



STUDY RECOMMENDATIONS

12TH & MENAUL STUDY | CITY OF ALBUQUERQUE

Planning, design, and transportation recommendations for the area surrounding the intersection of 12th Street NW and Menaul Boulevard, including the former Indian School site.

Prepared for the City of Albuquerque, New Mexico

Prepared by The HOK Planning Group & Hall Planning & Engineering, Inc.

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INTRODUCTION

Scope of the Study

The 12th & Menaul Study is an intensive design and planning effort to explore ideas for streets, public spaces, and new development in the area surrounding the intersection of 12th Street NW and Menaul Blvd NW, including the former Indian School site east of 12th Street. Based on information and ideas provided by stakeholders and the community during meetings held in the Spring 2005, the planning team—the HOK Planning Group and Hall Planning & Engineering, Inc. —prepared, tested, and refined recommendations for the following:

- Land Use
- Public Spaces & Streetscapes
- Building Placement & Form
- Transportation & Transit

Study Area

The study focused on a primary study area defined as the right-of-way and properties fronting 12th Street NW between I-40 and La Poblana Rd NW, Menaul Blvd NW between 12th and 8th Streets NW, Menaul Extension NW from Indian School Rd NW to 12th Streets NW, and Indian School Road NW from San Isidro Street to 9th Street NW.

The study also recognized the importance of understanding the larger context for the project and considered planning and design ideas for a secondary area encompassing approximately a one half mile radius circle centered on 12th Street and the Indian Pueblo Cultural Center.



Images showing street conditions, the new addition to the Indian Pueblo Cultural Center, and the only remaining building from the Albuquerque Indian School.



Aerial Image of the Study Area



Planning Process

The study was completed during a five month period in the Spring and early Summer of 2005. To ensure community and stakeholder participation, the process was organized around three multi-day events—an initial round of stakeholder Listening Sessions in March, a 4-day Planning Workshop in April, and a Transportation Workshop in June. Feedback from participants in the Listening Sessions, Planning Workshop, and Transportation Workshop—over 200 people were directly engaged in the planning effort—provided the basis for the development of study objectives, concepts, and recommendations.



Images from the Planning Workshop's opening meeting and mid-course pin-up.



ISSUES & IDEAS

During the opening meeting of the Planning Workshop, held on April 15, 2005 at the Albuquerque Job Corps Center, stakeholders participated in small groups work sessions to discuss qualities they liked most and least about the study area and prepared a ‘wish list’ of future improvements. The study area is a 1/2 mile radius circle centered about at 12th Street and the Indian Pueblo Cultural Center as shown on page 8. The meeting concluded with representatives from each group sharing their thoughts with other workshop participants.

The following comments and diagrams offer a brief summary of the topics discussed during these workshops.

Comments on Use Mix

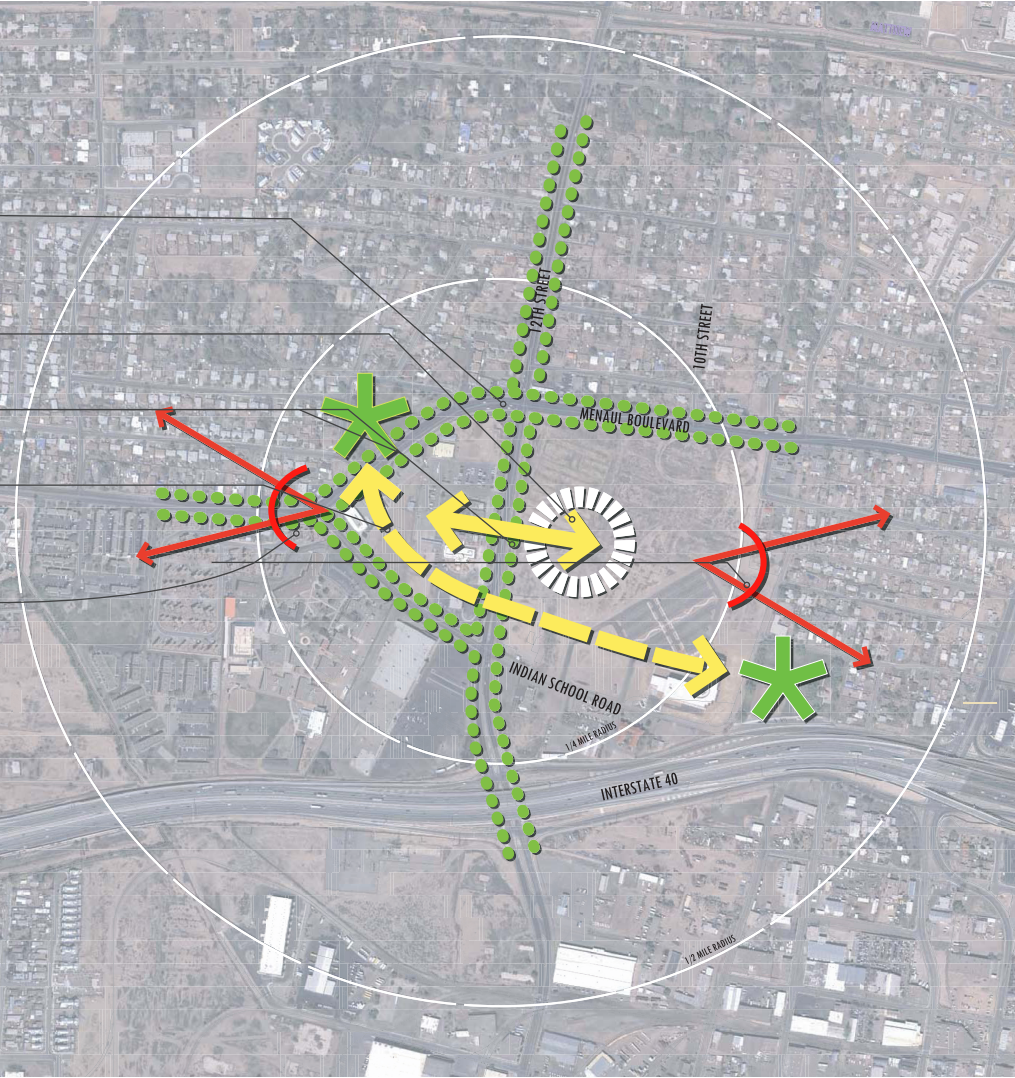
- Contained living area
- Convenient uses: dry cleaners, banks, etc.
- Mixed use structures
- Create sense of community
- No fast food restaurants
- No drive thru
- Encourage local merchants
- If include gas station, only put at IPCC Smoke Shop
- Preserve church and relocate on Indian land if possible
- Small businesses, sandwich shops, cafés
- Shops that are neighborhood oriented
- A real grocery store
- Respect and support IPCC
- Stores that support art and culture: art galleries, book stores, music stores, etc.
- Medical/dental offices to serve neighborhood needs
- Family-oriented restaurants
- Great hotel
- Offices should be located on east side of IPFDC site
- Area should be a 'center' for North Valley neighborhoods

Comments on Public Spaces

- Create safe, secure and inviting spaces
- Provide good lighting without negatively impacting neighborhoods
- Preserve view of volcanoes and mountains
- More recreational opportunities
- Connect ditches to greenway trails
- Creates spaces with landscaping
- Trees and greenspace
- Make safety for kids a priority
- Shade structures: awnings, canopies, arcades, etc.
- Places to sit and enjoy surroundings
- Provide area for community activities: farmers markets, community events, etc.
- Take down fence in front of IPCC to make it more open and inviting
- Consider Indian School a major pedestrian connection
- Have Walgreen's modify façade to honor area
- Provide pedestrian connections between Four H Park and Graves Park

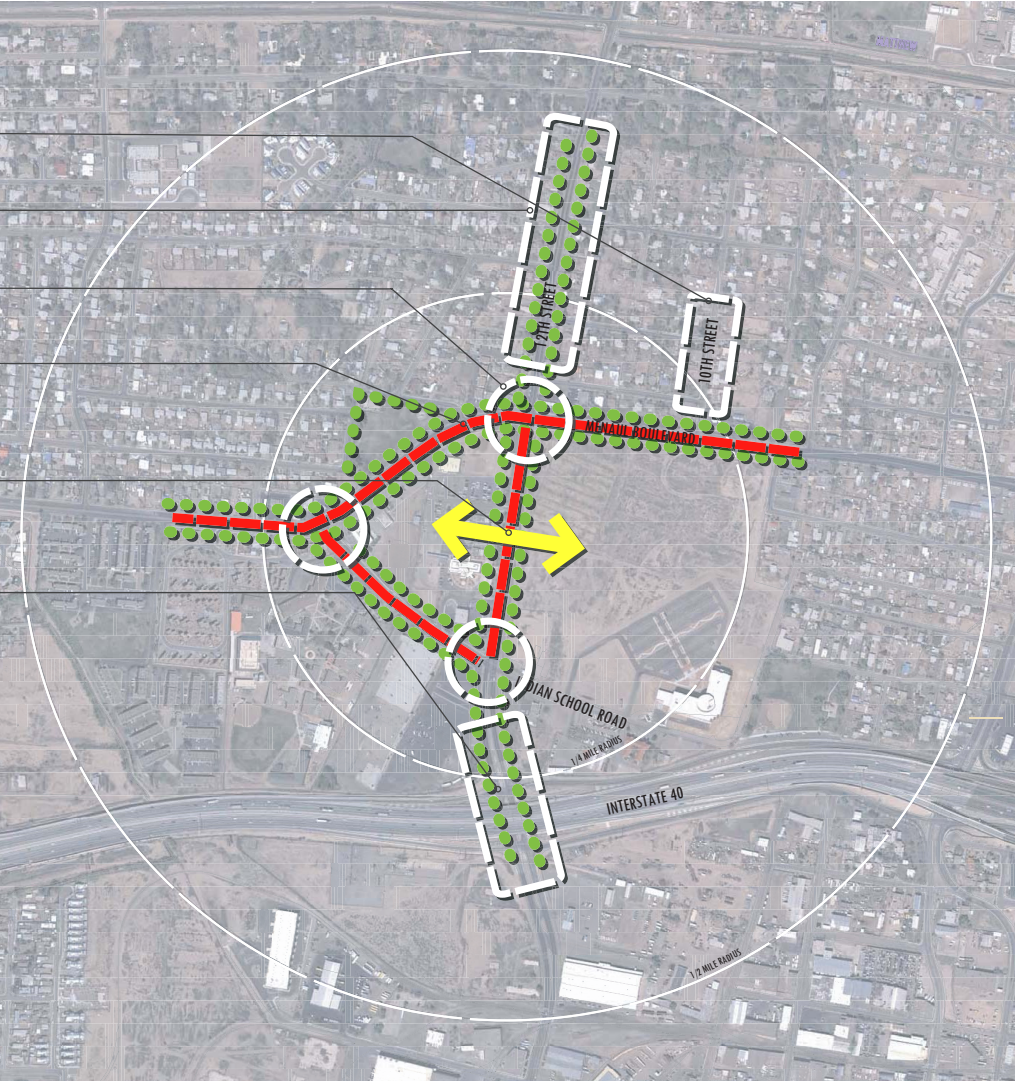
PUBLIC SPACE ISSUES & IDEAS

- Improve streetscapes along Menaul Boulevard, 12th Street and Indian School
- Create a new public gathering space.
- Create pedestrian connection across 12th Street.
- Establish pedestrian connections between parks. (consistent with security standards for federal buildings)
- Preserve views to the mountains and volcanoes.



TRANSPORTATION ISSUES & IDEAS

- Discourage cut-through traffic in neighborhoods.
- Maintain 2 lanes on 12th Street north of Menaul Blvd.
- Improve operations and crossings at key intersections.
- Improve sidewalks, add parking, and plant street trees on 12th Street, Menaul Blvd, and Indian School Road.
- Create pedestrian connections across 12th Street and Indian School Road.
- Improve pedestrian & bicycle connections to proposed trail along I-40, Mountain Road, Old Town, and beyond.
- Throughout: slow vehicle speeds, discourage cut-through traffic, improve walkability, and improve connections to existing and proposed trails.



Comments on Transportation

- Keep traffic slow
- Provide more bike lanes
- Create connections between bike trails
- Discourage semi-truck traffic through area
- Make the area more pedestrian-friendly
- Current sidewalks and bike trails are unusable
- Create pedestrian connection between IPCC and IPFDC site
- On-street parking to slow traffic
- Include south of I-40 in the traffic analysis
- Make area walkable and bikeable
- Discourage cut through traffic on 10th Street from new development
- Roundabout at Indian School and Menaul Extension
- Provide bus that goes directly to Downtown from area
- Narrower streets with wide landscaped medians
- Trolley to Old Town
- Fix existing sidewalks and add new sidewalks where needed
- Hide service entrances from residential areas

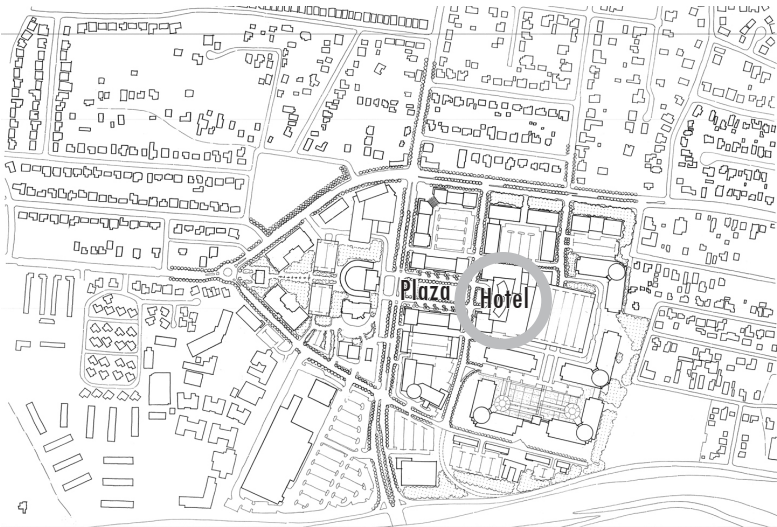
Comments on Building Form, Placement, & Design

- Campus atmosphere and scale
- Modest height buildings: 1-3 stories
- If taller buildings are included, put them in the center of the IPFDC site
- Hide parking structures
- Put buildings closer to street
- Buildings on IPCC should have cohesive design character
- Development should fit with adjacent neighborhood character
- Pueblo or Southwestern style

WORKSHOP PLAN
SCHEME A



WORKSHOP PLAN
SCHEME B



Early Sketch Plans

At the conclusion of the workshop, the planning team presented two sketch plans for the area showing slightly different configurations for the development of the Indian School site. Scheme A shows the hotel in the southwest corner of the site and new federal offices organized around the existing surface parking lot. Scheme B shows a hotel located at the east end of the plaza, a large parking deck in the center of the site, and a quadrangle configuration for the federal office precinct.

Feedback on the schemes provided the foundation for the plan recommendations presented in the following sections of the report.

OBJECTIVES & PLAN CONCEPTS

Objectives

Following the Planning Workshop, the planning team prepared the following statement of objectives.

Quality Public Spaces. Create a network of high quality, comfortable, and accessible outdoor gathering places. Provide spaces for resting and relaxing, information gathering and socializing, public events and activities, and cultural expression. Design spaces that attract activity, serve the needs of office workers and visitors, link site and community destinations, and reflect the site's former use as a campus and agricultural landscape.

Streets for People. Create a network of interconnected streets lined with generous sidewalks, street trees, benches and lights, and where appropriate, on-street parking. Redesign existing streets to slow travel speeds, improve operations, minimize cut-through traffic, and increase safety and comfort for pedestrians. Improve transit operations to better serve the area and surrounding communities.

More Walkable. More Bikeable. Foster a rich social environment through a high level of pedestrian and bicycling activity. Tailor the design of street crossings; sidewalk widths and materials; building locations, materials, window and door openings, and façade detailing; landscaping along pedestrian paths; reduce the experience of vehicle speed, noise, and vibration so that the comfort of pedestrians is prioritized. Insure that there is a varied, interesting, and functional network of pedestrian and bicycle trails within the development and connecting the IPFDC site to the surrounding neighborhoods and other activity centers. Locate a number of benches, bicycle storage facilities, and signage so that this environment is enhanced.

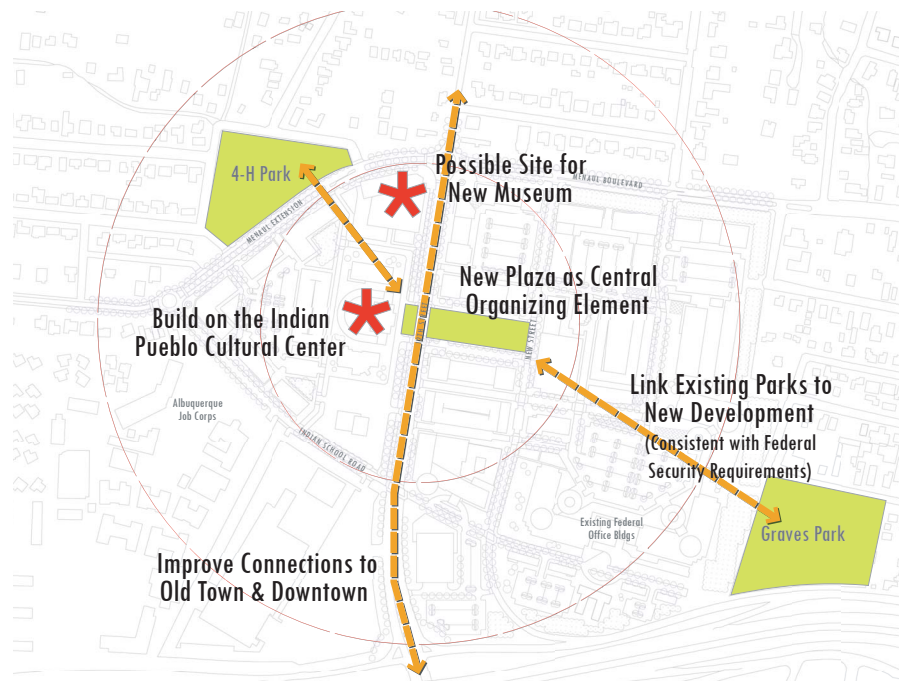
A Rich Mix of Uses. Encourage a mix of uses that serves neighborhood needs, builds on existing cultural destinations, and promotes “park once” opportunities. Public-oriented commercial, hospitality, and cultural uses should be concentrated along 12th Street and around a new central plaza facing the Indian Pueblo Cultural Center; auto-oriented uses (should such uses be permitted) may be located along a new internal north-south street and on 12th Street south of Indian School Road; publicly-accessible office and mixed use buildings should front Menaul west of a new street interior to IPFDC site, and office uses with higher security requirements should be located in a precinct on the east side of the Indian School north of Indian School Road. Multi family housing should be considered as a potential future use for the 4-H property.

Responsive Buildings. Encourage building forms and designs that support the creation of a safe and attractive public environment, bring life to 12th Street and the plaza, reflect regional building and design traditions, use resources wisely, and, for the federal office buildings, meet security needs without compromising connectivity and accessibility.

Plan Concepts

Build on Cultural Assets. The Indian Pueblo Cultural Center is a power asset, drawing over 200,000 visitors each year from across the city, region, and country to its facilities showcasing the history and accomplishments of the Pueblo peoples. With the possibility of future expansion—early discussions suggest the possibility of a new museum—the Center is expected to rank alongside the Albuquerque Museum, the Natural History Museum, and the National Hispanic Cultural Center of New Mexico as among the region’s premier cultural destinations.

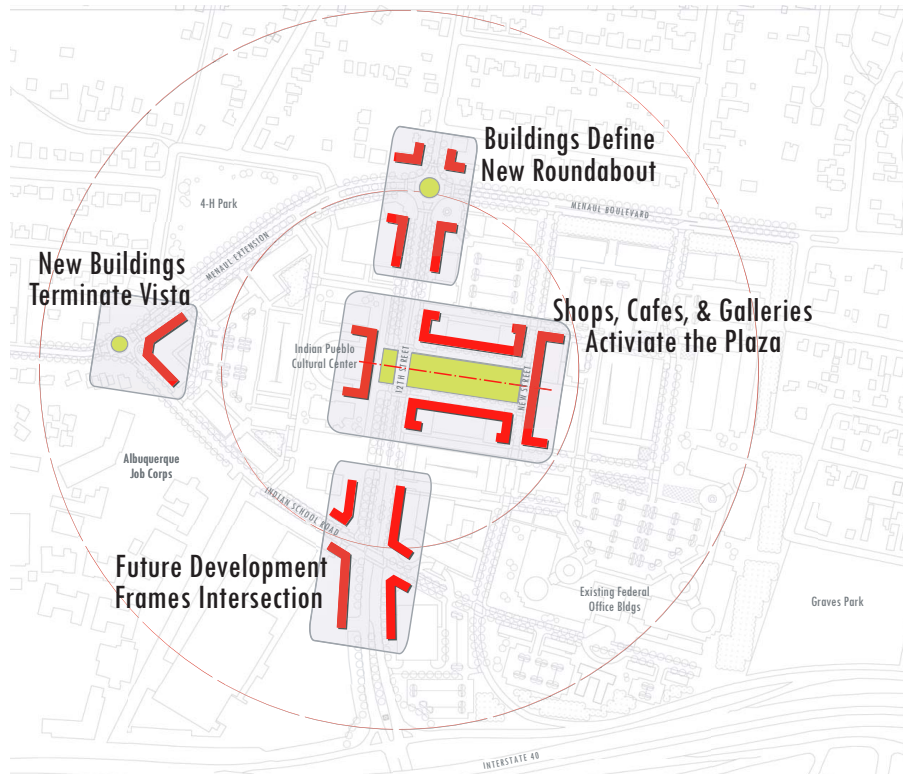
Knit the Pieces Together. Improving connections, both internally and externally, is another important driver of the study recommendations. The area enjoys excellent access and visibility from I-40, direct connections to regional destinations in Old Town and Downtown, and near direct links to existing and proposed regional bike and trail facilities along 12th Street, the Alameda Drain, and the southside of I-40. Making streets more walkable, providing better transit access, linking area destinations, especially the Cultural Center, 4-H Park, Job Corps and Graves Park, and completing and extending regional sidewalk, bicycle, and trail connections are all designed to improve access and mobility.



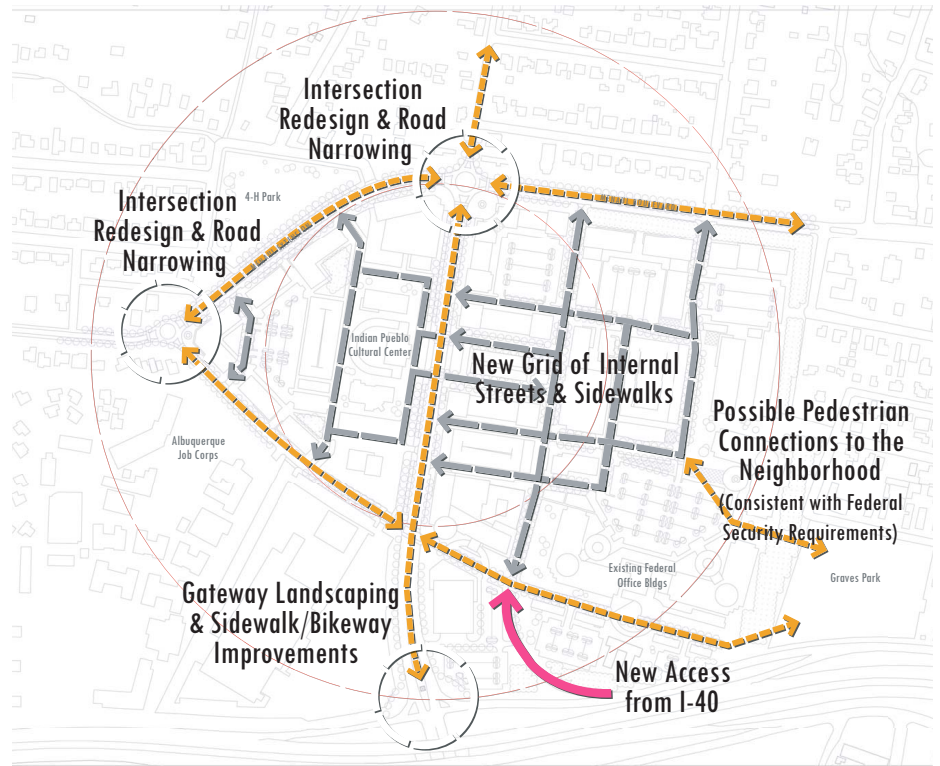
LEVERAGING ASSETS

Focus on Key Frontages. To provide for the definition of the most important streets and public spaces, the study defines priority frontage lines along which facades should be placed. The recommendation recognizes the important role these frontages play in defining the limits of the central plaza, achieving objectives for improving walkability on 12th Street, and limiting the perceived crossing distances where 12th Street intersects with Menaul Blvd and Indian School Road. Rather than call for a continuous street wall, the plan recognizes that modest deviations from the frontage lines should be permitted to encourage the development of courtyards, café spaces, and modulations in building facades.

Calm Traffic, Ease Crossings. High travel speeds, the poor condition of sidewalks, and difficulties crossing streets were cited often as public concerns. Pedestrian conditions along 12th Street, Menaul Blvd, and Menaul Extension are particularly poor and contribute to the disjointed character of the area. Bridging these existing barriers is an important goal of the study. Through the narrowing of streets, the simplification of intersections, the



ACTIVATING STREETS



IMPROVING LINKAGES



improvement of crossings, and the creation of internal networks of streets, the area can become a much more safe, accessible, and comfortable place for pedestrian and cyclists.

Reflect Local & Regional History. The history of the site as an early agricultural landscape and home of the Albuquerque Indian School informed the planning team's thinking about the form of development. Recommended landscape features such as the central plaza and groves of trees reflect the heritage of the Indian School campus and the North Valley's agricultural heritage.



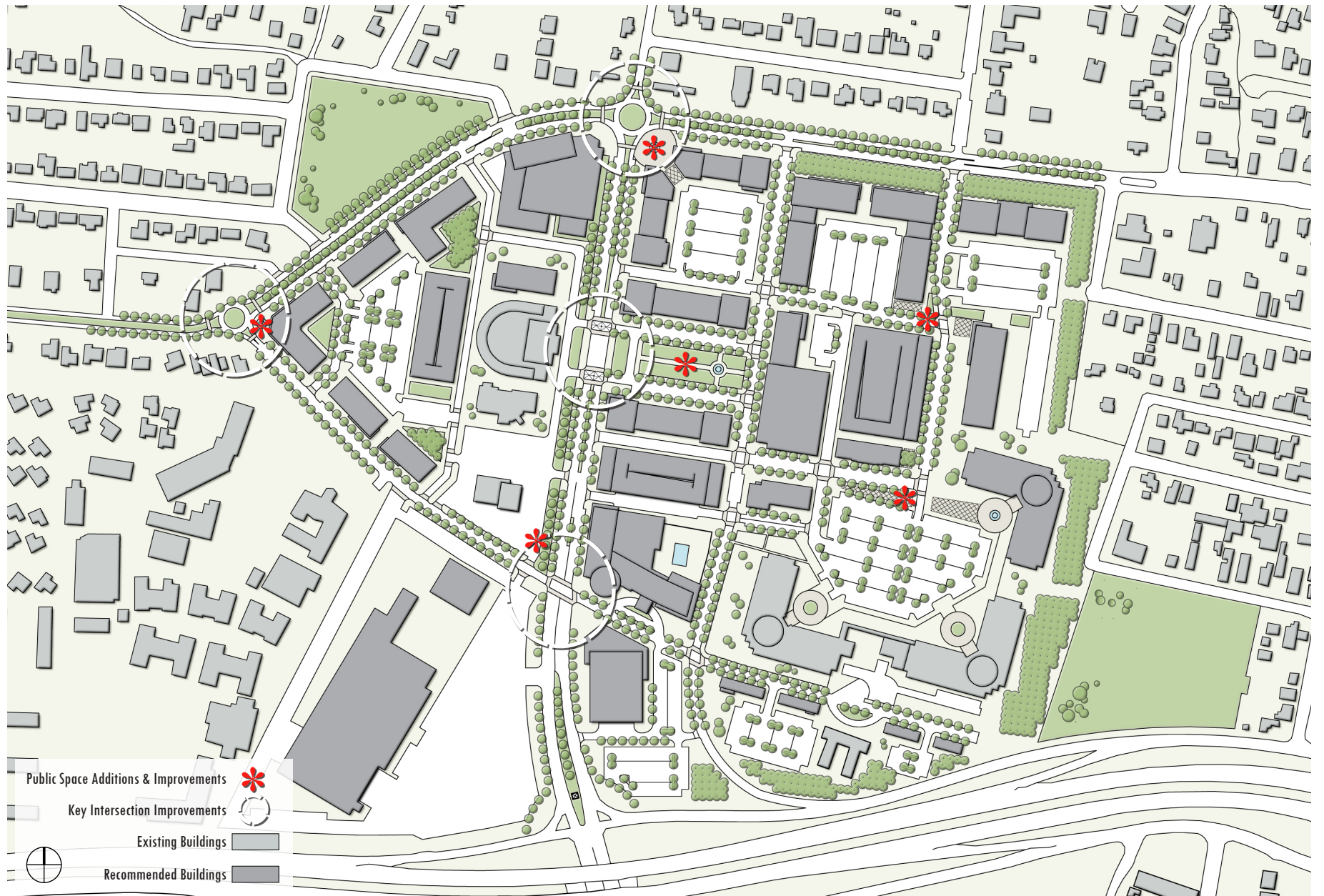
The 1940's era aerial image and photos from the 1880's show the early development of the Indian School campus. Note the groves and formal quadrangle in the aerial.

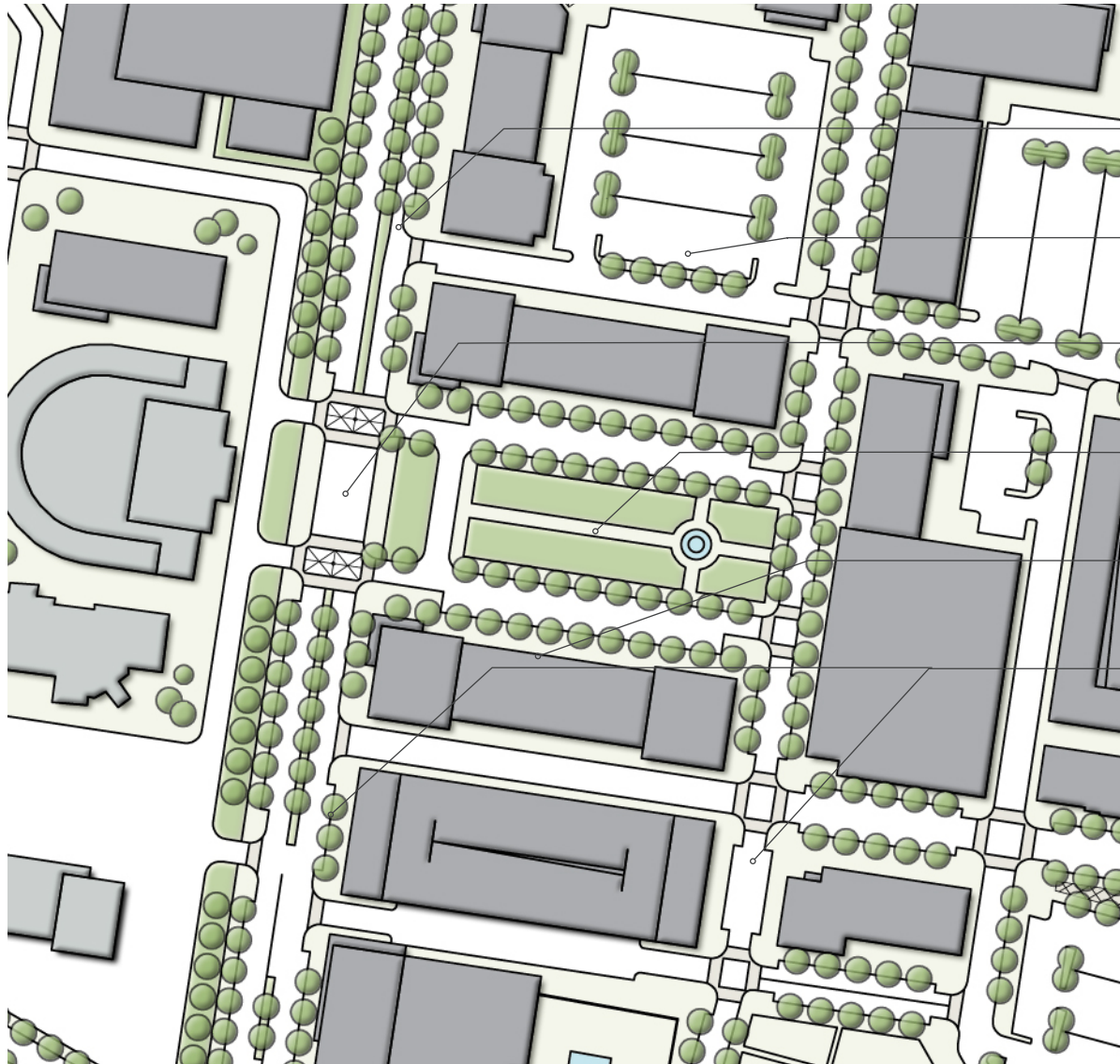
STUDY RECOMMENDATIONS

The study resulted in the preparation of planning and design objectives, a sketch plan for sites in the primary study area, and a series of recommendations for future land uses, public space improvements, building placement and form, and transportation improvements. While the study is not as detailed or comprehensive as would be required for an official City master plan, the recommendations provide guidance for decision-makers as they consider proposals for the development of the Indian School site and other properties.

Illustrative Plan

The illustrative plan on the following page is designed to show desired building placements, street locations, street space allocations, intersection configurations, crosswalk locations, and public spaces. Though the exact location or design of public and private improvements may differ from what is shown in the plan, the drawing shows preferred future conditions consistent with the study recommendations.





12th STREET & THE PLAZA

12th Street is narrowed from 4 to 3 lanes (two southbound and one northbound) north of the plaza.

Parking is located midblock and screened from view from the plaza, 12th Street, and Menaul Blvd.

New signalized intersection at the plaza is designed to slow traffic and ease pedestrian crossings

The plaza is recommended as a new public space for public events and activities.

Shops, cafes, and galleries line the edges of the plaza and front onto 12th Street.

On-street, parallel parking is recommended along most of 12th Street, the southside of Menaul Blvd, and along both sides of Menaul Extension. On-street parking is also recommended along many internal streets.

Throughout: slow vehicle speeds, discourage cut-through traffic, improve walkability, & improve connections to existing and proposed trails.

MENAU BOULEVARD

To improve operations, slow traffic, and ease pedestrian crossings a roundabout is recommended at Menaul Blvd and 12th Street.

Menaul Blvd is narrowed to 2 lanes with a center turn lane, landscaped median, on-street parking on the south side, and new sidewalk and landscaping along the ditch on the north side.

Uses along Menaul Blvd transition from more active uses at the corner to office and institutional uses further east.

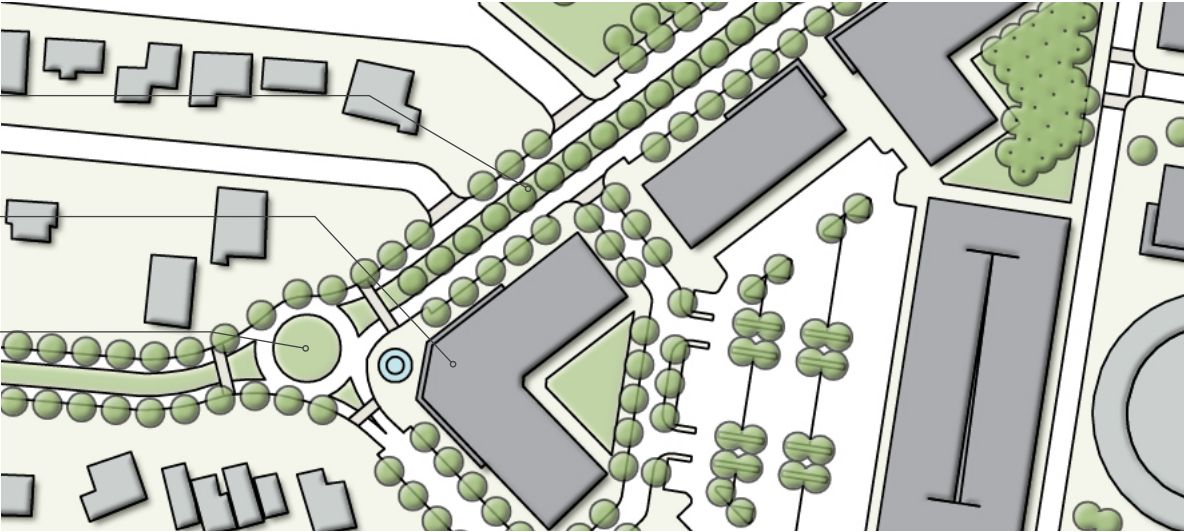


MENAU EXTENSION & INDIAN SCHOOL ROAD

Menaul Extension is narrowed to 2 lanes with a center median and on-street parking.

A new residential or institutional building can frame a small plaza and terminate the Indian School Road vista.

To slow traffic and ease pedestrian crossings a roundabout is recommended at Menaul Extension and Indian School Road.



Recommendations | Public Spaces

Quality public spaces—parks, plazas, courtyards and pocket parks—play pivotal roles in the life of a community. Such spaces offer places to walk, rest, relax, and recreate; connections between nearby destinations; sites for informal gathering and socializing; and places for celebrating local history and heritage. The study defines a network of safe, comfortable, and accessible outdoor spaces linking area destinations, providing space for special events and activities, and reflecting the site’s former use as a campus and agricultural landscape. As a central feature of the plan, the study recommends the creation of a large new public space—the central plaza—linked to smaller scale courtyards and pocket parks by pedestrian-friendly streets, street crossings, and paths.

As a framework for future development, the study recommends the creation of the following public spaces:

The Plaza. The proposed plaza, oriented to 12th Street and arranged on an axis with the main entry and courtyard of the Indian Pueblo Cultural Center, serves as the central organizing element for the development of the Indian School site. As the area’s most prominently located and highly visible public space, the plaza will become the “heart” of this new cultural, commercial, and institutional destination.

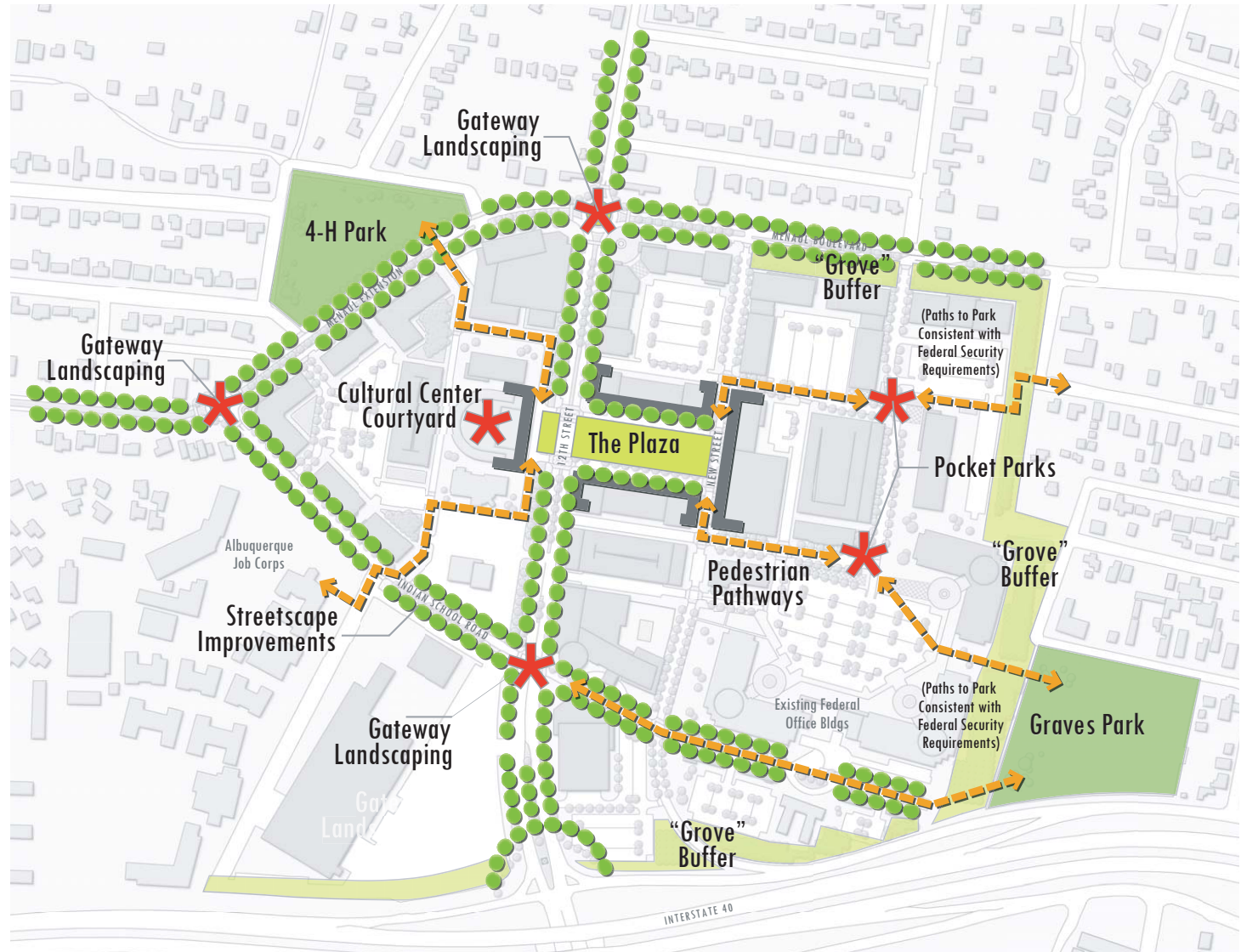
Pocket Parks & Pedestrian Paths. The plan identifies several locations where small pocket parks and pedestrian paths may

The plaza in Santa Fe, with its mature shade trees, benches, and pedestrian-scaled lighting is a favorite destination for locals and visitors alike.



PUBLIC SPACES

Recommendations for new public spaces, streetscapes, buffer areas, and pedestrian pathways.





The plaza and pocket parks should be designed to accommodate a range of uses, from informal gathering to various scales of community events and activities. Shade trees, water elements, public art, lighting, comfortable benches and movable seats all can be used to make spaces attractive, safe and comfortable.

be created. These spaces, arranged along primary pedestrian paths linking office and commercial destinations, are designed as small gathering spaces for workers and visitors and to make walking an attractive alternative to driving for lunch-hour and after-work errands and trips. These spaces should include shade elements—trees, trellises, and arcades, seating, water features, and art installations.

Groves & Bosques. To reflect the site’s agricultural heritage and provide buffers between proposed office development on the Indian School site and surrounding neighborhoods, the study recommends the planting of groves and bosques of shade trees.

Medians & Roundabout Islands. As part of the proposed improvements to the street network, the study recommends the development of landscaped roundabout islands and medians

along Menaul Blvd, Menaul Extension, and along portions of 12th Street between Indian School Road and Menaul Blvd. If generously planted with native, drought tolerant plant species and shade trees, the medians and roundabout islands can provide aesthetic benefits as well as reduce impervious surface, mitigate urban heat island effects, and signal to drivers that they have entered a more urban district.

Streetscapes. Also as part of the redesign of the street network, the study recommends the development of high quality streetscapes with generous pedestrian clear zones; space for outdoor seating and cafes; and a carriage strip with space for street trees, pedestrian-scaled lighting, benches, trash receptacles, and bike parking.

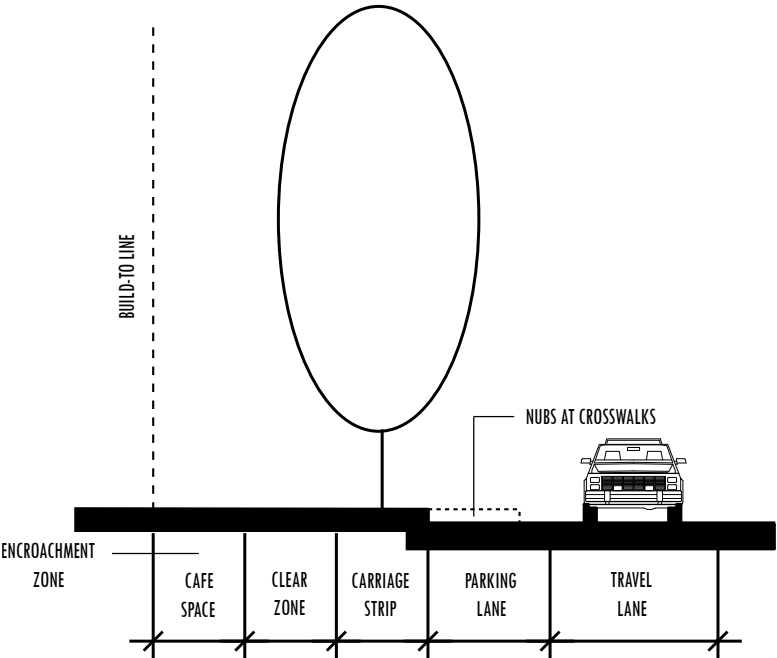
Recommendations | Streetscapes

The study offers recommendations for the widths and general configuration of streetscapes. The plan identifies four types of sidewalks based on optimum total width, and provides typical dimensions for carriage strip zones, clear walk zones, encroachment zones, and café spaces. The definitions and dimensions for each are based on several factors including anticipated levels of activity, existing and planned land uses, right-of-way constraints, and position within the larger network of streets and public spaces. A description of the purpose and design treatment of each of the streetscape areas follows.

Carriage Strip. The carriage strip exists as the space adjacent to the vehicular travel lanes or on-street parking within which is placed a variety of elements and amenities. Trees are the primary element of the carriage strip zone and can be located in tree pits, grates, planters, or planting strips depending on the level of activity of the streetscape and associated street. A 6’ wide carriage strip is typical; however, in constrained conditions, tree grates are used to gain additional circulation space. Planting strips as narrow as 4’ may be used along residential frontages. Light fixtures, street signage, trash receptacles, benches, bicycle parking loops, and directional and interpretive signage are the primary

elements that typically exist in the carriage strip. Rhythm and placement of these components aid in maintaining a pedestrian scale, provide information for pedestrians, and create a comfortable and safe environment.

TYPICAL STREETSCAPE ELEMENTS



Clear Zone. Next to the carriage strip zone is an area known as the pedestrian clear zone. This is defined as an unobstructed area serving as circulation space for pedestrians. The study recommends a minimum 6' wide clear zone allowing for the free flow of people along sidewalks.

Encroachment Zone. Shopfronts, blade signs, outdoor displays, awnings/canopies and café space are components of the streetscape that can extend beyond the build-to line. These

elements help define the character of an area, offer shelter from sun and rain, and provide visual interest to both pedestrians and motorists.

Café Space. Café spaces provide places for both active and passive social interaction and they add visual appeal, variety and interest to the streets. The study recommends the provision for sufficient sidewalk space to accommodate cafés generally along the frontages facing 12th Street and around the central plaza. Movable public seating and newsstand and retail kiosks could be placed in these spaces to encourage more daytime use independent of an adjacent restaurant and frame the street wall better.

STREETSCAPE IMAGES



Sidewalk cafes, street trees, and furnishings are placed outside the pedestrian clear zone.

Wayfinding & Interpretive Signs

Wayfinding and interpretive signs provide information on local attractions, identify historic and cultural sites of interest, and display maps for navigating the area to both visitors and residents of the area. In addition, the signs provide a way to establish a unique identity from other areas of the city.

Recommendations | Building Frontages

As the placement and design treatment of building frontages strongly influences the amount and quality of pedestrian activity, the study recommends general design treatments for 4 types of frontages. Each type is described below.

Plaza & 12th Street Shops Frontage. For streets and block fronts where commercial uses and pedestrian activity are most desired—along 12th Street and around the plaza—the study recommends that sidewalks be lined with shops, restaurants, and galleries and buildings be designed with the following:

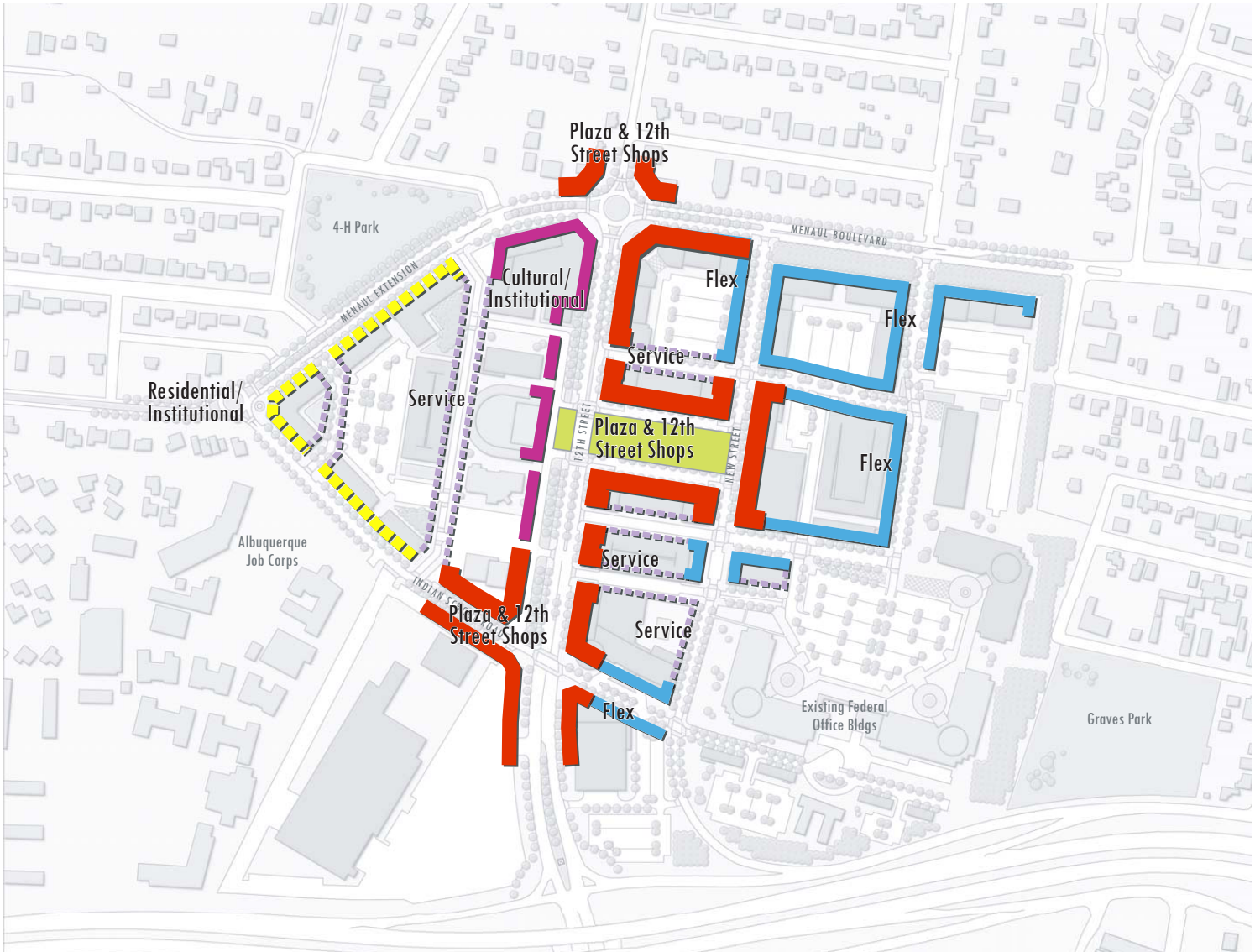
- multiple sidewalk entries matching sidewalk grade;
- generously-scaled display and transom windows;
- pedestrian-scaled signs and banners; and
- awnings or canopies for sun shading.

For these frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

Cultural Center Frontage. For streets and block fronts where cultural uses and pedestrian activity are desired—along the frontage of the Indian Pueblo Cultural Center—the study recommends that sidewalks be lined with buildings and with landscaping, public entries to cultural facilities, and points of access to mid-block parking facilities.

Flex Frontage. For streets and blocks where a mix of uses and a moderate amount of pedestrian activity are desired, the study recommends frontages with lower levels of ground floor transparency, fewer building entries per block face, and limited access to service and loading areas. Parking frontage is only allowed on Flex frontages internal to the IPFDC site. For these locations where surface parking fronts a street, low screen walls and landscaping should be installed. Blank walls (ground floor wall surfaces without fenestration or entries) and curb-cuts to access parking, service, and loading areas are discouraged.

BUILDING FRONTAGES



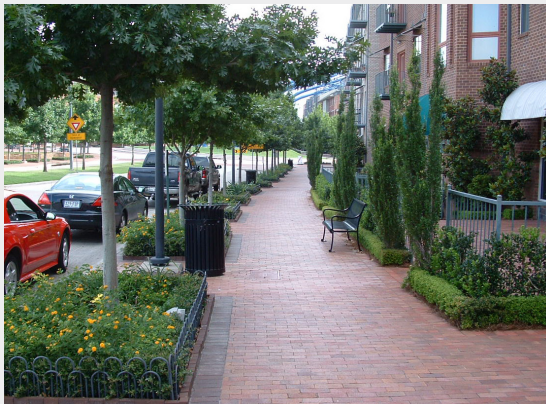


These photos show a variety of storefront designs all of which share important characteristics--high levels of transparency at the ground level; multiple entries opening directly onto adjacent sidewalks; lively streetscape environments; and canopies, and arcades, or awnings for sun shading.

Residential/Institutional Frontage. For street and block frontages along Indian School Road and Menaul Extension identified as appropriate for residential or institutional uses and a moderate amount of pedestrian activity, the study recommends that ground floor elevations be 18-24” above sidewalk grade and that individual units open directly onto adjacent rights-of-way. The recommendation for higher ground floor levels is intended to maintain street definition while providing for both privacy through vertical separation (residential windows above eye-level) and the informal surveillance of public space by residents. As

with the commercial frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

Service Frontage. For streets and block frontages where service and “back-of-house” uses are anticipated and a low amount of pedestrian activity is desired, the study identifies this fifth type of frontage where garage entries, access to drive-up windows (if allowed), parking frontage, and service and loading access are permitted.



Recent residential projects in Albuquerque and across the country illustrate how housing in urban contexts can support the creation of safe, pleasant street environments.

Recommendations | Building Heights

Plan recommends low-rise buildings of 2-3 stories over much of the study area with opportunities for taller buildings in a few locations. A summary of recommendations, keyed generally to sub districts, follows:

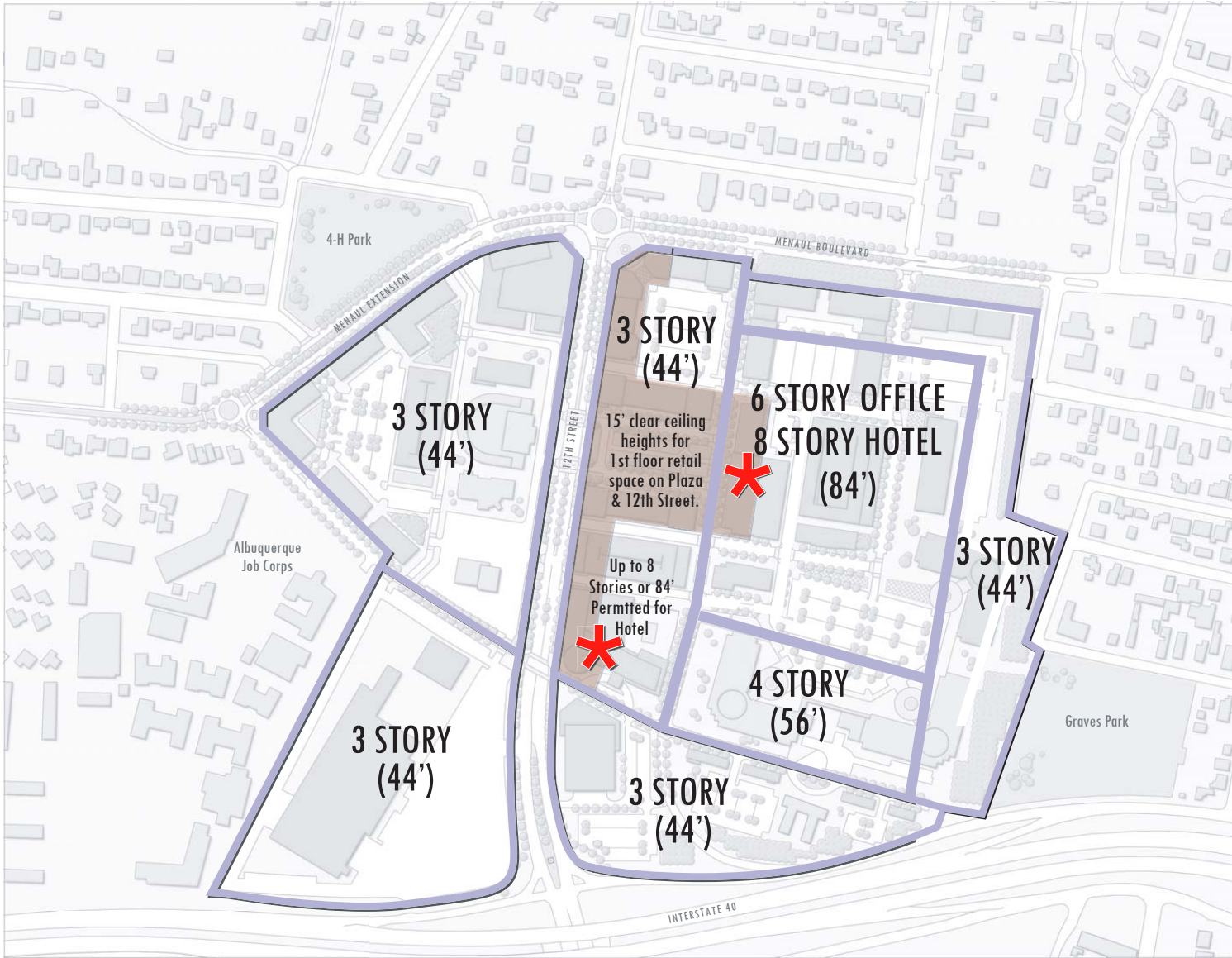
General Limit of 3 Stories. The study recommends limiting heights to 3 stories or 44' (floor-to-floor heights of 16' for the ground floor and 14' for upper floors) for much of the study area, including the frontages of 12th Street and Menaul Blvd on the Indian School site.

First Floor Clear Ceiling Heights for Retail. To promote the long-term adaptability of ground floor spaces on the most active frontages, the study recommends that clear ceilings of heights of at least 15' be maintained for retail uses along 12th Street and surrounding the plaza. This recommendations is designed to ensure flexibility in use and adequate space for display and transom windows, sign bands, awnings and canopies, and other façade elements.

Federal Office Precinct. The portion of the Federal Office Precinct adjacent to residential areas is limited to 3 stories and 44' in height, generally following the standards for 3 stories elsewhere on the property. The portion of the Precinct adjacent to Indian School Rd has a maximum height limit of 4 stories or 56' (14' per story). In the central part of the Federal Office Precinct and at the corner of 12th Street and Indian School Rd an 8 story hotel and a 6 story office building are allowed. The height elements for the office building are 84' total height with 14' stories. Permitting such heights is intended to minimize the total footprint of the office uses while allowing sufficient densities to support the development of structured parking.

Provision for Additional Height for Hotels. As indicated by the asterisks on the height diagram, the study provides for additional height for a hotel mid-rise building of up to 8 stories or 84' (floor to floor heights of 14'-18' for the ground floor and 10'-11' for upper floors). This provision recognizes the importance hospitality uses can play in the future of the area. Such a use, along with ancillary meeting facilities, bolsters total demand for retail and restaurant uses, especially those within walking distance.

BUILDING HEIGHTS



Recommendations | Use Mix

1. C-2 Community Commercial Zone Permissive Uses:

a. All are allowed, except the following:

- Ambulance service
- Arena, indoor
- Auto body shop/repair
- Automobile sales
- Billiard or pool hall
- Car wash
- Circus, outdoor
- Coin and gun shop
- Disco, no liquor
- Drive-in restaurant (i.e., with carhop service to parked vehicles)
- Garage automotive repair
- Group training home
- Fireworks sales
- Pawn Shop
- Rifle, pistol range, indoor
- Service station
- Taxidermy shop
- Trailer rental
- Trailer sales, mobile home & RV

b. The following are allowed but with the following clarifications:

- Automobile rental (incidental to a motel or hotel)
- Bank/ATM (maximum drive-up service lanes to be determined by City Council and provided the drive up lanes do not intersect with or front on the plaza)
- Bar (incidental to a motel or hotel)
- Drive-through restaurant (i.e., with a drive-through service window, provided the restaurant is located as indicated on the approved Site Development Plan, the restaurant has only one drive-up service lane, and the drive-through lane does not intersect with or front on the plaza)
- Games, electronic or video (incidental to a hotel or motel)
- Nightclub (incidental to a motel or hotel)
- Package Liquor Sales (incidental to grocery store, not incidental to convenience store or service station, and provided that, with the exception of mini-bar sales within motel or hotel rooms, sales shall be limited as determined by the City Council)

- Restaurant (beer & wine or full service)
- Any single tenant retail space (maximum 65,000 square feet)
- Maximum number of businesses (either restaurants or banks) with drive-through service to be determined by the City Council.

2. C-2 Conditional Uses:

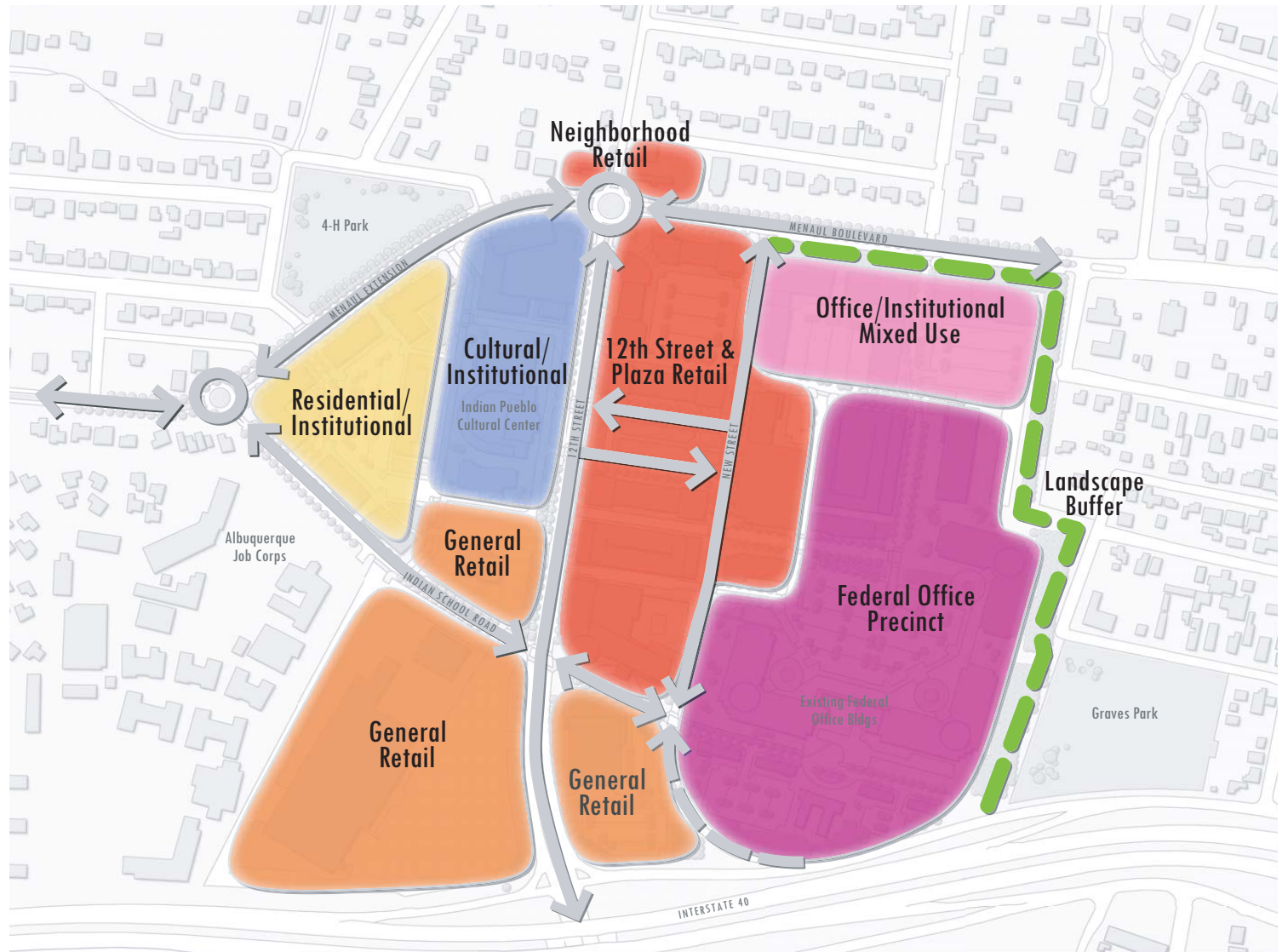
a. All are excluded, except the following:

- Outdoor sales of retail goods
- Printing, publishing, lithography
- Retail Store, business or shop in which products may be manufactured, compounded, processed, assembled, or treated as an accessory use.

b. The following are allowed but with the following clarifications:

- Blood bank (incidental to a hospital or clinic)
- Blood plasma center (incidental to a hospital or clinic)
- Church (Native American related religious and festival uses)
- Dwelling unit (house, townhouses or apartments, residential mixed use)
- Jewelry Manufacturing (individual Native American uses)
- Swimming pool, outdoor (incidental to a motel or hotel) not to intersect with or front on the plaza)
- Bar (incidental to a motel or hotel)

LAND USES



Recommendations | Street Network

Evaluation of Alternatives

Utilizing available traffic data from previous studies, HPE Engineering used Synchro (Trafficware, Inc.) traffic modeling software to analyse the four street design alternatives listed below. The results of each analysis are as follows:

Alternative A: Modified Proposed. Using IPFDC’s “Currently Proposed” assumptions, modify the 12th Street and Menaul Blvd signalized intersection to reduce the number of lanes and only 2 lanes on Menaul Extension west of Indian School, also signalized intersection at Menaul Extension and Indian School Road.

Under this alternative, the signalized intersections at 12th Street and Menaul Blvd and Menaul Extension and Indian School Road operate well, with an overall Level of Service (LOS) of “C”. The other signalized intersections at the north and south plaza streets and 12th and Indian School operate at LOS D, A, and C, respectively.

This alternative works well for moving traffic but is not as pedestrian-friendly or walkable as the alternatives below. Signalized intersections allow higher traffic speeds than roundabouts, since traffic approaching a green signal does not have to slow down.

Consequently, signalized intersections are not as safe for pedestrians and are less-walkable than roundabouts.

Alternative B: Workshop Alternative. 2 lanes on 12th Street north of Menaul Blvd; 4 lanes on 12th Street south of Menaul Blvd; 4 lanes of Menaul Blvd east of 12th Street; 2 lanes on Menaul Extension west of 12th Street; roundabouts on 12th Street and Menaul Blvd and Menaul Extension and Indian School Road; and on-street parking where feasible.

A double-lane roundabout is required to accommodate the multiple-lane entries at the intersection of 12th Street and Menaul Blvd under this alternative. However, the single-lane eastbound and southbound entries (from Menaul Extension and 12th Street) unbalance the roundabout and reduce its overall efficiency somewhat over what might be expected from a double-lane roundabout. This alternative results in queuing on 12th Street southbound at Menaul Blvd. The single-lane roundabout at Menaul Extension and Indian School Road operates very smoothly with no queuing.

This alternative is more pedestrian-friendly and walkable than Option A, due to the inherent traffic calming effect of the roundabouts. The signalized intersections at the north and south plaza streets and 12th Street and Indian School Road operate at LOS D, A, and C, respectively, so there is not a system-wide difference in traffic operations between this alternative and Option A. However, this alternative is preferable for encouraging walkability.

Alternative C: Intermediate Alternative. 2 lanes on 12th Street north of Menaul Blvd; 2 lanes on Menaul Blvd east of 12th; 2 lanes on Menaul Extension west of 12th Street; roundabouts on 12th Street and Menaul Blvd and Menaul Extension and Indian School Road; and on-street parking where feasible.

This is the “skinny Menaul” alternative that narrows Menaul Blvd to two lanes. This alternative results in queuing along Menaul, which is to be expected, but the overall performance of the rest of the study area system is unaffected, and the other signalized intersections at the north and south plaza streets and 12th and Indian School operate at LOS D, A, and C, respectively, which is the same as in Option A and Option B. The single-lane roundabout at Menaul and Indian School operates very smoothly with no queuing. The skinnier Menaul will result in greater peak hour delay

for motorists, but the smaller street and roundabout will provide for greater walkability at all times day.

Alternative D: Narrow Alternative. 2 lanes on 12th north of Menaul Blvd 2 lanes on 12th south of Menaul, 2 lanes on Menaul east of 12th; 2 lane on Menaul Blvd west of 12th; roundabouts on 12th and Menaul Blvd, Menaul Extension and Indian School Road, and the north entrance to IPFDC project; protected left turn lane westbound on Menaul Blvd and 10th Street; and on-street parking where feasible.

This alternative provides the narrowest street sections of all the alternatives, with 1 lane approaches to the 12th and Menaul intersection from all four directions. Because of this, a single lane roundabout can be used at this intersection. This roundabout functions with similar performance to the double-lane roundabout in Option B and Option C, due to the balance of the all-single-lane approaches. This alternative results in less queuing on 12th Street southbound and Menaul Blvd westbound than in Option C, but does result in some queuing on 12th northbound. The other signalized intersections at the north and south plaza streets and 12th Street and Indian School Road operate at LOS E, B, and D, respectively, which is the lowest LOS of any of the alternatives

but still well within acceptable levels of operation. The north plaza street intersection is at LOS E, but the south plaza street operates at LOS B. The north and south plaza streets operate together as a unit to create one of the central aesthetic features of the project and are not in trouble unless they both begin to fail.

This “skinny street” alternative is the most walkable of all four alternatives, and the effects on traffic are less than might be expected. If the community is willing to accept some peak hour delay on Menaul Blvd, this alternative will provide the lowest traffic speeds while continuing to move traffic through the system. The reduced number of lanes will provide for much greater walkability.

Externalities that may be associated with this alternative include increased cut-through traffic to avoid the longer queues at 12th Street and Menaul Blvd and reduced efficiency of transit service during the peak hour (buses operate in traffic with other cars, so if the other cars are slowed, so are the buses.) The greatly enhanced pedestrian environment will be more transit-supportive, however, and may outweigh the peak-hour efficiency issues once transit-supportive development occurs.

Regarding the cut-through traffic, traffic that uses the new street network on the IPFDC property is not considered cut-through, and this network should provide some relief to the queuing at 12th Street and Menaul Blvd. Traffic was not redistributed in this way due to the “apples to apples” comparison of the four alternatives, but given a network grid of streets, some drivers quickly determine the shortest “route of least resistance” to their destination and can be expected to use the grid to their advantage.

. . .

Based on the results of the analysis, including the Synchro simulations, Alternatives C and D are very close in terms of balancing good traffic operations and walkability. Alternative D, however, provides the greatest walkability with a measurable but limited reduction in automobile traffic mobility, and therefore represents a better balance between the various modes of transportation. Participants at the transportation workshop held as part of this study expressed the greatest support for Alternative D.

Alternative C has the advantage of providing additional capacity if the project generates greater traffic volumes than expected. To that end, Alternative D can be constructed and either left as an urban boulevard or treated as a first stage toward an eventual Alternative C if additional capacity is needed in the future.

Under this recommendation, Alternative D would be constructed with 2 lanes, including on-street parking and 5' bike lanes on 12th between Menaul and Indian School Road, using the available ROW. Closer design to identify auxiliary lanes is also recommended. The median would include 20' that could be used to add two additional lanes if Alternative C became necessary in the future. The bike lanes would have to be removed at that time. This recommendation provides the most walkable street for the existing and initially projected conditions and allows flexibility for additional context-sensitive capacity increases if needed in the future.

Recommended Street Network & Intersection Improvements

The proposed street network is a grid of thoroughfares providing multiple entries and exits to new development on the Indian School site thereby relieving pressure on key intersections at 12th Street and Menaul Blvd and 12th Street and Indian School Road.

Menaul Blvd east of the roundabout at 12th Street is designed with a 7' parking lane on the south side, a 5' bike lane, 1 10' travel lane, a planted median, a 10' travel lane, and a 5' bike lane on the north side. Parking on the north side is not recommended to allow space for a sidewalk and planting area along the ditch. Access to the Indian School site is provided at two points along the Menaul Blvd frontage spaced approximately 500' apart. Moving east along Menaul Blvd from 12th Street, the first access point is designed as a fully-functional intersection (all turning movements allowed), and the second at 10th Street is designed to allow left turns from Menaul Blvd westbound but not northbound through, northbound left, southbound through, or southbound left turning movements. These movements are limited to reduce neighborhood cut-through traffic north of Menaul Blvd.

Menaul Extension west of the roundabout at 12th Street is with a 7' parking lane on the south side, 5' bike lane, one 10' travel lane, planted median, 10' travel lane, 5' bike lane, and 7' parking lane

on the northside. Access to the Indian Pueblo Cultural Center site is provided at two points.

12th Street to the north of the street portion immediately adjacent to the new roundabout at Menaul Blvd contains two travel lanes, a turning lane, and bike lanes, carriage strips, and sidewalks on both sides of the street. Approaching the roundabout, the turning lane is removed and replaced by a pedestrian refuge. Inspection of aerial photos indicates that some small adjustments (5' in total) to the roadway location and street section may be necessary on 12th to accommodate this street section.

12th Street immediately south of the new roundabout at Menaul Blvd is designed with 2 southbound lanes, a landscape median, and 1 northbound lane. Further south, an additional northbound lane is added to ensure adequate access to the Indian School site and the Indian Pueblo Cultural Center. A new signalized intersection is planned at the plaza.

Indian School Road west of 12th Street remain essentially as currently designed but with improve sidewalks and streetscapes.

Design speed for all of these streets is 30 mph, which is consistent with the roadway geometry required for safe operation of autos, bikes, and commercial vehicles in mixed traffic.

Interior to the site, the study recommends the creation of a grid of streets with those running north-south having 10' travel lanes in each direction and those running east-west streets having 9' travel lanes in each direction. Parking lanes of 7' in width are recommended on each side of these internal streets. The one-way streets surrounding the plaza are designed with 10' travel lanes and angled parking on the storefront sides of the street. Design speed for the interior streets is 20 mph. Curve radii and other street geometry should be consistent with this design speed. The narrower streets interior to the site will still provide for safe commercial vehicle operation due to the lower traffic speeds and volumes on these streets.

The Sawmill - Wells Park Metropolitan Redevelopment Plan, current being reviewed for adoption, calls for a roundabout at 12th Street and Sawmill Rd. south of Interstate 40.

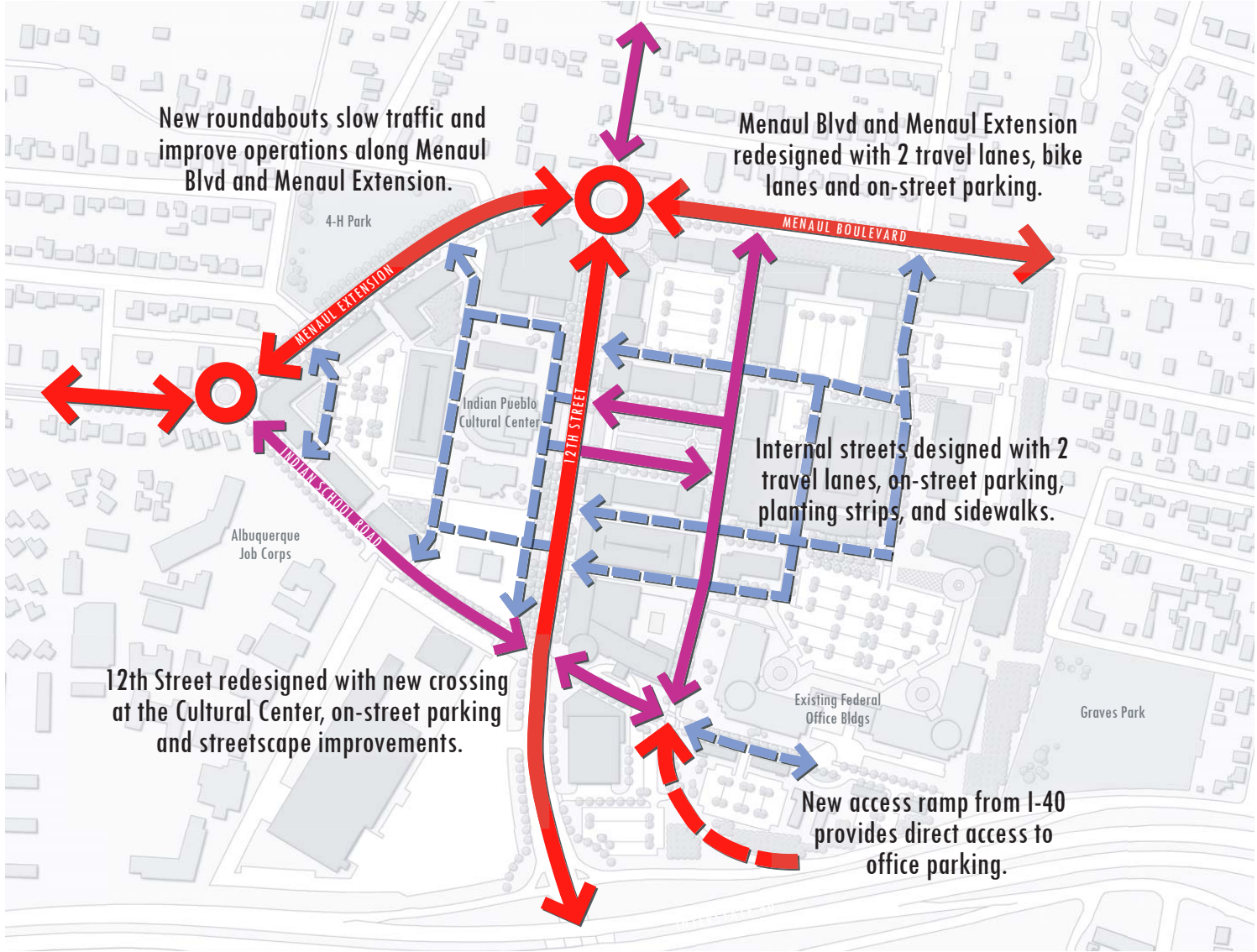
Roundabout Safety. Several participants at the transportation design workshop raised issues related to the safety of roundabouts. The transportation planning engineer indicated that modern roundabouts have been found to be safer than conventional intersections for a number of reasons. These include:

- lower speeds averaging 18 mph in modern roundabouts (as proposed here, not traffic circles),
- lower accident rates found in the U.S. and European studies,
- more “fender bender” accidents and fewer fatal accidents because collisions are rarely perpendicular (“t-bone”) impacts and are usually at a deflecting angle,
- physical design of the intersection discourages drivers attempting to speed through an intersection on a green, changing, or red signal.

Pedestrian safety across a free-flowing (non-signalized) roundabout is increased through slower traffic speeds, locating pedestrian crossings behind the first car at the point of entrance to the roundabout, and by building pedestrian islands in the middle of the street.

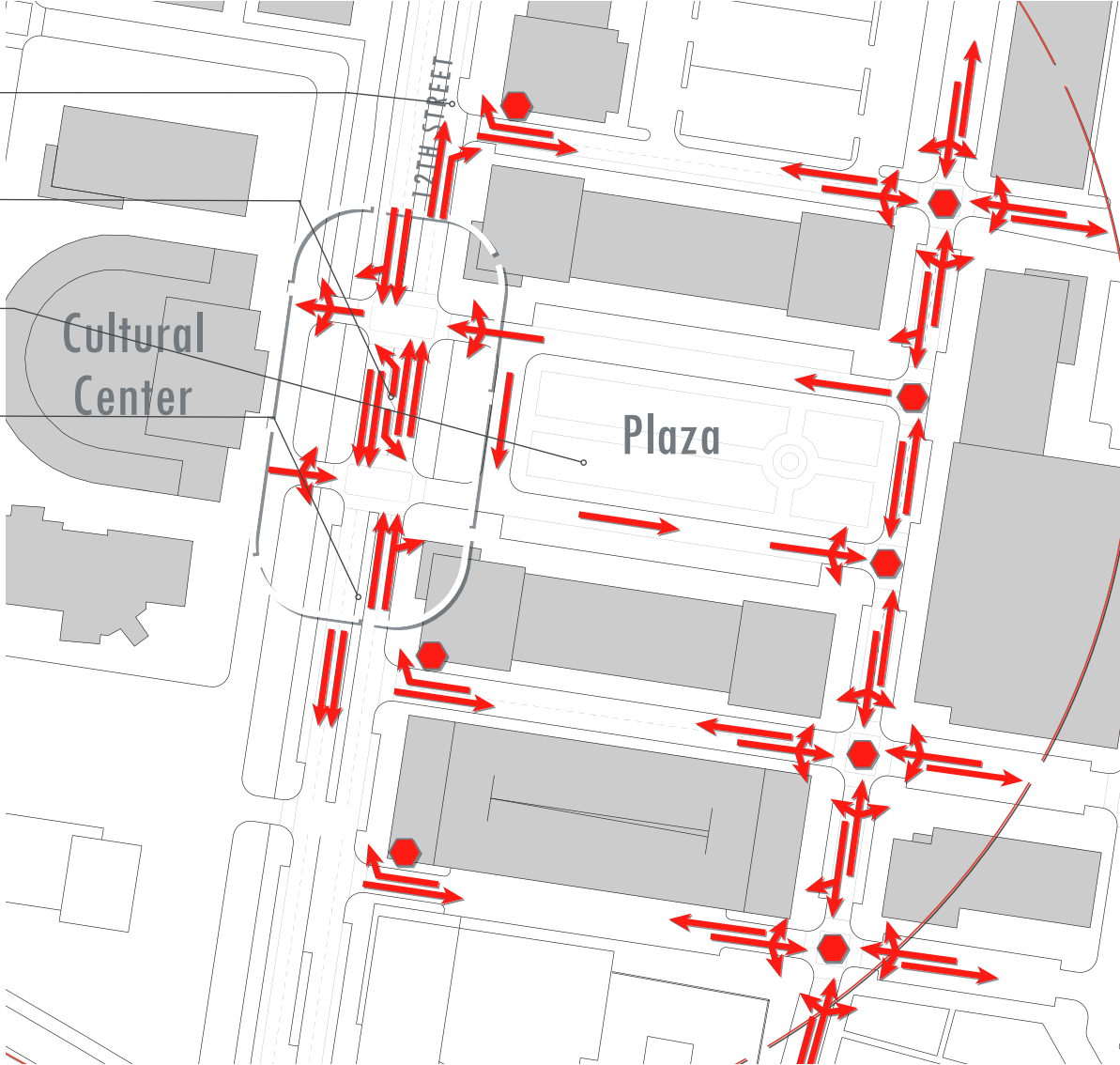
Due to the unfamiliarity of Albuquerque residents with roundabouts, it is recommended that the proposed roundabout at Indian School and Menaul Extension be built prior to the one proposed for 12th and Menaul Blvd.

STREET NETWORK



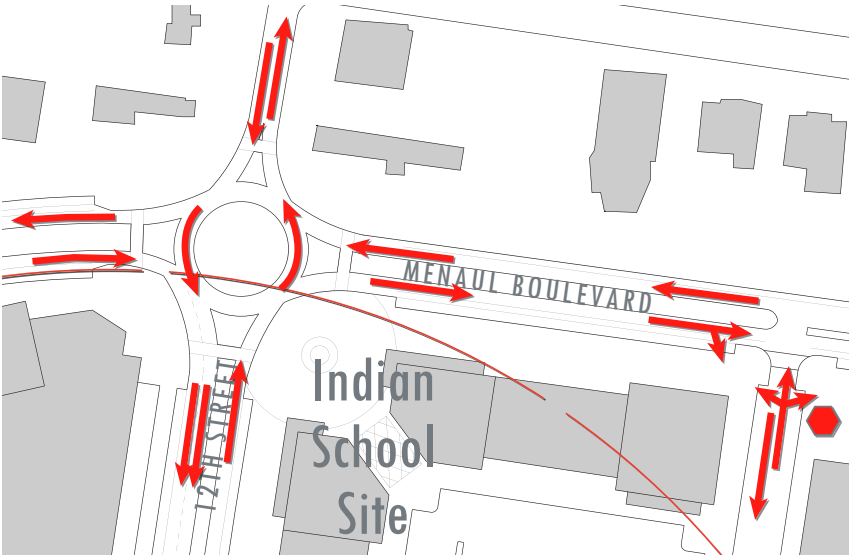
12th STREET & PLAZA SIGNALIZED INTERSECTION

- Northbound 12th Street narrows from 2 lanes to 1 lane beyond the service drive north of the plaza
- The intersection of the plaza streets with 12th Street operate as a single, signalized intersection.
- One way circulation and high-turnover angled parking is designed to support shops and restaurants.
- 12th Street from the service drive north of the plaza to Indian School Drive has 2 northbound and 2 southbound lanes, a center median and turn lanes, and on-street parking.



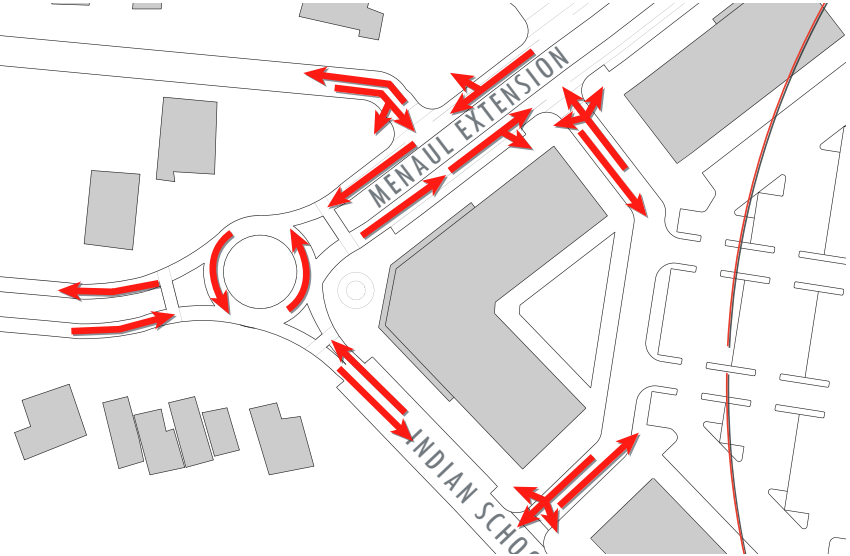
ROUNDAABOUT @ MENAUL BOULEVARD & 12th STREET

To improve traffic flow and safety, slow travel speeds, and ease pedestrian crossings, a roundabout is recommended at Menaul Blvd and 12th Street



ROUNDAABOUT @ MENAUL EXTENSION & INDIAN SCHOOL ROAD

To slow travel speeds and ease pedestrian crossings, a roundabout is recommended at Menaul Extension & Indian School Road

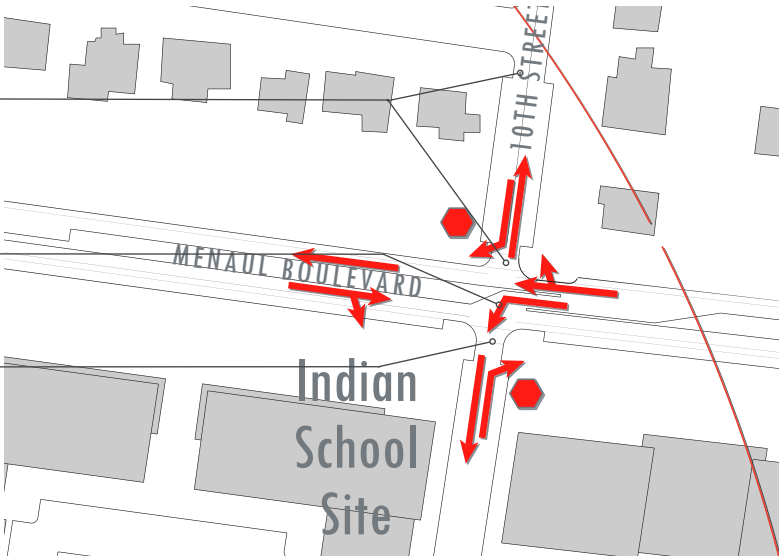


SITE ACCESS AT MENAUL BOULEVARD & 10th STREET

To minimize cut-through traffic entering the neighborhood on 10th Street, the plan recommends allowing only right-in, right-out movement and addition of “nubs” at intersections.

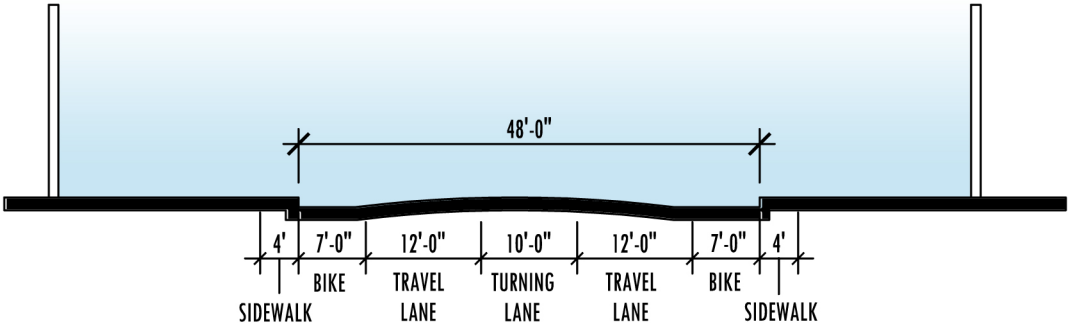
Left turns from Menaul Blvd to the Indian School site are permitted by way of a channelized turn lane.

Median blocks traffic from entering 10th Street from the Indian School site.

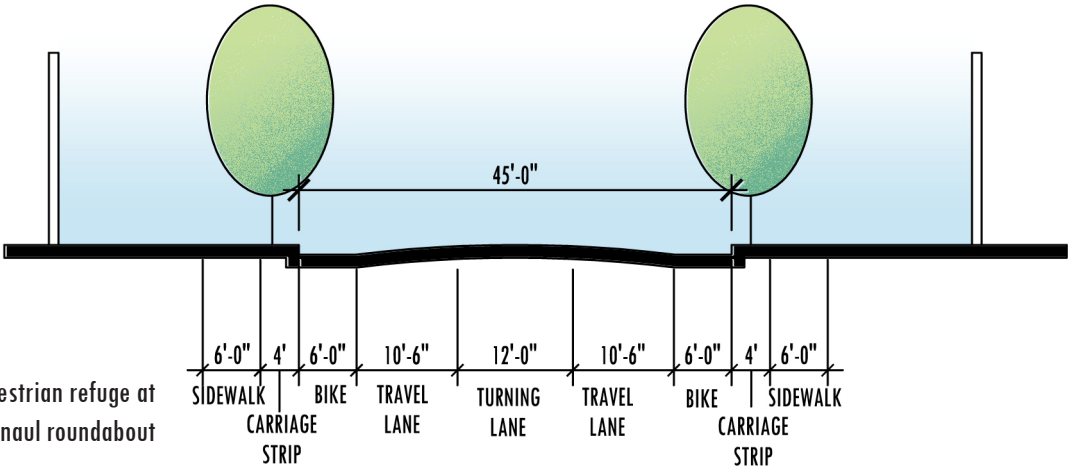


STREET SECTION | 12TH STREET NORTH OF MENAUL BLVD

Existing



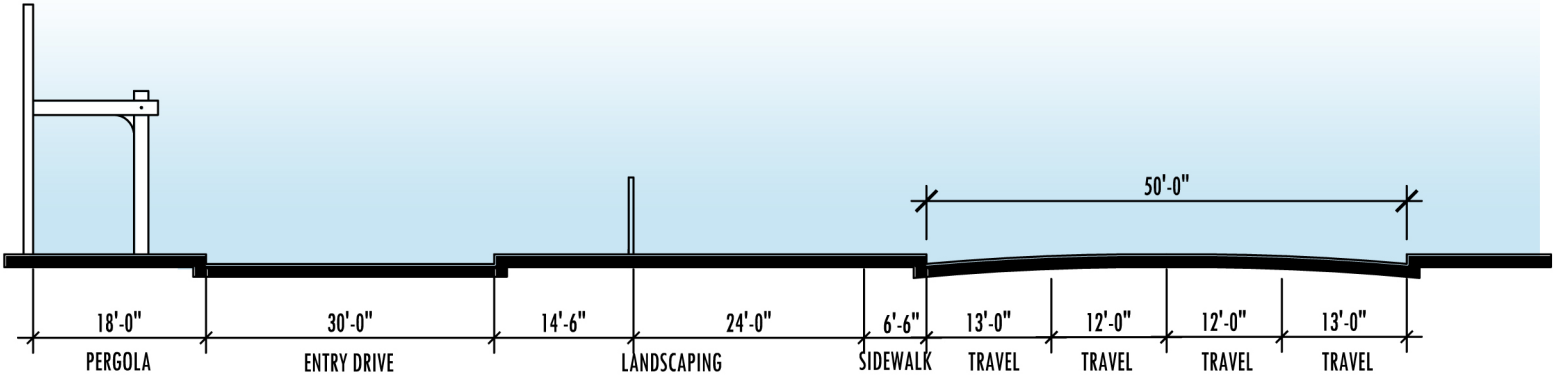
Proposed



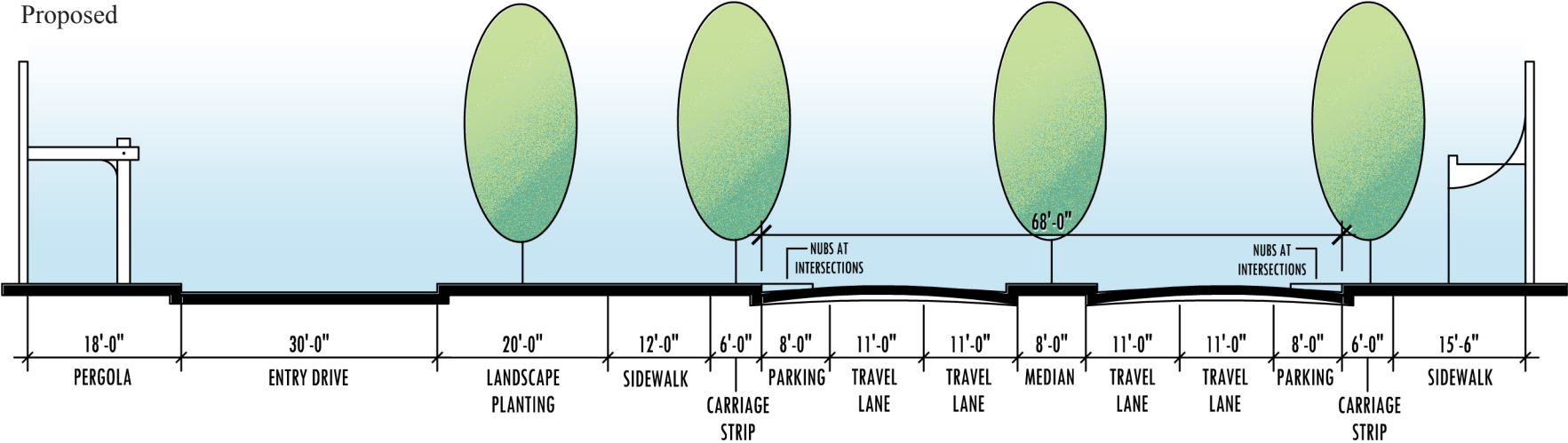
Turning lane becomes pedestrian refuge at the 12th and Menaul roundabout

STREET SECTION | 12TH STREET AT PLAZA & INDIAN PUEBLO CULTURAL CENTER

Existing

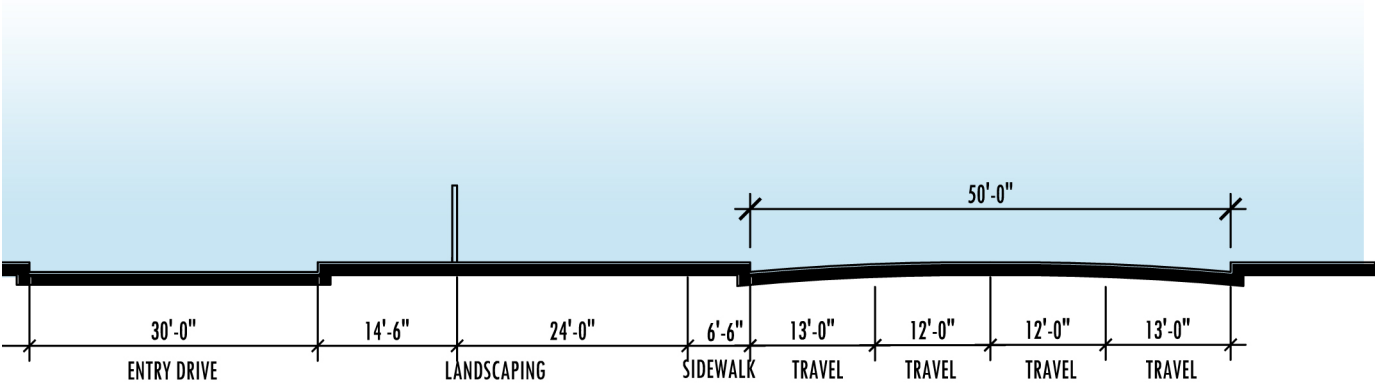


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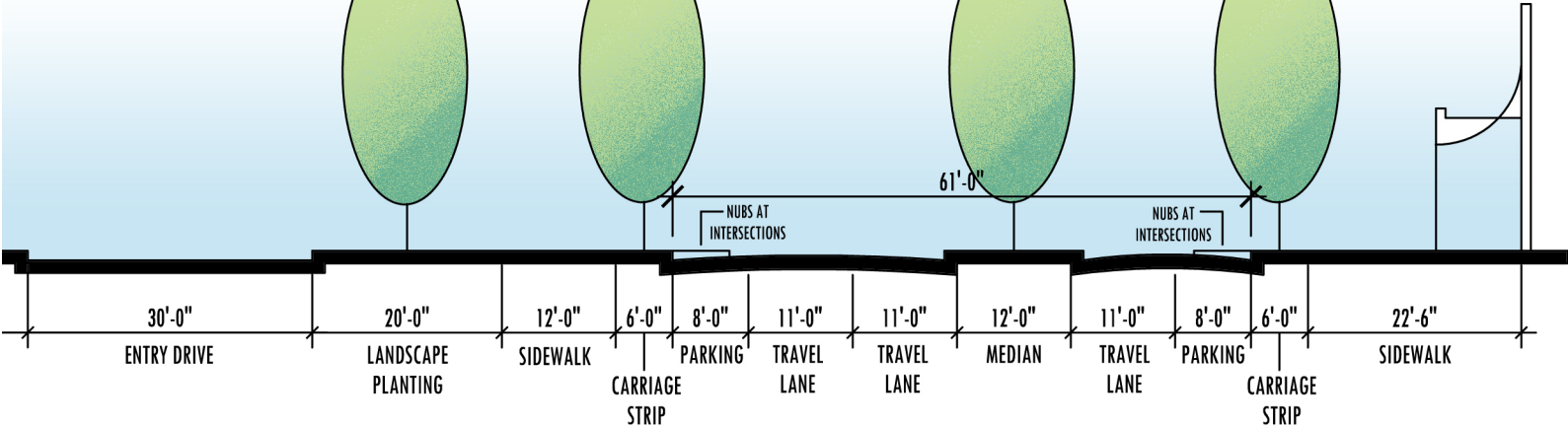


STREET SECTION | 12TH STREET SOUTH OF ROUNDABOUT

Existing

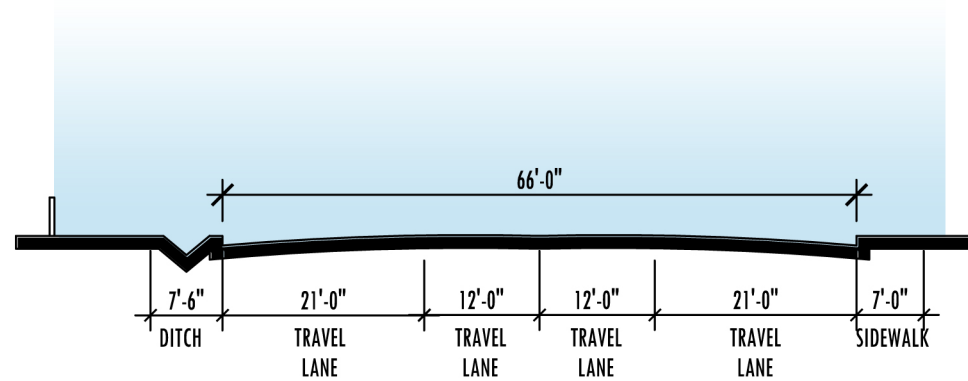


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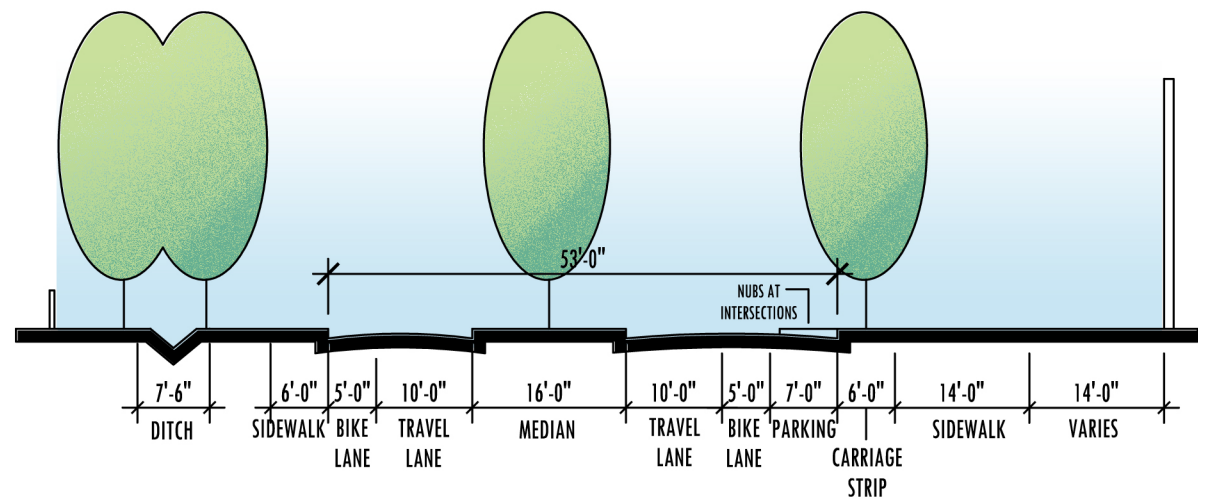


STREET SECTION | MENAUL BOULEVARD AT 10TH STREET

Existing

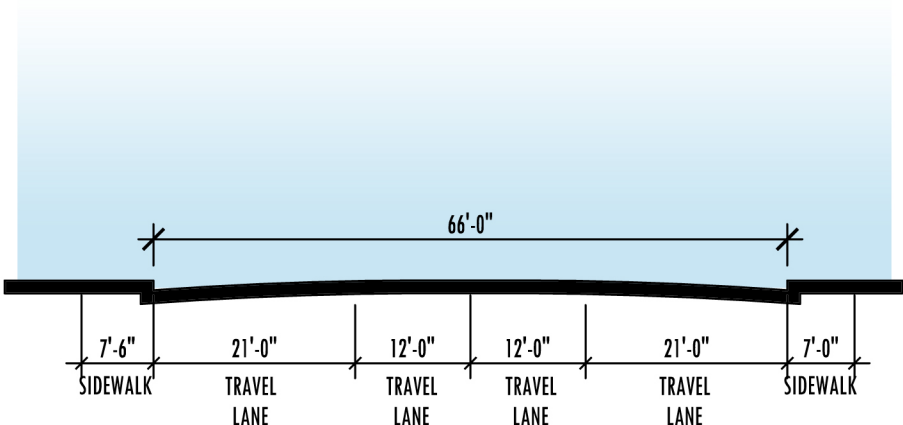


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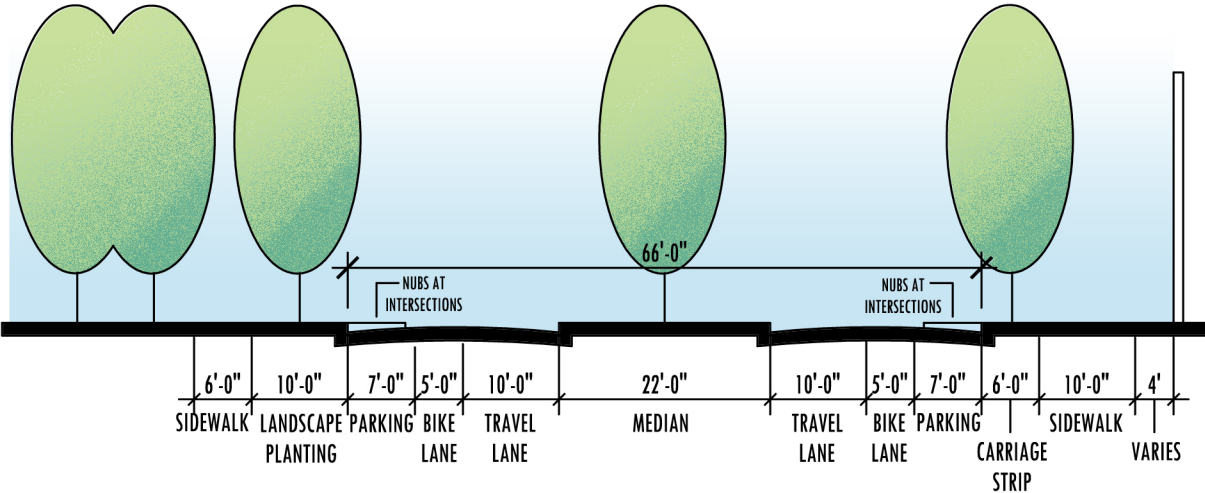


STREET SECTION | MENAUL EXTENSION WEST OF 12TH STREET

Existing

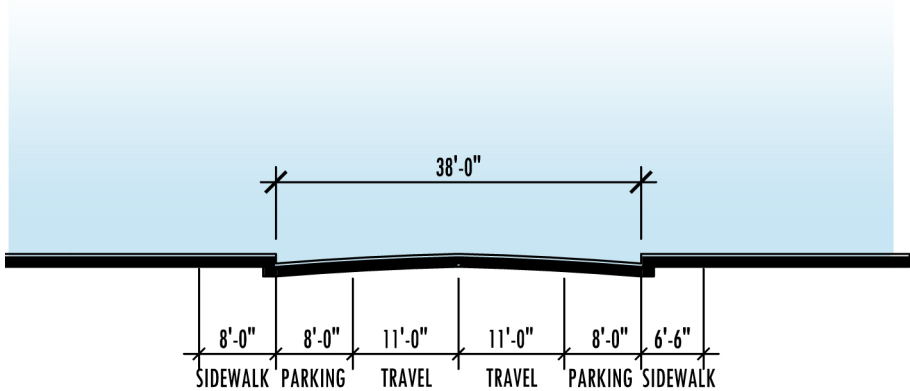


Proposed

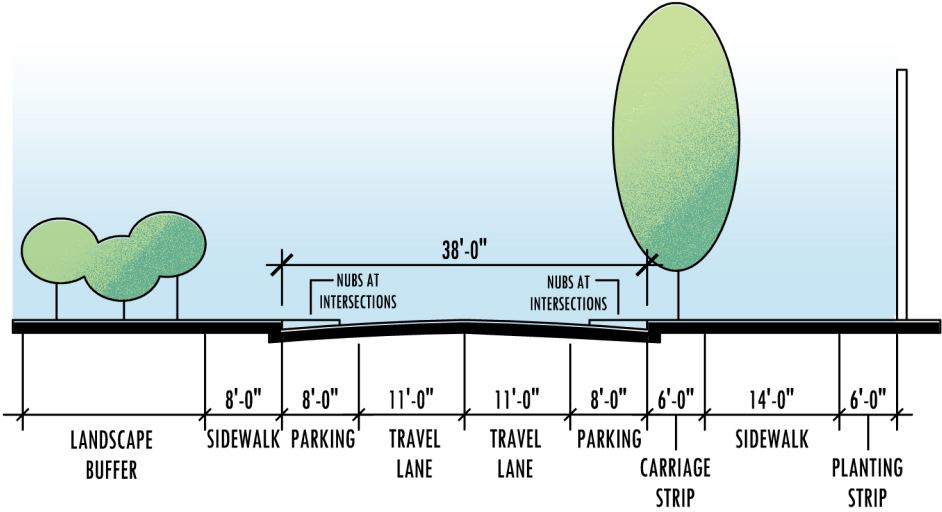


STREET SECTION | INDIAN SCHOOL ROAD BETWEEN 12th STREET & MENAUL EXTENSION

Existing

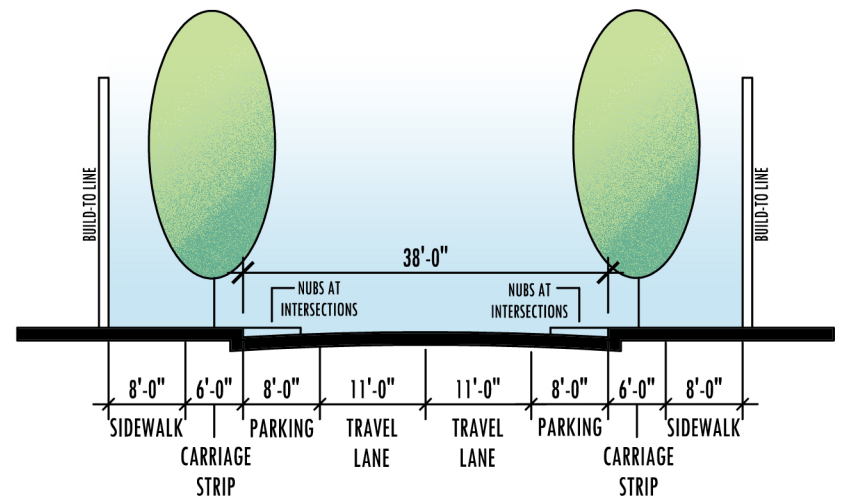


Proposed



STREET SECTION | TYPICAL INTERNAL STREET

Proposed



Recommendations | Parking

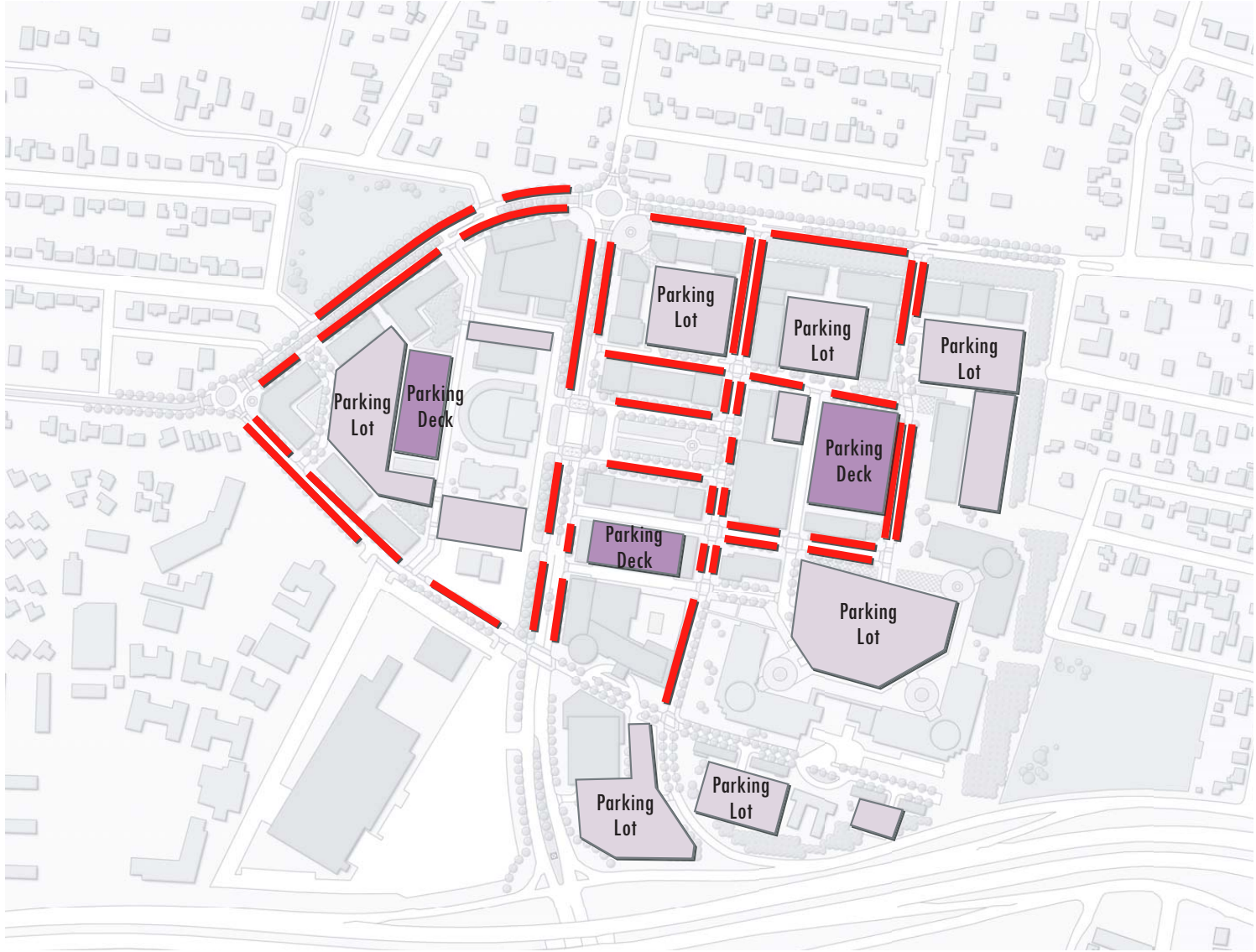
The illustrative plan indicates preferred locations for on-street parking, surface parking lots, and parking decks. As shown, on-street parallel parking is located as follows:

- on both sides of 12th Street from Indian School Road to Menaul Blvd except the segment at the plaza;
- on both sides of Indian School Road between Menaul Extension and 12th Street;
- on both sides of Menaul Extension between 12th Street and Indian School Road;
- on the south side of Menaul Blvd east of 12th Street; and
- on at least one side of most of the new streets on the Indian School site.

To provide high-turnover spaces for patrons of shops and restaurants fronting the plaza, the study recommends angled parking be provided on one side of the streets surrounding the plaza. As plans for the street network are further developed, all effort should be made to provide on-street, parallel parking along public streets and new internal streets other than those intended to serve as service drives and alleys.

The illustrative plan also shows surface parking lots and parking decks in mid-block locations to minimize their visual impact on existing public streets and avoid breaks in priority building frontages. These recommendations for the location of lots and decks are offered as general guidance—further evaluation of demand, phasing, and security requirements are required to determine optimum locations and sizes of facilities.

PARKING



Recommendations | Bus Routes

As the illustration to the right shows, Route 36 runs in north only along 12th Street with 60 minute headways. This minimal level of transit service could be improved to better support the IPFDC project. At a minimum, service should be provided along both sides of 12th Street by running a route south as well as north. Route 8, for example, could be extended along Menaul Blvd to turn south on 12th Street instead of 6th Street to provide southbound transit service.

In addition, bus stop facilities should include shade and shelter, a bench or leaning rail, and of course good sidewalk connections. Bus stops should be located on the far side of the traffic signals to avoid conflicts with right-turn lanes.



EXISTING & PROPOSED
BUS ROUTES

Recommendations | Bike Routes

An arterial bike lane system exists along 12th Street north of Menaul Blvd and 5' bike lanes are recommended for Menaul Blvd, Menaul Extension, and 12th Street south of Indian School Road. Due to right-of-way constraints on 12th Street from Menaul Blvd to Indian School Road and Indian School Road from Menaul Extension and 12th Street, the study recommends the designation of bicycle routes and the installation of share-the-road signs but not the development of exclusive bike lanes. Interior to the site, design speeds are 20-25 mph and bike lanes will not be necessary.

Bicycle parking should be provided at intervals of no less than every $\frac{1}{2}$ block. A simple inverted “U” rack will be sufficient to provide for bicycle parking needs, although more elaborate and artistic bike parking facilities are available and encouraged. The city of Tucson, Arizona, for instance, has bike parking racks in its university area that have been fabricated from old bicycle frames and parts and serve as public art as well as bike parking facilities. Bike parking racks that reflect the character of the area in this way contribute to civic spirit as well as efficient transportation.

EXISTING & PROPOSED BIKE ROUTES

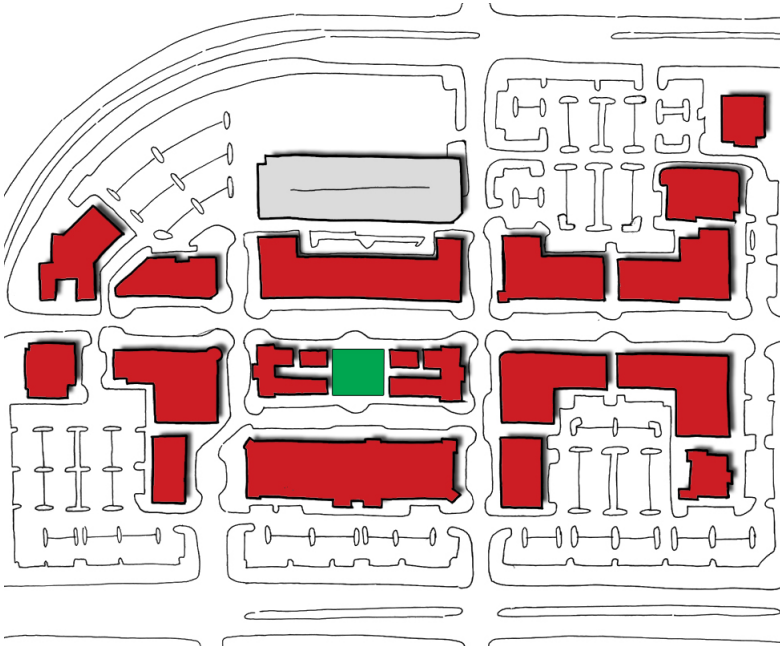


APPENDIX: PLAN PRECEDENTS

Kierland Commons | Scottsdale, Arizona

Retail: 273,000 sf
Office: 115,000 sf
Residential: 85 units
Site: 38 acres

- A 38 acre mixed-use development incorporating retail, entertainment, office, and restaurant uses.
- Project includes a mix of one, two, and three story buildings surrounding a central plaza and lining a grid of traditional street.
- The project’s heavily landscaped and shaded central plaza serves as the project’s primary gathering place.
- Guidelines promote architectural designs that respond to the region’s climate and building traditions.
- Mid-block pedestrian connections provide access to surface parking lots—a parking structure is planned to serve future phases of the project.
- Within walking distance are the 735-room Westin Kierland Resort and meeting complex, a 27-hole golf course, and planned sites for mid-rise offices.



Shirlington Village | Arlington, Virginia

Retail (including live theater): 265,000 sf

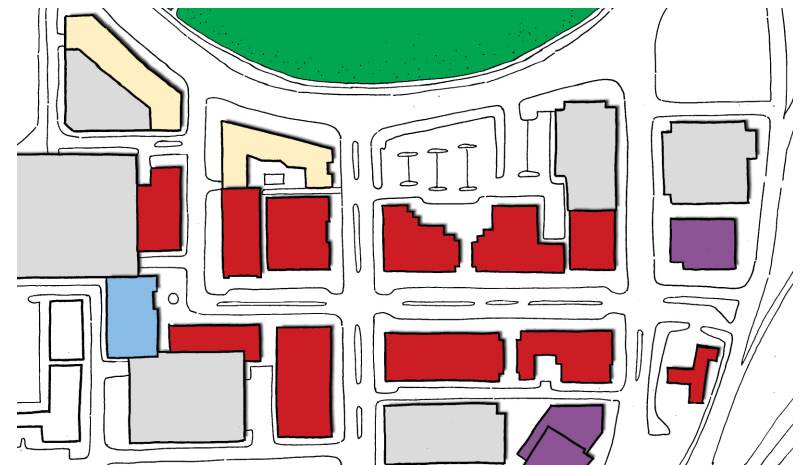
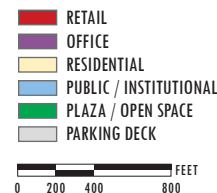
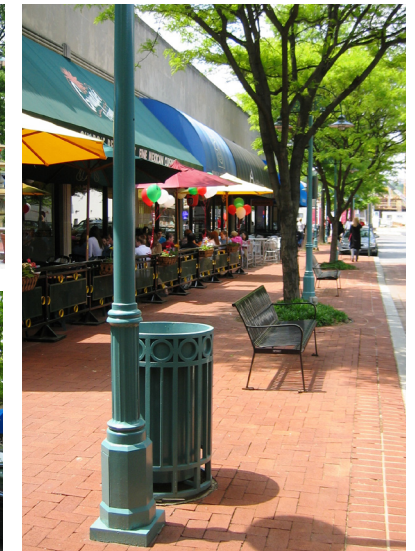
Office: 300,000 sf

Residential: 635 units

Civic (Library): 15,000 sf

Site: 26 acres

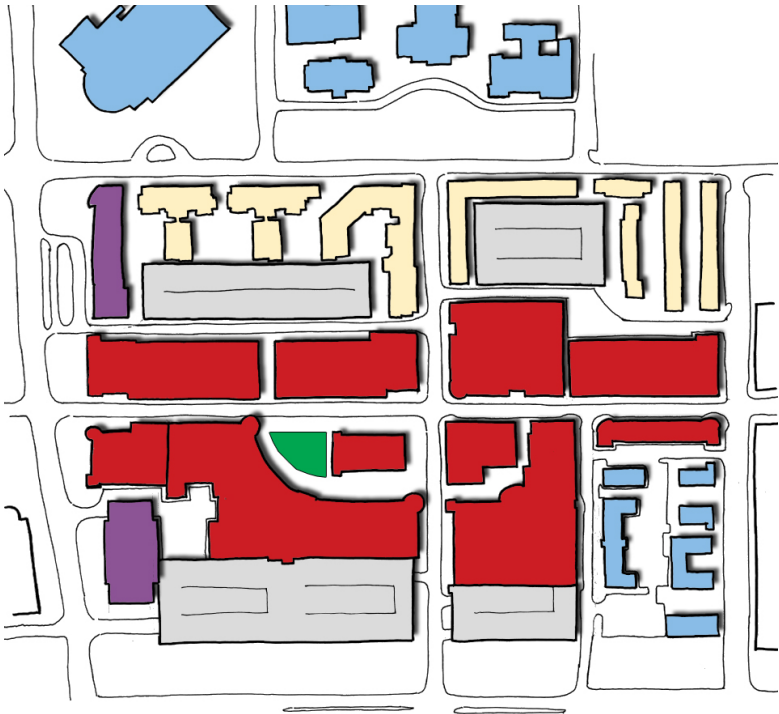
- A “main street” of shops and restaurants, with a one-block extension under construction, attracts patrons from surrounding offices, apartments, houses, and neighborhoods. (The project’s final phase includes a 150 room hotel and 195,000 sf office complex.)
- A new county library and live theater, currently under construction, are designed to attract evening and weekend activity.
- Outdoor cafes, fountains, decorative lights, benches, special paving, and shade trees support a vibrant pedestrian environment.
- Parking is provided on-street, in surface lots, and in parking structures.



City Place | West Palm Beach, Florida

Retail: 600,000 sf
Residential: 586 units
Site: 55 acres

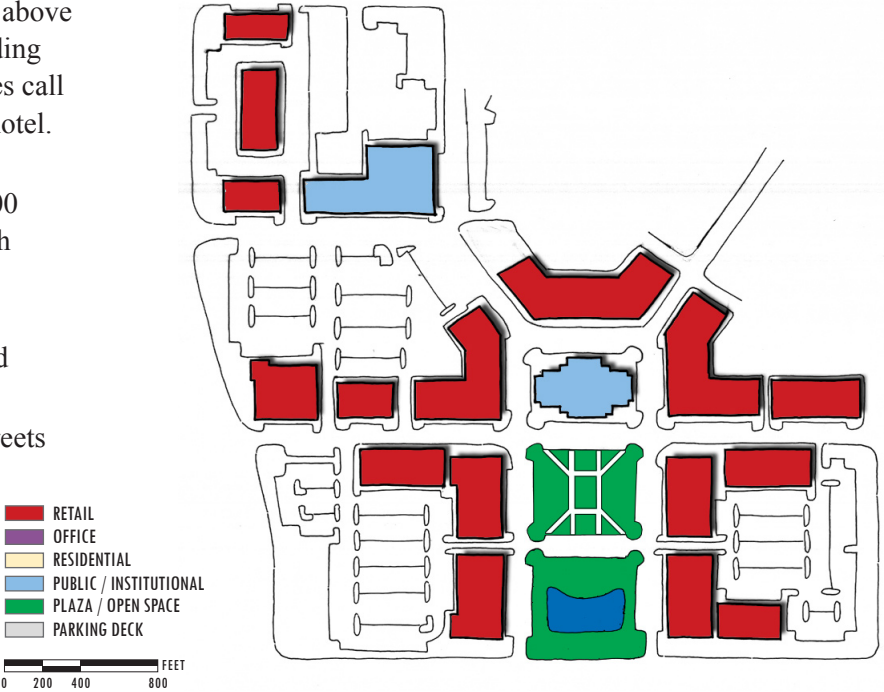
- A new retail and entertainment destination features a mix of national and regional specialty retailers, a full service grocery store, residential units, a theater, and a 20-screen cinema.
- Office tenants, hotel (planned) guests, convention goers, and residents support 18-hour activity—shops are within walking distance of 750,000 sf of office space, a 375 room hotel, and the city’s conference center.
- The Central plaza includes generous landscaping, vendor carts, and state-of-the-art “show fountain.”
- Arcades, awnings and trellises shelter sidewalks and storefronts from the summer sun and rains.
- Mid- and rear-block structured parking reduces the project’s total “footprint” and supports the creation of a “park once” experience.
- Mediterranean Revival style building designs respect South Florida’s architectural traditions.



Southlake Town Center | Dallas, Texas

Retail: 400,000 sf
Office: 200,000 sf
Residential: (under construction)
Site: 42 acres

- A town center development with civic, commercial, and residential uses organized around a traditional city grid focused around a courthouse square.
- The project first phases include a range of retail offerings (but no large footprint anchors), restaurants and cafes, offices above retail space, and a unique assortment of civic uses, including the town hall, a new library, and post office. Future phases call for additional retail space, townhouses, a cinema, and a hotel.
- Buildings around the town square and main streets have relatively small footprints—floor plates range from 15,000 to 35,000 square feet—and are designed individually with different but complementary architectural styles.
- The town square, with a fountain, pavilion, shade trees, and lawn, has become a popular site for public events and activities.
- Parking is provided in diagonal spaces along the main streets and in mid-block surface lots.



Market Common, Clarendon | Arlington, Virginia

Retail: 240,000 sf

Apartments: 300 units

Townhouses: 87 units

Parking: 1200 spaces

Site: 10 acres

- A multi-block mixed use development located in the heart of Arlington’s redeveloping Rosslyn-Ballston corridor.
- The projects restaurants and shops are popular destinations for office workers in the area—800,000 square feet of office space is located within walking distance.
- Shops and restaurants open onto existing public sidewalks and surround a new central plaza with fountains, public art, shade trees, and a small pavilion and tot lot.
- A passive park with lawn, shade trees, and informal paths serves as a buffer between the project and the surrounding neighborhood.
- Parking includes high turnover street parking around the central plaza and longer term parking in mid-block parking structures. Parking structures are wrapped with 2-3 story “liner” buildings containing residential, retail, restaurant, and office uses.
- Building heights are greatest in the center of the project and taper down to surrounding single family neighborhoods.

