



**Environmental  
Planning  
Commission**

**Agenda Number: 3  
Project Number: 1007100  
Case #'s: 08EPC-40023  
May 8, 2008**

**Staff Report**

<b>Agent</b>	Planning Department
<b>Applicant</b>	City of Albuquerque
<b>Request</b>	Recommendation of approval of the Great Streets Facility Plan, a Rank 2 Plan
<b>Legal Description</b>	NA
<b>Location</b>	Citywide
<b>Zoning</b>	Not Affected

**Staff Recommendation**

**A recommendation of APPROVAL to the City Council 08EPC 40023, the Great Streets Facility Plan, based on the findings on pages 22-24 and subject to the conditions of approval on pages**

**Staff Planner  
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**Summary of Analysis**

This is a request to recommend Approval of the Great Streets Facility Plan, a Rank 2 Plan, to the City Council. This report supersedes the March 13, 2008 staff report. The Planning Department briefed the Environmental Planning Commission (EPC) on the Facility Plan draft on February 14 2008 at a public hearing. At the March 13 EPC hearing, the Commission deferred the Facility Plan for 60 days to receive comments from the City Transportation staff.

The Facility Plan supports and furthers Comprehensive Plan policies, particularly those pertaining to Transportation, Transit and Activity Centers goals. The intent is to make selected segments of city streets "Great Streets" that contribute to a sense of place by providing safety, attractiveness and economic vitality. Great Streets will also provide a more balanced response to the needs of all street users including pedestrians, bicyclists, public transit riders, and automobile drivers.

The Facility Plan addresses the Comprehensive Plan's general street standards with more specificity, both in text and graphic form. It proposes a better organization of streets by dividing the right-of-way into three components: 1) roadway realm; 2) pedestrian realm; and 3) private realm. The draft Facility Plan includes principles of "Great Streets", prototype design concepts, standards and guidelines, potential candidate street segments, and implementation strategies to become a "Great Street". Standards and guidelines are applicable to one-quarter to one-mile segments of arterial streets designated as Transportation Corridors by the Comprehensive Plan and other arterial and collector streets.

The Planning Department recommends some changes to the Facility Plan as conditions on page 25 of this report to highlight some important ideas and project development.

Staff recommends that an Approval recommendation be forwarded to the City Council for the adoption of the Great Streets Facility Plan.

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 33.

## ***BACKGROUND – PURPOSE OF REQUEST***

The Planning Department is requesting that the Environmental Planning Commission recommend Approval of the Great Streets Facility Plan, a Rank 2 Plan, to the City Council.

### **Facility Plan Characteristics**

The City’s Planning Ordinance (Section 14-13-1-1 et seq.) defines Facility Plans as “specialized in subject matter; they normally cover only one type of natural resource, utility, or public facility, such as water or parks. Such plans cover the entire metropolitan area or city, or at least a major part thereof. These plans specify important development standards, general site locations, and multi-year programs of facility capital improvement.” Facility Plans are subordinate to and must be consistent with the Comprehensive Plan.

### **Purpose: Great Streets Facility Plan**

Certain districts of every city convey a strong sense of place. Part of what defines a sense of place is the street character, people, building architecture and a dynamic interactive relationship among them. This dynamic interaction is missing in Albuquerque due to the dominance of automobile as the primary mode of transportation, and not enough consideration given to pedestrians, bicycle and transit in street design. Responding to this condition, the Planning Department in 2006 contracted with the consulting firm, HDR, Inc. to develop a Great Streets Facility Plan to implement the Comprehensive Plan goals and policies, especially the Transportation and Transit element.

Consistent with the Comprehensive Plan, the intent of the Facility Plan is to transform segments of city streets as “Great Streets that are safe, economically vital and visually attractive for all citizens. The Facility Plan demonstrates an improved balance among the needs of auto drivers, pedestrians, bicyclists and transit riders.

The Facility Plan also supports the Planned Growth Strategy’s growth management proposals to develop mixed uses along transportation corridors to strengthen sense of place.

The Facility Plan recommendations also have a strong relationship with the proposed Form Based Code. Both of these concepts support each other. However, the Form Based Code primarily relates to private properties while the Facility Plan proposes recommendations to segments of public right-of-way.

### **Scope of the Facility Plan**

The draft Facility Plan defines Great Streets as memorable streets that are insignias of the city. The Facility Plan spatially organizes the street right-of-way into three physical realms: 1) roadway realm, 2) pedestrian realm and 3) private realm. It includes Great Street principles, prototype design concepts, standards and guidelines, and implementation steps for four street types: Major Transit Corridors, Enhanced Transit Corridors, Arterial Streets, and Collector Streets. The Facility Plan

defines a street as having both transportation (moving people and goods) and community functions such as Social, Commerce, Symbolic/Ceremonial and Outdoor Room.

The Facility Plan is applicable to retrofitting existing streets and building new ones. 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'.

The draft Facility 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.

### **Summary of the Facility Plan**

The Great Streets Facility Plan is comprised of five chapters, as follows:

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

Chapter I, Introduction describes the role of 'Great Streets' segments in a city and the scope of the Facility Plan. It also includes analysis of existing City Plans, Ordinances and Manuals related to the planning and design of city streets. This chapter also outlines the Plan framework, the planning process, and how will the Plan be used in creating 'Great Streets' segments.

The draft Facility Plan's recommendation are formulated around three physical realms of a street right-of-way (ROW), 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.

Chapter II, Principles of Great Streets describes fundamental rules of best urban design practices, community values, and goals and objectives of the Comprehensive Plan. The chapter also discusses physical attributes and contributing elements of a 'Great Street'. These principals influence street design, and create a sense of place, help balance the needs of various modes of transportation, and foster a sense of pride in the citizens for their community.

Chapter III, Great Street Standards and Guidelines 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, 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, a variance to standards may be necessary and granted administratively where a building is already located at the property line.

Chapter 4, Prototype Design includes plan and cross section views of prototype design of four types of city streets listed above. 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-way widths. Table on page \_\_\_ of this report shows the Current Roadway Classification System and the Comprehensive Plan designation of the potential "Great Streets" segments.

This chapter also describes the process of selecting potential Great Street segments (see tables 4 on page 59 in the draft Facility Plan). The table includes name of street segments, location, its length, the type of street, and presence of public utilities. Including the utilities in the table alerts to the need for coordination with the utilities during project design and implementation. In addition, criteria such as a citywide balance of great streets segment locations, and other city plans were added. After adoption of the Facility Plan, other street segments may be added as more plans and projects are undertaken and identified.

Chapter V, Next Steps addresses how to use standards and guidelines in the Facility Plan. It also includes what triggers the construction of a segment; a list of potential Great Streets segments on page 116; preliminary cost estimates; a list of plans, ordinances, and other documents to be amended for consistency; funding sources; and a process to successfully design and construct street segments.

The Facility Plan proposes to build one or two demonstration projects. The demonstration projects will provide a greater accuracy of cost estimates, better understanding of coordination among various parties, especially public utilities, and any issues that may come up in implementing the Facility Plan.

The table below shows the Current Roadway Functional Classification System designation and the Comprehensive Plan's Transit Corridor designations for each of the candidate Great Street segments.

<b>Segment Name</b>	<b>Segment Location</b>	<b>Comp. Plan Designation</b>	<b>Roadway Classification</b>
4 <sup>th</sup> Street NW	Menaul Blvd. – Candelaria	Major Transit Corridor	Urban Minor Arterial
4 <sup>th</sup> Street NW	Candelaria Rd. - Montañño	Major Transit Corridor	Urban Minor Arterial
Atrisco NW	Central Ave. - La Bajada	N/A	Urban Minor Arterial
Central Ave. @ Unser Blvd. NW/SW	Intersection - Central Ave. & Unser Blvd.	Enhanced Transit Corridor/ Express Corridor	Urban Principal Arterial
Central Ave. NW/SW	Coors Blvd. - Yucca Dr.	Enhanced Transit Corridor	Urban Principal Arterial
Central Ave. NW/SW	Old Coors Rd. – Atrisco	Enhanced Transit Corridor	Urban Principal Arterial
Central Ave. NW/SW	Rio Grande - 13 <sup>th</sup> ST.	Major Transit Corridor	Urban Principal Arterial
Central Ave. NE/SE	Carlisle Blvd. - Washington St.	Major Transit Corridor	Urban Principal Arterial
Central Ave. NE/SE	Washington St. - San Mateo Blvd.	Major Transit Corridor	Urban Principal Arterial
Central Ave. NE/SE	Louisiana Blvd. - Pennsylvania St.	Enhanced Transit Corridor	Urban Principal Arterial
Coors Blvd. NW	Bluewater - Fortuna Rd.	Enhanced Transit Center	Urban Principal Arterial
Eubank Blvd. NE/SE	I-40 - Research Rd.	Arterial	Urban Principal Arterial from I-40 – Southern; Southern – Research Rd. Urban Collector
Gibson Blvd. @ 118 <sup>th</sup> St. NW	Intersection - Gibson Blvd./118 St.	Arterial	Future Street
Gibson Blvd. @ 98 <sup>th</sup> St. NW	Intersection - Gibson Blvd./98 <sup>th</sup> St.	Arterial	Gibson/Snow Vista Urban Local Rd.
Gibson Blvd. SE	San Mateo - San Pedro Dr.	Enhanced Transit Corridor	Urban Principal Arterial
Gibson Blvd. SE	San Pedro Dr. - Louisiana Blvd.	Enhanced Transit Corridor	Urban Principal Arterial
Golf Course Rd. NW	Paradise Blvd. - Paseo del Norte	Arterial	Urban Minor Arterial
Indian School Rd. NE	Girard Blvd. - Washington St.	Arterial	Urban Minor Arterial
Montgomery Blvd NE	Jefferson St. - San Mateo Blvd.	Enhanced Transit Corridor	Urban Principal Arterial
Montgomery Blvd. @ Juan Tabo Blvd.	Intersection - Montgomery Blvd. /Juan Tabo	Enhanced Transit Corridor	Urban Principal Arterial
Mountain Rd. NW	Rio Grande Blvd. - 12 <sup>th</sup> St.	N/A	Urban Collector
Mountain Rd. NW	12 <sup>th</sup> - 6 <sup>th</sup> St.	N/A	Urban Collector
Taylor Ranch Rd. NW	Montañño Rd. - Homestead	Arterial	Urban Minor Arterial
Yucca Dr. NW	Bluewater - Glenrio	N/A	Urban Collector

**Public Process**

The draft Facility Plan has been developed with considerable public participation that included nine citywide public meetings, several meetings with the Technical Advisory Committee and non-profit and business groups.

The 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 concept of 'Great Streets' was introduced to the public in the first set of three meetings; the second set focused on prioritizing the spatial proximity of various city streets to commercial, social, educational activities and transportation services. With the assistance of the Technical Advisory Committee, five types of street segments were selected to develop the prototype designs. Using this data a list of potential Great Streets segments of approximately ¼ mile to one-mile were also selected.

The preliminary design concepts were reviewed in small groups with the staff of various City Departments including Municipal Development, Parks and Recreation, Transit, and Fire Departments. The refined design concepts were presented to the Technical Advisory Committee before presenting them to the general public in two open houses and to other interested parties (Spring 2007). Comments received at the open houses and at other presentations are attached as Appendix 'A' of this report.

The suggestions from various groups were incorporated into the draft Facility Plan, which was presented in a citywide public meeting in December 2007.

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

**Context**

Transportation has a significant influence on the layout, growth pattern and form of a city. Until the advent of the automobile, walking, bicycling and public transit were the means of transportation. Cities were built more compactly. Walkable streets, close proximity and vertical mix of land uses contributed to street vitality and a sense of place. Old Town and Nob Hill areas are such examples.

All this changed with a widespread use of automobiles after World War II and it has been increasing ever since. The Federal Highway Act of 1956, government guaranteed-mortgage lending, adoption of zoning and engineering street design standards all influenced the fabric of our city. Albuquerque grew exponentially when the construction of Interstate 40 and Interstate 25 began in 1960. The street design standards adopted from this point onward began to lose the balance among various travel modes. Streets became less walkable and land uses more segregated and spatially separated.

<b>Census Year</b>	<b>City Pop.</b>	<b>City Sq. Mi.</b>	<b>City Pop./Sq. Mi</b>
1960	201,189	61.0	3293.3
2000	448,607	186.92	2474.6

Today, the automobile is the dominant mode of transportation on our city streets. It has changed the fabric of the city, how we go from one place to another, and our way of life. The Albuquerque region’s 2030 Metropolitan Transportation Plan in Table 8-1 describes that New Mexico is ranked high in the nation for pedestrian fatalities. It also gives a greater emphasis on pedestrian mode “motivated by a growing recognition among the region’s policy makers, planners, engineers, developers, citizens and others of the limitations of relying exclusively on automobile-based solutions to transportation problems – particularly for short congestion-inducing trips.”

The City’s streets, for many decades have been designed primarily to move vehicular traffic more efficiently. Design standards for other modes are either absent or not been given equal attention. The sidewalks are either very narrow, missing or not in good condition, often have a power pole, fire hydrant or sign post obstruction and they don’t meet the Americans with disability standards. The City’s street construction specifications have not been significantly revised for many years.

The City, during these same decades, has made some improvements to segments of city streets such as San Mateo Boulevard south of Zuni, Louisiana Boulevard south of Central and Central Avenue in the heart of Downtown. To accelerate these efforts, the Great Streets Facility Plan has developed a uniform set of standards that are applicable to four street types described previously. The draft Facility Plan proposes its implementation be part of the City’s Capital Improvement Program, the Mid Regional Council of Government’s Transportation Improvement Program, Metropolitan Redevelopment Plan implementation.

### ***Charter of the City of Albuquerque***

The Citizens of Albuquerque adopted the City Charter in 1971

#### Article I, Incorporation and Powers

“The municipal corporation now existing and known as the City of Albuquerque shall remain and continue to be a body corporate and may exercise all legislative powers and perform all functions not expressly denied by general law or charter. Unless otherwise provided in this Charter, the power of the city to legislate is permissive and not mandatory. If the city does not legislate, it may nevertheless act in the manner provided by law. **The purpose of this Charter is to provide for maximum local self-government.** A liberal construction shall be given to the powers granted by this Charter.”

#### Article IX, Environmental protection

“The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, insure the proper use and development of land, and **promote and maintain an aesthetic and humane urban environment.** To effect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.”

**Article I of the Charter gives the City Council the authority to develop design concepts, standards and guidelines for segments of city streets to become ‘Great Streets’ through legislative action.**

**The proposed Great Streets Facility Plan supports and intends to further the public interest by creating segments of city streets as safe, visually attractive and economically vibrant public places. By doing so, the Facility Plan supports and furthers article IX of the City Charter.**

### ***Comprehensive Plan***

The Comprehensive Plan analysis that follows is in the framework of the context described on the previous page. Goals and Policies are in regular text followed by staff’s analysis in **bold**. With rising gasoline prices and climate changes becoming evident, more people are demanding transportation mode choices. Many cities in the nation including Albuquerque are recognizing the need and investing more resources into street design for public transit, bicycle and walking. A better balance in street design is necessary for the success of all modes of travel as every mode of travel ends in walking to reach their destination. It will also improve sense of place.

The Great Streets Facility Plan addresses the following Comprehensive Plan elements: Transportation and Transit, Activity Centers, Developed Landscape, and Economic Development. Each of these elements is addressed in the Comprehensive Plan’s Findings (Section I) and in its Goals and Policies (Section II).



## **Transportation and Transit**

Goal: 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.

**Six of the Comprehensive Plan's Transportation policies are associated with this goal relative to the Facility Plan.**

**The Facility Plan supports the concept of balance among travel modes in the above goal and more specifically "...bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs." It does so by developing uniform design standards and guidelines and applying them to selected street segments to become "Great Streets" that have vibrant public places and safe environment for pedestrians, bicycles, transit and automobiles and create a sense of place.**

**The Facility Plan recognizes the contribution of adjacent buildings and land uses. Although it does not prescribe land uses, it acknowledges and suggests certain land uses that will benefit from and support 'Great Streets' segments.**

**The proposed Form Based Code addresses building design standards and guidelines. While the draft Facility Plan recommendations are independent of the proposed Form Based Codes, they are complementary.**

**The Facility Plan's unified set of street design standards and guidelines will help create environment that supports walking, bicycling and transit. They also support land uses along transportation corridors and in activity centers and help create a sense of place and vitality for the neighborhoods.**

### Policy a

The Comprehensive Plan Transportation policy a Table 11 (pages II-81-83) addresses three related topics: Street Design (Page II 82), Transit Service, and Development Form (page II-83). Table 11 presents 'ideal' policy objectives (actually standards) for these three topics graphically expressed by the Comprehensive Plan's Transportation Corridors and Activity Centers map shown in the Facility Plan (Fig. 1).

**The Facility Plan primarily addresses the first of the three topics (street design) and further details its design elements.**

**The Comprehensive Plan's Policy a, establishes street design standards for four classes of Corridors; Express, Major Transit Corridors, Enhanced Transit Corridors and other Arterial Streets. The Great Streets Facility Plan's standards and guidelines exclude Expressways and add Collector Streets.**

**The Facility Plan street design standards are based on a concept that is significant to creating 'Great Streets'. This concept defines the public right-of-way into three realms:**

**Roadway Realm, Pedestrian Realm and Private Realm (pages 8 and 18). The pedestrian realm is further sub-divided into an edge zone, landscape zone, walking zone and frontage zone (page 33).**

**The Facility Plan has secondary emphasis on adjacent buildings and off-street parking locations, façade articulation and transparency and provides design guidelines for them. These recommendations are related to Table 11’s third topic, Development Form. Until these Facility Plan guidelines are incorporated into Zoning Code, they remain suggestions to the City and private property owners.**

**Of the ten policy objectives in Policy a Table 11, five are consistent with the Facility Plan and other five require language clarification or amendments. The analysis of the policy objectives follows:**

Access Control Standard:

**The standard in the Comprehensive Plan refers to automobile access. The Enhanced Transit Corridor and Arterial Streets “access control standard” are consistent with the Facility Plan. However, the term “full access” along the Major Transit Corridor is confusing and may imply multi-driveway access, negatively impacting traffic flow for all travel modes. A different term is needed to describe the intent of providing access by all modes along a Major Transit Corridor. The Facility Plan recommends consolidation of driveways and providing parking at the back or on a limited basis to the side of a building.**

Peak Hour/LOS/Auto Standard:

**Table 11 considers only the Level of Service (LOS) for vehicular traffic. The City measures the LOS at signalized intersections that are considered safe location for pedestrians to cross streets. However the pedestrians don’t feel safe crossing at signalized intersections that are more than four lanes wide, have double left turn lanes and free right turn lane and no median refuge.**

**The Facility Plan recommendations serve the needs of pedestrian, bicycle, transit and vehicular movement. The Facility Plan, in addition to recommending wider sidewalks, marked crosswalks and median refuges, allows the LOS reduction by one level in the ‘Great Street’ segment of a street, especially in high pedestrian concentration areas, but not to reduce it below LOS E. It recommends that the traffic analysis for LOS should take into consideration LOS for pedestrian, bicycle, transit and automobiles or be based on person trip by mode. This will require an amendment to the LOS measuring process and to the permitted LOS in the Comprehensive Plan.**

Travel Speed Standard:

**The Summary of the National Cooperative Highway Research Program (NCHRP) Report 504 - Design Speed, Operating Speed and Posted Speed Practices on page 2, states “The legal speed limit plus 10mph included at least 86% of suburban/urban drivers on non-freeway facilities with 25-55 mph...” In Albuquerque, arterial streets including Enhanced Transit Corridors have 40-45 mph posted speed limit and Major Transit Corridor 30-35**

mph. The resulting 40-55 mph operating speed creates a very unsafe environment for pedestrians and bicyclists. The Facility Plan proposes reducing speed to 35 mph in ‘Great Street’ segments along Enhanced Transit Corridors and Arterial Streets, and 30 mph in ‘Great Streets’ segments along Major Transit Corridors and Collector Streets. This is to provide for traffic safety for all modes and especially for pedestrian and bicyclists as Albuquerque has one of the highest pedestrian fatality rates in the nation.

Signalized Intersections Standard:

The Facility Plan recommends reevaluation of the need for free right-turn lanes and double left turn lanes while designing signalized intersection in a high pedestrian and bicycle activity areas. Alternatively, a street segment (except along a Major Transit Corridors) that carries an average daily traffic volume greater than 35,000 vehicles at a speed 40 mph or greater may not be designated as a “Great Street”.

Transit in Outside Lane:

The Facility Plan is consistent with this Comprehensive Plan policy objective.

On-Street Parking:

The Facility Plan is consistent with this Comprehensive Plan policy objective.

Pedestrian Circulation:

The Facility Plan’s pedestrian circulation standards are consistent with this Comprehensive Plan policy objective. The Facility Plan’s design standards for shaded unobstructed walking zones, clearly marked crosswalks, pedestrian refuge in medians provide specific tools to help provide safe pedestrian environment.

Sidewalk:

The Facility Plan is generally consistent with this Comprehensive Plan standard and it provides a uniform set of street design standards for the three realms of a ‘Great Street’ in Chapter III. It further refines the pedestrian realm sidewalk into Edge Zone, Landscaping Zone, Walking Zone and Frontage.

Sidewalk Setback:

The Comprehensive Plan policy states “a minimum of a 4 feet setback, which may be reduced if constrained.” The Facility Plan in consultation with the City Forester require 5 feet minimum landscape zone. The Development Process Manuel requires 6 feet minimum setback but only in Major Activity and Community Activity Centers. Amendments to the Comprehensive Plan, DPM and other documents will be required for consistency.

Bicycle Circulation:

The Facility Plan is generally consistent with the Comprehensive Plan and the Albuquerque Bicycle Map & Bicycle Commuter Guide, 2007. In response to comments from DMD, the Facility Plan will remove the proposed standards for bicycle lanes; instead refer to ASHTO standards for bicycle lane width.

Other Comprehensive Plan Transportation and Transit element policies d, g, o, p and q are also pertinent to the Facility Plan. These policies address standards for “frequencies of driveways”, integrating safe and pleasant non-motorized travel conditions into development, decreasing peak hour demand on circulation system, providing efficient, safe access and transfer capabilities among all travel modes, and emphasizing transportation investments which expand choice and mobility in moving people and goods in the region and intra-city.

**The Facility Plan is consistent with Comprehensive Plan policies d, g, o, p and q as follows:**

Policy d - Driveway Access Frequency

**It recommends consolidation of driveways along the Great Street segments for pedestrian safety, convenience and to provide continuity of movement and facade. The Facility Plan further clarifies the number of driveways and the distances in between as one driveway for every 150 feet and no more than two per block of 300 feet and no more than four per block of 600 feet in length. The Facility Plan, however, does not distinguish between principal and minor arterial streets (page 32).**

Policy g - Integrate non-motorized travel into development

**The Facility Plan’s entire chapter on design standards supports 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). The developments along great streets segments have the opportunities to build on and take advantage of the improved street environment.**

Policy o - Peak hour demand on the circulation system

**The Facility Plan’s standards will create streets that provide a better spatial balance among autos, pedestrians, bicycles and transit and improve sense of place along the Great Streets segments. These alternatives to automobile travel have considerable potential to reduce peak period demand on the transportation system.**

Policy p Mode efficiency, safety and transfer capability

**The Facility Plan’s prototype designs discuss and generally illustrate safe efficient access, and transfer capability among modes of transportation. A careful consideration has been given to locating transit stops, especially where there are transfer opportunities.**

Policy q Transportation Investment and Movement of Goods and People

**The Facility Plan addresses movement of people, not goods. The Great Streets designs, standards, and guidelines will enhance the mobility choices by creating walkable and transit supported environment.**

**Table 11 Policy a. CORRIDOR POLICIES**

<b>Street Design</b>				
<b>Policy Objective</b>	<b>Express</b>	<b>Major Transit</b>	<b>Enhanced Transit</b>	<b>Arterial</b>
<b>Access Control</b>	limited access	full access	some access control	some access control
<b>Peak Hour/LOS/Auto</b>	LOS D or better	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
<b>Travel Speed</b>	45-55 mph	30-35 mph	35-45 mph	35-45 mph
<b>Signalized Intersections</b>	decel lanes; right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; some right turn lanes	some decel lanes; some right turn lanes
<b>Transit in Outside Lane</b>	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
<b>On-Street Parking</b>	no	Permissible on case-by-case basis	Permissible on case-by-case basis	Permissible on case-by-case basis
<b>Pedestrian Circulation</b>	pedestrian connections required from development to transit stops and between adjacent developments	maximize pedestrian connections to transit stops, between adjacent developments, and across the street	maximize pedestrian connections to transit stops and between adjacent developments	pedestrian connections required from development to transit stops and between adjacent developments
<b>Sidewalk</b>	trail or sidewalk, minimum 6 feet wide	12 foot wide sidewalk, as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot wide sidewalk
<b>Sidewalk Setback</b>	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
<b>Bicycle Circulation</b>	trail preferred; bike lanes possible	alternate routing or bikes, if possible	based on bike plan	based on bike plan

**Activity Centers**

Goal: To expand and strengthen concentration of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

**The Facility Plan supports the Comprehensive Plan’s Activity Center goal and policies. Some of the potential great streets segments are in existing or proposed Activity Centers. However, it does not address density, intensity or height of a development along a Great Street segment. Nevertheless, a Great Streets design and private development support each other in creating safe, vibrant streets and communities.**

Policy Objective	Development Form			
	Express	Major Transit	Enhanced Transit	Arterial
<b>Building Access from Street</b>	Flexible	Provide major entrance from street	Provide an entrance from street	Flexible
<b>Building Setback</b>	Based on zoning ordinance	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Based on zoning ordinance
<b>Parking Location</b>	Flexible	Separated from the street by the building	Separated from the street by the building or to the side of the building	Flexible
<b>Parking Reductions</b>	10% allowed if transit stop available; shared parking allowed	10% mandatory and up to 25% encouraged; shared parking encouraged	10-20% encouraged; shared parking encouraged	10% encouraged if transit stop available; shared parking allowed
<b>Employment Density Targets for New Development</b>	Flexible	Floor area ratio of 1.0 - 2.0	Floor area ratio of 0.5-1.5	Flexible
<b>Housing Density Targets for New Development</b>	5-12 du/acre (net)	10-35 du/acre (net)	7-30 du/acre (net)	5-20 du/acre (net)
<b>Modal Hierarchy</b>	Autos Transit Bikes Pedestrians	Transit Pedestrians Autos Bikes	Transit & Autos Pedestrians Bikes	Various accommodations of modal needs

*NOTE: Not all the above objectives will be implemented throughout the system due to such constraints as right-of-way width, costs of acquisition etc.*

**The Facility Plan supports the Activity Center Policy which states “.... create mixed use concentrations of interrelated activities that promote transit, and pedestrian access both to and from the Activity Center, and maximize cost-effectiveness of City services.” The Facility Plan design concepts, standards and guidelines will help create Great Streets segments resulting in a more balanced access for pedestrians, bicyclists, transit users and vehicle drivers to and from neighborhoods to nearby activity centers.**

**The Facility Plan design standards and guidelines are intended to also accommodate modes of transportation other than automobiles and especially pedestrian activity that results from increased density desired for activity centers.**

#### **Developed Landscape**

The Facility Plan is consistent with the Comprehensive Plan's Developed Landscape element goal "to maintain and improve the natural and developed landscape." Its design standards and guidelines more specifically implement Policy b that relates to public facilities including streets "...shall be designed to realize opportunities for City/County beautification". The Facility Plan also furthers Policy d that states, "Landscaping shall be encouraged within public and private right-of-way to control water erosion and dust, create a pleasing visual environment; native vegetation should be used where appropriate".

#### **Community Identity and Urban Design**

The Facility Plan implements Comprehensive Plan's Community Identity and Urban Design element Policy e related to design of transportation corridor "... within each community and that connects community Activity Center shall be designed and developed to reinforce the community's unique identity. The streetscape improvements to these roadways shall be designed to minimize water use, screen parking areas, create useful and attractive signage and building facades and facilitate walking, safety and convenience." It has specific design standards that address items listed in Policy e.

#### **Economic Development Element**

The Facility Plan in general supports the Comprehensive Plan's Economic Development Goal "to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals." The selection of potential Great Streets segments considered the proximity of the commercial, social, cultural, medical institutions and educational facilities. A visually attractive environment for pedestrian, bicycle, transit and vehicular movement along 'Great Streets' segments will encourage and support existing and future investment.

#### **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.

#### ***Amendments to Other Plans, Ordinances and Regulations***

The Facility Plan has revealed some inconsistencies in City standards for Transportation Corridors referred to as policy objectives in the Comprehensive Plan. To rectify these inconsistencies and to formalize the implementation of the Facility Plan, amendments to Comprehensive Plan, Comprehensive Zoning Code, Subdivision Ordinance, and Development Process Manual will be required. Planning staff is already working on the Comprehensive Plan amendments and they will follow adoption of this Plan.

### ***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:

“...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 Facility Plan primarily applies to the street right-of-way. However, it recognizes the contribution buildings make in creating ‘Great Streets’. Some standards and guidelines are applicable to new and retrofit buildings that will line the street segments, and others to the pedestrian realm of the right-of-way. For example, where street trees are not feasible, the Plan allows awning, marquees, canopies, balconies and arcades to provide relief from the sun. The Facility Plan includes standards that determine how deep the projection can be over the Pedestrian Realm.**

**The Plan will require amendments to the Comprehensive Zoning code concerning future building façade elements that will project over the right-of-way.**

### ***Proposed Form Based Code***

The proposed Form Based Code addresses private property and includes land use, site and building design. The Great Streets concepts, standards and guidelines coincidentally relate to and support the Form Based Code but they are applicable to only segments of street right-of-ways. The Planning and the City Council staff has reviewed both sets of standards and resolved any discrepancies discovered to this point.

### ***Sector Development Plans***

The table on the [page 16](#) shows potential Great Streets segments and the corresponding sector development plans, corridors plans and redevelopment plans. A review of these Plans concludes that five of the 14 sector plans address street design standards, and they are consistent with the Facility Plan. These are Nob Hill Highland Sector Development Plan, Rio Grande Boulevard Corridor Plan, Sawmill/Wells Park Sector Development Plan, Los Candelarias Village Center/Metropolitan Redevelopment Plan, and West Route 66 Sector Development Plan.

The Facility Plan standards and guidelines pertaining to buildings will require amendments to sector development, corridors and redevelopment plans that have street and building design standards and include potential great street segments. The new development, redevelopment or building remodel (50 % of total floor area remodeled or added) along existing or new great street segments shall follow this plan. Until the sector development and redevelopment plans are amended, any conflict between these plans and the Facility Plan, more restrictive of the two shall apply.



**Potential Great Streets Segments, Sector Development Plan and Redevelopment Plans**

<b>Segment Name</b>	<b>Segment Location</b>	<b>Sector Development Plan</b>	<b>Redevelopment Plan</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	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	--

**2030 Metropolitan Transportation Plan (MTP)**

**The Facility Plan furthers the following applicable goals and objectives of the 2030 Metropolitan Transportation Plan:**

Goal 2 Provide the Safest Travel Possible for All Modes

- a. Provide sufficient funding to establish and maintain strong and effective Safe-Routes-to-School programs and to make safety improvements to pedestrian and bicycle infrastructure in the vicinity of schools, colleges and universities.

**The Facility Plan's prototype design concepts, standards and guidelines when applied to street segments will result in environment that is safe for pedestrian, bicycle, transit and auto drivers. They are also applicable to routes that connect schools to neighborhoods and commercial nodes.**

Goal 3 Provide Choices in Access and Mobility for People and Goods

- a. Provide sufficient funding to develop and maintain efficient, high quality pedestrian and bicycle circulation system for safe, affordable, convenient, and comfortable travel to and from, within, and between activity centers, corridors, and residential neighborhoods in the vicinity of activity centers and corridors.
- c. Give high priority to transportation facilities and services that improve mobility for people with disabilities.
- d. Create seamless interconnectivity between pedestrian, bicycle, and public transit networks and services.

**The Facility Plan is consistent with this goal and reflects the premise that every transportation mode including vehicular and transit 'begins and ends' in walking. Therefore, street design in general and Great Streets segments in particular must be safe, convenient and comfortable for walking.**

**To seek Federal funds for project design and construction, the project must be included in the Metropolitan Transportation Plan. The Great Streets Program is included in the MTP and two projects are in the Transportation Improvement Program for Federal Funding.**

Goal 5 Provide Transportation that supports Local Land Use Planning, Community Goals, and the Economy.

- d. Plan, design, and build pedestrian facilities in accordance with the best practices described in the latest edition of American Association of State Highway and Transportation Organization (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities.
- e. Plan, design, and build bicycle facilities in accordance with the best practices described in the latest edition of AASHTO Guide for the Development of Bicycle Facilities.

**The Facility Plans supports Goal 5 by providing design standards and guidelines for this goal of planning, designing and constructing pedestrian and bicycle facilities.**

**COMMENTS FROM GENERAL PUBLIC, AGENCIES AND OTHER INTERESTED PARTIES**

The Planning Department staff reviewed the comments received from public agencies, general public and other interested parties. The issues raised are in regular text and the responses are in bold text stated below. Based on the comments received from general public and other interested parties, the Planning Department recommends some changes for clarification, special emphasis and to address comments received by April 30, 2008. These specific changes to the Facility Plan are listed as conditions in this report.

1. The draft Great Streets Facility Plan implies that it is applicable to all streets throughout the city. **Although the Facility Plan states in many places that it applies to ¼ mile to one-mile city street segments, the staff recommends specific language to further clarify and emphasize this point. The specific language is included in the proposed changes to the Facility Plan.**
2. The Public Service Company of New Mexico comments stressed a need for coordination between existing public infrastructure/ utilities and the planning, design and construction of “Great Street segments in the Facility Plan. **The Facility Plan acknowledges this need for coordination, especially the overhead and underground utilities and drainage, by indicating presence of overhead utilities in the Potential Great Streets Segments table. The refinement of language in the Facility Plan as proposed by the Public Service Company of New Mexico is recommended.**
3. **The Facility Plan recommendations allow the vehicular traffic Level of Service (LOS) one level lower in the after conditions within the “Great Streets” segment only. This is to bring a better balance of LOS for pedestrian, bicycle, transit and vehicular modes of travel.** The DMD is primarily concerned about the LOS for the vehicle traffic in the after condition becoming F and suggested language to address this concern including the traffic analysis process.

**The City’s measure of the level of service at the intersections primarily is for and favors vehicular traffic. The left-turn lanes, free right-turn lane and increased number of lanes are methods to move the vehicular traffic volume smoothly and efficiently. However, these same methods create an unsafe environment for pedestrians, bicyclists and transit riders to cross streets, especially in the hot and dry climate of Albuquerque summers. The LOS for evaluation for vehicles must also take into consideration the comfort and safety of pedestrians, bicyclists and transit riders. The definitions of Level of Services from A to F are:**

**Table – LOS Definitions**

Level of Service	Signalized (sec/veh)	Definition	Un-signalized (sec/veh)
A	<10	Most Vehicles do not stop	<10
B	>10 and < 20	Some vehicles stop	>10 and < 15
C	>20 and < 35	Significant # of vehicles stop	>15 and < 25
D	>35 and < 55	Many vehicles stop	>25 and < 35
E	> 55 and < 80	Limit of acceptable delay	> 35 and < 50
F	> 80	Unacceptable delay	> 50

**The Great Streets Facility Plan is an effort to improve sense of place in certain areas, create an environment that addresses the needs of various modes of transportation; pedestrians, bicyclist, transit riders and automobile drivers and enhance the vitality of activity centers and corridors.**

- 4. Another concern is that on-street parking along Enhanced Transit Corridors such as Montgomery and Gibson Boulevards creating unsafe conditions. The staff agrees with the concern and has taken the Enhanced Transit Corridor and Arterial Streets out of this bullet. Both these street types are addressed by adding a separate bullet.**
- 5. Other concerns relate to width of traffic lane and bike lane, impact of proposals in the Facility Plan on the roadway carrying capacity, and clarification of language in the Facility Plan. The staff discussed the comments and recommended language with DMD staff. The concerns are addressed in the proposed clarifications and language changes in the Facility Plan. The level of details to identify changes that would negatively impact the roadway capacity is not appropriate in the Facility Plan. These will be addressed at the project development level.**
- 6. The NAIOP questioned the Great Streets Facility Plan's compatibility with the existing city Plans and the fact that the City Ordinance establishes the Facility Plan precedence over sector development plans. What are the financial obligations of private sector and public agencies in constructing great street segments and how will the Facility Plan implemented? The table on page 16 of this report shows Great Streets segments in relations to its corresponding Sector Development Plans, Corridor Plans or Redevelopment Plans. Review of these Plans determines that only five of the 14 sector plans have general street design standards. These are Nob Hill Highland Sector Development Plan, Sawmill/Wells Park Sector Development Plan, Los Candelarias Village Center & Metropolitan Redevelopment Plan, Rio Grande Boulevard Corridor Plan and West Route 66 Sector Development Plan. In general the Great Streets Facility Plan is consistent with the street design regulations in these development plans. Amendments to the Sector Development Plans will be required to be consistent with the Facility Plan and to qualify for any "Great Streets" funds.**
- 7. Where an existing building is built to property line and the right-of-way is constrained, the Facility Plan states that standards will be adjusted.**
- 8. When 50% of the total area of an existing building is remodeled or added to, the Facility Plan standards shall apply.**
- 9. The construction of Great Streets segments is no different than how existing streets, such as Candelaria Rd and 12th Street are retrofitted. When a candidate street segment is funded and reconstructed by the City, it shall be consistent with the Facility Plan. The City's current process including acquisition of necessary right-of-way, if needed, shall be followed.**
- 10. Regarding development or redevelopment of a vacant property, the current practice shall be followed when a developer submits a request for site development plan or subdivision plat approval along a candidate 'Great Street' segment. The applicant shall dedicate additional right-of-way and reconstruct the street consistent with the Facility Plan.**

11. Typically traffic impact study recommendations include measures to increase capacity on a street. With the Facility Plan standards, what type of traffic impact study would be appropriate for a proposed development and what will the City require in terms of transportation improvements? Facility Plan allows lowering the LOS for the vehicular traffic by one level. How will the traffic study be done? What is the cost difference in constructing a street as done now and a “Great Street” segment and who will pay for it? **The Planning staff discussed this concern with the City’s Transportation Planning and Transportation Development staff. The traffic impact study procedure will remain the same. An impact study conducted after the ‘Great Street’ segment has been built, will be required to make improvements to the extent that allows the mode share balance among the pedestrian, bicycle, transit and automobiles within the great street segment and not lower the LOS below E. This is consistent with the new language suggested by the City Transportation staff.**
12. The proposed “Great Streets” segments will slow vehicular traffic and keep public to enjoy views of the mountains while driving. A related concern is that “Great Streets” segment at an intersection is not very useful. **The Facility Plan recommendation of ¼ mile segment of each leg of street at an intersection adds to one mile. The intent is to facilitate pedestrian and transit movement at an activity center.**
13. The increased height, density and buildings close to streets will be “claustrophobic”. **The Facility Plan doesn’t specify building heights or density. The Albuquerque streets are wide, buildings considerable set back from the sidewalks and parking in the front further adds to the perception of a wide street. This encourages vehicles to speed and does not support pedestrian, bicycle and transit.**
14. The Facility Plan recommendations to create walkable Great Streets segments will impede vehicular traffic. **This comment appears to be referred to Montgomery Boulevard. The concern may stem from the Table 4 and 6 where a 4.1-mile of Montgomery Boulevard from Carlisle to Louisiana is labeled as a Great Street. The correct segment of Montgomery is 0.4 mile from Jefferson to San Mateo and it will be corrected. The concepts of Great Streets are generally proposed for a ¼ mile to one-mile segment of streets and not the entire length of a street.**
15. The Great Streets Facility Plan recognizes the need for coordination between the design of Great Streets segments and utilities infrastructure including drainage. It addresses these issues including the drainage on page 31 under the title Infrastructure and Utilities to the satisfaction of the Hydrology Section staff. At the request of PNM, further language is proposed and included as conditions in this report. Chapter V, Next Steps, E. Process for Great Streets (page 121) recommends formation of a technical advisory committee to coordinate different disciplines including utilities.
16. The Facility Plan, in its Chapter V Next Steps recommends a list of plans, ordinances and regulations that need to be amended. The staff is already working on the Comprehensive Plan amendments for consistency.

## **CONCLUSIONS**

Today the design of streets doesn't reflect the role of the street in place making and providing a balance among the modes of travel along a street. As the price of gasoline increase and the effects of global warming become more evident, many cities including Albuquerque are rethinking design of city streets to provide travel choice alternatives to automobiles. The Mayor and the City Council have taken the initiative for Albuquerque to become more sustainable. The City's Planning Department, assisted by HDR, Inc., has developed the Great Streets Facility Plan to respond to and implement the City's Comprehensive Plan and Planned Growth Strategy goals and policies.

This is a request to the Environmental Planning Commission for a recommendation of Approval to the City Council for the Great Streets Facility Plan.

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***FINDINGS - 08EPC-40023, May 08, 2008***

1. This is a request for recommendations of approval from the Environmental Planning Commission to the City Council of the Great Streets Facility Plan (Facility Plan).
2. The Facility Plan is a Rank 2 plan that primarily addresses ¼- mile to one-mile segments of existing and new public streets and proposes strategies to become “Great Streets”.
3. The public planning process for the Facility Plan included nine citywide public meetings, several meetings with a Technical Advisory Committee comprised of representatives of public agencies, non-profits and business groups, and presentation to other interested groups. The public comments received during the planning process are attached to this report as Appendix A.
4. In 2006, the Planning Department contracted with consultants, HDR, Inc. to develop the Facility Plan in order to further the Comprehensive Plan’s goals and policies pertaining to Transportation Corridors and Activity Centers, Developed Landscape, Community Identity and Urban Design and Economic Development.
5. City Charter:
  - a. The development of the Great Streets Facility Plan design concepts, standards and guidelines exercises authority given to the City Council by Article I of the City Charter.
  - b. The proposed Facility Plan intends to further the public interest by promoting and maintaining aesthetic and humane urban environment through the appropriate use of land (Article IX).
6. The Facility Plan is consistent with five of the nine policy objectives (standards) of the Comprehensive Plan’s Transportation and Transit Corridors Policy a. The Facility Plan further refines Table 11 Policy a, Corridor Policies for Street Design by developing more specific design standards and guidelines for segments of city streets to become Great Streets. The specific design standards and guidelines will provide guidance to future Comprehensive Plan amendments.
7. The Facility Plan standards and guidelines are generally consistent with the Comprehensive Plan’s Transportation and Transit Policy d – Driveway access frequency, Policy g - Integrate Non-motorized travel into development, Policy o – Peak hour demand on circulation system, Policy p – Mode efficiency, safety and transfer capability, and Policy q – Transportation investment and movement of goods and people. The Facility Plan design concepts and standards

implement these policies by creating a street environment that better accommodates and integrates various modes of travel for efficient movement of people and goods.

8. The Plan is consistent with and supports the Comprehensive Plan's Developed Landscape, Community Identity and Urban Design, and Economic Development goals. The retrofitted or new street segments that are consistent with the Facility Plan will improve the sense of place in special areas and provide safe and attractive connections to adjacent neighborhoods. The Plan's recommendations for median landscaping takes into consideration view corridors of the Sandia Mountains and the Volcanic Escarpments.
9. The Plan includes Principals of Great Streets (pages 13-16), Standards and Guidelines (pages 17-54), Prototype Design Concepts (pages 55-113), a list of Potential Great Streets (Table 6 on page 116, map on page 117) and Next Steps (pages 115-122) to construct Great Streets segments for four types of streets identified in the Comprehensive Plan's Centers and Corridors Map and the Region's Current Roadway Functional Classification System Map. The four types of streets are: Major Transit Corridors, Enhanced Transit Corridors, Arterial Streets, and Collector Streets.
10. The Facility Plan meets the intent of the Comprehensive City Zoning Code as follows: 1) to help control congestion in the street and public way; 2) to enhance the appearance of the landscape; 3) to encourage the most appropriate use of land, and 4) to conserve and stabilize the value of property. Wider and shaded sidewalks, on-street parking and street design that facilitates mode choices will help support private development along the Great Street segments.
11. The Facility Plan furthers the 2030 Metropolitan Transportation Plan goals of promoting travel mode choices and efficient movement of people and goods through its design concepts, standards and guidelines.
12. The Plan recommends construction of two 'Great Streets' segments as demonstration projects that will help define the cost of construction and coordination among various agencies. 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.
13. Chapter V, Next Steps, recommends amendments to City plans, ordinances, and regulations for consistency with this Facility Plan and to institutionalize the implementation of this Plan. The Plan recommends that a higher priority be given to the Albuquerque/Bernalillo County Comprehensive Plan, followed by the Albuquerque Comprehensive Zoning Code, the Subdivision Ordinance and the Development Process Manual. City Staff have already begun drafting amendments to the Comprehensive Plan.



14. The Facility Plan recommends that the Plans, Ordinances and regulations listed in the above finding should be amended within the next 12 to 24 months.
15. Letters of support for the Facility Plan as well as concerns related to its contents are attached to this report.

***RECOMMENDATION – 08EPC 40023, May 8, 2008***

***That a recommendation of Approval be forwarded to the City Council for the adoption of the Great Streets Facility Plan, based on the preceding Findings and subject to the following Conditions of Approval.***

***CONDITIONS OF APPROVAL***

(The recommended changes identified below shall be incorporated into the final version of the Great Streets Facility Plan.)

**A. Changes to the Entire plan** (new or revised language is underlined)

1. Correct all typographic and grammatical errors within the Facility Plan
2. Change reference to Great Street Facility Plan from ‘The Plan’ to ‘The Facility Plan’ in the entire document. For example on page 1 of the Facility Plan in the beginning of the first and last sentence under the title Scope of the Plan, add the word ‘Facility’ before Plan.
3. Ensure graphics and maps are accurate and they are readable both in color and black and white.
4. Throughout the Facility Plan, add the word segment after the term “Great Street” to further clarify the scope of Facility Plan. For example, on page 1 revise the last sentence of the Scope of the Plan to read “The Plan recommendations have citywide application for candidate segments of both new streets and existing streets to become Great Streets segments.”
5. Insert blank pages to assure Chapter Headings always start on the right hand page.
6. Replace some photographs with others to better reflect the concepts of Great Streets.

**B. Changes by Chapter and Page Numbers**

7. Executive Summary: On page 1 add ‘Facility’ to the title and at the end of second sentence under the title Purpose of the Facility Plan, after the word ‘and’ take out ‘compatible to walkers and bikers’ and replace with “balance the needs of various modes of travel”.

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8. On page 1, revise the last sentence and add 'Facility' to the title Scope of the Facility Plan to read "The Facility Plan recommendations have citywide application for candidate segments of both new streets and existing streets to become Great Streets to achieve the following":
    - i. Sense of place
    - ii. Balance among travel modes
    - iii. Safe, visually attractive and vibrant streets and neighborhoods
  9. Chapter I Introduction: On page 3, add a paragraph describing the photograph of Central Avenue and 4<sup>th</sup> Street to read "The historic photograph of Central Avenue and 4<sup>th</sup> Street in downtown Albuquerque shows pedestrian, carriages, automobiles and trolleys all share the street. Wider sidewalks, on-street parking and attractive building lining the street add to the sense of place and vitality of the street."
  10. Page 5. In the second sentence under the Scope of the Facility Plan, take out number 2) and renumber the rest to correspond to the chapter title in the Facility Plan. Revise the last paragraph of the same paragraph to read "The Facility Plan recommendations intend to improve sense of place, safety, vitality and visual quality of city streets and provide a better choice of transportation modes, especially for pedestrians."
  11. Page 5. Revise the third paragraph under the title Analysis of the Existing Plans to read "Review of the Comprehensive Plan concluded that the Transportation and Transit policies, particularly Policy a could benefit from revision through a future Plan Amendment."
  12. Page 6. Revise the second and third sentence of the second paragraph below the bullets to read "This act and its current reauthorization, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) have also made federal funds eligible for pedestrian, bicycle, and transit Improvements. If these improvements are ...."
  13. Page 9. Revise the third sentence to read, "The Consultants, City staff, public meetings and public survey helped determine these characteristics identifying potential Great Streets segments." Take out the sentence from this paragraph starting "Before developing the prototype design concepts, meetings were held with a group of Amy Biehl Charter High School students and senior citizens ..." and incorporate it in Chapter IV prototype design on page 61. Combine the last three paragraphs into one paragraph.
  14. Page 10. Move the second paragraph and bullets that follow to Chapter IV Prototype Designs under Identification of Potential Great Streets on page 55, 56.
  15. Page 10. Under the title Next Steps, add as a first paragraph "This Chapter outlines the steps necessary to successfully (re) construct the Great Streets segments. It includes, preliminary cost estimates, potential funding sources, and mechanisms that trigger construction of candidate street segments. The Facility Plan also recommends coordination of its implementation with the City's Capital Implementation program and Region's Transportation Improvement program."
  16. Page 11 Add a sentence and five bullets to the first paragraph under Benefits of the Great Streets, "The implementation of the Great Streets segments will:

- i. Enhance our unique sense of place
- ii. Provide better access for everyone
- iii. Provide safety and security and visual attractiveness
- iv. Contribute to a healthy Community
- v. Support Economic Development”

Take out the second paragraph.

17. Chapter II Principles of Great Streets: Revise the last two sentences, “Any means to reduce crossing distance is an important design consideration. Also meeting the Americans with Disabilities Act (ADA) accessibility requirements is essential.”
18. Chapter III Great Street Standards and Guidelines: Page 17. Revise the last sentence of the first paragraph of How to Use Standards and Guidelines to read “New streets, either in new “Greenfield” sites or in “Greyfield” (redevelopment) sites shall follow standards for new Great Street segments.”
19. Page 20 C. Roadway Realm, 1. Traffic Lanes. After the first bullet sentence, add a sentence “The 10 feet lane width is exclusive of a two-foot gutter pan.” After ‘level of service definition...’ sentence, add another standard with a new sub-title *Roadway Pavement*. Add two bullets - Colored roadway pavement is encouraged within the Great Streets segment. - The pedestrian crosswalks shall be textured, colored or both textured and colored within the Great Streets segments.
20. Replace the first sentence of the second bullet with “The property owner shall grant additional right-of-way to the City in accordance with the current City’s policies and procedures at the time of Subdivision approval and/ or Site Development Plan review.” At the end of the third bullet after the word way, add “according to the City right-of-way acquisition policies and procedures.”
21. Page 20, C Roadway Realm, 1. Traffic Lanes. At the end of the fourth bullet, add “However, a lane reduction will not be considered if the ‘After Condition’ Level of Service (LOS) is not E or better. The traffic analysis shall be based on 1) taking into consideration LOS for pedestrians, bicycles, transit and vehicles, 2) 20-year traffic projections from the Mid-region Council of Governments (MRCOG) travel demand model, 3) a quantification of “the provision of transit service”, 4) the assumptions and methodology applied in the analysis must be the latest industry standards agreed to by the Municipal Development, Transit and Planning Departments, and 5) and consistent with the current MTP.”
22. Page 20 C Roadway Realm, 2. Turn Lanes. Revise the second paragraph to read, “With the provision of enhanced transit service, the following standards shall be used unless it is demonstrated that in order to do so, the LOS for the vehicular traffic in the after condition for the turn lane(s) is below E”. This is to provide for a safe and more balanced environment for all modes in a ¼ mile to one-mile “Great Street” segment. The traffic analysis shall be based on 1) taking into consideration LOS for pedestrians, bicycles, transit and vehicles, 2) 20-year traffic projections from the Mid-region Council of Governments (MRCOG) travel demand model, 3) a quantification of “the provision of transit service”, 4) the assumptions and methodology applied in the analysis must be the latest industry

standards agreed to by the Municipal Development, Transit and Planning Departments, and 5) and consistent with the current MTP.”

23. Page 21, Roadway Realm, 3. Transit Lanes. Revise the third bullet to “The general purpose outside traffic lane of an Enhanced Transit Corridor that includes a Great Street segment may be shared both by transit and vehicles or may be an HOV lane including transit.”
24. Page 22, Roadway Realm, 3. Transit Lanes. At the end of the first paragraph add “However, a lane reduction will not be considered if the ‘After Condition’ Level of Service (LOS) is not E or better. The traffic analysis shall be based on 1) taking into consideration LOS for pedestrians, bicycles, transit and vehicles, 2) 20-year traffic projections from the Mid-region Council of Governments (MRCOG) travel demand model, 3) a quantification of “the provision of transit service”, 4) the assumptions and methodology applied in the analysis must be the latest industry standards agreed to by the Municipal Development, Transit and Planning Departments, and 5) and consistent with the current MTP.”
25. Page 22, Roadway Realm, 4. Bicycle Lanes and Bicycle Routes. Revise the first bullet to “On-street bicycle lanes width, when next to the curb or next to on-street parallel parking, shall conform to the latest American State Highway and Transportation Officials (ASHTO) guidelines.” Correct all street cross sections to reflect this change.
26. Page 23 Intersection Crosswalks. Revise the first sentence to read, “According to transportation planners, with the exception of a grade-separated crossing, a signalized intersection with marked crosswalks is one of the safest option for pedestrians to cross a street.”
27. Page 24 C. Roadway Realm, 5. Crosswalks. Revise the third bullet to read, “Where speeds meet or exceed 35 miles per hour, or where the roadway is 5-lanes or more with a pedestrian refuge and traffic volumes exceed 25,000 vehicles per day, the mid-block crossing shall be signalized or otherwise controlled. This provision will be evaluated on a case-by-case basis with each Great Street segment.”
28. Page 26, C. Roadway Realm, 5. Pedestrian Refuge Areas. Add a sentence after the first bullet on top of the page “The traffic analysis shall be based on 1) taking into consideration LOS for pedestrians, bicycles, transit and vehicles, 2) 20-year traffic projections from the Mid-region Council of Governments (MRCOG) travel demand model, 3) a quantification of “the provision of transit service”, 4) the assumptions and methodology applied in the analysis must be the latest industry standards agreed to by the Municipal Development, Transit and Planning Departments, and 5) and consistent with the current MTP.”
29. Page 27, C. Roadway Realm, 6. On-Street Parking. Replace the last sentence of the top paragraph with “The diagonal parking can be vehicles going-in backing-out or backing-in pulling out.”
30. Page 27, On-Street, Parallel Parking. Addressing the on-street parking concern, reference to the Enhanced Transit Corridor and Arterial Street is taken out of the second bullet. The bullet now reads “On-street parking shall be provided on segments of Great Streets along Major Transit Corridors and Collector streets and in the Activity Centers where right-of-way width is available or can be acquired in the existing streets. On-street parking shall be required on segments of new Great Streets along

Major Transit Corridors, Collector Streets and in Activity Centers where there is mixed-use development.

Added a bullet below the second bullet that reads “On-street parking provision shall be evaluated for safety on a case-by-case basis on segments of Great Streets along Enhanced Transit Corridors and Arterial streets and in the Activity Centers where there is mixed use and right-of-way width is available or can be acquired in an existing street. On-street parking where practical and safe shall be provided on segments of new Great Street along Enhanced Transit Corridors and in Activity Centers where there is mixed-use development.” The current third bullet will become fourth bullet.

31. Page 28, C. Roadway Realm, 7. Turning Radius. Add a sentence after the first bullet “A radius greater than 25 foot maximum will be evaluated on a case by case basis within each Great Street segment” to address the movements of large vehicles, buses, garbage trucks through the intersection.

Take out the second bullet. The existing intersection radius is already working.

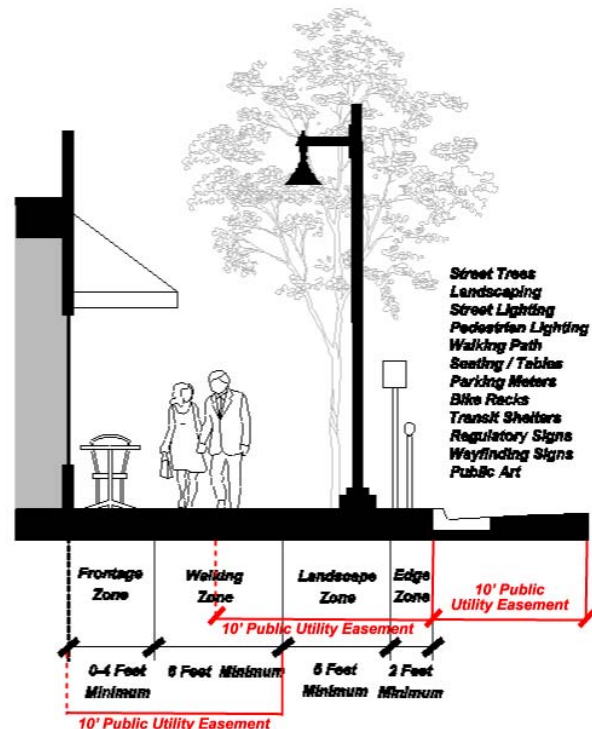
32. Page 29. In both paragraphs regarding median, add the word deciduous before ‘trees’.

33. Page 30, C. Roadway Realm, 9. Traffic Calming. Revise the first sentence of the paragraph to read, “Traffic Calming is to reduce speeding and provide for pedestrian safety in the segments of Great Streets without reducing the vehicular traffic LOS below E.” Take out ADA ramp from the ‘Speed Table’ diagram.

34. Page 31, under “10. Infrastructure and Utilities”, Revise the first paragraph to read, “The various elements of Great Streets infrastructure shall be coordinated as appropriate with all affected utility companies when the Great Streets program is implemented. Public utility easements (PUEs), of adequate width and appropriate location, are established to accommodate the extension of public utility facilities and to ensure the safety of the public as well as of the utility maintenance and repair crews. Public utility easements need to remain accessible for maintenance and repair.”

35. Page 32, C. Roadway Realm, 12. Driveways. The first bullet is revised to read “Consolidate driveway curb cuts, limiting to one every 150 feet and no more than two per 300 feet block and no more than four per 600 feet block. The number of driveways allowed shall be evaluated on a case by cases in the built area of the city with many small property owners.”

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



**Figure 19: Pedestrian Realm**  
(not to scale)

37. Page 33, D. Pedestrian Realm Enhanced Transit or Arterial/ Collector Street. Delete reference to Collector Street in the title and from the first paragraph. The new title and the paragraph to reads, Title - Enhance Transit Corridors and Arterial Streets “On Great Streets segments that are Enhanced Transit Corridors or Arterial Streets, the Pedestrian Realm shall be a minimum of 11 feet wide and Walking Zone 6 feet minimum for an existing street where the right-of-way is constrained, and 15 feet for a new street inclusive of a minimum of 6-foot effective Walking Zone width with no obstructions.”

Add a paragraph under the title Collector Streets that reads “On Great Streets segments along Collector Streets that have mixed use or pass through a residential area of a neighborhood, the Pedestrian Realm shall be a minimum of 11 feet wide and Walking Zone 6 feet minimum for an existing street where the right-of-way is available. This shall be evaluated on a case-by-case basis. Where the right of way is not available, the Public Realm width shall be such that a minimum 6-foot effective Walking Zone width with no obstruction is provided. For a new street, the Pedestrian Realm shall be a minimum of 15 feet with a minimum of 6-foot effective Walking Zone width with no obstructions.”

The plan and cross section views of a prototypical Major Transit Corridor (Appendix ‘B’) will be added to the Facility Plan in Chapter IV Prototype Designs. The Plan view overlays the proposed “Great Street” design concept on the existing right-of-way limits.

38. Page 34, Pedestrian Realm, 1. Walking Zone. Revise third bullet to read, “The sidewalk surface shall be stable with 1% cross slope and no more than 2% where constrained and running...”. In bullet five, add after brick pavers ‘permeable pavers’
39. Page 36, Landscaping Zone. Add a new bullet at the end to read, “Where overhead utilities are present, the trees at maturity underneath or within ten feet to the side of overhead utilities can only be a maximum of 25 feet in height to avoid interference with the conductors.”
40. Page 38. Street Trees and Landscaping. Add a bullet before sixth bullet “Create an Allee to provide a sense of enclosure and rhythm.” Bullet six becomes seven and reads “Buffer sidewalk from vehicular traffic.”
41. Page 40, Pedestrian Realm, 3. Landscaping Zone, Street Trees and Landscaping (contd.) Add the text “However, if the constraints of the existing right-of-way or underground utilities interfere, smaller trees or other shade devices, such as awnings, canopies, or arcades shall be provided in an activity center and 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 root barriers pursuant to City of Albuquerque’s Best Practices Manual.” after the first sentence of first bullet under ‘Sidewalk: East-West Streets - South Side’ and the ‘Sidewalk: East-West Streets - North Side’. Correct the summer morning and afternoon graphics.
42. Page 40, Pedestrian Realm, 3 Landscaping Zone, Bike Racks. First bullet after the word ‘racks’ add ‘bicycle lockers with physical enclosures’ shall ....”

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The second bullet is revised to read, “If right-of-way permits and an effective 6 feet wide Walking Zone can be maintained, at least one bicycle rack per block, accommodating at least three bicycle, shall be provided in the Landscape Zone of a mixed use area.

43. Page 41. Revise the fourth bullet of Historic Markers, Decorative paving, textured, colored or scored concrete, banners and/or landscaping are encouraged to identify historic events, sites or buildings.
44. Page 43. Revise the last sentence of paragraph under Outdoor Seating/ Sales Areas “Frontage Zone shall always be on the private property. It may be expanded to include public right-of-way, if available.”
45. Page 43, Projections into Right-of-way. Add the following language after the first sentence of first paragraph “Coordination will be required with utility companies 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.”
46. Chapter IV. Prototype Design: Page 59 Table 4. Correct street types and spellings.
47. Page 67, Vehicle Travel Lanes (lane width and number). Revise the third bullet as “Pedestrian refuges within the median and marked crosswalks are provided to cross Major Transit Corridor and local streets at the intersections.”
48. Page 68, Roadway Realm, Medians. Add a second bullet “In the event future transit service is placed along the median, public utility easements may be located within the median area with the consent of the City of Albuquerque.”
49. Page 69. Add second bullet under landscaping “Landscaping is provided according to ‘Street Trees and Landscaping’ standards provided in Chapter III Great Streets Standards and Guidelines.”
50. Page 71, Private Realm, Infrastructure and Utilities, Revise the sentence and repeat on pages 84 and 95 Private Realm, Infrastructure. “Infrastructure is essential to the health, safety and welfare of the community. The Great Streets (segment) program must be coordinated with all affected utility companies during the planning, design and implementation stages. Public utility easements will remain accessible for maintenance and repair.”
51. Page 82 Medians. Add at the end of the sentence “Shrubs and low, narrow trees are provided in an 8' wide median, particularly in the east west street segments.”
52. Page 89. Correct the conceptual layout of the roundabout.
53. Chapter V Next Steps. Page 118. Under Title B. Potential Great Streets Segments and before subtitle 3. Unit Cost Estimates insert the following paragraph with a subtitle:

### 3. Great Streets Segment Prioritizing Criteria

Potential candidate segment of Great Streets are listed in Table 4 and Table 6 on page 59 and 116 of the Facility Plan. (This table is revised and attached as Appendix ‘C’ in this report). The list includes segments that have great potentials to become great streets. It includes street segments in the older part of the city and would require retrofitting. It also includes street segments in the developing part of the city that have the opportunity to become great streets. The Facility Plan has

not prioritized these segments. However, it recommends additional criteria to prioritize the list of segments. These are:

1. Located along a Major Transit Corridor
2. Included in the 2030 MTP
3. Build in conjunction with other projects
4. Catalyst for private investments
5. Catalyst to implement City Policies and Plans

Renumber Unit Cost Estimate as 4.

54. Page 119 C. Amendments. Take out the bullets after second paragraph and replace with the following paragraphs.

The Facility Plan standards and guidelines pertaining to buildings will require amendments to sector development, Corridors and Redevelopment plans that include potential great street segments. The new development, redevelopment or building remodel (50 % of total floor area remodeled or added) along existing or new great street segments shall follow this plan. Until the sector development and redevelopment plans are amended, any conflict between these plans and the Facility Plan, more restrictive of the two shall apply.

**C. Appendix:**

In Glossary of Terms, add definition of Remodel Building: For the purpose of this Plan a remodel building is defined in which 50 % of total floor area is remodeled or added to the existing building.

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*Manjeet Tangri, Project Manager  
Urban Design Planner*

cc:

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***Attachments***

Appendix 'A' Public Comments during the preparation of the plan.  
Appendix 'B' Major Transit Corridor Aerial Plan view and cross section  
Appendix 'C' corrected Table 4 and 6 in the Facility Plan  
Letter from PNM  
Letter from NAIOP  
Letter from Transportation Planning, DMD  
Letter from AARP  
Email from Ms. Cheta Balizer  
Letter from John LeRoy  
Letter from Bing LeRoy  
Letter from Diane Scena  
Letter from Stephen Verchinski  
Letter from Christopher Frechette  
Letter from Sara Nelson

## **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**

No comments received

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

The Transportation Development (Planning Department) concurred with comments received from the Department of Municipal Development. The letter containing these comments is attached at the end of the report. The comments are addressed and changes are being recommended to the Facility Plan on Page \_\_\_\_\_ of this report.

#### **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.

**PARKS AND RECREATION**

**Planning and Design**

No comments received

**City Forester**

**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**

No comments received

### **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 **citywide** 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 has no comment on this proposal.

### **MIDDLE RIO GRANDE CONSERVANCY DISTRICT**

No comments Received

### **PUBLIC SERVICE COMPANY OF NEW MEXICO**

PNM's comments primarily refer to assuring that coordination takes place during, planning, design, and construction of Great Streets segments. Relocation, especially their placement underground is expensive. The PNM comments are attached.

The city staff met with PNM staff and reviewed the comments. The comments have either been resolved or incorporated into the staff report as conditions. Although the Facility Plan has stated the need for coordination between the Great Streets segment design and construction and infrastructure and utilities, the changes worked out between the City and PNM staff will provide additional emphasis to this issue.