



**Environmental  
Planning  
Commission**

**Agenda Number: 4  
Project Number: 1007100  
Case #'s: 08EPC-40023  
March 13, 2008**

**Staff Report**

<b>Agent</b>	Planning Department	<b>Staff Recommendation</b>  <i>DEFERRAL for 30 days of the Great Streets Facility Plan 08EPC 40023 , based on the findings on page #.</i>          <b>Staff Planner</b>  <i>Manjeet Tangri, Urban Design Planner</i>
<b>Applicant</b>	City of Albuquerque	
<b>Request(s)</b>	The Planning Department requests Commission Approval and Recommendation to the City Council to Adopt the Great Streets Facility Plan.	
<b>Legal Description</b>	NA	
<b>Location</b>	Citywide	
<b>Scope</b>	Citywide – The facility Plan implements the Comprehensive Plan across the city along one quarter mile segments of selected streets based on criteria in the facility plan	

**Summary of Analysis**

The Comprehensive Plan addresses Transportation and Transit in its findings (Section I) and in its Goals and Policies (Section II). The Plan's Transportation Corridors element, establishes general street design standards in Policy a for three classes of Corridors; Major Transit; Enhanced Transit, and Express.

The draft Plan introduces the concept of Great Street and defines it as a memorable street, relating the concept and its definition to two of the Comprehensive Plan's three types of Corridors.

The draft Plan addresses the Comprehensive Plan's general street standards with more specificity, both in text and diagram form. It develops a planning concept for new Great Street design standards, a concept based on better organizing three types of spaces along the street: 1) the roadway realm; 2) the pedestrian realm; and 3) the private realm. The draft Plan's more detailed standards are applicable to one-quarter mile segments - based on criteria in the draft - of the 17 arterial streets designated as Transportation Corridors by the Comprehensive Plan.

The Plan is primarily applicable to street right-of-way.

City Departments and other interested agencies reviewed this application from 02/11/2008 to 02/27/2008. Agency comments were used in the preparation of this report and begin on page 21.

**CHARACTERISTICS**

Facility Plans address, in more detail, major public facility systems addressed by the Comprehensive Plan. The purpose of the Great Streets Facility Plan is to help implement the goals and policies of the Albuquerque/ Bernalillo County Comprehensive Plan, particularly its Transportation Corridors element. It does so by addressing the Comprehensive Plan’s street design standards in Transportation and Transit Policy a more detail.

**SUMMARY AND ANALYSIS OF THE DRAFT PLAN**

Great Streets are defined as memorable streets. They are insignias of the city. People often visit them. They are safe, visually attractive, and economically vibrant. They are safe places to walk, shop, to ride a bikeS to catch a bus, or to drive along. They are lined with shops, interesting activities, well designed buildings, and well placed seating and trees that generate human activity and vitality. Great Streets provide connectivity to places where people live to places where they work, shop, go to school, or passively enjoy. In their finished form they are a walkable environment that connects the surrounding neighborhoods, giving people an alternate to driving.

For the last several decades, the city’s streets have been designed primarily to accommodate vehicular traffic. Little consideration was given to the needs of pedestrians, bicycle or transit riders. Responding to this condition, the Planning Department in 2006 contracted with the professional planning firm, HDR, Inc. to develop the Great Streets Facility Plan.

The Great Streets Facility Plan discusses three realms of a street that spatially organize it: 1) roadway realm, 2) pedestrian realm and 3) private realm. The Plan includes Great Street principles, prototype design concepts, standards and guidelines and implementation steps for four street types: 1) Major Transit Corridors, 2) Enhanced Transit Corridors, 3) Arterial Streets and 4) Collector Streets.

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Some of the elements of the ‘great streets’ design concepts include wider sidewalks shaded by trees or awnings, landscape buffers protecting pedestrians from vehicular traffic; transit stops; public art, banners, pedestrian lighting, way-finding signage to identify historic/cultural/civic and other buildings, and textured/patterned roadway pavement to mark the beginning and end of a ‘great street’. These concepts are applicable to retrofitting existing streets and building new ones. The plan’s implementation will require public/private cooperation. Construction of great streets, consistent with this plan, will improve the health, welfare and quality of life of Albuquerque citizens.

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The Draft Plan includes a Summary, and five Chapters: Introduction, Principles of Great Streets, Great Streets Standards and Guidelines, Prototype Designs and Next Steps. Appendices supplement the Plan. The Plan includes graphics, maps and photographs illustrating the Great Streets concepts, prototype design standards and guidelines.

The Executive Summary addresses the importance of 'great streets' and the Draft Plan's purpose, scope and benefits.

The Introduction Chapter I further elaborates the role of 'Great Streets' in a city and the purpose and scope of the Plan. It also includes analysis of existing City Plans, Ordinances and Manuals that relate to the planning, and design of city streets. In addition, this chapter outlines the Plan framework, briefly describes the planning process, the content of each chapter, and how will the Plan be used in creating 'Great Streets'.

The draft Plan's major concept clearly defines the cross-section of a street right-of-way (ROW) into three 'Realms': The three Realms are defined as follows:

- Roadway Realm (space between curbs) includes traffic lanes, on-street parking, transit, medians;
- Pedestrian Realm (space between curb and ROW or property line) includes walking zone, edge zone, landscaping zone, building frontage zone, lighting; and
- Private Realm (private property outside the ROW) includes land uses, building site locations, building frontage, height and façade articulation, off-street parking.

The Chapter II Principles of Great Streets describes fundamental rules based on generally acceptable best urban design practices, community values and goals and objectives of the Comprehensive Plan. In addition to the principles, the chapter also includes physical attributes and contributing elements of a 'Great Street'.

The Great Street Standards and Guidelines Chapter III discusses how the standards and guidelines are developed, and where they are applicable. The standards and guidelines are organized around the elements of the three Realms described above.

The standards and guidelines address the Comprehensive Plan's Major Transit Corridors and Enhanced Transit Corridors and other Arterial Streets and Collector Streets (Express Corridors are not addressed by this Plan). These standards are applicable to both existing and new streets. Since the right-of-way of existing streets varies, some adjustment may have to be made by adding to right-of-way through acquisition of dedication. Variances from the standards may be necessary where buildings are already located close to the property line and sufficient right-of-way is not available.

The Prototype Design Chapter IV describes the process of compiling a list of potential Great Street segments. The list, in the form of a table includes street segment name, location, its length, the type of street, and presence of public utilities. Including the utilities on this list alerts the City staff of the need for coordination with the utilities during project design development. A map illustrates the location of Great Streets segments. In addition to the public process, other criteria were used to expand the list to include segments on the Westside, Southwest, Northeast and Southeast quadrants of the City to provide a citywide balance as well recognizing other public plans such as Sector Plans and Metropolitan

Redevelopment Plans. After adoption, other street segments may be added as more plans and projects are undertaken and identified.

This chapter also includes plan and cross section views of prototype design of a Major Transit Corridor, an Enhanced Transit Corridor, an Arterial Street and a Collector Street. Because these prototype designs are applicable to both retrofitting existing streets and constructing new streets, more than one cross section are developed for various right-of-ways widths.

Chapter V Next Steps addresses how to use standards and guidelines, and recommends constructing one or two demonstration projects included is a table of potential Great Street segments, preliminary cost estimates, what will trigger their construction, a list of plans, ordinances, and other documents that will be required to be amended, funding and sources and process (planning and design) required to successfully design and construct them. The construction of a demonstration project will provide a better understanding of coordination among various parties, especially public utilities and greater accuracy of cost estimates.

### ***Public Process***

The Department and its consultant developed a scope of work, which included a public participation plan, including the formation of a Technical Advisory Committee.

The general public was asked to participate in developing the Plan through two sets of public meetings were held in different parts of the city from September 2006 to November 2006. Each set consisted of three meetings.

The first set of three meetings introduced the concept of 'Great Streets' to the public and described the planning process to develop the Plan. The concept of Great Streets defines a street as having functions in addition to transportation such as Social, Commerce, Symbolic/Ceremonial and Outdoor Room.

The second set of three meetings focused on the spatial proximity of various commercial, social, educational activities and transportation services to various city streets. The public was asked to choose six activities and/or services in proximity to city streets that were most important to them. A survey was conducted to collect similar information. The community preferences were termed as 'desired characteristics' of streets and were grouped under Social, Commerce, Symbolic/Ceremonial and Outdoor community functions (see page 12 of the Plan). Using this data a list of street segments of approximately ¼ mile to ½ mile that met the highest to the lowest characteristics were selected.

The Technical Advisory Committee narrowed the list of segments for selection. The representatives of the committee, consultants and city staff then conducted a field survey to select the five segments of streets used to develop prototype designs. Before developing the prototype design, the consultants and project manager met with a group of Amy Biehl Charter High School students and with a group of senior citizens to gain their perspective on good street design that serves them.

The five segments addressed the following street classifications.

- Major Transit Corridor
- Enhanced Transit Corridor
- Arterial Street
- Collector Street (urban, mixed use area)
- Collector Street (residential area)

The preliminary design concepts were reviewed in small groups with the City's Traffic Engineering Division, and staff from the Department of Municipal Development, the Fire Department, and the Transit Department. The design concepts were then refined and presented to the Technical Advisory Committee before presenting them to the public in two open houses – Winrock Shopping Center on April 26, 27, 2007 and The Don Newton Community Center on May 22, 2007. The draft was also presented to the National Association of Industrial and Office Park's (NAIOP) Government Relations committee in May 2007, and also to the Walking and Biking Advisory Group. Comments received at the open houses and at meetings are attached with this staff report as Appendix 'A'.

Suggestions from the Open Houses and from the TAC helped refine the concepts and to further develop design standards and guidelines. The draft Plan prepared in November 2007 was presented to the Technical Committee in November and to the public in December 2007.

***Current Roadway Classification System***

The M.P.O.'s Current Roadway Functional Classification System map designates the candidate Great Street segments as follows (The Comprehensive Plan's Centers and Corridors designation are listed in table 6):

<b><i>Segment Name</i></b>	<b><i>Segment Location</i></b>	<b><i>Roadway Classification</i></b>	<b><i>Bike Plan</i></b>
4 <sup>th</sup> Street NW	Menaul Boulevard - Candelaria	Urban Minor Arterial	None
4 <sup>th</sup> Street NW	Candelaria - Montano Road	Urban Minor Arterial	None
Atrisco Rd. NW	Central Avenue - La Bajada	Urban Minor Arterial	Existing Lane
Central Ave. NE/SE	Washington St. - San Mateo	Urban Principle Arterial	None
Central Ave. NW/SW	Coors Blvd. - Yucca Dr.	Urban Principal Arterial	None
Central Ave. NW/SW	Rio Grande - 13 <sup>th</sup> St.	Urban Principal Arterial	Proposed Lane
Central Ave. NE/SE	Pennsylvania St. - Louisiana Blvd.	Urban Principal Arterial	None
Central Ave. NW/SW	Coors Rd. - Atrisco Rd	Urban Principal Arterial	Proposed Lane
Central Ave. NE/SE	Carlise Blvd. - Washington St.	Urban Principal Arterial	None
Central/Unser NW/SW	Intersection – Unser/Central	Urban Principal Arterial	Proposed Lane
Coors Blvd. NW	Bluewater - Fortuna Rd.	Urban Principal Arterial	Existing Lane
Eubank Blvd. NE/SE	I-40 to Research Rd.	Urban Principal Arterial from I-40 - Southern; Southern – Research Rd Urban Collector	Existing Lane, Central - Research Rd.
Gibson Blvd. SE	San Mateo - San Pedro Dr	Urban Principal Arterial	None
Gibson Blvd. SE	San Pedro Dr. - Louisiana Blvd.	Urban Principal Arterial	None
Gibson Blvd./98 <sup>th</sup> St	Intersection - Gibson /Snow Vista	Gibson/Snow Vista Urban Local Rd.	Proposed Lane
Gibson Blvd./118 <sup>th</sup> St	Intersection – Gibson/118 <sup>th</sup> St.	Future Street	Proposed Lane
Golf Course Road	Paradise Blvd. - Paseo del Norte	Urban Minor Arterial	Existing Trail Proposed Lane
Indian School NE	Girard Blvd. - Washington St	Urban Minor Arterial	Existing Lane
Montgomery Blvd./	Intersection - Montgomery/	Urban Principal Arterial	Proposed Lane
Juan Tabo Blvd. NE	Juan Tabo Blvd. NE		on Montgomery
Montgomery Blvd. NE	Carlisle - Louisiana Blvd.	Urban Principal Arterial	None
Mountain Rd. NW	Rio Grande - 12 <sup>th</sup> St NW	Urban Collector	Prop. Bike Blvd. 14 <sup>th</sup> St to River
Mountain Road NW	12 <sup>th</sup> St. - 6 <sup>th</sup> St. NW	Urban Collector	Prop. Lane
Taylor Ranch Rd. NW	Montano Rd. - Homestead	Urban Minor Arterial	Proposed lane
Yucca Dr. NW	Bluewater - Glenrio	Urban Collector	Proposed Lane

***Albuquerque/Bernalillo County Comprehensive Plan Corridor Designation***

<b>Segment Name</b>	<b>Segment Location</b>	<b>Street Designation</b>
4 <sup>th</sup> Street NW	Menaul Blvd. – Candelaria	Arterial
4 <sup>th</sup> Street NW	Candelaria Rd. - Montañño	Major Transit Corridor
Atrisco NW	Central Ave. – La Bajada	Arterial
Central Ave. NE/SE	Washington St. – San Mateo Blvd.	Major Transit Corridor
Central Ave. NW/SW	Coors Blvd. – Yucca Dr.	Enhanced Transit Corridor
Central Ave. NW/SW	Rio Grande – 13 <sup>th</sup> ST.	Major Transit Corridor
Central Ave. NE/SE	Pennsylvania ST. – Louisiana Blvd.	Enhanced Transit Corridor
Central Ave. NW/SW	Coors Rd. – Atrisco	Enhanced Transit Corridor
Central Ave. NE/SE	Carlisle Blvd. – Washington St.	Major Transit Corridor
Central Ave. @ Unser Blvd. NW/SW	Intersection – Unser Blvd. & Central Ave.	Arterial
Coors Blvd. NW	Bluewater – Fortuna Rd.	Enhanced Transit Center
Eubank Blvd. NE/SE	I-40 – Research Rd.	Arterial
Gibson Blvd. SE	San Mateo – San Pedro Dr.	Enhanced Transit Corridor
Gibson Blvd. SE	San Pedro Dr. – Louisiana Blvd.	Enhanced Transit Corridor
Gibson Blvd. @ 98 <sup>th</sup> St. NW	Intersection – Gibson Blvd. And 98 <sup>th</sup> St.	Arterial
Gibson Blvd. @ 118 <sup>th</sup> St. NW	Intersection – Gibson Blvd. & 118 St.	Arterial
Golf Course Rd. NW	Paradise Blvd. – Paseo del Norte	Arterial
Indian School Rd. NE	Girard Blvd. – Washington St.	Arterial
Montgomery Blvd. @ Juan Tabo Blvd.	Intersection Montgomery Blvd. & Juan Tabo	Enhanced Transit Corridor
Montgomery Blvd NE	Carlisle Blvd. – Louisiana Blvd.	Enhanced Transit Corridor
Mountain Rd. NW	Rio Grande Blvd. – 12 <sup>th</sup> St.	Arterial
Mountain Rd. NW	12 <sup>th</sup> – 6 <sup>th</sup> St.	Arterial
Taylor Ranch Rd. NW	Montañño Rd. – Homestead	Arterial
Yucca Dr. NW	Bluewater – Glenrio	Enhanced Transit Corridor

**Existing Transit Service Along Potential Great Street Segments:**

<b>Segment Name</b>	<b>Segment Location</b>	<b>Current Transit Routes</b>	<b>Bike Plan</b>
4 <sup>th</sup> Street NW	Menaual Boulevard - Candelaria	#10	None
4 <sup>th</sup> Street NW	Candelaria - Montañõ Road	#10	None
Atrisco Rd. NW	Central Avenue - La Bajada	None	Existing Lane
Central Ave. NE/SE	Washington St. - San Mateo	#66, #766	None
Central Ave. NW/SW	Coors Blvd. - Yucca Dr.	#66, #766	None
Central Ave. NW/SW	Rio Grande - 13 <sup>th</sup> St.	#66, #766	Proposed Lane
Central Ave. NE/SE	Pennsylvania St. - Louisiana Blvd.	#66, #766	None
Central Ave. NW/SW	Coors Rd. - Atrisco Rd	#66, #766	Proposed Lane
Central Ave. NE/SE	Carlise Blvd. - Washington St.	#66, #766	None
Central/Unser NW/SW	Intersection - Unser/Central	#66, #766, #54, #162	Proposed Lane
Coors Blvd. NW	Bluewater - Fortuna Rd.	#155	Existing Lane
Eubank Blvd. NE/SE	I-40 to Research Rd.	#2	Existing Lane, Central - Research Rd.
Gibson Blvd. SE	San Mateo - San Pedro Dr	#16/18, #96, #317, #222	None
Gibson Blvd. SE	San Pedro Dr. - Louisiana Blvd.	#16/18, #96, #317, #222	None
Gibson Blvd./98 <sup>th</sup> St	Intersection - Gibson /98 <sup>th</sup> St.	None	
Gibson Blvd./118 <sup>th</sup> St	Intersection - Gibson/118 <sup>th</sup> St.	None	
Golf Course Road	Paradise Blvd. - Paseo del Norte	#157, #92	Existing Trail Proposed Lane
Indian School NE	Girard Blvd. - Washington St	#6	Existing Lane
Montgomery Blvd./	Intersection - Montgomery/	#5, #1	Proposed Lane
Juan Tabo Blvd. NE	Juan Tabo Blvd. NE		on Montgomery
Montgomery Blvd. NE	Carlisle - Louisiana Blvd.	#5, #157	None
Mountain Rd. NW	Rio Grande - 12 <sup>th</sup> St NW	#21 seasonal (trolley)	Prop. Bike Blvd. 14 <sup>th</sup> St to River
Mountain Road NW	12 <sup>th</sup> St. - 6 <sup>th</sup> St. NW	None	Prop. Lane
Taylor Ranch Rd. NW	Montañõ Rd. - Homestead	#92, #157	Proposed lane
Yucca Dr. NW	Bluewater - Glenrio	None	Proposed Lane



**ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES**

**Albuquerque / Bernalillo County Comprehensive Plan**

*The purpose of the Great Streets Facility Plan, as described earlier, is to implement the goals and policies of the Comprehensive Plan and more specifically the Centers and Transportation Corridor Element. The Comprehensive Plan's Transportation and Transit Goal is:*

*“To develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access.”*

*Currently, the city streets are designed to primarily serve the automobile traffic and without sufficient consideration to other modes of transportation, especially pedestrians. The Great Streets Facility Plan has developed prototype designs, standards, guidelines and implementation strategies (next steps) to provide a better balance between various modes of travel.*

*The Plan addresses the Comprehensive Plan's Major Transit Corridors, Enhanced Transit Corridors, and other Arterial Streets and Collector Streets.*

*The Facility Plan supports and implements the following Comprehensive Plan policies:*

Policy a

*The Table on page 10 presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.*



Policy d

*The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two driveways per 300 feet of frontage on principal arterials and one or two driveways for 200 feet on minor arterials.*

***The standards in the plan recommend consolidation of driveways along the Great Street segments limiting to a maximum of one every 150 feet (page 32).***

Policy g

*Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.*

***The entire chapter of design standards promote creation of safe and pleasant, non-motorized travel conditions. It provides standards for walking zone, landscaping zone, frontage zone, traffic lanes, and building location, articulation and transparency (pages 17-54).***

Policy o

*Peak hour demands on the circulation system should be decreased.*

***It is anticipated that walkable and transit friendly environment created by the Great Streets design will reduce peak period demand on the individual segments.***

Policy p

*Efficient, safe access and transfer capability shall be provided between all modes of transportation.*

***The prototype designs based on the standards and guidelines in the Plan provide for efficient, safe access, and transfer capability between all modes of transportation and destinations.***

Policy q

*Transportation investments should emphasize overall mobility needs and choice among modes in the region and intra-city movement of people and goods.*

***The Great Streets designs, standards, and guidelines will enhance the mobility choices by creating walkable and transit supported environment.***

***The draft Facility Plan recommends amendments to plans, ordinances and other documents including the Comprehensive Plan. The Planning Department is preparing Comprehensive Plan amendments and they will be brought to the Environmental Planning Commission in a separate application.***

**Albuquerque Comprehensive Zoning Code**

The Great Streets Facility Plan in general meets the intent of the Albuquerque Comprehensive Zoning Code 14-16-1-3 INTENT (A) that states:

**“.....This article is intended to create orderly, harmonious, economically sound development in order to promote the health, safety, convenience, and general welfare of the citizens of the city. These regulations re necessary to provide adequate open space for light and air including solar access; to avoid undue concentration of population, to secure safety from fire, panic, and other dangers; to help control congestion in the street and public ways; to control and abate unsightly use of building or land; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewers, school, and parks; to encourage the most appropriate use of land; to properly channel flood water runoffs, to conserve and stabilize the value of property; and to enhance the appearance of the landscape.”**

*The Plan is primarily applicable to the street right-of-way. However, some standards and guidelines are either applicable to buildings that line the great streets segments or impact the pedestrian realm of the right-of-way. For example, where street trees are not feasible due to constrained right-of-ways, the Plan allows by stating “various building elements such as awning, marquees, canopies, balconies, arcades shall be allowed to project the public right-of-way.”*

*The Plan will require amendments to the Comprehensive Zoning code concerning future building façade elements that will project over the right-of-way. Similarly amendments may be necessary to sector plans that include potential great street segments (see table on next page). The Great Streets Facility Plan is a Rank II Plan and is considered as recommendations. The Plan recommends amendments to plans, ordinances and regulations. Upon the adoptions of this Plan, any existing and/or new streets identified as ‘Great Streets’ in existing, amended (see chart below) or new plans, shall follow this plan, unless standards (dimensions) related to streets and buildings in existing plans, ordinances or regulations exceed this Plan. In that event existing standards shall prevail.*

***Sector Plan and MRAs***

<b><i>Segment Name</i></b>	<b><i>Segment Location</i></b>	<b><i>Sector Development Plan</i></b>	<b><i>MRA</i></b>
4 <sup>th</sup> Street NW	Menaul Boulevard - Candelaria	Los Grieggos	--
4 <sup>th</sup> Street NW	Candelaria - Montano Road	" "	--
Atrisco Rd. NW	Central Avenue - La Bajada	West Mesa/West Route 66	--
Central Ave. NE/SE	Washington St. - San Mateo	Nob Hill/Higland	Higland/Central
Central Ave. NW/SW	Coors Blvd. - Yucca Dr.	Univ. of ABQ/West Route 66	West Central
Central Ave. NW/SW	Rio Grande - 13 <sup>th</sup> St.	Dntn Neigh'd/Rio Grande Corr/ Huning Castle Reynold	--
Central Ave. NE/SE	Louisiana Blvd.-Pennsylvania St.	La Mesa/Trumbull Neighb'd	Near Heights
Central Ave. NW/SW	Coors Rd. - Atrisco Rd	Univ. of ABQ/West Route 66	West Central
Central Ave. NE/SE	Carlise Blvd. - Washington St.	Nob Hill/Higland	Highland/Central
Central/Unser NW/SW	Intersection - Unser/Central	--	--
Coors Blvd. NW	Bluewater - Fortuna Rd.	Univ. of ABQ	--
Eubank Blvd. NE/SE	I-40 to Research Rd.	--	--
Gibson Blvd. SE	San Mateo - San Pedro Dr	--	--
Gibson Blvd. SE	San Pedro Dr. - Louisiana Blvd.	Trumbull Neighb'd	--
Gibson Blvd./98 <sup>th</sup> St	Intersection - Gibson /Snow Vista	--	--
Gibson Blvd./118 <sup>th</sup> St	Intersection - Gibson/118 <sup>th</sup> St.	--	--
Golf Course Road	Paradise Blvd. - Paseo del Norte	Riverview, NW Mesa Escarpment	--
Indian School NE	Girard Blvd. - Washington St	--	--
Montgomery Blvd./	Intersection - Montgomery/ Juan Tabo Blvd. NE	--	--
Montgomery Blvd. NE	Carlisle - Louisiana Blvd.	--	--
Mountain Rd. NW	Rio Grande - 12 <sup>th</sup> St NW	Sawmill Wells Pk/ Dntn Neigh'd	Sawmill/Wells Park
Mountain Road NW	12 <sup>th</sup> St. - 6 <sup>th</sup> St. NW	" " " "	" " " "
Taylor Ranch Rd. NW	Montano Rd. - Homestead	--	--
Yucca Dr. NW	Bluewater - Glenrio	West Mesa	--

**Water Conservation/Green Principles**

*The Great Streets Facility Plan is consistent with the Water Conservation, Green Principles of the City of Albuquerque. The street trees and landscaping of the Plan (pages 38-39) was developed in consultation with the City Forrester.*

**COMMENTS/CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION**

Albuquerque Public Schools

The Albuquerque Public school strongly supports the Great Streets Facility Plan – a citywide plan, “because it will provide safe and comfortable pedestrian and bicycle paths that are needed by students and other members of the community.”

Mid-Region Council of Government

Planning Department

Hydrology Development (City Engineer)

The Great Streets Facility Plan recognizes the drainage and addresses it on page 31 under heading 10. Infrastructure and Utilities.

**Transportation Development**

Has requested 30 days minimum deferral. The Draft Plan, not significantly different from the final draft, was submitted to all agencies for a preliminary review in November, 2007.

**Zoning Code Services**

The comments received are attached to this report. The comments state that the Great Streets Facility Plan is a Rank II Plan and is not enforceable until some of the standards are amended into the Zoning Code. Recognizing this fact, the Plan has included in its Chapter V Next Steps a list of plans, ordinances and regulations that need to be amended. The staff is already working on amendments to the Comprehensive Plan for consistencies.

Department of Municipal Development

Transportation Planning

Have requested 30 days minimum deferral citing that two weeks were allotted for review. The Draft Plan, not significantly different from the Final Draft, was submitted to all agencies for a preliminary review in November 2007.

Public Service Company of New Mexico (PNM)

PNM's comments primarily refer to assuring that coordination takes place during, planning, design, and construction of Great Streets segments. The city staff met with PNM staff to review the comments. The comments have been either resolved or incorporated as recommended. (Changes listed under Conclusions)

**NEIGHBORHOOD/PUBLIC CONCERNS**

Written comments have been received from two citizens.

One letter from Mr. John H. LeRoy expressed the following concerns:

Candidate streets were added to the February 2008 Draft. The added intersections, ¼ mile segments to either side of the intersection were not sufficient in length to become significant.

He also expressed concern that the Plan's "real motive is to impede vehicular traffic."

He likes the City's feature of wide streets with magnificent views while driving and feels that that should be maintained.

The second set of comments were received from Ms. Bing LeRoy. The staff will respond to both set of comments at the hearing.

**CONCLUSIONS**

***Recommended Changes to the draft Plan***

Based on the comments received from the Public Service Company of New Mexico, and after discussion with their staff, the Planning Department recommends the following changes. Both PNM staff and City staff believe that these changes will address PNM's concerns.

Page 31, under "10. Infrastructure and Utilities", first paragraph, revise as follows:

"The various elements of Great Streets infrastructure shall be coordinated as appropriate with all affected utility companies as the Great Streets program is implemented. Public utility easements (PUEs) are established to facilitate the extension of public utility facilities and are of adequate width and appropriate location in order to ensure the safety of the public as well as the utility crews who maintain

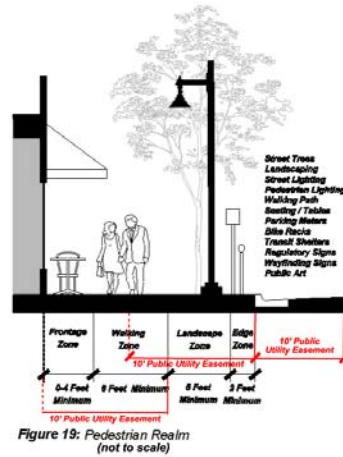


and repair the facilities. Public utility easements need to remain accessible for maintenance and repair.” As recommended in Chapter V, Next Steps, E. Process for Great Streets (page 121), a formal technical advisory committee should be formed to coordinate different disciplines.

Page 33, Figure 19: Illustrate options for the location of PUE’s as shown in the revised illustration. Also use this illustration on page 61 of Part IV, C. Prototype Designs of Great Streets for PUE’s.

Page 36, please add as a new bullet: “Near or underneath overhead utilities, at maturity street trees can only be a maximum of 25 feet in height to avoid interference with the conductors. Selection and placement of trees need to meet PNM’s height requirements prior to approving any landscape plan.”

On page 40, the following sentences from the “Sidewalks: North South Streets” section needs to be repeated in both the “East-West South Side” and the “East-West North Side” sections.



“However, if the constraints of the existing right-of-way and underground utilities interfere, other shade devices, such as awnings, canopies, or arcades shall be provided in an activity center or corridor for pedestrians and for seating areas. The space required by rooting volume and canopy size of trees shall be well coordinated with the placement, size, and height of utilities including cables, conduits, boxes, and light poles. Provide a minimum 3-foot separation between the root zones of trees and all utilities or provide road barriers pursuant to City of Albuquerque’s Best Practices Manual.”

Page 43, “Projections into Right-of-way”, first paragraph, add the following after the first sentence:

“Coordination with utility companies will be required in order to avoid conflicts with overhead utilities, where applicable. All projections into the right-of-way shall meet or exceed requirements of the National Electric Safety Code.”

Page 68, “Roadway Realm, Medians,” add: “In some instances, public utility easements for future streetcar service may be located within the median area with the consent of the city of Albuquerque.

Page 71, “Private Realm, Infrastructure and Utilities,” revise the sentence as follows: “Infrastructure is essential to the health, safety and welfare of the community and projects regarding the Great Streets program must be coordinated with all affected utility companies during the planning, design and implementation stages.”

In addition: add: “Public utility easements will remain accessible for maintenance and repair.”

Repeat these insertions on pages 84 and 95 and 118 under "Private Realm, Infrastructure."

***FINDINGS - (CASE NO.) (DATE) (REQUEST)***

1. The last several decades the city streets have primarily been built for moving vehicular traffic and not enough consideration given to other modes of transportation, especially to pedestrians.
2. For many years, the City of Albuquerque Comprehensive Plan, area plans, and sector development plans have been advocating a more balanced use of streets by pedestrians, bicyclists, transit users and automobile riders.
3. The Albuquerque/Bernalillo County Comprehensive Plan's Transportation and Transit goal is "to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."
4. In 2006, the Planning Department contracted with consultants, HDR, Inc. to develop the Great Streets Facility Plan and further refine and implement the Comprehensive Plan's Transportation and Transit goal and its policies.
5. The Draft Great Streets Facility Plan is a citywide plan addressing one public system (streets) and is developed with considerable public participation.
6. The public planning process for the Plan includes 9 citywide public meetings and several meetings of the Technical Advisory Committee (TAC). The TAC was formed with representatives of the American Association of Retired People, the Albuquerque Chamber of Commerce, the Albuquerque Public Schools, the Alliance for Active Living, the Albuquerque/Bernalillo County Water Authority, the Bernalillo County, the Mid-Region Council of Government, the National Association of Industrial and Office Properties, the Public Service Company of New Mexico, the University of New Mexico, Walk Albuquerque, and representatives of various City departments. The list of TAC members is included at the beginning of the Plan. Meetings were also held with a group of Amy Biehl Charter High School, senior citizens, the Walk and Bike Advisory Committee, and the Government Relations Committee of the NAIOP.

7. The draft Plan is in compliance with, and supports Transportation and Transit Element Policy p of the Albuquerque/Bernalillo County Comprehensive Plan that states, “Efficient, safe access and transfer capability shall be provided between all modes of transportation.” The Plan has identified three ‘Realm’ of a ‘Great Street’: 1) Roadway Real – from which curb to curb and includes travel lanes, on-street parking, bike lanes and medians; 2) Pedestrian Realm – from curb to the right-of-way line and includes parking meters, regulatory and wayfinding signs, street trees/landscaping, pedestrian and street lighting, bike racks, transit shelter, walking zone and frontage zone; and 3) Private Zone – outside the right-of-way and includes vertical mixed use, buildings (site location, height and massing, facade transparency and articulation).
  
8. The draft Plan is generally in compliance with and supports the goals and policies of the Comprehensive Plan’s Activity Centers and Corridors element including Policy a that states, “...Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.” The Plan includes standards and guidelines (pages 17-54), prototype design concept (pages 55-113), a list of Potential Great Streets (Table 6 on page 116, map page 117) and next steps (pages 115-122) to implement the Great Streets Facility Plan the four types of streets identified in the Centers and Corridors Map in the Comprehensive Plan and the Current Roadway Functional Classification System Map. The four types of streets are: Major Transit Corridors; Enhanced Transit Corridors; Arterial Streets; and Collector Streets
  
9. Appendix of the Plan includes a list of people who attended meetings during the planning process throughout the development of the Plan. It also includes a list of glossary terms, and references used in the Plan and credits for the illustrations.
  
10. The Plan is generally supportive of the Developed Landscape elements of the Comprehensive Plan. The Great Streets built in compliance with this Plan will enhance the safety, visual quality and economic vitality of city streets, neighborhoods. The Plan’s recommendations for median landscaping takes into consideration view corridors of the Sandia Mountains and the Volcanic Escarpments.
  
11. The Plan recommends construction of two ‘Great Streets’ segments as demonstration projects that will help refine the cost of construction and coordination among various disciplines especially with various utilities infrastructure. Central Avenue from Girard to San Mateo and a segment of North 4<sup>th</sup> Street are recommended for a prototype design. Some funding is already available for these streets.
  
12. The Next Step, Chapter V in the Plan recommends amendments to several plans, ordinances, and regulations to institutionalize the implementation of this Plan. The Plan recommends that a

higher priority should be given to the Albuquerque/Bernalillo County Comprehensive Plan, the Albuquerque Comprehensive Zoning Code, the Subdivision Ordinance and the Development Process Manual. City Staff have already begun drafting amendments Comprehensive Plan.

13. The Plan recommends that the other priority Plans, Ordinances and regulations listed in these findings should be amended within the next 12, but no more than 24 months.
14. A letter has been sent to the EPC regarding concerns related to the list of potential great streets segments. The letters of support for the plan received by the staff are attached to this report. The staff also received comments from PNM. City staff met with a PNM representative and resolved some of the comments and others have been included in the conditions.
15. The Department of Municipal Development, Transportation Planning, and Transportation Development have requested a deferral of a minimum of 30 days.

***RECOMMENDATION – 08EPC 40023, MARCH 13, 2008***

**Deferral of the Great Streets Facility Plan 08EPC 40023 for 30 days.**

***Manjeet Tangri, Project Manager  
Urban Design Planner***

cc: John & Bing LeRoy, 13625 Cedarbrook NE, Albuquerque, NM 87111  
Richard Johnson, Director, System Engineering, PNM, Alvarado Square, Albuquerque, NM  
87158-0600  
AARP, NM State Office, 535 Cerrillos Rd., Suite A, Santa Fe, NM 87505  
Cheta Balizer ([chetabird@yahoo.com](mailto:chetabird@yahoo.com))

***Attachments***

Public Comments during the preparation of the plan.  
Letter from PNM  
Letter from AARP  
Email from Ms. Cheta Balizer  
Letter from John LeRoy  
Letter from Bing LeRoy

## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### **Zoning Code Services**

Reviewed: The proposed Facility Plan is a Rank II plan and is not enforceable pursuant to the regulations of the Comprehensive City Zoning Code. In order for the Zoning Division to enforce the Standards and Guidelines set forth in the Great Streets Facility Plan, the plan would need to be incorporated into the City of Albuquerque's Rank III plans or a text amendment to the Comprehensive City Zoning Code is required.

#### **Office of Neighborhood Coordination**

**2/19/08 – to be published in the “Neighborhood News” Newsletter and will be on the Planning Department’s ONC’s newsletter page on the city’s website.**

#### **Advanced Planning**

### ***PUBLIC WORKS DEPARTMENT***

#### **Transportation Development (City Engineer/Planning Department):**

- The two weeks allotted staff to review the proposed North I-25 Sector Plan is not adequate.

Recommendation:

- An additional 30 days at a minimum to allow adequate time for review and comment.

#### **Hydrology Development (City Engineer/Planning Department):**

- The Hydrology Section would advise that street drainage capacity be part of the criteria of infrastructure design.

#### **Transportation Planning (Department of Municipal Development):**

- The two weeks allotted staff to review the proposed Great Streets Facility Plan is not adequate.

Recommendation:

- An additional 30 days at a minimum to allow adequate time for review and comment.

#### **Traffic Engineering Operations (Department of Municipal Development):**

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

#### **Utility Development (Water Authority):**

- No comments received.

**Water Resources, Water Utilities and Wastewater Utilities (Water Authority):**

- Comments sent directly to staff planner.

**New Mexico Department of Transportation (NMDOT):**

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY  
and NMDOT:

Conditions of approval for the proposed Great Streets Facility Plan shall include:

- a. Deferral, to allow an additional 30 days minimum for review and comment.

**ENVIRONMENTAL HEALTH DEPARTMENT**

*Air Quality Division*

*Environmental Services Division*

*City Forester*

**PARKS AND RECREATION**

*Planning and Design*

Comments forth coming.

*Open Space Division*

**POLICE DEPARTMENT/Planning**

**SOLID WASTE MANAGEMENT DEPARTMENT**

*Refuse Division*

No adverse comments.

**FIRE DEPARTMENT/Planning**

*TRANSIT DEPARTMENT*

***COMMENTS FROM OTHER AGENCIES***

*BERNALILLO COUNTY*

*ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY*

Reviewed, no comment.

*ALBUQUERQUE PUBLIC SCHOOLS*

The City of Albuquerque proposes adoption of the **Great Streets Facility Plan** to make segments of city streets safe, pedestrian friendly, economically viable, and visually attractive in public places. This proposal will have **city wide** impacts, therefore, impacting the APS district in its entirety. However, APS strongly supports this plan, because it will provide safe and comfortable pedestrian and bicycle paths that are needed by students and other members of the community.

*MID-REGION COUNCIL OF GOVERNMENTS*

MRCOG staff have no comment on this proposal.

*MIDDLE RIO GRANDE CONSERVANCY DISTRICT*

*PUBLIC SERVICE COMPANY OF NEW MEXICO*