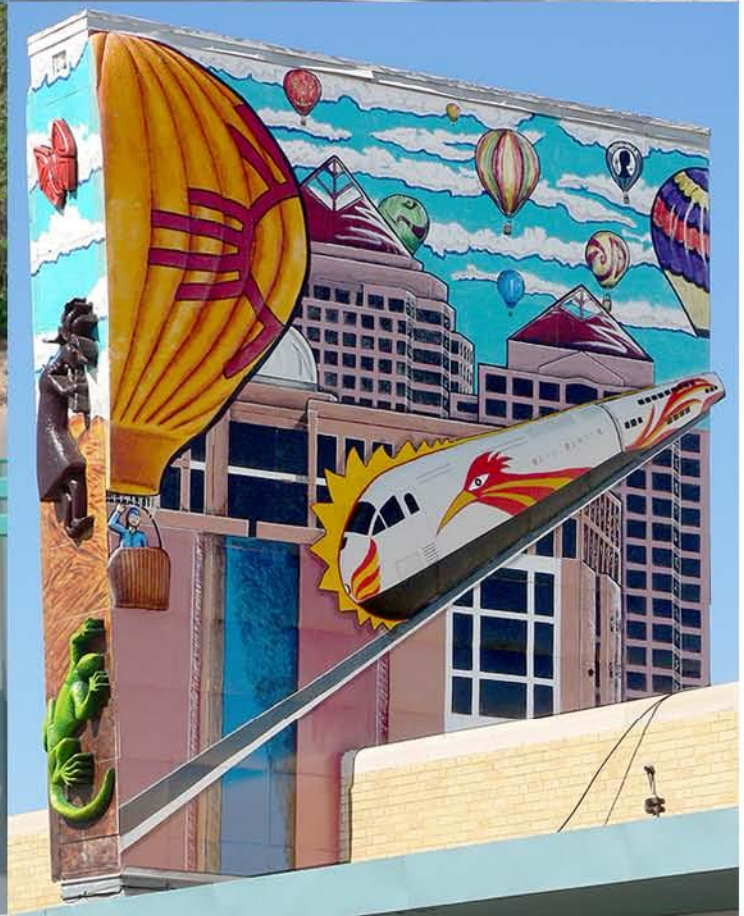


Roadway cross sections to be considered as the basis for roadway design options within this planning or study area

North Fourth Street Rank III Corridor Plan



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



Repealed - R-17-213. For the full Sector Development Plan, see:
<http://www.cabq.gov/planning/plans-publications/area-sector-development-plans>

2 INTRODUCTION & HISTORY

2.0 INTRODUCTION

The City of Albuquerque plans to redevelop North Fourth Street as a cohesive, integrated transit corridor that promotes shopping, housing, employment, and services and recognizes and builds on existing and potential centers of activity. Over the past several decades, businesses along the street have struggled to remain viable, while traffic and inadequate street design have made the corridor an unappealing place for area residents to shop or walk.

The revitalization area concentrates on North Fourth Street between Mountain Road NW and Solar Road NW, the City's boundary with Los Ranchos de Albuquerque, a four-and-one-third-mile stretch. The study identifies strategies to make redevelopment possible through public and private investments and policies, as well as public projects that could reinvigorate North Fourth Street and the surrounding area. (See Section 5, Redevelopment Conditions & Opportunities beginning on page 99).

2.1 HISTORY

North Fourth Street began around the beginning of the 20th century, at the same time that the automobile made individual travel fast and convenient. Albuquerque had been founded in the area now known as Old Town nearly 200 years before, in 1706. This part of the Rio Grande Valley tended to be swampy and flooded frequently, but over time, families built their homes on higher ground throughout the North Valley, creating small farming villages.

Communities were connected by El Camino Real de Tierra Adentro (The Royal Road to/of the Interior Lands), established in 1598 and extending from Ohkay Owingeh (San Juan Pueblo) to Mexico. El Camino Real, also known

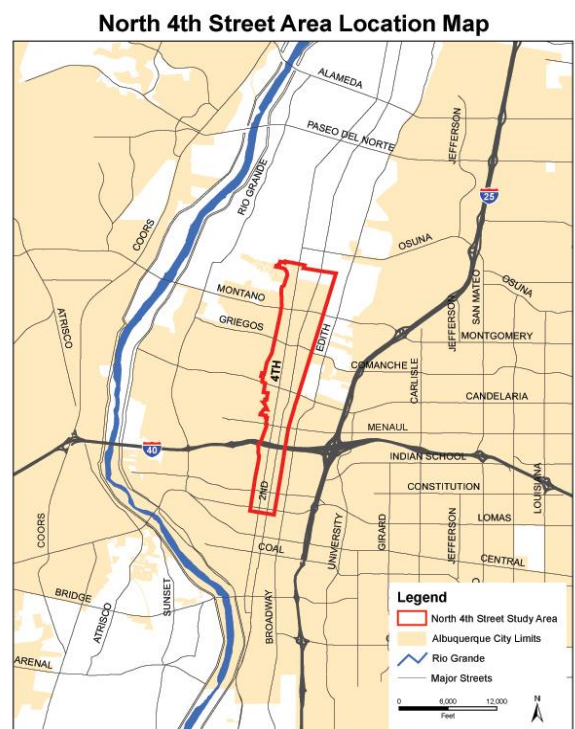


FIGURE 2-1 AREA LOCATION MAP

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4 TRANSPORTATION & STREET DESIGN

4.0 INTRODUCTION

North Fourth Street is a major arterial serving the North Valley. It extends north from downtown, through the portion of the Valley within the City of Albuquerque, continuing through the Village of Los Ranchos de Albuquerque to Alameda Boulevard and unincorporated portions of Bernalillo County. Over time, North Fourth Street has functioned as both a local street connecting a grid of arterial and collector cross streets as well as a major transportation route in and out of Albuquerque.

Today the street serves as major route for commuters, local residents and business interests. It is a major carry of traffic both east and west and north and south. It is in need of repair, reinvestment and redesign to initiate its long-term transition into a corridor that serves auto and transit-accessible commercial needs as well as providing a pleasant and safe environment for local residents and pedestrians.

This section addresses North Fourth Street in the following two subsections:

4.1 North Fourth Street from Mountain Road NW to Douglas MacArthur Road NW

4.2 Douglas MacArthur Road NW to Village of Los Ranchos Boundary

Both subsections describe how the street improvements should be guided in conjunction with Frontage Types described in Section 3.10.

4.1 NORTH FOURTH STREET FROM MOUNTAIN ROAD TO DOUGLAS MACARTHUR ROAD

4.1.A VISION

Redesign and reconstruct North Fourth Street to improve safety, aesthetics, and functionality for both pedestrians and motorists along its entire length; and optimize public transportation service; and maintain four lanes of vehicular traffic from I-40 to Douglas MacArthur Road.

4.1.B EXISTING CONDITIONS AND ISSUES

The actual design and construction of improvements to North Fourth Street are integral to development of the entire area. However, the programming of improvements should be based upon a full understanding of the barriers to the corridor's redevelopment. The June 2006 Draft North Fourth Street Rank III Corridor Plan identified major issues that remain problematic, some of which are described below. However, additional input from area leaders identified a framework to implement reconstruction of the street, tied to private redevelopment together with public investment and on-going public involvement.

4.1.C FINDINGS OF THE 2006 STUDY

The findings of the North Fourth Street Redevelopment Study include the following:

Traffic volume varies along the approximately four-mile stretch of North Fourth Street considered by this plan. According to 2005 figures from the Mid Region Council of Governments (MRCOG), traffic flow varies from 9,000 vehicle trips per day to 28,000 trips per day depending on what portion of the street the counts were taken. They were lowest on the southern end and highest at Griegos Road. However, a recent traffic study showed that traffic had not increased substantially on North Fourth Street from 1994 to 2004.

West Side traffic contributes approximately 50% of the vehicles on North Fourth Street according to MRCOG. The agency's modeling analysis that was generated at a network level estimates that West Side traffic is southbound in morning peak traffic hours and northbound in the afternoon peak hours. Crossings occur equally between the Montano Road and Alameda Boulevard bridges.

North Fourth Street and North Second Street are “paired streets” that are relatively close to each other. Their connectivity allows drivers to choose one or the other to reach the same destination. The paired streets carry roughly the same volume of traffic north of I-40 even though the capacity of North Second Street is greater.

Turn lanes and on-street parking vary along the corridor. Four moving lanes are available north of I-40 and two lanes exist south of I-40.

4.1.D KEY CONDITIONS

Other conditions found on North Fourth Street are:

- 1) Sidewalks are crumbling or not even paved in specific locations
- 2) Sidewalk links are missing along the corridor and on a number of side streets in adjoining neighborhoods
- 3) Obstructions in sidewalks include power poles and other utility installations
- 4) ADA compliance issues exist due to obstructions in sidewalks and crosswalks



Curbs are broken and crumbling in many places along the street

FIGURE 4-1 SIDEWALK CONDITIONS 1

The sidewalk is not ADA compliant and the foundation is crumbling



FIGURE 4-2 Sidewalk Condition 2

The location of the utility poles makes pedestrian access virtually impossible.



FIGURE 4-3 Pedestrian Access

In some instances, the varying widths of the street itself are a problem. The rights-of-way widths are as little as 55 feet in some areas and as wide as 200 feet in others. As a result, some sidewalks are only a few feet wide and/or obstructed in many blocks. In other areas, the street may provide greater

capacity than necessitated for vehicular traffic creating the possibility of increased speeding violations and traffic accidents.

Additionally, both sides of the street have several driveway pads, which can make it hazardous for cars to enter and exit the street. Also, the driveway pads slope at varying slopes and are of differing widths causing pedestrians to walk on uneven surfaces for some distance. At best, the surface of the street and sidewalk is inconsistent adding to a sense of unpredictability for pedestrians.

Public feedback about the conditions outlined above resulted in a process to correct the problems. Paramount was the decision that a set of value statements should be adopted to guide the street's design and construction. Secondly, additional data and information was needed, such as an Engineering Study, before additional programming of the street's reconstruction could occur.

4.1.E STEPS TO ALLEVIATE CONDITIONS

To guide the street's reconstruction the following value statements should be adopted:

4.1.F DESIGN PRINCIPLES

The redesign of North Fourth Street from Mountain Road to Douglas MacArthur Road shall:

- 1) Emphasize and ensure the safety of all street users, including pedestrians, motorists, transit riders and trucks
- 2) Create a highly walkable, livable and distinctive place within Albuquerque
- 3) Create a roadway friendly to various forms of transportation and commerce
- 4) Provide a supportive environment for urban revitalization and private investment conducive to high-quality, convenient access for vehicular traffic and parking
- 5) Enable high-quality, time-competitive, reliable and safe public transportation service
- 6) Enable high-quality, convenient access for vehicular traffic and parking
- 7) Ensure that local businesses can continue to ship and receive deliveries by truck

- 8) Maximize opportunities for landscaping throughout the corridor

4.1.G DESIGN PARAMETERS

The North Fourth Street Corridor Plan recognizes the differing conditions along the corridor. Opportunities to enhance the street for pedestrians should be programmed using the following design parameters in the public right-of-way from Mountain Road to Douglas MacArthur Road as guidance:

- 1) From I-40 to Douglas MacArthur, maintain four lanes of traffic and sidewalks on both sides meeting ADA requirements. Within the areas of limited ROW, inside traffic lanes may be narrowed to allow for safety and pedestrian enhancements
- 2) Create the very best pedestrian environment and automobile/transit access with four lanes of traffic north of I-40 and two lanes of traffic south of I-40
- 3) Increase the Right-of-Way (ROW) to add sidewalks wider than ADA requirements including buffers
- 4) Widen the Right-of-Way (ROW) where necessary by acquiring property and/or negotiating easements
- 5) Increase the ROW to add landscaped medians, on-street parking, pedestrian crossing refuges, other pedestrian enhancements, and turn bays

4.1.H CONCEPTUAL STREET CROSS-SECTIONS

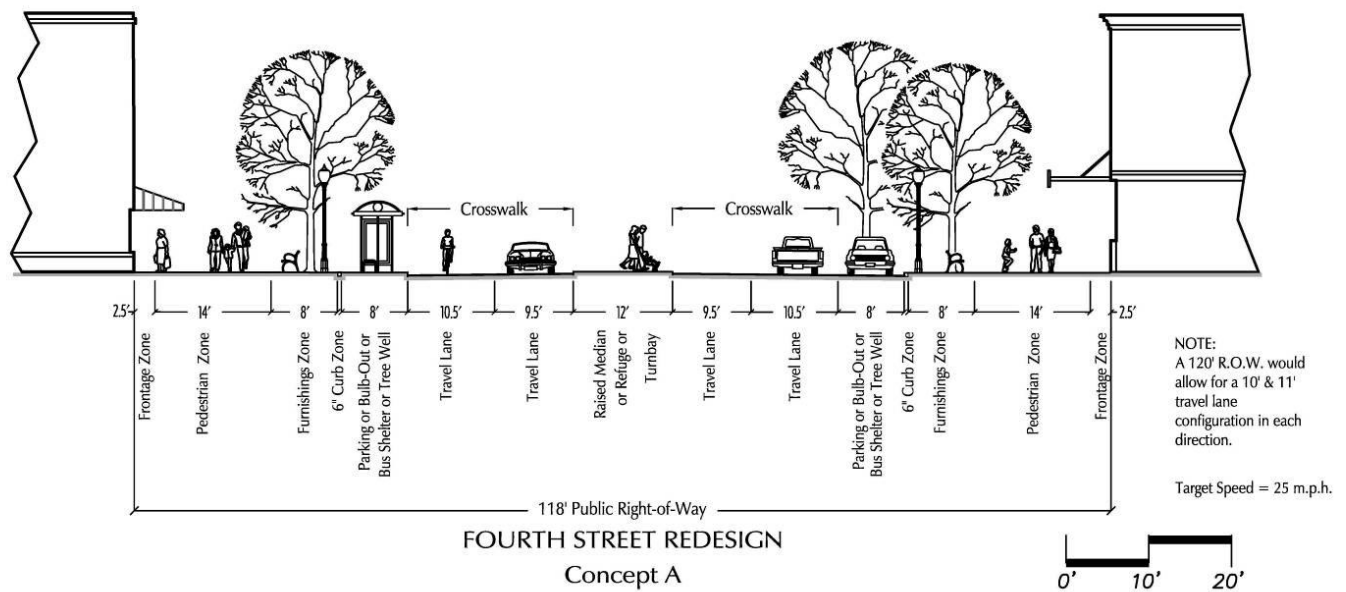
- 1) Reconstruct both sides of the street to create a streetscape consistent with the minimum design elements shown in Redesign Concepts.
- 2) Construct safe and highly visible pedestrian crossings, approximately every 1/8-mile.
- 3) Install pairs of local bus stops approximately every 1/8 mile.
- 4) Install Rapid Ride stops at major transfer points and development nodes.
- 5) Bury new distribution power lines on both sides of the street or route to new utility ROW.
- 6) Provide pedestrian-scaled street lighting along the entire length of North Fourth Street.
 - a. From Mountain Road to Douglas MacArthur Road: Pedestrian street lights shall be located between thirteen (13) feet and sixteen (16) feet above grade with a maximum average spacing (per block face) of 60 feet on center on "Pedestrian/Transit Oriented" streets and 75 feet on center on "Side" streets. Pedestrian street lights must be placed two

(2) feet from the back of curb on each side of the street and travel lanes, unless otherwise indicated. Street lighting and street trees should not conflict.

- 7) Create greater connectivity to adjacent side streets including providing circle-back routes in the first block off of North Fourth Street.
- 8) Allow on-street parking to substitute for allowable off-street parking; allow and encourage shared parking and minimize curb cuts.
- 9) Provide left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement.
- 10) Provide significant landscaping in medians with pedestrian refuges.
- 11) Install pedestrian shade structures and low water use trees at frequent intervals without interfering with signage.
- 12) Ensure that landscaping is high-quality, meets “green” standards and is sustainable.
- 13) Recognize that Fourth Street south of I-40 holds distinctly different development opportunities than the area north of I-40.
- 14) The typical location for new public utility easements (PUEs) should be at the front of private properties, along the edge of the public right of way. Ideally, dry utilities (electric, gas, communications) should be afforded a 10'-wide PUE along the front of each private property, but the final width will have to be determined on a case-by-case basis as individual properties develop and/or redevelop. Alleys, designated as City-owned public right of way, may be another possibility for new PUEs, but will require the involvement of the City.

- 1) Concept A, 118 feet minimum R.O.W. required
 - a. Frontage zone (2.5 feet)
 - b. Pedestrian zone (14 feet)
 - c. Furnishing zone (8 feet)
 - d. Curb zone (.5 feet)
 - e. Parking or Bus Shelter or Bulb-out zone (8 feet) Including tree wells where possible
 - f. Travel Lanes (10.5 feet outside and 9.5 feet inside each)
 - g. Raised Median/Turn-Lane/Refuge (12 feet)

FIGURE 4-4 Redesign Concept A



- 2) Concept B, 90 feet minimum R.O.W. required
 - a. Pedestrian zone (6 feet)
 - b. Furnishing zone (3 feet)
 - c. Raised Median/Turn-Lane/Refuge (10 feet)

FIGURE 4-5 Redesign Concept B

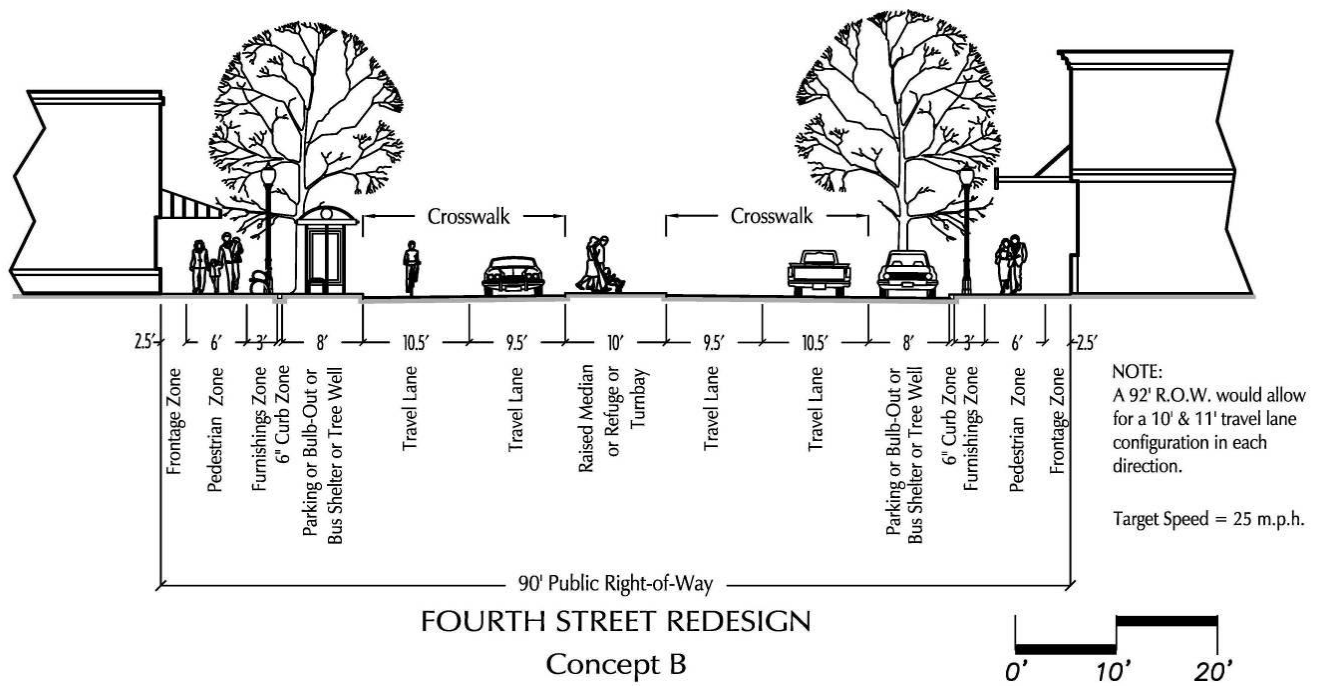
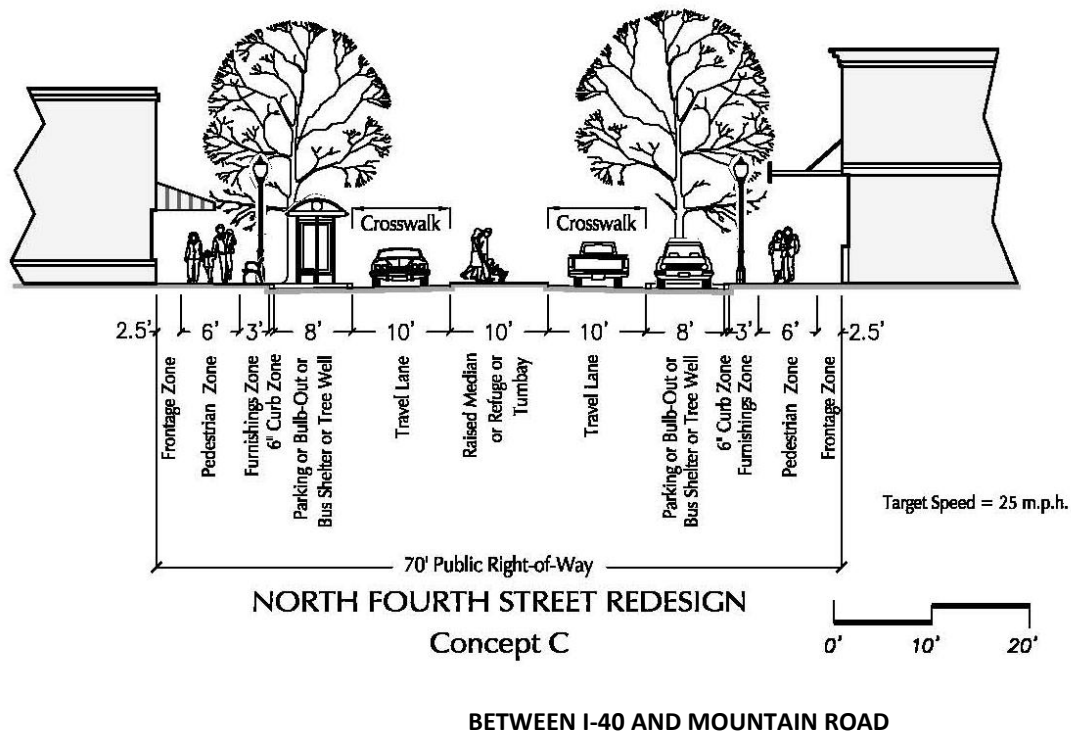


FIGURE 4-6 Redesign Concept C between I-40 and Mountain Road



- 3) Concept C Between I-40 and Mountain Road, 70 feet minimum R.O.W. required
 - a. Pedestrian zone (6 feet)
 - b. Furnishing zone (3 feet)
 - c. Raised Median/Turn-Lane/Refuge (10 feet)

4.1.I RECOMMENDATIONS

An important element of the street's reconstruction is the requirement that an engineering study of the entire corridor be conducted. An initial engineering study should encompass at least 30% of the requirements for complete construction documents and adopt the Design Principles, Parameters and Standards outlined in this chapter. The study will aid in the further design and reconstruction of the street, as implementation phases are planned.

4.1.J ENGINEERING STUDY

The engineering study shall:

- 1) Evaluate any conflicting parameters and design standards and suggest alternatives.
- 2) Explore options to modify the roadway to avoid condemnation costs.
- 3) Consider, in areas of limited ROW; that inside traffic lanes may be narrowed to allow for adequate pedestrian amenities.
- 4) Review roadway alignment and recommend where appropriate obtaining additional ROW necessary to construct improvements; also evaluate the modification of the roadway alignment to improve traffic safety.
- 5) Institute fast track permitting and inspections processes for projects that conform to the design overlay.
- 6) Prioritize and implement "catalyst development" projects in several locations.
- 7) Provide incentives for and explore creative ROW acquisition strategies.

4.1.K TRANSIT STUDY

In conjunction with the Engineering Study a transit study should be conducted to assess existing and future transit options and provide recommendations to increase ridership and improve access.

4.1.L PLANNING AND CONSTRUCTION

The engineering design and construction of the street should include significant public input and involvement. A steering committee should be formed to guide the study and the selection of a contractor that would include abutting property owners and representatives of the neighborhoods as well as involving the broader public through design workshops or charrettes.

The City should work in tandem with existing and proposed private development on the parcels fronting Fourth Street as opportunities for demonstration projects emerge.

- 1) An Access Plan should be created during construction to minimize business disruption. This phase should incorporate timelines with incentives and penalties in the construction contracts for Fourth Street's reconstruction.
- 2) The City should prioritize a capital plan with a budget and timeline to implement the redevelopment of the corridor.
- 3) The planning and construction phase should involve exploring opportunities for the City and State to pay for public ROW improvements, as well as cost sharing between the City and property owners for improvements located outside the ROW.

4.2 NORTH FOURTH STREET FROM DOUGLAS MACARTHUR TO THE VILLAGE OF LOS RANCHOS BOUNDARY

4.2.A VISION

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

4.2.B EXISTING CONDITIONS AND ISSUES

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

4.2.B.1 TRAFFIC VOLUME

According to 2008 data from the Mid Region Council of Governments (MRCOG), the traffic flow in the .92 mile stretch between Douglas MacArthur Road NW and the northern City limit was 21,900 vehicle trips per day, with a range of 12,500 to 29,500 within the various subsections of the overall area. This volume of traffic is 1.2% lower than the 2005 traffic volume, which was an average of 22,166 trips per day.

4.2.B.2 KEY CONDITIONS

The overall Corridor Plan lists a number of conditions along the entire length of Fourth Street in Subsection 4.1 B page 80. This Section lists a few additional

observations that are specific to the area north of Douglas Macarthur Road NW. They are as follows:

1. Sidewalks are crumbling and unpaved in numerous locations. There are numerous obstructions in sidewalks, including power poles, other utility installations, and parked vehicles.
2. There are only four signaled crosswalks within the entire .92 mile study area, this equals an average of one crosswalk for nearly every quarter-mile. Figure 4.9 on the next page 92 shows the location of crosswalks in the study area.
3. The presence of numerous curb cuts along Fourth Street frequently obstructs sidewalks, making them discontinuous throughout much of the area. Figure 4.10 page 93 illustrates the prevalence of curb cuts within the study area.



FIGURE 4-7 Unpaved and Obstructed Sidewalk



FIGURE 4-8 Vehicles Obstructing Sidewalk



FIGURE 4-9 Existing Signaled Crosswalks



FIGURE 4-10 Existing Curb Cuts

4.2.B.3 STEPS TO ALLEVIATE CONDITIONS

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

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

4.2.B.4 DESIGN PARAMETERS

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

1. Maintain four lanes of traffic and continuous sidewalks on both sides meeting ADA requirements. Within the areas of limited ROW, inside traffic lanes may be narrowed to allow for safety and pedestrian enhancements
2. Create an optimal pedestrian environment and automobile/transit access with four lanes of traffic
3. Widen the Right-of-Way (ROW) where necessary by acquiring property and/or negotiating easements
4. Add landscaped medians, pedestrian crossing refuges, street trees, other pedestrian enhancements, and turn bays.



FIGURE 4-11 Example of Grade-Level Caution Lights

4.2.B.5 CONCEPTUAL STREET CROSS SECTION

1. Reconstruct both sides of the street to create a streetscape consistent with the minimum design elements shown in Figure 4-14 Redesign Concept D page 97 .
2. Construct safe and highly visible pedestrian crossings, approximately every 1/8 mile.

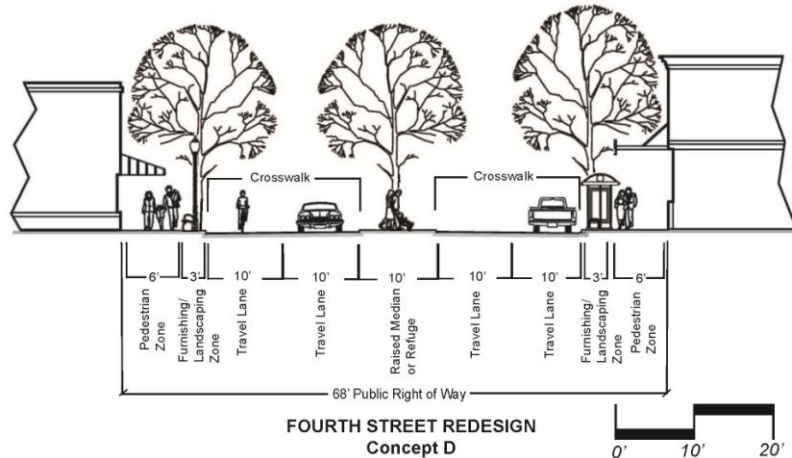
3. Install local bus stops along both sides of the street approximately every 1/8 mile.
4. Install Rapid Ride stops at major transfer points and development nodes.
5. Bury new distribution power lines on both sides of the street or route to new utility ROW.
6. Provide pedestrian-scaled street lighting along the entire length of North Fourth Street. Bus stops and other seating areas shall also be well lighted.
 - a. Pedestrian street lights shall be located between thirteen (13) feet and sixteen (16) feet above grade with a maximum average spacing (per block face) of 60 feet on center on North Fourth Street and 75 feet on center on “side” streets. Pedestrian street lights must be placed two (2) feet from the back of curb on each side of the street and travel lanes, unless otherwise indicated. Street lighting and street trees should not conflict.
 - b. Pedestrian street lights shall be directed downward to minimize fugitive lighting of the surrounding area.
 - c. Light poles and fixtures shall have a historic/retro look to give the North Fourth Street area a unifying look.
7. Provide left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement.
8. Provide significant landscaping along the street and in medians with pedestrian refuges.
9. Within the LAAHD, construct neighborhood gateways that narrow a portion of the street so as to discourage non-residential traffic.
10. Allow and encourage shared parking and minimize curb cuts. Within the LAAHD, no curb cuts will be allowed along residential streets.
11. Install pedestrian shade structures and low water use trees at frequent intervals without interfering with signage.
12. Ensure that landscaping is high-quality, meets “green” standards and is sustainable.



FIGURE 4-12 EXAMPLE OF STREET LIGHTING



FIGURE 4-13 EXAMPLE OF NEIGHBORHOOD GATEWAY

FIGURE 4-14 Redesign Concept D between Gene Road and Camino Español NW**North Fourth Street Redesign Concept D**

Between Gene Road and Camino Español NW, 68 feet minimum R.O.W required

- a. Pedestrian Zone (6 feet)
- b. Furnishing Zone (3 feet)
- c. Raised Median (10 feet)
- d. Turn Lane (10 feet)
- e. Refuge (10 feet)
- f. Inside and Outside Travel Lanes (10 feet each)

4.2.B.6 PLANNING AND CONSTRUCTION

The engineering design and construction of the street should include significant public input and involvement. A steering committee should be formed to guide the study and the selection of a contractor that would include abutting property owners and representatives of the neighborhoods as well as involving the broader public through design workshops or charrettes.

The City should work in tandem with existing and proposed private development on the parcels fronting Fourth Street as opportunities for demonstration projects emerge.