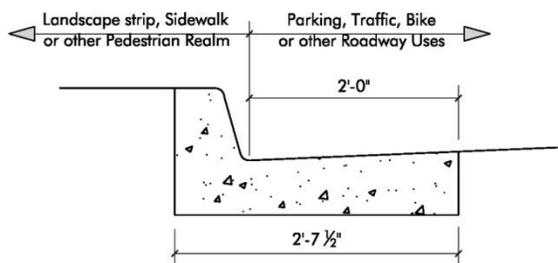
officials from the City of Albuquerque and the Mid Region Council of Governments (MRCOG), City planning staff, the Sawmill Community Land Trust, (a non-profit agency that redevelops properties in the area) and three public meetings with area residents.

From this analysis, a recommended interconnected roadway system was developed that seeks to insulate residential and mixed-use areas from heavy traffic, noise, vibrations, and other environmental impacts of industrial zones. It aims to provide an efficient street system for moving vehicles and pedestrians and conducting commerce in the area.

### 2.b Definitions

**Collector Street:** As defined in §14-14-1-6 ROA 1994

**Curb and Gutter:** As specified by the City of Albuquerque Development Process Manual. The following diagram should be used as a reference for dimensions on street cross sections and plans in this document.



**Curb Cut: (Pedestrian)** placed at street intersections to allow a person in a wheelchair, or on a toddler's tricycle etc., to move onto or off a sidewalk without difficulty. Accessible pedestrian curb cuts transition from the low side of a curb to the high side (usually 6 inch change in level). Accessible curb ramps are a minimum of 39 inches wide. For every 39 feet of horizontal distance, they rise no more than 40 inches.

**Curb cut: (Driveway)** used for motor vehicles to enter a driveway or parking lot on the other side of a sidewalk. Driveway curb cuts transition from the low side to the high side of the curb at a vertical angle to allow a sedan to cross the curb cut without the bottom of the car contacting the surface.

**Irregularly Shaped Lot:** A parcel whose shape is not a conventional square or rectangle.

**Landscape Strip:** A buffer zone between the curb and sidewalk. Typically contains vegetative landscaping such as trees and shrubs, may also contain benches, electrical or traffic signal control infrastructure, fire hydrants, street lights, etc.

## ATTACHMENT B

**Local or Major Local Commercial Street:** A local or major local street as defined in §14-14-1-6 ROA 1994, where the right-of-way is bordered by properties zoned for commercial, industrial or manufacturing activity and where the predominant land uses are not residential.

**Local or Major Local Residential Street:** A local or major local street as defined in §14-14-1-6 ROA 1994, where the right-of-way is bordered by properties zoned for and primarily used for residential purposes.

**Minor Arterial Street:** A street as defined in §14-14-1-6 ROA 1994.

**Pedestrian Lighting:** Exterior lighting applications designed to illuminate areas where people travel by foot, or on bike along pathways, walkways, bikeways and roadways.

**Permeable Pavers:** Pavers that allows water to percolate to the underlying soils while providing a stable surface for vehicles. Permeable pavers are made from many different types of materials.

**Security Light:** Outdoor light used to deter crime.

**Sidewalk Commercial Uses:** Commercial activities permitted to occur on a sidewalk, such as café seating, per §14-16-3-18-(C) of the City Zoning Code.

**Street Connectivity:** Streets with multiple routes and connections serving the same origins and destination. The connectivity level increases or decreases as the number of routes and connections increase or decrease.

**Streetscape:** The visual elements of a street, including the roadway itself, sidewalks and pedestrian areas, landscaping, street furniture and adjoining buildings which combine to form the street's character.

**Traffic Management Plan:** A Traffic calming program for a defined geographical area that combines education, enforcement and physical measures to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

### **2.c Development Process Manual (DPM) Procedures**

**2.c.1** Per City ordinance, sector development plans may adopt alternative street width specifications to the Development Process Manual. All requests for a variation from the DPM are subject to review and approval by the Environmental Planning Commission (EPC) or the Development Review Board (DRB), depending on the application.

## **ATTACHMENT B**

**2.c.2.** Construction plans for public projects in the Sawmill/Wells Park Sector Plan area should proceed through the normal Design Review Committee (DRC) process. Such projects should be consistent with the standards set forth herein.

**2.c.3** For private redevelopment that includes streetscape elements, during each phase of the City design review process, the Plan Implementation Committee as established in Section 5: Implementation and Action Plans of the Sawmill/Wells Park Sector Development Plan should be provided the opportunity to review the proposed landscaping, bench and lighting fixture designs and other design details. The City should convene this group by contacting the current president of the affected neighborhood association (Sawmill Area Neighborhood Association or Wells Park Neighborhood Association).

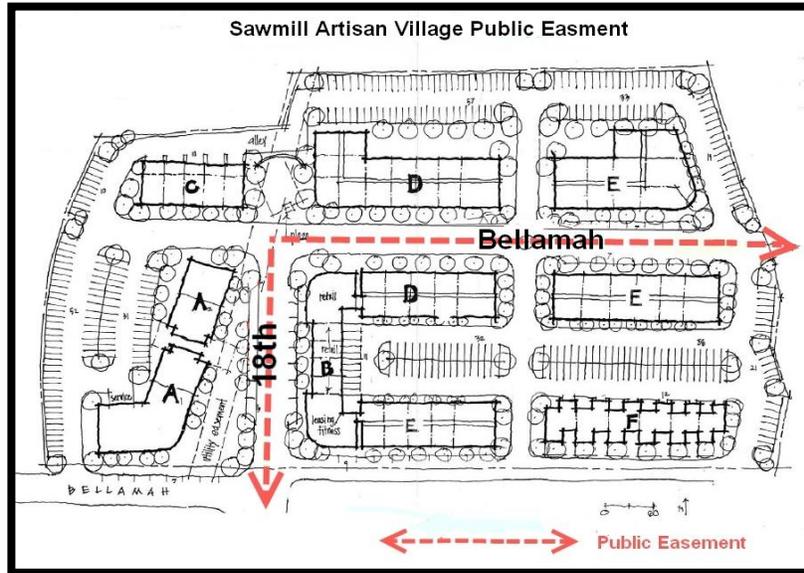
**2.c.4** For projects in the public right-of-way, city contracts for designing and developing public projects should specify that contractors are required to notify and form a committee that includes the residents and property owners in the neighborhood in all phases of project design review from concept to final design and construction. A representative of the Plan Implementation Committee should be invited to attend the DRB and/ or DRC meetings to ensure the committee's inclusion in design decisions.

### **2.d Recommendations for the Design of Blocks and Streets**

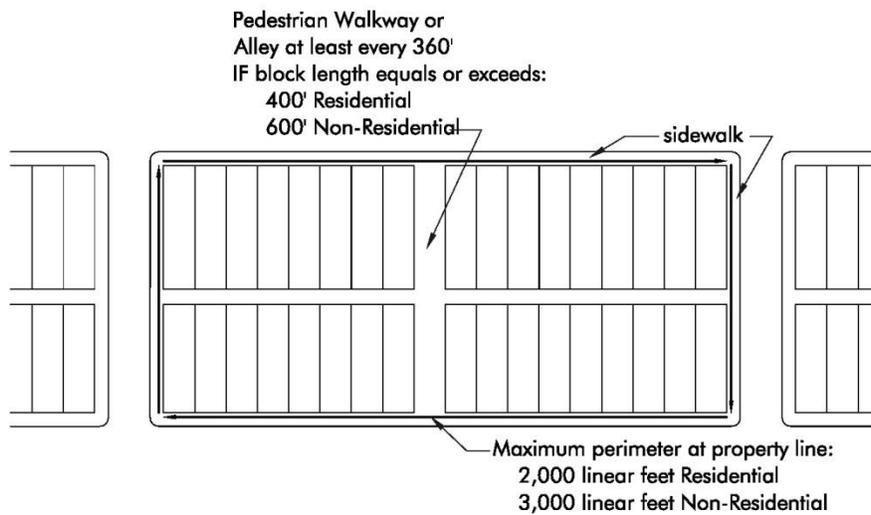
**2.d.1 Connectivity:** For site plans over 4 acres that require construction of a street per the DPM, the DRB, or the EPC, there should be at least one street within the site plan area with two street connections to the existing street system. Each street connection should be to a different roadway to maximize network redundancy (See Figure 2 for an example). If a property has an irregular shape or borders existing structures that prohibits two street connections, the EPC or the DRB may require only one connection on a case-by-case basis. The connections should also be designed to calm traffic and to discourage the use of the roadway system between 12<sup>th</sup> and Rio Grande as a cut through route.

**2.d.3 Block Lengths & Perimeters:** As land is subdivided in the Sawmill/Wells Park area, blocks should be platted into rectangular shapes. If a property is irregularly shaped, prohibiting subdivision into rectangular blocks, the EPC or the DRB may waive this recommendation. The perimeter of a block should be no greater than 2,000 linear feet for lands zoned for residential uses and 3,000 linear feet for lands zoned for commercial uses. Block lengths greater than 360 linear feet should be divided by an alley or a pedestrian corridor. See Figure 3.

# ATTACHMENT B



**Figure 2: Street Connectivity Example**  
 (from approved Sawmill Artisan Village, image courtesy Dekker/Perich/Sabatini)



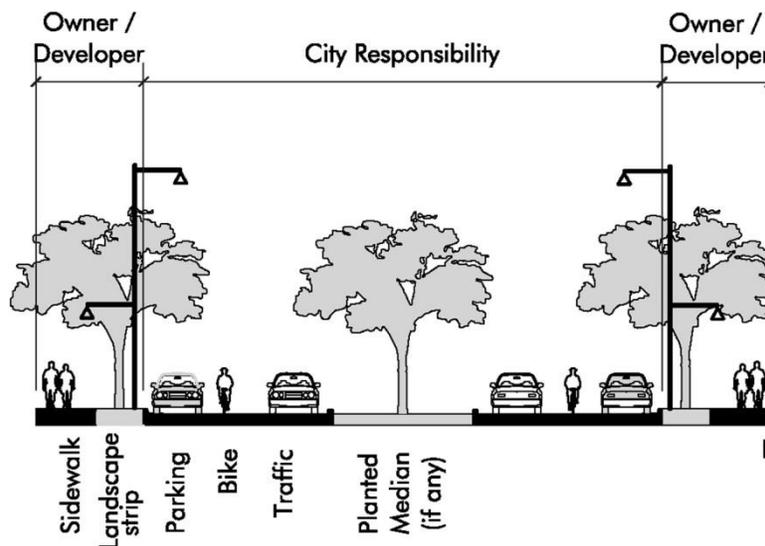
**Figure 3: Example block lengths and perimeters for residential and non-residential blocks**

# ATTACHMENT B

## 2.e Recommendations for the Improvement of Existing Local and Major Local Roadways and Intersections

**2.e.1 Public Street Improvements:** The City, as resources and funding permits, should reconstruct the existing cross-section of local and major local streets between the back of sidewalks, including those roadways where right of way easements are required to obtain the necessary space to comply with the design recommendations in 2.e. and 2.f. of this section. This is consistent with the provisions of Ordinance-02-39 (2) that the City should “foster community in older and newer neighborhoods and prioritize the needs of the older parts of Albuquerque in terms of vitality and development.”

**2.e.2 Private Streetscape Improvements:** When City Ordinance requirements to install perimeter landscaping are triggered (e.g. during application review for major redevelopment), property owners should construct the cross-section of local and major local streets behind the curbs including the planting strips and sidewalks (See Figure 4). Sidewalks shall be designed per Section 6.



**Figure 4: Sample Cross-Section -- Responsibilities of City and Property Owners. (Note: Cross-section shown contains all possible street elements, and is not scaled to an existing right-of-way. Streetscape elements are determined on a case-by-case basis.)**

**2.e.3 Streetscape and Setbacks:** Streetscape elements constructed behind the back of curb, including planting strips and sidewalks, may be included in the building setback required by the zoning regulations established in the Sawmill Wells Park Sector Development Plan.

## ATTACHMENT B

**2.e.4 Street Width:** Normal right-of-way width for local and major local streets is 50 feet unless otherwise specified.

**2.e.5 Discouraging Cut-Through Traffic:** The Street cross-sections for new segments of streets should be designed and aligned so as to discourage their use as a cut-through routes. Techniques can include horizontal and vertical traffic calming, and constructing the minimum curb to curb spans of the cross-section allowed in the Development Process manual.

**2.e.6 Utility Corridors:** Power line corridors, whenever possible, should be located within alley ways instead of streets. Where the street right-of-ways include power lines and utility easements, the cross section designs should accommodate the maintenance and repair of utilities and provide for the safety and ease of use by motorists and pedestrians. On arterial and collector streets, utilities should be buried where financially and technically feasible.

**2.e.7 Pedestrian Friendly Streetscapes:** In order to encourage the continued development of the Sawmill area as a pedestrian friendly district, public street projects should implement traffic calming strategies, such as narrowed lanes, on-street parking and medians. Rights-of-way should include ample sidewalk space, landscaped planting strips and pedestrian lighting capable of lighting all pedestrian areas in the public right-of-way without casting light on private properties. Benches should be located near museums, businesses and other attractions. Utility poles, signs and other items that often obstruct sidewalks should be placed within landscaped strips, when possible.

**2.e.8 Historic Markers:** Historic markers should be erected where appropriate, along collector and arterial streets, public trails, and on public properties.

### **2.f Funding for Public Projects**

**Funding Mechanisms.** Funding sources must be identified to implement the streetscapes, construct the roadways, transit, and the trails facilities proposed for the focus area, and develop an interactive exhibit of the acequia system.

**City Funding Responsibilities.** The City should use capital-implementation program funds, state funds and federal funds to design, engineer and construct recommended streetscapes between curbs for existing roadways (See Figure 4).

**Private Funding Responsibilities.** New Roadways and streetscapes to the back-of-curb adjoining developments should be constructed by the developers or property owners (See Figure 4).

# ATTACHMENT B

**Tax Increment Financing or other locally-generated funding sources:** Larger projects or projects involving multiple parcels should explore funding mechanisms like Tax Increment Financing (TIF), which allows for a portion of new proceeds from taxes generated on a property or properties to be funneled back into that area for public improvements, such as landscaping and maintenance of streetscapes, acquiring rights-of-way as necessary, developing street cross-sections, constructing parking structures, and expanding infrastructure capacity.

## 3. SPECIFIC FACILITY DESIGN AND IMPLEMENTATION

### 3.a Streetscape Designs

#### 3.a.1 12<sup>th</sup> Street: Streetscape Design Recommendations (Interstate 40 to Mountain Rd.).

**Existing Conditions:** 12th Street is a gateway from I-40 into the Sawmill/Wells Park Neighborhoods and the City's Central Business District. It is classified as a minor arterial and serves approximately 10,000 vehicles per day on four lanes between I-40 and Sawmill Road, according to the Mid-Region Council of Governments. Sidewalks are missing in some areas of this segment, and parking lots for some industrial businesses flanking 12<sup>th</sup> Street directly abut the roadway, requiring pedestrians to walk along the outer edge of paved lots where there are no sidewalks or clear indication of vehicle access/egress points. South of Sawmill, 12<sup>th</sup> Street narrows to two lanes and average daily traffic is reduced to about 8,500 vehicles. This segment is flanked by residences, and benefits from recent sidewalk, landscape strip and lighting improvements which meet the goals of the Sector Plan.

**Transit:** One bus route, the ABQ Ride Route 36 operates on 12<sup>th</sup> Street. The "36" is a one direction circular route that proceeds from the Alvarado Transit Center west on Gold Avenue to 2<sup>nd</sup> Street, north on 2<sup>nd</sup> to Lomas Boulevard, west on Lomas to 12<sup>th</sup>, north on 12<sup>th</sup> to Candelaria Road, west on Candelaria to San Ysidro Rd north on San Ysidro to Griegos Rd, west on Griegos to Rio Grande Blvd and south on Rio Grande to Lomas, east on Lomas to 2<sup>nd</sup> and south to Gold then west to the Alvarado Transit Center.

**Bicycle:** The Mid Region Council of Governments (MRCOG) long range bikeway system-map calls for installation of bicycle lanes on 12<sup>th</sup> Street between Mountain Road and Indian School Road, however they have not yet been installed.

**Recommendations:** The Sawmill/Wells Park Sector Development Plan recommends improvement of the 12<sup>th</sup> Street streetscape between its intersection with Sawmill Rd. and I-40. These improvements should include installation of sidewalks buffered from the roadway by landscape strips, bicycle lanes, street lighting improvements, and on-street parking where right-of-way permits. Where on-street parking will be provided along 12<sup>th</sup> serving commercial

# ATTACHMENT B

development, landscape strips may be paved with trees in tree wells spaced per the Street Tree Ordinance to allow passengers to exit and enter parked vehicles without having to step over landscaping. Formalized driveways to access lots should be designed per the DPM and placed no closer than 250 feet apart. Note that the existing street cross section in this area is narrower than the actual right-of-way, and considerable parking lot encroachment into the right-of-way exists. During redevelopment of properties, excess right-of-way may be used as pedestrian space, for café seating or for landscaping. See Figure 5 for an approximation of the desired streetscape in this area.

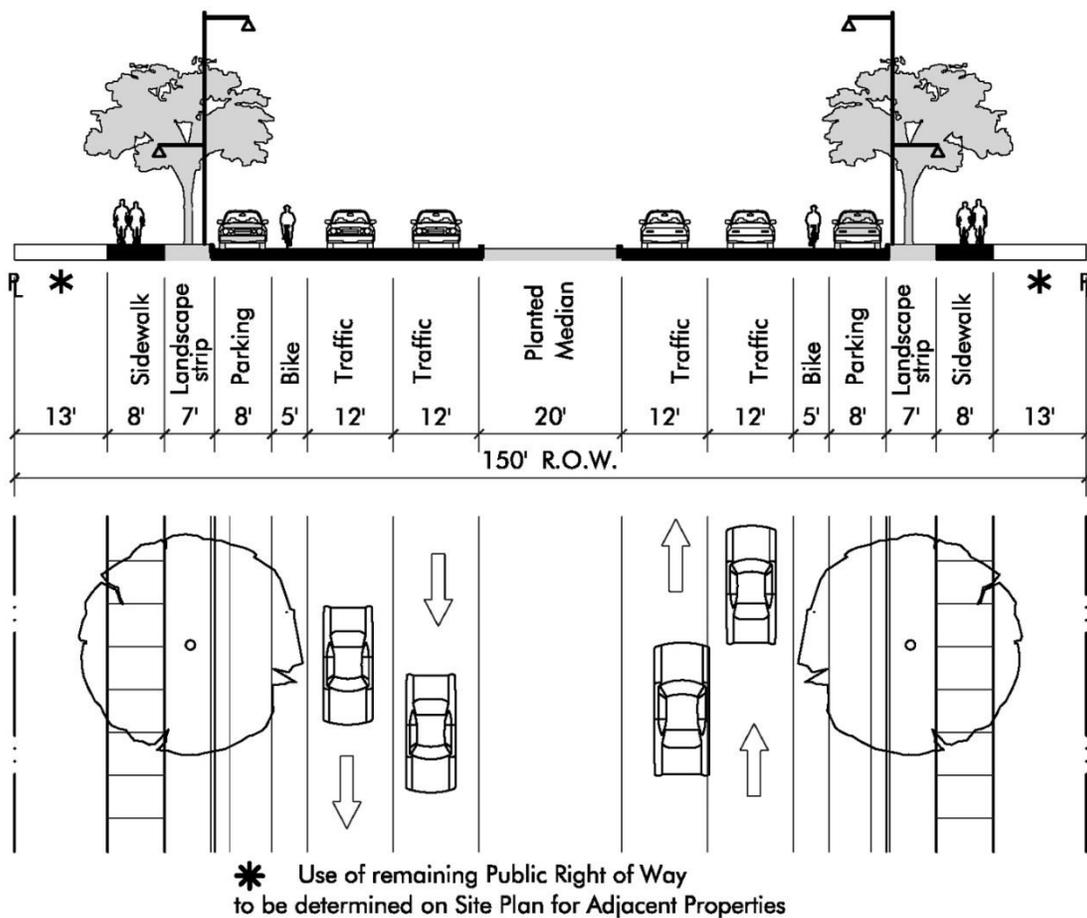


Figure 5: Sample Cross-Section for 12<sup>th</sup> Street north of Sawmill Rd. recommended by the Sawmill/Wells Park Sector Development Plan. (Note: element widths are approximate).

## ATTACHMENT B

**Intersection Design:** The City should conduct a traffic engineering analysis to identify safety and traffic management improvements to the intersection of 12<sup>th</sup> and Sawmill Road. The study is to provide recommended improvements for the intersection that will improve safety for motorists, cyclists and pedestrians and the quality of life for the residents that reside near the intersections. The study should consider narrowing the roadway to two lanes north of the intersection with Sawmill in order to slow southbound traffic before it enters the residential area. The curb return radius at the northwest corner of the intersection of 12th Street with Aspen Avenue should have a minimum radius that accommodates vehicles with a wheelbase of 50-feet (tractor trailer trucks). The City should conduct traffic signal warrant studies, to determine if signals are required at Aspen Ave., Bellamah Ave., and Bellamah/Sawmill Ave. to protect pedestrians crossing 12th Street, and improve safety for vehicles, especially tractor trailer trucks turning onto 12th Street from Aspen or Bellamah. The City should also design, engineer, and reconstruct the intersection of 12th Street and Sawmill Rd. to improve traffic safety for vehicles turning onto 12th from Bellamah.

### **3.a.2 18th and 20th Street Streetscape Design Recommendations (Bellamah Ave.. to Mountain Rd.):**

**Existing Conditions:** 18th Street from Bellamah Ave. to Mountain Rd. is a major local street. This segment of the roadway is approximately one quarter mile long. 18th Street is also a primary connection between the Village Center, Tiguex Park, and the museums. 20th Street is a key connection between the Sawmill Village neighborhood and commercial activity on Mountain Rd. west of the museums.

**Recommendations:** The 18<sup>th</sup> Street and 20<sup>th</sup> Street cross-sections should foster street level activities including entertainment, dining, shopping, recreational opportunities, and public space as required for abutting existing and new development. This should include on-street parking where right-of-way permits, widened sidewalks buffered by landscape strips, street lighting improvements and benches. Where on-street parking will be provided along these streets serving commercial development, landscape strips may be paved with trees in tree wells spaced per the Street Tree Ordinance to allow passengers to exit and enter parked vehicles without having to step over landscaping.

**Intersection Design:** Where roadways intersect with 18<sup>th</sup> Street and 20<sup>th</sup> Street, intersections should be configured to slow traffic and ensure that pedestrians and motorists are visible to each other. Bulbouts should be installed at intersection corners to slow vehicle traffic and reduce pedestrian crossing distances. Where pedestrian traffic is high (e.g. between the two museum and their parking lots east and west of 18<sup>th</sup> near Mountain Rd.), a speed table is recommended. If a speed table is not constructed, crosswalks should be improved with high-visibility markings, contrasting or textured colored pavement or other features. If a new local

# ATTACHMENT B

street is constructed that intersects with 18<sup>th</sup> Street, a four-way stop configuration is recommended.

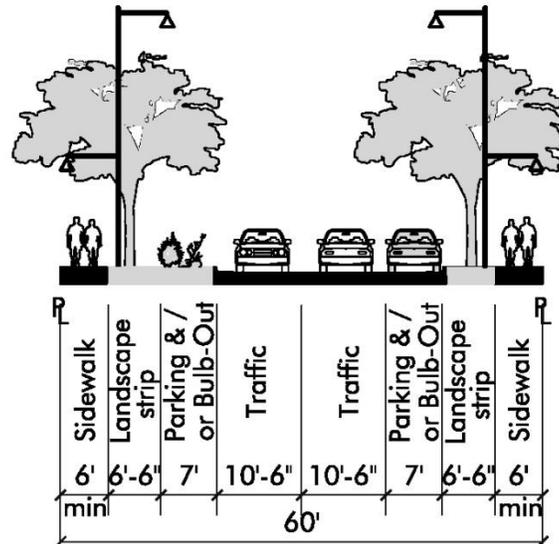


Figure 6: Example streetscape cross section for 18<sup>th</sup> and 20<sup>th</sup> Street

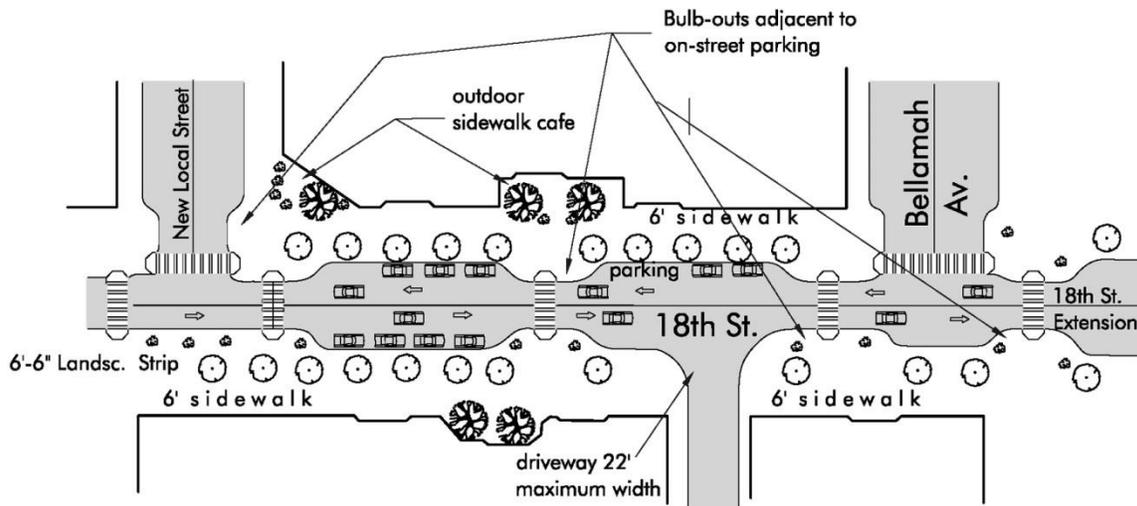


Figure 7: Example streetscape elements for 18<sup>th</sup> and 20<sup>th</sup> Street

**Driveway Access:** Existing driveway curb cuts may remain until a property is redeveloped. Upon redevelopment of a property, curb cuts should be redesigned so they are spaced at least 250 feet apart, as site constraints and existing driveways allow. Driveway widths shall be per the DPM.

## ATTACHMENT B

### 3.a.3 Bellamah Ave. Streetscape Design and Network Recommendation Existing Conditions:

Bellamah is a discontinuous roadway that serves the Sawmill and Wells Park neighborhoods in three segments. From the west, Bellamah runs from Rio Grande Blvd. to 18<sup>th</sup> Street, where it is flanked by commercial activity and provides key access to the Sawmill Neighborhood. Another short segment exists a few hundred feet west of 12<sup>th</sup>, where it provides access to an industrial area before coming to a dead end. Another segment runs east of 12<sup>th</sup> through Wells Park to 4<sup>th</sup> Street. This segment is designated as a Minor Arterial on the Mid-Region Council of Governments' Long Range Roadway System Map. It is flanked primarily by residences and features landscape strips buffering sidewalks from the roadway.

**Streetscape recommendations:** The two westernmost segments of Bellamah are likely to continue serving commercial and truck traffic, as well as commuter traffic into the core of the Sawmill neighborhood into the future. Street improvements in the area should focus on calming traffic speeds and buffering pedestrians from traffic. This can be accomplished by installation of landscape strip buffers, widened sidewalks and on-street parking where right-of-way permits, as shown below in Figure 8.

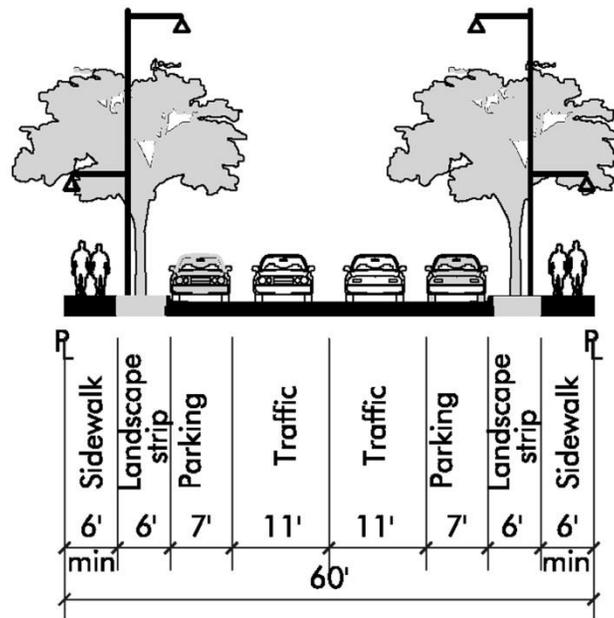


Figure 8: Example streetscape cross section for 18<sup>th</sup> and 20<sup>th</sup> Street

**Connectivity: Extension of Bellamah Avenue west of 12<sup>th</sup> Street.** Recent development in the Sawmill area has occurred on large, formerly industrial parcels shaped by curving rail spur rights-of-way. As a result, much of this central area lacks contiguous pathways for drivers, cyclists and pedestrians to and from the east and to a lesser degree, the south. An opportunity

## ATTACHMENT B

exists for improving this connectivity and activating new development by extending the short stretch of Bellamah that serves industrial uses west of 12<sup>th</sup> to reach new mixed-use development east of Sawmill Village. This development, The Artisan at Sawmill Village, was designed with connectivity in mind and a stubbed-out roadway on its east edge is prepared for such a future connection and serves ground-level storefront spaces in the development. Pedestrians, cyclists and motorists using this proposed connection could continue south through what is now a parking lot to the 90-degree intersection of 18<sup>th</sup> and the westernmost segment of Bellamah. Extending Bellamah from 12<sup>th</sup> Street into the Sawmill area would require coordination with property owners and acquisition of right-of-way. If this connection street is made, this Plan recommends formalizing the short stretch of parking lot between the north end of 18<sup>th</sup> street and the new Bellamah connection as a street, and reconfiguring the intersection of 18<sup>th</sup> and Bellamah to safely address new through traffic.

### 3.a.4 Mountain Road Streetscape Design

**Existing Conditions:** Mountain is a collector roadway that begins in a residential neighborhood near the Rio Grande Valley State Park and extends eastward to Interstate 25 (I-25), linking the Sawmill and Wells Park Neighborhoods to the adjoining neighborhoods of Old Town and Santa Barbara/Martineztown. From its western terminus to 14<sup>th</sup> Street, Mountain is designated as a Bicycle Boulevard, with a posted speed limit of 18 miles per hour and special signs and pavement markings designed to draw drivers' attention to the presence of cyclists. The right-of-way width and design of Mountain Road varies widely as it travels through some of the city's oldest neighborhoods. It is widest between Rio Grande Blvd. and 14<sup>th</sup>, where it serves major destinations like Old Town, Tiguex Park and the museums.

**Recommendations:** This plan recommends aesthetic and traffic-calming improvements to Mountain Rd. between Old Town and 20<sup>th</sup> street. Specifically, the City should explore replacing existing striped medians with formal, landscaped medians to slow traffic and contribute to a "sense-of-place" near the museums and historic park. Heavy pedestrian traffic in this area also warrants traffic calming techniques, such as high-visibility crosswalks, curb-bulbouts to shorten crossing distances, and planting strips buffering sidewalks where they do not already exist. East of 20<sup>th</sup>, narrow rights-of-way and the presence of historic buildings directly abutting the roadway edge limit opportunities for widening the pedestrian realm. It is recommended that recent pedestrian improvements, such as reconstructed sidewalks and streetlights, be augmented with additional traffic calming and pedestrian crossing opportunities, some of which are outlined in the Downtown Neighborhood Area Sector Development Plan. As funding becomes available, the City should reduce impediments to pedestrian travel on existing narrow sidewalks by moving utility infrastructure, fire hydrants and other obstacles out of pedestrian paths.

## ATTACHMENT B

### 3.a.5 Streetscape and Roadway Design Recommendations for 5<sup>th</sup> and 6<sup>th</sup> Streets: Mountain Rd. to I-40.

**Existing Conditions:** 5<sup>th</sup> Street and 6<sup>th</sup> Street are one-way arterial roadways with relatively wide vehicle lanes which pass through areas of Wells Park characterized by a mixture of residential and commercial uses. As is the case with many roadways in this area, 5<sup>th</sup> and 6<sup>th</sup> have evolved over the years to serve more through traffic than may have been originally intended, and narrow rights-of-way and existing development have resulted in some compromises between moving traffic and preserving the neighborhood character of these streets. In recent years, improvements, such as landscape strip buffers between the roadway and sidewalks, have been constructed.

**Recommended Streetscape Improvements:** This Plan recommends that the City study these corridors to determine whether they could be converted from one-way to two-way facilities, which could help slow traffic, especially where curves limit sight distance at intersections. Improvements at intersections with local streets, such as curb bulbouts, could reduce pedestrian crossing distances, slow turning traffic and provide some protection for on-street parking lanes. Where the two streets converge just south of Interstate 40, landscaping improvements to the existing rockscaped median could improve the sense of “arrival” into the community. Additionally, the neighborhood has been working toward the installation of improved streetlights on these corridors, and to encourage property owners to plant street trees in landscape strips flanking the roadway.

### 3.a.6 Roadway Design Recommendations for Sawmill Rd. and 15<sup>th</sup> Street

**Existing Conditions:** The signalized intersection of 12<sup>th</sup> Street and Mountain serves multiple commercial and industrial uses to its north, including a package shipping facility, as well as heavy commuter traffic using 12<sup>th</sup> street to access I-40. A narrow existing right-of-way does not currently provide left turn lanes, resulting in frequent traffic congestion, especially at rush hour. For many years, residents of the neighborhood northwest of the intersection of 12<sup>th</sup> and Mountain have reported that Sawmill Road and 15<sup>th</sup> Street east of 12<sup>th</sup> have been used as a cut-through route by drivers attempting to avoid the intersection of 12<sup>th</sup> and Mountain. This is exacerbated by a lane split that occurs on southbound 12<sup>th</sup> at Sawmill, routing traffic in the right lane to Sawmill Rd. Previous traffic studies have found evidence for cut-through traffic on Sawmill Rd. and 15<sup>th</sup> Street, as well as on Summer Ave. between 12<sup>th</sup> Street and 15<sup>th</sup> Street.

**Recommendations:** The Department of Municipal Development should build on previous studies of the area to develop a Neighborhood Traffic Management Program plan for reducing cut-through traffic and calming vehicle speeds on Sawmill and 15<sup>th</sup> Street. Such a study should consider the possible benefits, as well as drawbacks and potential unintended consequences to

## ATTACHMENT B

other streets in the area of closing access to these streets. Such a study should also consider improvements to the intersection of 12<sup>th</sup> and Sawmill, such as signalization or a roundabout, as well as improvements to the intersection of 12<sup>th</sup> and Mountain to reduce congestion there.

### 3.a.7 Aspen Avenue and Zearing Avenue:

**Existing Conditions and Recommendations:** East of Rio Grande Blvd., Aspen and Zearing Avenues serve a mix of industrial, commercial and residential uses. As funding becomes available, the City should consider improvements that allow for continued truck access where necessary while slowing traffic and buffering pedestrians and cyclists from the roadway.

### 3.a.8. New or Reconstructed Local Streets

**Recommendations:** New or reconstructed local streets in the Sawmill/Wells Park Sector Development Plan area should follow Development Process Manual standards for sidewalks, landscape buffers and accessibility. The curb-to-curb width of local streets should not exceed 32 feet.

## 3.b Bicycle, Trail and Recreational Facilities

**Recommendations from Existing Plans:** This Plan recommends implementing all proposed facilities in the adopted Trails and Bikeways Facility Plan (1993) and Comprehensive On-Street Bicycle Plan (2000), as well as any updates established by the draft Bikeways and Trails Facility Plan (in the adoption process as of Jan. 2015). These include:

- Adding bicycle lanes to 5<sup>th</sup> and 6<sup>th</sup> street (possibly as part of a reconfiguration of these corridors to two-way traffic)
- Installation of bicycle lanes on 12th street from Mountain Rd. to I-40
- Formalization of a designated Bicycle Route (a facility where bicycles share wide lanes with slower-moving traffic) on Bellamah in Wells Park, Sawmill Road, and 15th Street
- Improvements to the existing multi-use trail intersection with Rio Grande Blvd. From the east, the trail currently ends at a pedestrian crossing and requires users to travel briefly along Aspen Ave. parallel to I-40 before picking back up several parcels west of Rio Grande

## ATTACHMENT B

- Development of an unpaved trail providing access to Mill Pond Road from the existing paved I-40 multi-use path following existing rail rights-of-way,

**Additional Recommendations:** Based on community input, this Plan also recommends development or study of the following trail and recreational facilities:

- A connection from the intersection of Aspen Road and Mill Pond Road west to Zearing Ave. across the Sawmill Community Land Trust Property
- A trail between Bellamah Ave. and Mountain Road following the existing rail spur right-of-way south of the intersection with 19th Street
- A trail from the intersection of Mill Pond Road and Aspen Avenue, along the east side of the stormwater retention pond that is located south of Zearing, to the intersection of 18th Street and Bellamah Avenue
- Cleanup and improvements to the John Baron Burg acequia, possibly as a formal “Urban Forest” outdoor recreation and interpretive space. As has been done elsewhere in Albuquerque (e.g. the Tom Bolack Urban Forest at San Pedro and I-40), there is an opportunity to create an outdoor space in this already wooded area north of Aspen, along the southern edge of I-40 with benches, additional landscaping and interpretive exhibits about the role of acequias in development of the area. This area is currently comprised of a mix of publicly-owned (NM Dept. of Transportation) and privately owned land, and can be accessed by pedestrians via culs-de-sac on 18th, 19th and 20th Streets. To provide a safe environment it is recommend landscaping be positioned to avoid restricted views along pathways. Bushes should be placed away from the path to allow surveillance on approach. Pedestrian lighting should be installed to ensure adequate visibility at night. This proposed urban forest should be closed at 10:00 pm, similar to other City parks.