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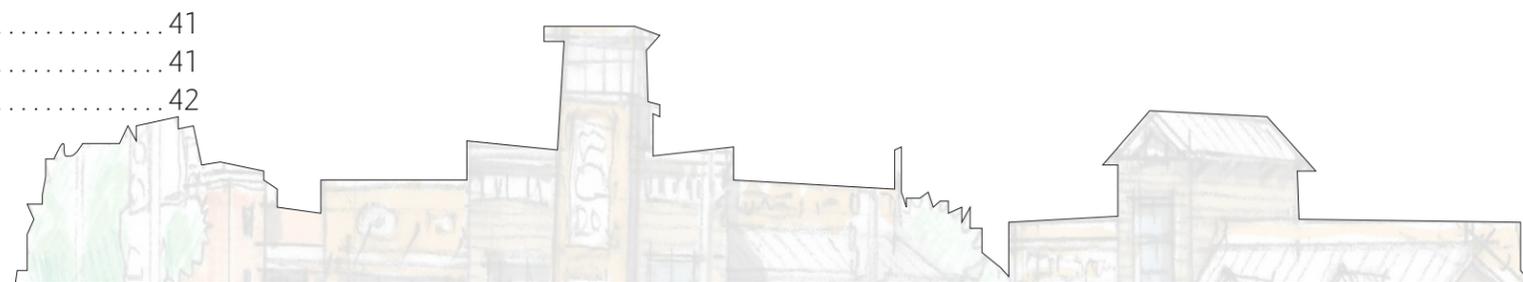
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i. ACKNOWLEDGEMENTS

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ii. EXECUTIVE SUMMARY

The purpose of the Fourth Street Revitalization and Redesign Planning Project is to transform an environment originally intended to be the Main Street of the Village of Los Ranchos de Albuquerque (the Village) into a more modern corridor for the local residents and merchants. The Fourth Street corridor, through a series of incarnations, changed from a Route 66-era, two-lane street with no pedestrian considerations to the current right-of-way composed of utility poles and primarily asphalt with undefined parking and no pedestrian or biking improvements. This corridor needs to become a Place with a Main Street and a strong living and retail environment.

The Village, according to the majority of residents and leadership, needs a core live, work and play environment to boost the local economy and sustain a vibrant corridor with sidewalks, landscaping, pocket parks, and a sense of the community's unique history and culture. Based on outreach with Village residents, business owners, and leadership, the goals and objectives of this important project include the following:

PRIMARY GOALS

- Create a Framework and Identify Plan for the Fourth Street Corridor
- Keep Village Businesses in the Village and Attract More Businesses Along Fourth Street
- Create Public Support for the Revitalization of Fourth Street
- Promote Land Uses that Help Create a Live/ Work/ Play Style Environment
- Make Los Ranchos a Destination Through Its Culture and History
- Encourage Economic Growth and Development

The primary reason that the project includes the reach of Fourth Street from Shulte Road to just south of Osuna Road and east to the Chamisal Lateral is to plan Village-owned land near the intersection of Fourth Street and Osuna Road and help create a gateway into Los Ranchos.

SECONDARY GOALS

- Make Fourth Street More Pedestrian Friendly By:
 - Slowing Down Traffic
 - Improving Street Lighting for Safety
 - Installing Pedestrian Street Crossings
 - Beautify Fourth Street in the Village
 - Create Gateways to the Village



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1. INVESTIGATIONS AND RESEARCH

1.1 FIELD INVESTIGATION

The Fourth Street Revitalization Project includes 2.3 miles of Fourth Street from just south of Osuna Road to just north of Ortega Road (the village limit). The project area is lined with both residential and commercial properties, and is currently lacking curbs, sidewalks and driveways in most areas within the right-of-way. The section of Fourth Street from Osuna Road to Schulte Road, however, was recently updated with sidewalks, curbs, some medians, and landscaping. In general, the southern portion of the project area is more commercially oriented, while the northern portion features a higher density of residential parcels interspersed with commercial land uses and higher-density commercial properties at intersections.

Beginning July 9, 2014 and continuing through the following week, members of the design team walked the entire Fourth Street corridor, making observations and taking photos. The design team also drove the corridor with village staff to gather any anecdotal data from them. Some of the photos from that site inventory are included to the right. They are divided by the east and west boundary of the corridor.

PICTORIAL INVENTORY OF EAST BOUNDARY



El Pueblo to Sarah



La Chamiso to Schulte



Los Ranchos to Roehl



Paseo to El Pueblo



Ranchitos to Los Ranchos



Roehl to Pueblo Solano



Sarah to Ranchitos



Schulte to Osuna

PICTORIAL INVENTORY OF WEST BOUNDARY



El Pueblo to Ranchitos



Los Ranchos to Roehl



Paseo to El Pueblo



Ranchitos to Los Ranchos



Roehl to Pueblo Solano



Schulte to Osuna



South of Osuna



Tyler to Schulte



There are many buildings along the project corridor with cultural and/or historical value. However the current mix of architectural styles, ages, and conditions of the buildings makes it difficult to pinpoint the character of the street. There are also numerous utility poles and lines along the east side of the corridor, negatively impacting safety (due to the lack of curbs) and aesthetic appeal. Much of the commercial space along Fourth Street is unleased or obsolete. Unfriendly facades on some buildings and parcels, plus the lack of sidewalks and bicycle lanes, increase consumer and resident hesitancy to use the corridor. This corridor is also jeopardized by the inappropriate placement of infrastructure, poor parking options, ponding and drainage issues, and lack of landscaping.

The pictorial inventory and mapping of the corridor identified the entrances, construction material, and architectural style of every building. All historic buildings were noted. Vehicle and pedestrian access and parking areas were also detailed. Unoccupied structures or those not open for regular business hours were pinpointed as indicators of poor business health. The team also visited the corridor after heavy monsoon rains in order to identify and document ponding areas.

PICTORIAL INVENTORY



Lots of Unleased Space



No Sidewalks



Obsolete Space



Utility Poles Create Obstructions



Unfriendly Facades



No Bicycle Lanes



Ponding/Drainage Issues



Vacant and Unfriendly Spaces



Inappropriate Placement of Infrastructure

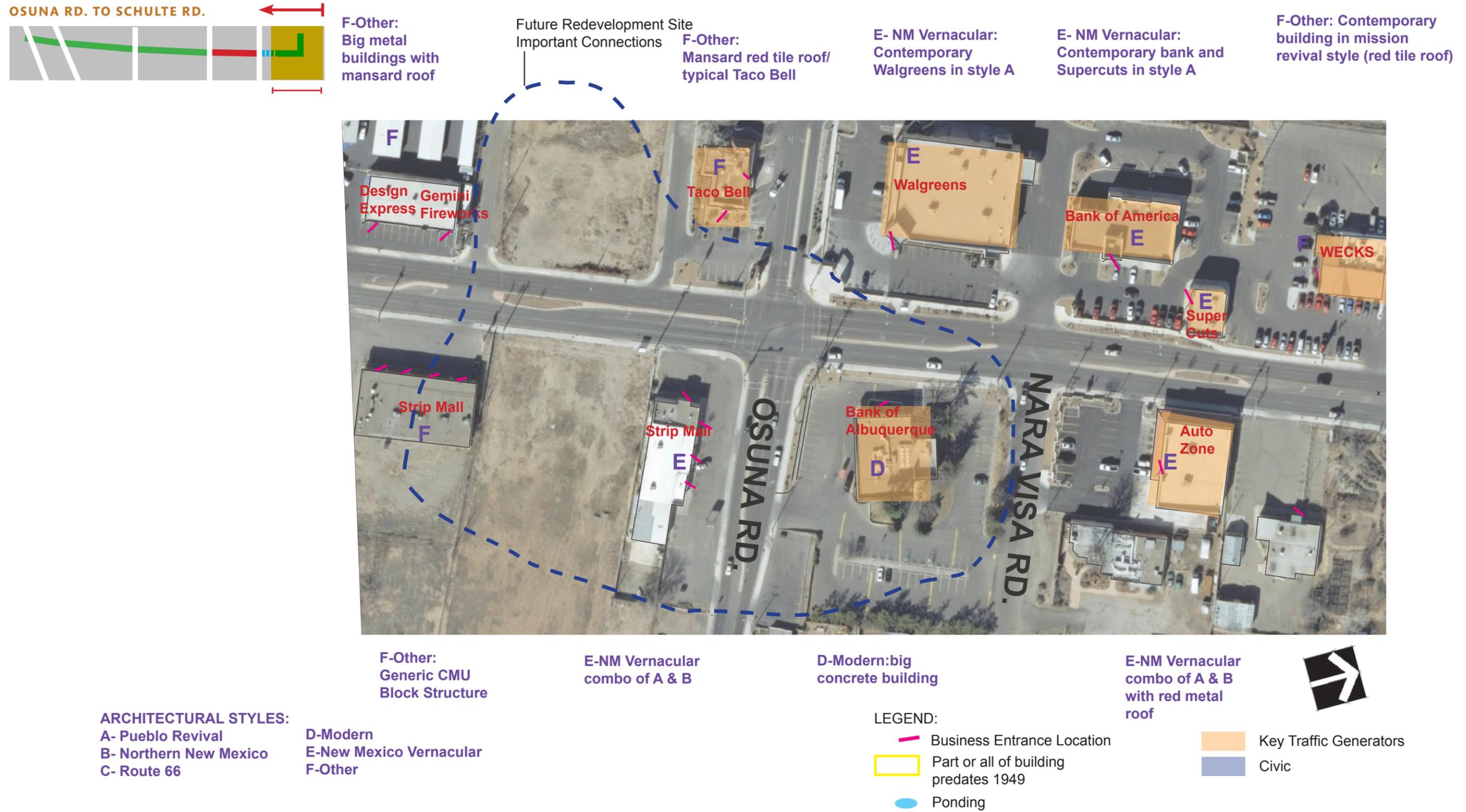


Poor Parking Options



Little or No Aesthetics and Landscaping except around Osuna

Figure 1. Building Inventory Analysis Maps



TYLER RD. & BLEDSOE RD.



F- Other: Metal structure

F- Other: Quansat hut with red block building and turquoise mansard roof
Bad Parking

F- Other: Stone building with red roof

Use Urban Design Standards

Possible Parking and Rest Connection
Could parking be re-thought to help service buildings to the south?

Possible Catalytic Project/old Route 66 Hotel

E- NM Vernacular in the style of B
Wellness businesses predominant-parking issues

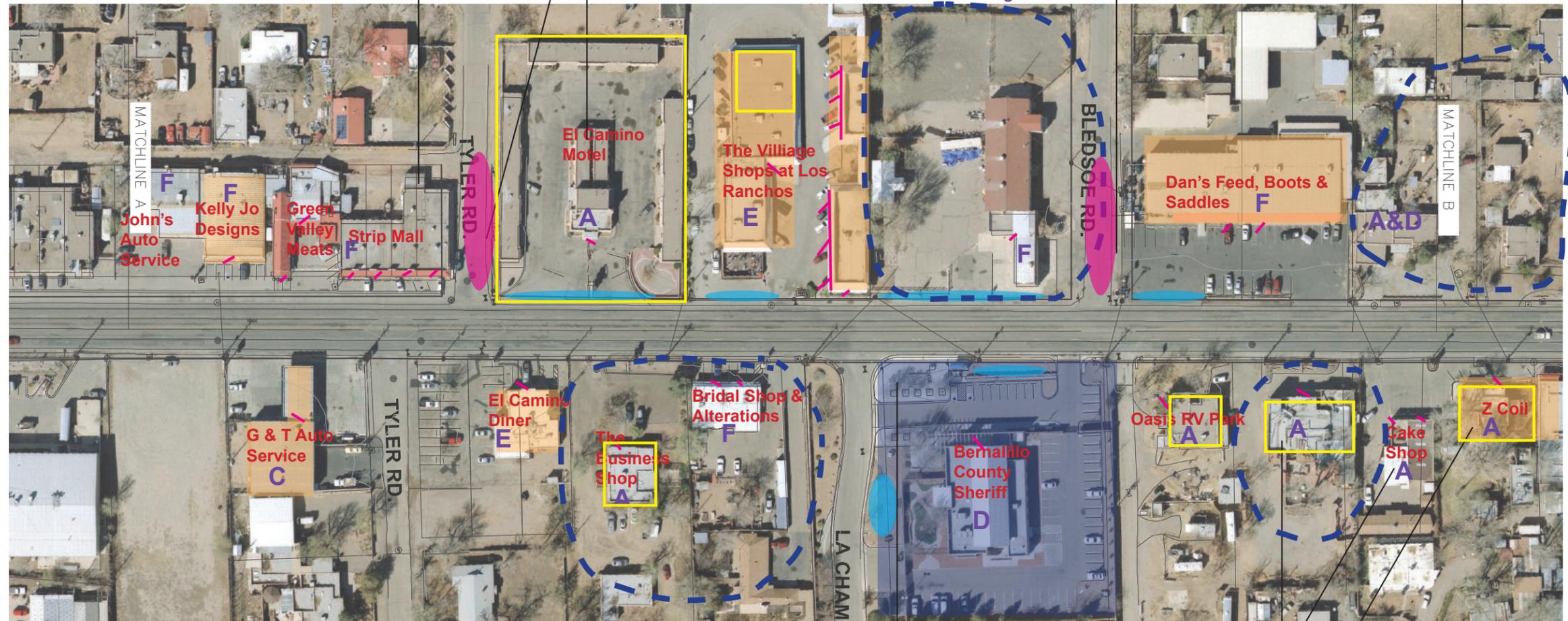
F- Other: Metal structure, generic stucco building in rear

Possible Street Parking & Rest. Connection

F- Other: Metal structure?, wood facade with metal roof porch

A/D- with various additions over the years

Primarily Residential



C- Painted brick

E-combo of A & C

F- Other: Generic mid-century stucco building with metal Mansard roof

D-Large new brick/concrete building
Public Space
Concrete Plaza

Residential converted to office (now closed)

ARCHITECTURAL STYLES:

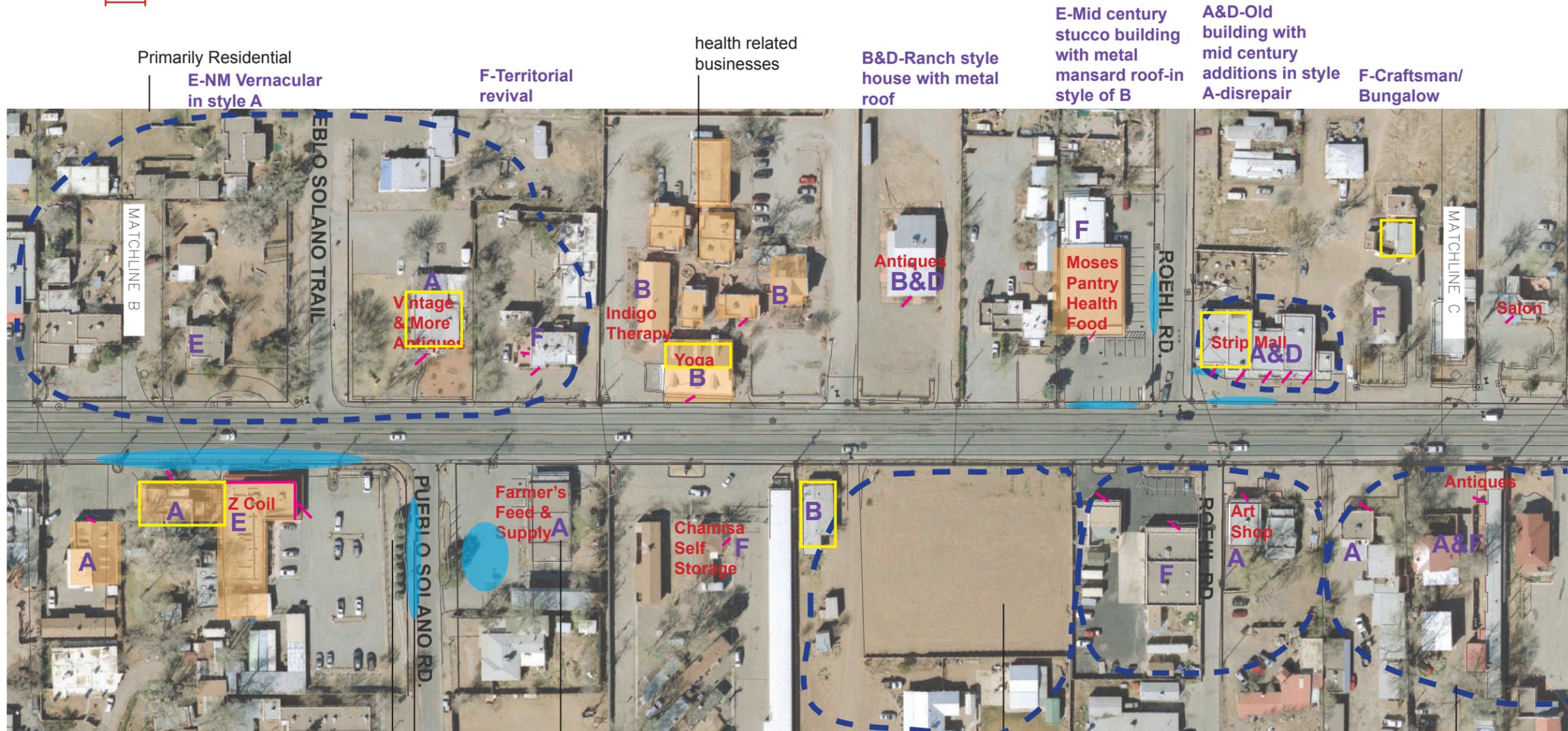
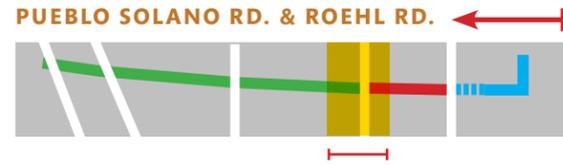
- A- Pueblo Revival
- B- Northern New Mexico
- C- Route 66

- D-Modern
- E-New Mexico Vernacular
- F-Other

LEGEND:

- Business Entrance Location
- Part or all of building predates 1949
- Ponding
- Key Traffic Generators
- Civic





Primarily Residential
E-NM Vernacular in style A

F-Territorial revival

health related businesses

B&D-Ranch style house with metal roof

E-Mid century stucco building with metal mansard roof-in style of B

A&D-Old building with mid century additions in style A-disrepair

F-Craftsman/ Bungalow

Matchline B

Matchline C

Matchline D

Pueblo Solano Trail

Roehl Rd.

Pueblo Solano Rd.

Antiques B&D

Moses Pantry Health Food

Strip Mall A&D

Vintage & More Antiques

Indigo Therapy

Yoga B

Farmer's Feed & Supply A

Z Coil E

Chamisa Self Storage F

Art Shop A

Antiques A&F

Salon

E-NM Vernacular: new building in style B with red metal roof porch

Detention Basin

Ponding in street, not basin

CLOSED

F-Modular homes and CMU garages

Parcel recently purchased Opportunity

F-Spanish Colonial Vernacular

A&F-Spanish Colonial Vernacular

ARCHITECTURAL STYLES:
 A- Pueblo Revival
 B- Northern New Mexico
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 D-Modern
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 F-Other

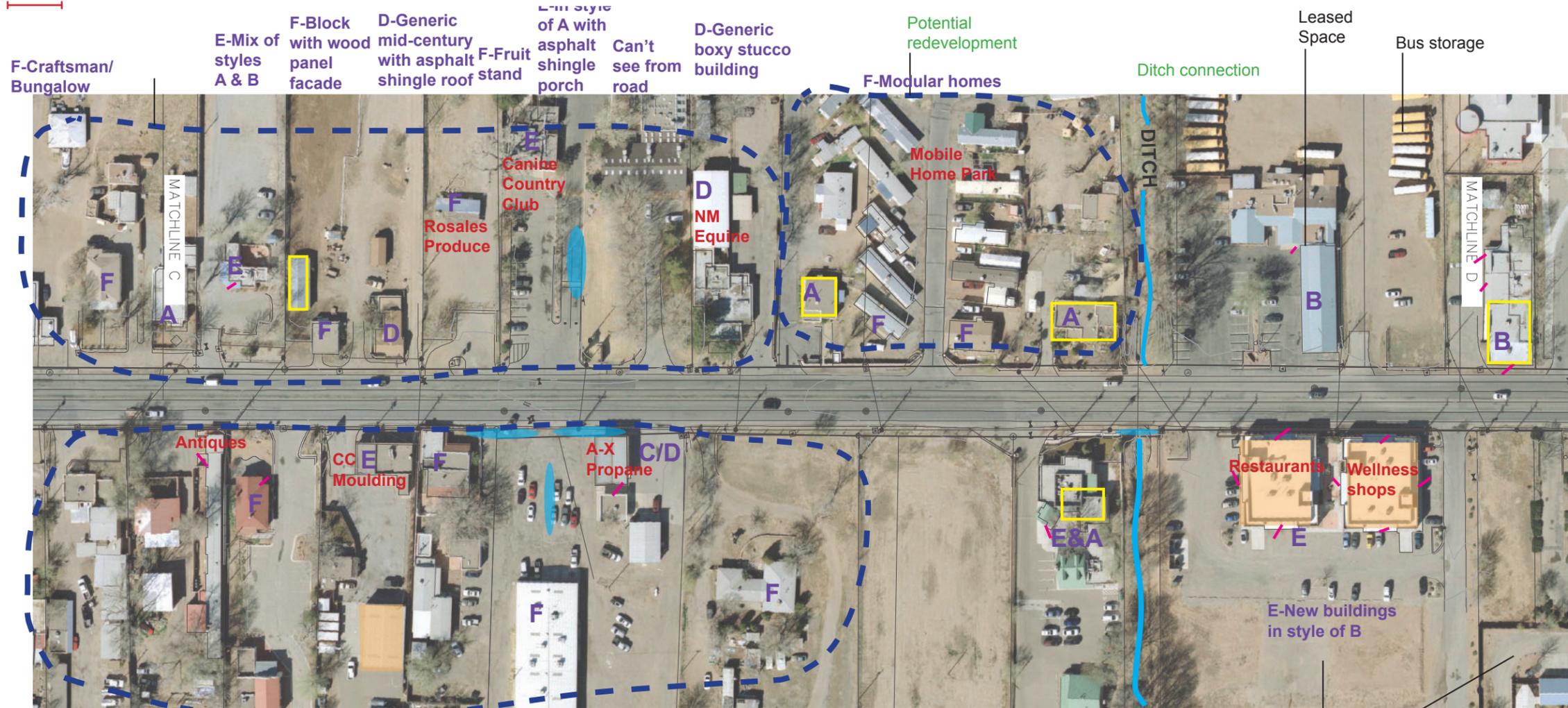
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- Key Traffic Generator
- Civic





Mix of residential, kennels, fruit stands, old desert willow, etc. Coyote fence next to chain link



F-Craftsman/Bungalow

E-Mix of styles A & B

F-Block with wood panel facade

D-Generic mid-century with asphalt shingle roof

F-Fruit stand

E-Mix style of A with asphalt shingle porch

Can't see from road

D-Generic boxy stucco building

Potential redevelopment

F-Modular homes

Ditch connection

Leased Space

Bus storage

MATCHLINE C

A

F

F

D

E

F

D

A

F

F

A

F

B

MATCHLINE D

B

Antiques

F

CC

E

F

A-X

C/D

F

E&A

E

E

Restaurants

Wellness shops

E

E-New buildings in style of B

F-Craftsman/Bungalow

E-Generic stucco building-facade has no doors or window

F-Mission revival

F-Metal structure

C/D-Mid century block building

F-Ranch Style

E&A-May be old building piece with lots of new additions in style of A&B

Ditch connection

High end Residential Planned

ARCHITECTURAL STYLES:
 A- Pueblo Revival
 B- Northern New Mexico
 C- Route 66

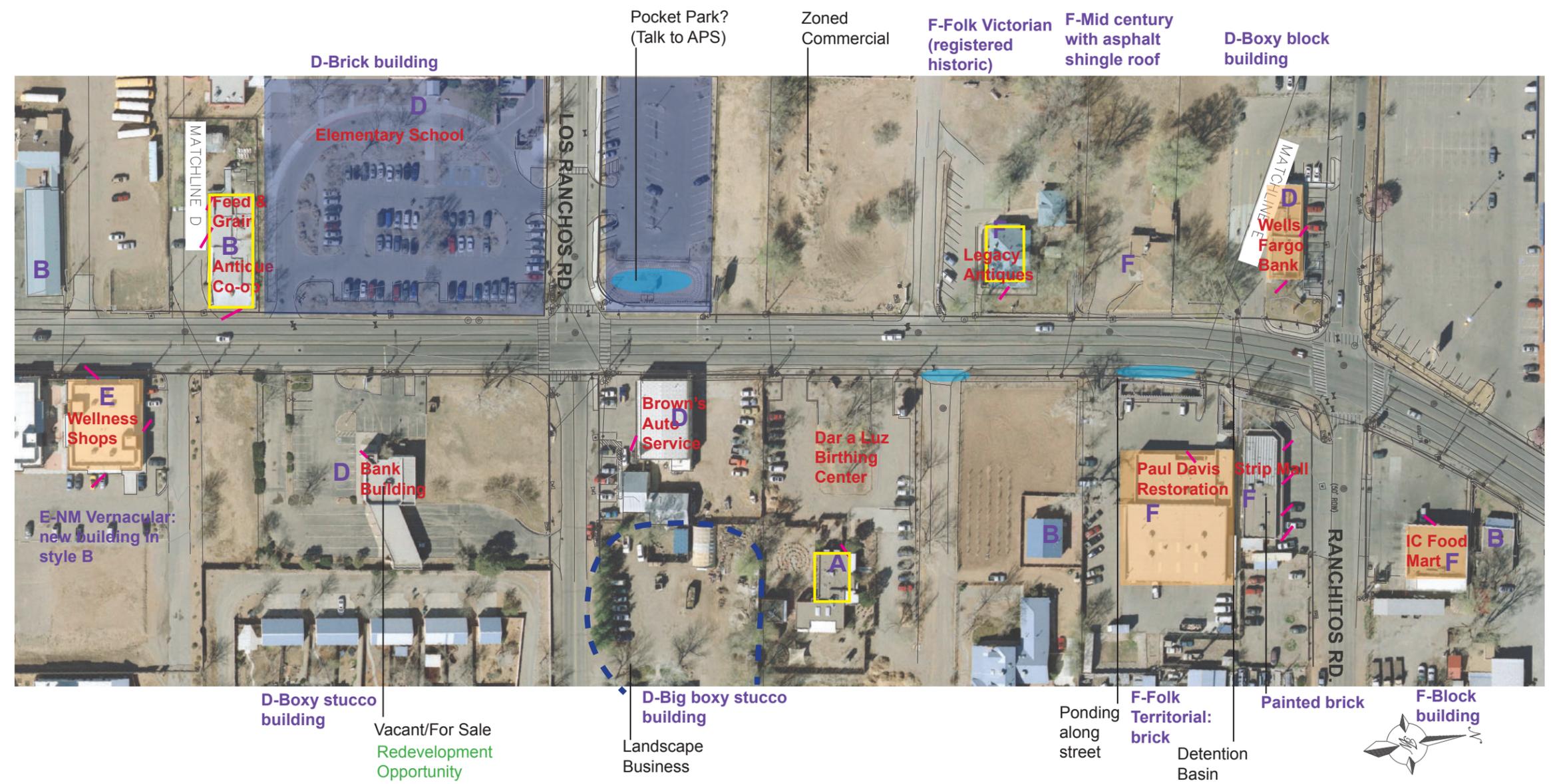
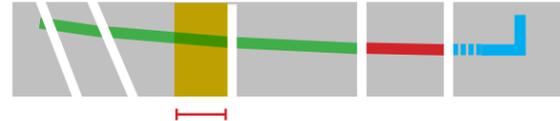
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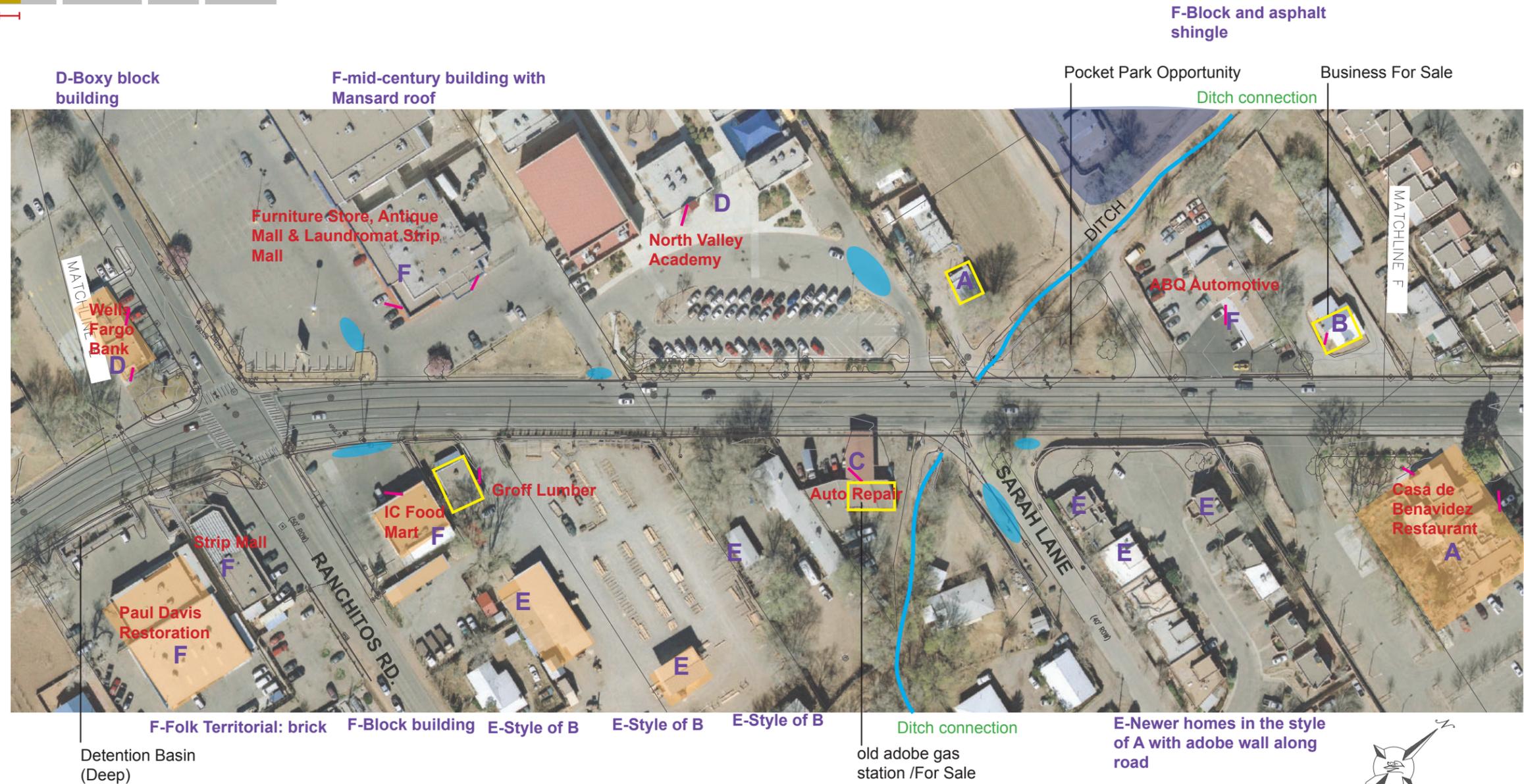
RANCHITOS RD. & LOS RANCHOS RD. ←



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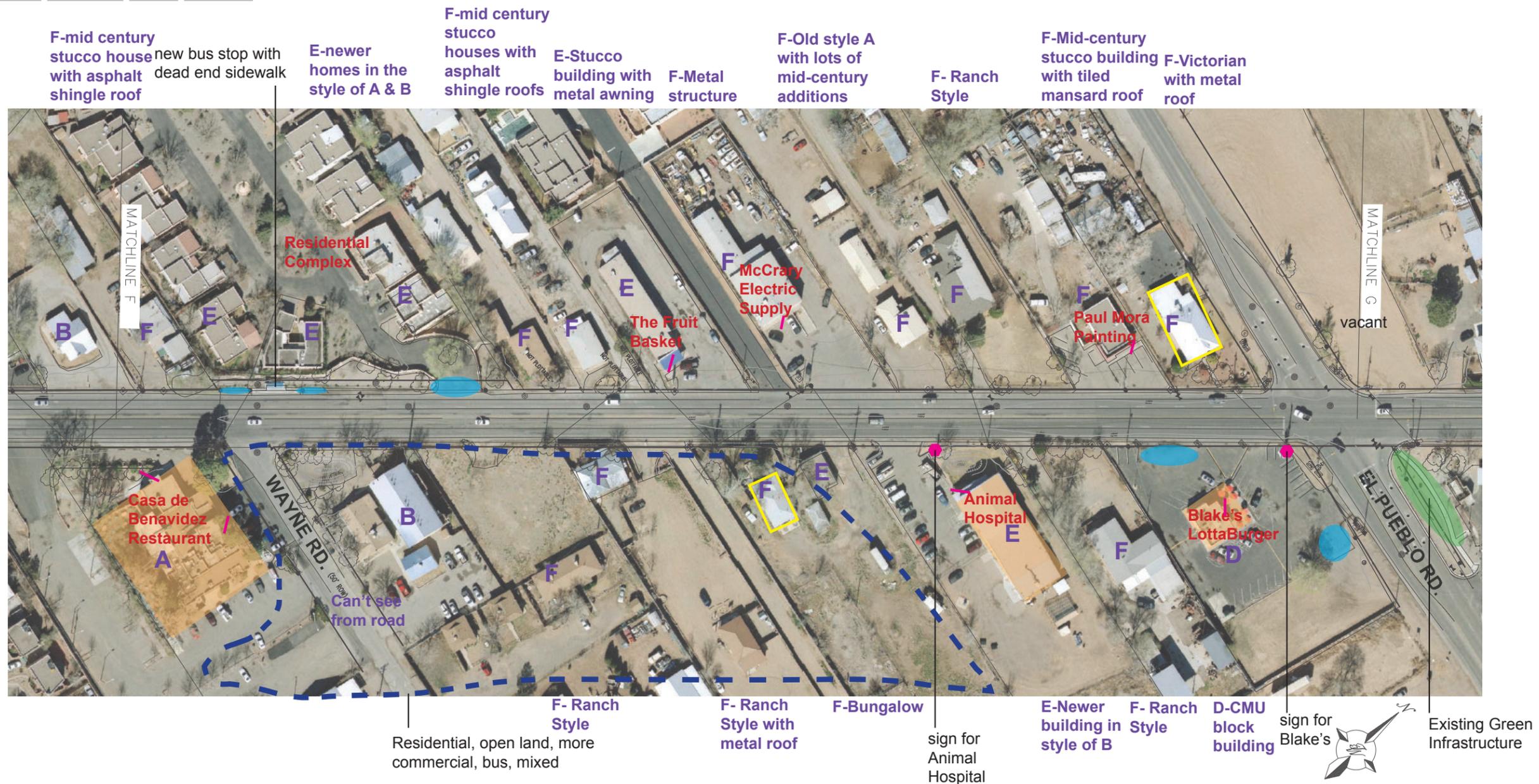


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LEGEND:

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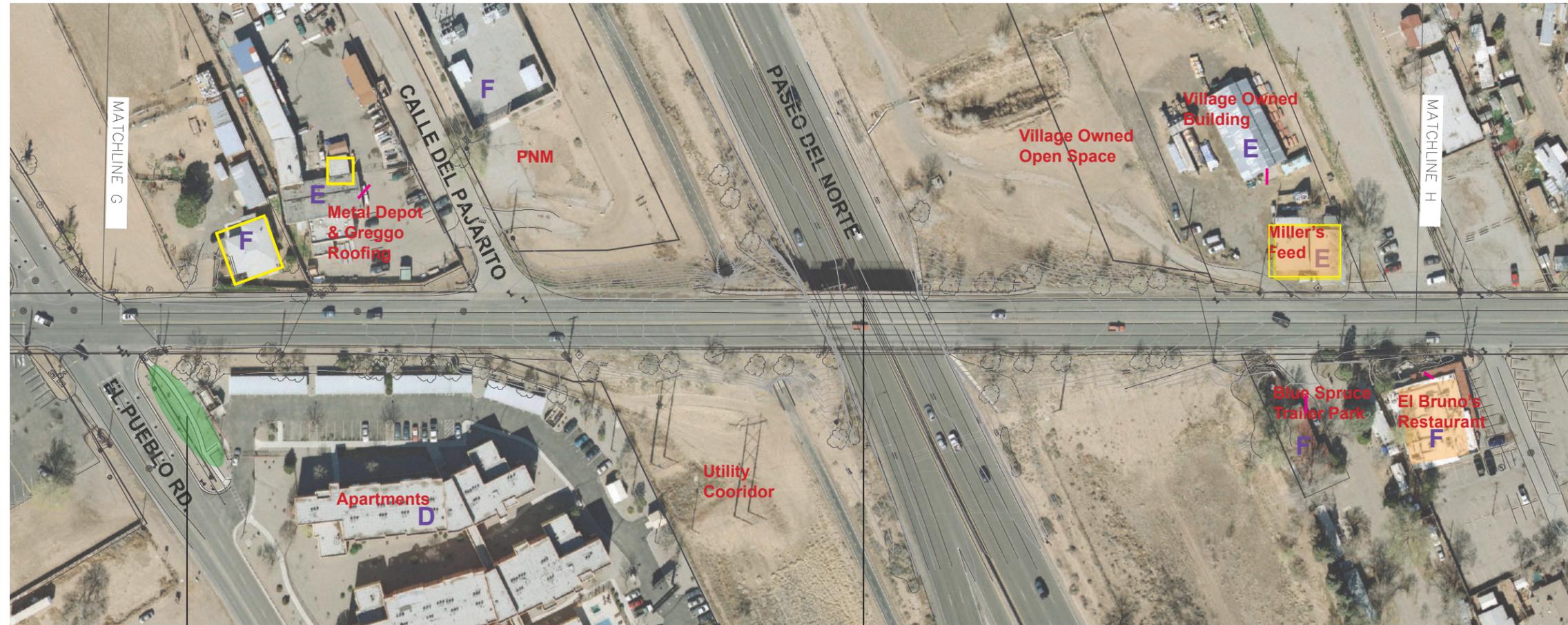


F-Mid-century stucco house with asphalt single roof

E-potentially old building with lots of additions over the years

F-Block building

E-potentially old building with lots of additions over the years near road with big metal barn behind



Existing Green Infrastructure

D- Newer boxy generic apartment buildings

No Sidewalk on bridge

F-Ranch style

F-Mission revival style

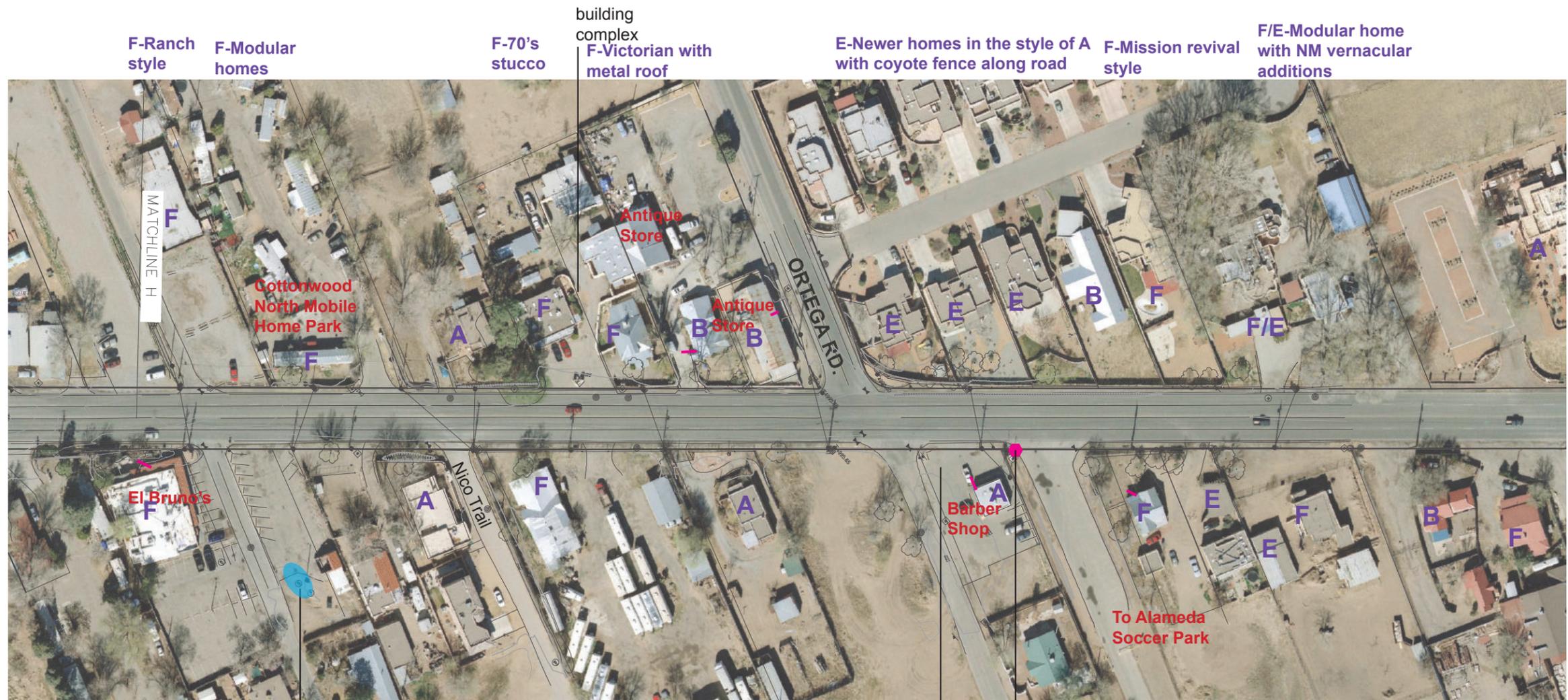
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ARCHITECTURAL STYLES:

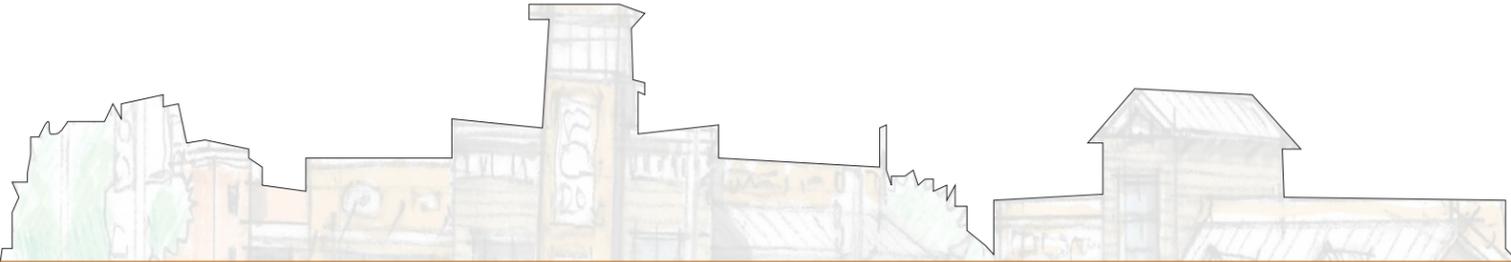
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2. MARKET STUDY

2.1 INTRODUCTION

The Village of Los Ranchos is planning for the future of Fourth Street from approximately Osuna Road to Ortega Road. The Village desired that the Fourth Street Revitalization and Redesign Planning effort address the following problems:

- The history of Fourth Street and the fact that the Village did not annex Fourth Street until the late 1980's created a corridor that does not look or feel like a small town main street.
- The street is not a well-developed commercial corridor that projects an economic vitality and vibrancy.
- Noted areas of concern are: numerous driveways, no street lighting, poor surface condition, no drainage facilities, no pedestrian facilities, head-to-head traffic, no left-hand turn lanes, nondescript architecture, and no streetscape amenities.
- There is approximately 60' of right-of-way with limited to no resources for acquiring additional right-of-way, although this constrained corridor is seen as a unique opportunity for a design solution that distinguishes the Village from the greater Albuquerque area.

The Village's goal is to make capital investments that create the main street that Los Ranchos is missing. The design ideas that emerge from the planning effort should enhance the public experience on Fourth Street and catalyze commercial development on the corridor.

The intent of the market study is to identify economic opportunities and consider how investments in public amenities could contribute to the corridor's economic vitality and vibrancy. The market study was conducted to provide the following information to the redevelopment concepts:

- What is the potential trade area served by the corridor?
- Where is the competition for Fourth Street businesses located and what is its impact?
- What are the social and economic conditions and trends that influence the corridor business environment, including tourism?
- Where are existing and potential business clusters located, and what business types comprise these clusters?
- What are traffic patterns along the corridor, including daily and seasonal patterns?
- What is the potential for infill housing, including locations and housing types?
- How much additional commercial square footage can be supported along the corridor and what uses should be encouraged?
- What features of the corridor should be enhanced, and what public investments could contribute to redevelopment projects?
- Given the analysis of market potential and current conditions, how might potential redevelopment projects within the study area work from a site planning perspective, including relationship to the street, parking, orientation and access to customers, and relationships to surrounding businesses.

2.2 SUMMARY OF FINDINGS

Most businesses in the Village appeal to a regional customer base. The corridor is likely to continue to attract specialty businesses that do not rely on the local trade area alone.

- The local trade area is defined as the Rio Grande on the west, the North Diversion Channel on the east, Sandia Pueblo on the north, and Montañito Road on the south. This trade area is small, but businesses in the Village also have the potential to serve a very

- large daytime population in the North I-25 corridor to the east.
- Many of the businesses that are currently located on Fourth Street appeal to a regional client base. This was reported by businesses themselves, and is supported by sales data that indicate sales approximately double what would be expected based on the local market demand alone.
- The North I-25 area east of the Village is the metro area's fastest growing employment center. The restaurants in the Village offer a convenient alternative to the more corporate restaurants on I-25.
- Existing retail gaps are small enough that the surplus demand is not enough to support a store of typical size. However, there is an opportunity for new businesses to capture business because they carry specialty products not available from their competitors. As an example, the retail gap analysis shows small gaps in grocery and specialty food stores. Residents support the idea of a small specialty grocery store and have indicated a need – they currently make trips outside the trade area to shop at such stores. The right specialty grocer might be able to capture business by carrying products not available from nearby competitors.

Given its existing position as a commercial district for specialty retail and services that serve a regional demand, differentiation of Fourth Street through an attractive, walkable, uniquely North Valley place could further enable businesses to take advantage of regional demand and attract high income residents who currently shop elsewhere.

- The gross receipts of Los Ranchos retail and service businesses are almost double what would be expected based on the trade area population and incomes alone, indicating that most revenues of local businesses come from outside the Village.
- Within the Village are clusters of specialty businesses that draw customers from the larger region of the Albuquerque metropolitan



area: antiques dealers, health and wellness related services, small scale manufacturing with associated retail, and Plants of the Southwest are examples of businesses with a regional draw.

- Niche businesses that complement the rural character of the Village and/or its history as old Route 66 include agricultural retail, Plants of the Southwest, veterinary services and restaurants. Newer businesses have diversified the mix with a range of goods and services, and fit with the existing character through architectural styles and scale.
- Residents have indicated a desire for high quality specialty items that are not offered in the commercial districts where they routinely shop. Products and services that meet a combination of resident demand and regional demand can capitalize on both.

Local customers patronize local stores, but the areas that compete for many routine purchases are characterized by larger stores and national or regional chains, store types not suited to the characteristics of Fourth Street.

- Local shoppers patronize the hardware stores, restaurants and pharmacies. There is a strong local market for these items. There is demand for additional restaurants, and the hardware stores and pharmacies serve a more regional area based on sales volume higher than locally generated demand.
- Most of the goods and services that residents buy come from outside the Village. Residents report that they shop at businesses in the Cottonwood area, Paseo and I-25, Uptown and Nob Hill. They would like to see more restaurants and a specialty grocer in the Village, but do not anticipate buying other routine items in the Village. Resident perceptions of businesses that would do well along Fourth Street are consistent with the types of new businesses that are supportable in the Village based on supply and demand –

restaurants because there is excess demand and a specialty grocer because it would offer an alternative to Smith's, which is the only convenient grocery choice.

- The acknowledgement by residents that much, if not most, of their day to day shopping will not be along Fourth Street matches the observations of the businesses themselves. Existing businesses do not see the surrounding commercial areas where residents shop as their competition. Many of the businesses in the Village provide specialty goods and services that are not available in nearby retail districts.

The Village offers characteristics that are being sought by millennials and younger baby boomers – many of whom work immediately to the east in the North I-25 employment center. Revitalization of the street could enhance the potential for infill housing along the corridor densities that are appropriate to the Village and support the economic development of the corridor. These potential residents are seeking attractive, walkable and accessible communities.

- Village character is an asset for attracting new residents. The Village is strategically located between the Northwest Mesa and Northeast Heights where many of the employees of the North-I25 area live. The Village, with its rural charm community character, is an attractive alternative to the suburban development pattern of these areas. Properties along Fourth Street are suitable for small scale residential infill, a development type supported by both residents and businesses.
- Infill housing that appeals to homebuyers under 33 years old, who are typically moving out of apartments or out of their parent's home, is a prime opportunity for Fourth Street. These potential buyers place a high priority on proximity to their job

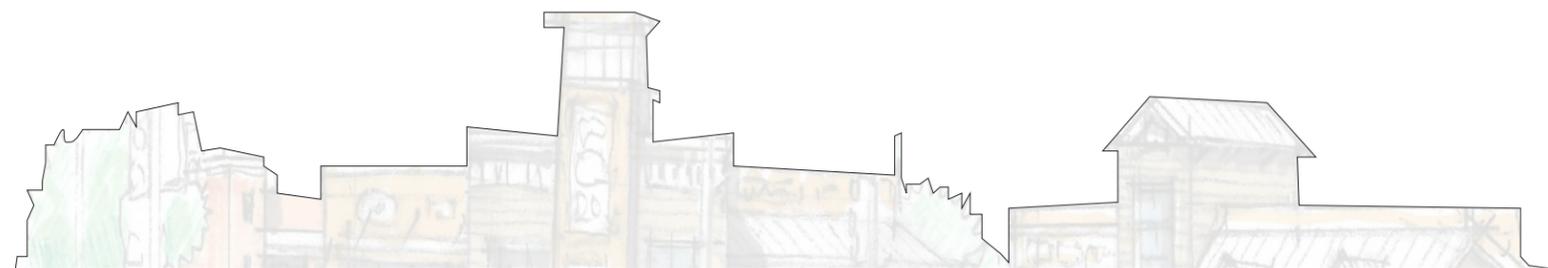
and affordability. Research shows that while these younger homebuyers are as interested in suburban locations as more urban neighborhoods, they are seeking a place that can offer the best of urban living (e.g., convenience and walkability) with the best of suburban living (e.g., good schools and more space).

- Younger baby boomers, aged 50 to 57, are another potential market for new infill in a desirable location. These buyers are more interested than other buyers in single-family attached products such as townhouses and condos, and they are more likely than other generations to purchase a new home to avoid the need for renovation and repairs.
- Residential infill offers another advantage to the Village as part of the overall revitalization of Fourth Street by contributing additional market support for Village businesses.
- Both residents and business owners support infill housing along the corridor as long as it is designed appropriately.

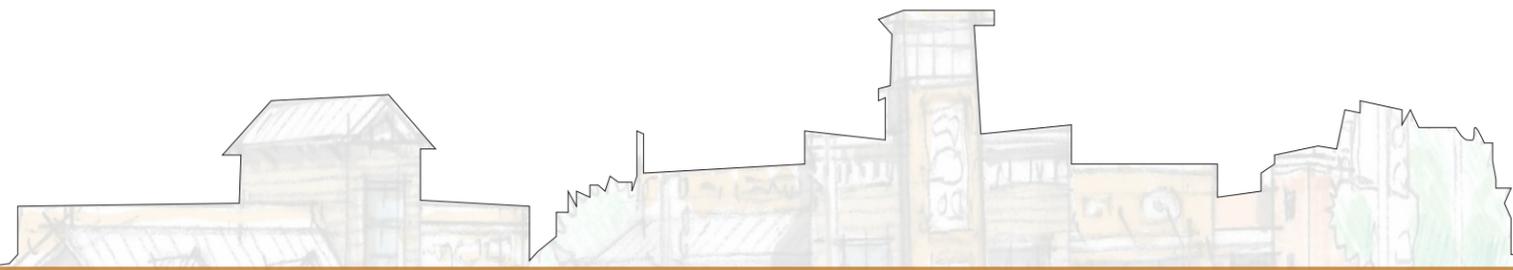
Studies show that the types of investments being considered by the Village offer multiple benefits – an efficient transportation system, increased safety for drivers and pedestrians, better stormwater management, and economic development.

- Communities that have invested in the appearance and walkability of their main streets have seen an increase in businesses, tax revenues and jobs.
- When properly designed, these improvements reduce crashes and O & M costs.

For the complete Market Study Report see Appendices Report under separate cover.



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3. ENGINEERING & UTILITY IMPACTS

3.1 DRAINAGE ANALYSIS & REPORTS

Redesigning the Fourth Street corridor provides an opportunity to abate the drainage and ponding problems that have long plagued the street. There is currently no storm sewer system along Fourth Street and nowhere to drain stormwater into county or city facilities. However, during storm events the corridor does pond water as can be seen in the photographs to the right. The costs of creating a storm sewer to alleviate this problem are well out of the Village's financial abilities. However while the stormwater creates an issue, at the same time it also creates an opportunity for the use of Green Infrastructure and low impact development methodologies that can provide aesthetics and drainage in an innovative way. The ponding that occurs along the right-of-way line is due to the street's elevation relative to streetside conditions, and the fact that commercial and residential parcels along Fourth Street have raised their finished floor elevations, likely to deal with ponding and stormwater problems. Below is a detailed stormwater analysis a full drainage report follows in the appendix.

3.2 DRAINAGE SUMMARY

The 4th Street Revitalization project contains a span of roadway and adjacent properties of approximately 2.3 miles. Within this span are many residential homes, businesses, and vacant lots with various drainage issues and/or concerns. The main problem along 4th Street is surface ponding due to how flat Los Ranchos is and as a result storm water runoff simply has nowhere to go. The foremost item that needs to be taken into consideration is how to handle the drainage. The drainage issue can be resolved with the design of a subsurface Low Impact Development (LID) retention system to store all excess runoff within the corridor. This has the added benefit of aiding Fourth Street landscaping.

The design solution process was analyzed for Phase 1 of the project, but the process would be the same for applying to the rest of the corridor. Underground utility relocations will be necessary in some areas where there are conflicts with the LID system. The combination

of permeable pavement with an LID system gives a drainage solution that allows for the corridor to be landscaped and designed in a way that would be aesthetically pleasing as well as efficient for the small area provided along the shoulder.

A drainage report discussing existing conditions and drainage observations has been completed to understand what is happening today on 4th Street and help come to an alternative drainage solution. Included in this report is the observation of 18 areas within the project corridor that have potential drainage issues with runoff directed from the roadway towards adjacent properties. The recommended drainage alternative of an LID system that will be designed for Phase 1 can be applied to these 18 areas individually at a later date decided by the Village of Los Ranchos.

3.2 UTILITY & LIGHTING SUMMARY

The roadway and shoulder improvements for 4th Street will affect the utilities, both underground and above ground, enough that changes to these structures will have to be addressed. There are multiple areas along the shoulders of the road that contain water meters/valves, manholes, school zone speed limit signals, etc. Due to the overlaying of pavement for the proposed street improvements and addition of sidewalk and landscaped areas, these utility structures will have to be relocated and/or raised to proposed grade elevations. The next phase of design will work to find the most effective and efficient locations for LID treatment that will minimize the need for underground utility relocation while addressing the drainage as required in the final design.

Utilities in Phase 1 that will require the above mentioned relocation are accounted for in the cost estimate for the first phase (See Section 6.4 for this report). Utility structure locations and underground lines have been spotted from the survey performed by Bohannon-Huston and coordination with the various utility agencies has begun.

Tierra West LLC had previously performed a lighting study for the Village of Los Ranchos to investigate lighting options for the 4th Street



Existing Drainage Conditions



corridor between Schulte Road and El Pueblo Rd. The costs and analysis from this study were incorporated into the overall estimate for the Phase 1 plans for the applicable roadway lengths. Due to contract constraints however a new rendered model and lighting calculation model was not generated for the new Phase 1 plans and limit. This level of design and detail would be included if the Village were to proceed with further detailed design.

The previously completed study examined the lighting levels and possible locations for future standards which included;

- New fixtures placed on existing power poles on the east side of 4th St.
- New fixtures along a theoretical center lane in landscaped medians
- New fixtures on the west side of 4th St.
- New fixtures in a staggered condition (east and west side of 4th St)

One of the largest impediments to integrating new standards on the east side of the corridor is the existing PNM electric distribution line that runs parallel with the 4th Street corridor. Tierra West LLC., met with PNM and discussed on multiple occasions the possibility of reducing/consolidating existing poles where possible. Currently it is PNM's view that very few of these locations could be considered for consolidation due to their use as power drops for distribution to adjacent residents and commercial tenants.

Due to the inability to substantially relocate a majority of these poles without considerable capital expenditure, a lighting design approach will be taken that looks to maximize the use of existing poles to attach new fixtures in these locations. These locations incorporated with new fixtures and standards located along the west side of the corridor will allow for much needed lighting levels that will encourage the nighttime walkability of the corridor as well as providing for a safer nighttime driving experience.

The budget included for lighting in Phase 1 will allow for higher end decorative fixtures that can be unique and add to the already robust character of the Village in this area.



Existing Drainage Conditions

4. COMMUNITY INVOLVEMENT PLAN, MEETINGS, CHARRETTES

4.1 INTRODUCTION

This Community Involvement Plan (CIP) was prepared by Sites Southwest in coordination with the rest of the Consultant Team and Village of Los Ranchos staff to outline a formal approach for involving key business and property owner stakeholders, community members, and Village Trustees in developing a corridor plan for Fourth Street, from approximately Willow Road north to the village boundary near Ortega Road, Los Ranchos de Albuquerque, New Mexico (Fourth Street Revitalization and Redesign Project). The purpose of community involvement was to provide a plan to identify key stakeholders, community involvement activities, a schedule for completing tasks, and community outreach processes. The community involvement activities identified and described have been designed to provide key stakeholders, community members, and Village staff and Trustees opportunities to express their ideas and opinions that will result in a consensus-driven, approved Fourth Street Revitalization and Redesign Project. Community involvement activities include Village meetings, consumer and business/property owner surveys, major stakeholder focus group and community meetings and open houses, planning and design charrettes, and workshops as described below.

4.2 COMMUNITY INVOLVEMENT STRATEGIES

The community outreach efforts that were conducted for the Fourth Street Revitalization and Redesign Project planning and design process were strategies that encouraged information exchange. All major stakeholder and community meetings and public outreach methods were devised to benefit all participants by creating an awareness of the project, educating stakeholders and other community members about the study process and objectives, and obtaining early and ongoing input that was considered in developing an adoptable Revitalization and Redesign Plan for Fourth Street.

4.3 STAKEHOLDER IDENTIFICATION

For the Fourth Street Revitalization and Redesign Project, key stakeholders are those business and property owners who own property and/or businesses along or adjacent to Fourth Street that could potentially be affected by the Fourth Street Revitalization and Redesign Project or who have a “stake” in the success or failure of the project. Known and potential business and property owner stakeholders and their key issues and concerns were identified throughout the community involvement and planning and design processes to help tailor outreach activities for the best possible outcome. Lists of these business and property owners were developed by the Sites Southwest Team using information provided by the Village as well as our own knowledge of the vicinity.

An initial key stakeholder list was compiled using the above-described methods. As stakeholder and community meetings were held and coordination continued throughout the process, further stakeholders and interested community members were identified and added to the list. A notification list comprised of all identified interested stakeholders and community members and their contact information was developed and continuously updated using Microsoft Outlook. This contact list was used to update stakeholders on Fourth Street Revitalization and Redesign Project information and to notify them of upcoming stakeholder and community involvement activities.

4.4 STAKEHOLDER ASSESSMENTS

Stakeholder assessments were conducted after the development of the comprehensive stakeholder list to understand the background and attitudes of each stakeholder regarding the Fourth Street Revitalization and Redesign Project, to measure potential community involvement challenges, and to identify and assess the importance of key people and groups of people that may significantly influence the success and completion of the project. These assessments were then fed into an analysis matrix that was developed after the key stakeholder focus group meetings and community meetings were conducted. The objectives of the stakeholder assessment process included:

- Understand the socioeconomics and cultural values of each stakeholder and their associations;
- Measure varying levels of stakeholder interests;
- Identify and measure issues of concern, needs, wants, and perceptions of stakeholders—what are they not getting that they want, and most importantly, their fears regarding the Fourth Street Revitalization and Redesign Project;
- Classify stakeholders according to potential for opponents and for cooperation;
- Understand the relationships between the stakeholders;
- Discern whether all affected groups and sides are represented; and
- Identify that primary, secondary, and key stakeholders were included on the stakeholder list.

Meeting these objectives assisted the Sites Southwest Team and the Village in understanding the target audience in priority order, in refining public relations and community awareness strategies to develop timely and effective cooperation between stakeholders and the Consultant Team, and in, ultimately, assuring a successful community involvement process and a complete and approvable Revitalization and Redesign Plan.

4.5 COMMUNITY INVOLVEMENT STRATEGY

A proactive community involvement strategy was developed for the Fourth Street Revitalization and Redesign Project to identify opportunities to notify, educate, and involve the community-at-large, opinion leaders, and decision-makers in the project. Objectives for this community involvement strategy are:

- Targeted communication to all the people who have a stake in the project;
- To utilize sensitive outreach in accommodating all community members;
- To establish regular communication that is consistent and repetitive to compete effectively with the many other messages and issues that will be raised by stakeholders and other interested/affected parties;



- Project issues which were to remain focused; and
- The Sites Southwest Team would be approachable, responsive, and strive to fully understand all stakeholder concerns.

4.6 COMMUNITY INVOLVEMENT ACTIVITIES

The following community involvement activities for the Fourth Street Revitalization and Redesign Project were designed and scheduled to correspond with specific project tasks. Each activity included a description, participants, target completion date, and deliverables.

INITIAL KEY STAKEHOLDER FOCUS GROUP DISCUSSIONS/INTERVIEWS

Targeted focus group meetings and roundtable discussions and/or interviews were conducted with key stakeholders. Issues for discussion included property access, business adjacencies, infrastructure and public amenity issues, desired built form for street and adjacent properties, individual financial data, market opportunities, and potential impacts and mitigations to issues. Input from these key stakeholders informed the market analysis and the subsequent 30% design drawings developed for the corridor.

- **Participants** - Key stakeholders, Sites Southwest Team, Village staff, Planning and Zoning Commissioners and Trustees (no Trustees participated however)
- **Dates** - September 12-13, 2014

MARKET SURVEYS

The businesses and residents of Fourth Street and potential customers (local and visitors) were surveyed to obtain information about consumer preferences. Brief surveys were developed for all residents and businesses as well as their customers to provide input about the types of business partners that might be appropriate or desired along Fourth Street. Residents were also asked about the goods and services customers they would like to see, and where they currently buy these goods and services. The survey was distributed to residents of the Village through the Village Vision, electronically on the Village's website,

and during the charrette/workshop/meetings to reach out to community stakeholders who may not have had an opportunity to participate. In addition to the consumer survey, separate surveys were mailed to approximately 300 property owners and businesses along Fourth Street.

- **Participants** - Property and business owners along Fourth Street, Fourth Street business consumers, and community members
- **Target Date** - Fall of 2014, however surveys are still trickling in as of the date of this report

BUSINESS VILLAGE/RESIDENT WORKSHOP/ MEETING AND PLANNING AND DESIGN CHARRETTE

A three-day charrette was held beginning with a background/education session to inform key stakeholders and community members about successful revitalization efforts in other similar communities around the region, followed by internal team design sessions, meetings with village staff, a meeting with one Trustee (others were invited), and then a final charrette public meeting. The design sessions were built upon initial key stakeholder input and the market analysis results.

- **Community Orientation Meeting** - This session kicked-off the charrette, and included a presentation showing best practices on successful projects locally and in other states to illustrate that success takes change. The session concentrated on sub-areas of cities or small towns and villages that have revitalized their communities by changing streets, business frontages, lot rearrangement, and other related improvements. Also highlighted was how other places have successfully catalyzed underperforming parcels that are ripe for redevelopment.
- **Planning and Design Charrette** - This planning and design process included key Village staff, key stakeholders and the public; it also included the development of preliminary concepts for the corridor both in terms of street design and prototypical site designs, including connections back to the neighborhoods. The design sessions provided to-scale concepts developed from the existing physical conditions of the street that were rendered in

SEPTEMBER CHARRETTE



color for later use in the community review meeting at the end of the charrette.

- **Key Stakeholder Session** – At the end of the second day of the charrette, a presentation of the preliminary concepts was held and included a number of key stakeholders and members of the Village’s Planning and Zoning Commission. Feedback from the presentation was taken into account, and the preliminary design was modified to account for ideas that were then presented at the Community Review Meeting.
- **Community Review Meeting** - A concluding community meeting and discussion was conducted with key stakeholders and community members to obtain feedback on the preliminary design concepts after a presentation to the entire group. This meeting attempted to engage community members in a collective discussion that explored their needs and wants for the corridor.
 - **Participants** – Key stakeholders, Village staff, community members, consultant team
 - **Dates** – September 23, 24, and 25, 2014

TRUSTEE UPDATES

The Sites Southwest Team provided the Village Trustees with monthly updates. For the November 18th Trustee meeting, a presentation of the refined concepts and an analysis matrix was presented. The analysis matrix included market and traffic data. The data and refined concepts were also presented to the public at an Open House / Community Meeting (see below).

- **Participants** – Board of Trustees, Sites Southwest Team, Village staff, public
- **Dates** – November 18, 2014; Jan. 14, 2015; February 11, 2015; April 8, 2015 (upcoming)

COMMUNITY OPEN HOUSE/MEETING

The refined conceptual design concepts and illustrations and the analysis matrix were displayed during the Open House segment of a Community Meeting, and members of the Sites Southwest Team were positioned at the displays to engage community members in discussion to obtain input and field questions and comments. The Open House was followed by a formal presentation and question and answer session.

- **Participants** – Key stakeholders, Village staff, community members, consultant team, Village staff, and Trustees
- **Date** – November 19, 2014

FINAL TRUSTEE MEETING

The proposed final Revitalization and Redesign Plan will be presented, including an approach to the street and pedestrian areas, the identification of land uses for each of the parcels along the street, and the engineering planning depicting infrastructure layout, and grading and drainage. Traffic, market, and financial feasibility analyses will also be presented through a matrix to provide justification for the selected plan. Community discussion will also be facilitated, recorded, and then conveyed to the Village as part of the approval process.

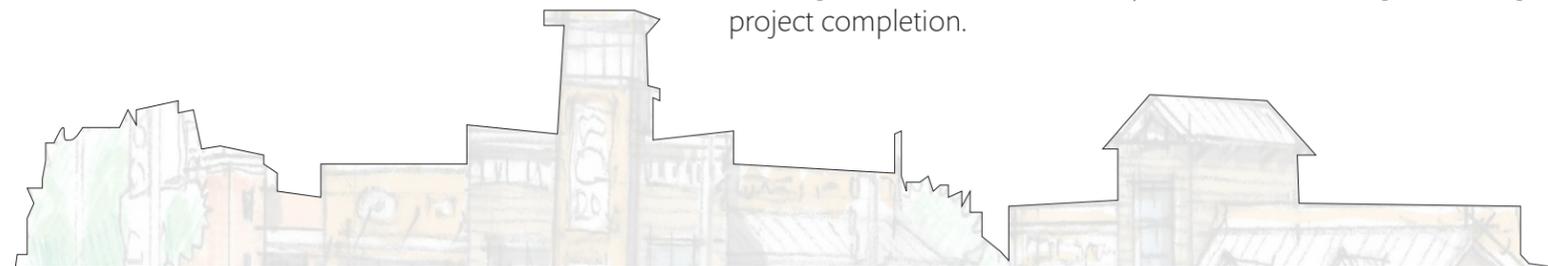
- **Participants** - Board of Trustees, consultant team, Village staff, key stakeholders, public

A notification list comprised of all identified interested stakeholders and community members and their contact information was developed and continuously updated using Microsoft Outlook. Lists

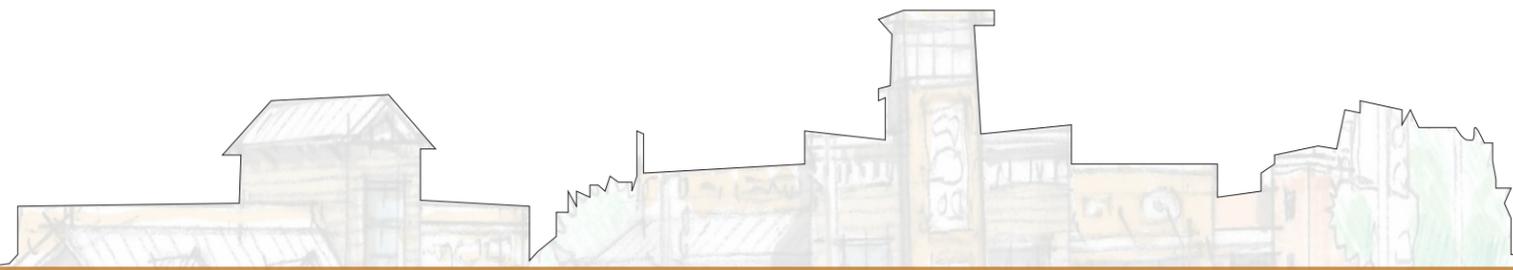
of business and property owners located along and adjacent to Fourth Street, as well as a list of community members who expressed an interest in receiving project notifications through the Village’s website, were provided to the Sites Southwest Team by the Village. Moreover, all additional stakeholders and community members not previously identified but who signed-in and attended a meeting were also added to the notification list. This notification list was used to update stakeholders on Fourth Street Revitalization and Redesign Project information and to notify them of upcoming stakeholder and community involvement activities.

Notices advertising community involvement activities were also disseminated at public and business locations throughout the Village, posted on the Village’s website, and/or published in the *Albuquerque Journal* at least two to three weeks in advance of each activity.

- **Comment Cards:** Meeting participants were encouraged to provide comments and questions through several mechanisms—comment cards, letters, e-mails, and oral comments during community involvement activities. Comment cards were provided at each meeting.
- **Sign-in Sheets:** Sign-in sheets were made available near the entrance of each meeting and included space for each attendee to provide their name, physical and e-mail addresses, phone number, and preferred method to be contacted.
- **Name Tags:** Name tags were provided to each meeting participant.
- **Meeting Summaries/Analysis:** Meeting summary packages were prepared and disseminated to appropriate Village staff and consultant team members following each stakeholder and community involvement activity. A file of meeting notifications, sign-in sheets, comment cards, input, newspaper clippings, and other pertinent information associated with all community meetings will be maintained and provided to the Village following project completion.



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5. FOURTH STREET REVITALIZATION REDESIGN

5.1 REDESIGN STRATEGIES

The Village of Los Ranchos de Albuquerque has embarked on a strategy to redefine the Fourth Street Corridor. This Revitalization and Redesign Plan started with the work outlined in previous chapters of this report beginning with site investigations and research into the workings of the street and other successful streets around the country and moved into a specific market study for the Village of Los Ranchos. The Team studied the engineering impacts on the street and talked to the community through meetings, surveys, and workshop/charrettes and communicated with stakeholders directly. This was done to understand the community's desires and to try to emulate the success of other like towns and villages in the west and the country.

During the 3 day charrette held in September, 2014, the Team gathered in the Village Hall to discuss the opportunities, challenges and potential design concepts with staff, village trustees and commissioners, business owners and importantly residents. It was clear after listening to stakeholders that the majority who attended the meetings wanted to see positive change along the corridor, both business owners and the community at large. The lack of improvements on Fourth Street that could create a Place along this corridor, such as a protected zone for pedestrians (street edge with sidewalks), aesthetics and landscaping, and a positive village identity is missing. What the village needs is a place that offers people an attractive place to stroll, eat, shop and live. Fourth Street itself offers very little "mainstreet" interest and economic development potential due to the lack of the right infrastructure. Also, the driving speeds and four lanes of traffic, encourage little visual interaction with the surrounding businesses and other parcels that surround the street. The lack of traffic calming and curbs and landscaping offer a bleak picture to pedestrians and bicyclists and an invitation to go fast for the driver.



September Charrette

2006



2012



Roanoke, Texas Before and After Photos



Existing View



The Planning and Design Team, along with village staff, and other interested citizens took on the challenge of developing a plan for a revitalized Fourth Street and corridor that has more to offer the user. The Team theorized about what the corridor could be in the future, how it could be made more safe and friendly, and what it would take to help spur more activity and economic development. After looking at the physical makeup of the street from the planning and design perspective we determined that it is really made up of three distinct Districts: the northern portion of the road that is somewhat less developed and more “rural,” dubbed the Greenway North District; the most densely developed portion of the corridor where businesses like Vernon’s Restaurant and Kelly Jo’s are located, dubbed North Fourth, Los Ranchos; and an extension of the Fourth Street Improvement

project that was built approximately 5 years ago from Green Valley south to Shulte Road, which we called the Fourth and Osuna Street Extension. Our Team was also charged with looking for sites that could help to catalyze development along the corridor, these Catalytic Projects were determined to be the area around Fourth and El Pueblo; the zone around Ranchitos and Fourth Street, a small project site with a lot of potential to grow between Dan’s Boots and Saddles and the Village Shops at Los Ranchos to Kelly Jo’s and finally the area around Fourth Street Osuna, specially concentrating on the southeast corner. Due to the amount of disconnected lots and flag lots already along the corridor the team also decided to look at lot assemblage as an example project for the village. Finally, because these projects need to have distinction and identity, the team felt it was important to provide

gateways for this revitalization zone and locations for physical gateways along Fourth Street were established. Figure 2 illustrates these initial districts and gateways within the project area.

Fourth Street has great potential; it has the likelihood in fact to develop into a regional destination because of its central location within the Albuquerque/Rio Rancho Metropolitan Area. The Fourth Street Revitalization Project envisions a corridor with wider multipurpose sidewalks and landscaping, lighting, user friendly pocket parks and bus plazas, vibrant shopping and civic centers, and improved street with better turning movements and gateways to help provide an identity to the street. In this section of the Revitalization and Redesign Plan we offer a new vision for Fourth Street.

Figure 2. Coverview of Concepts

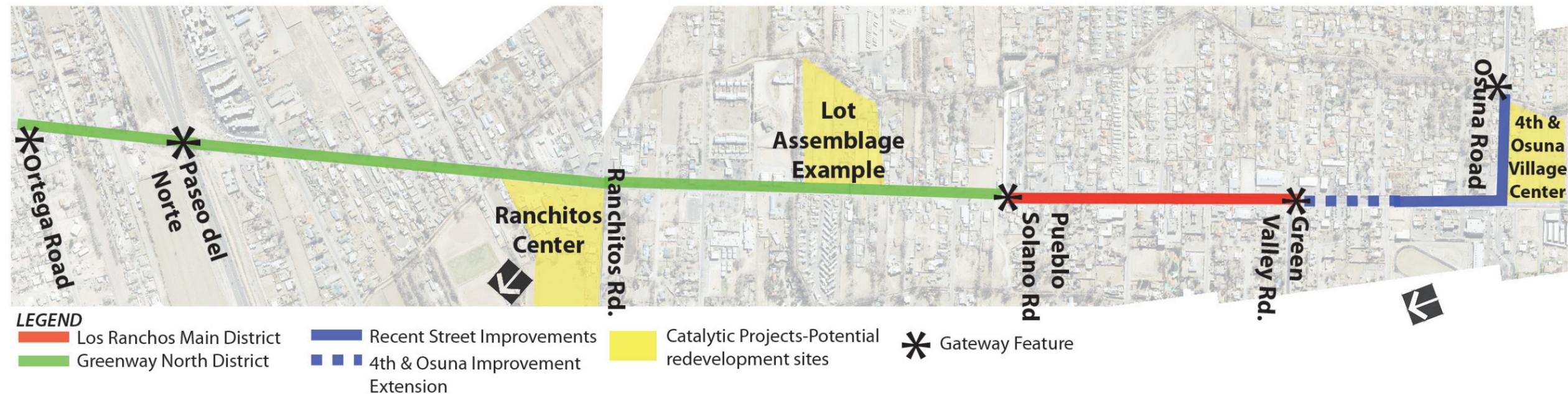
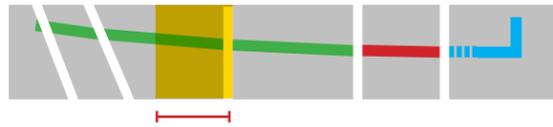


Figure 4. Fourth Street North (El Pueblo to Ranchitos)



Along with the streetside landscaping there is also an opportunity for a pocket park at the triangular parcel along the Chamisal Lateral near Sarah Lane. This park is envisioned as a trailhead for the lateral and a respite to perhaps eat a lunch purchased from the Food Truck

parking in the re-visioned Ranchitos Center. The road in this reach of the project is projected to remain four lanes. The sidewalk along this reach of the project is planned as a fine crushed gravel trail with concrete edgers for the short term, perhaps converting to a concrete

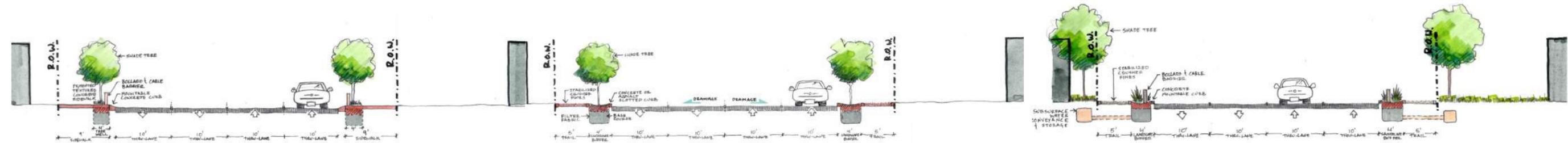
sidewalk in the future. Lighting will provide a measure of safety for pedestrians and bikers and water harvesting of street drainage will feed new landscaping.



1 Greenway North Section Option for Fourth Street South Stretch

2 Greenway North Section Option for Fourth Street South Stretch

3 Greenway North Section Option for Fourth Street South Stretch



NORTH FOURTH, LOS RANCHOS

The middle section of the Fourth Street Revitalization project extends from just north of Pueblo Solano Road to Green Valley Road. This reach of the corridor has a higher density of business activity than any other District, a higher density of buildings and a greater potential for building upon the revitalization efforts begun by local entrepreneurs. This is the primary reason that this area was chosen as the focus of this revitalization effort and commercial activity. This District, initially called "Los Ranchos Main" and now "North Fourth Los Ranchos" also

has limited right-of-way (60 feet), overhead utilities on the eastern boundary, ponding and drainage problems and parking that is built both in the right-of-way and on directly adjacent private land. The North Fourth, Los Ranchos District has little room for both four lanes of traffic and pedestrian and landscape space without right-of-way takes. This District, the most viable portion of the corridor for a "mainstreet" for Los Ranchos de Albuquerque would need to be narrowed from the existing four-lane section to a three lane corridor in order to create a more pedestrian friendly zone. This recommendation is also based on the results of the traffic study, discussed in a later chapter of this report.

North Fourth, Los Ranchos will include a larger amount of landscaping, wide shared use sidewalks for pedestrians and bicyclists, crosswalks at each intersection, and bustops with shelters.

Because there will be some loss of parking along this reach of the project we have also included a public parking lot on the east side of the street (due east of Kelly Jo's) and within easy walking distance of all points within the North Forth, Los Ranchos District. At this location, a hawk crossing has also been included to allow pedestrians easy access across Fourth Street. In fact, there are two crossings in North Fourth, Los Ranchos.

Figure 6. Fourth Street South (Roehl to Green Valley)

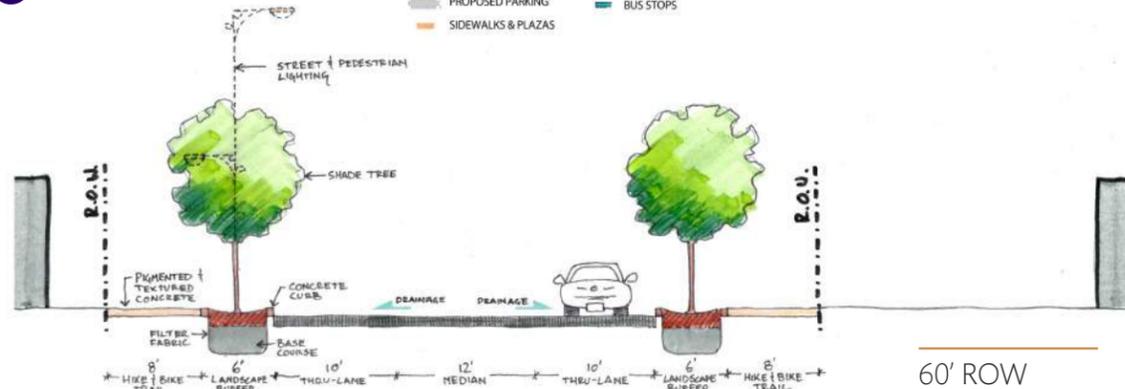


Hawk signals

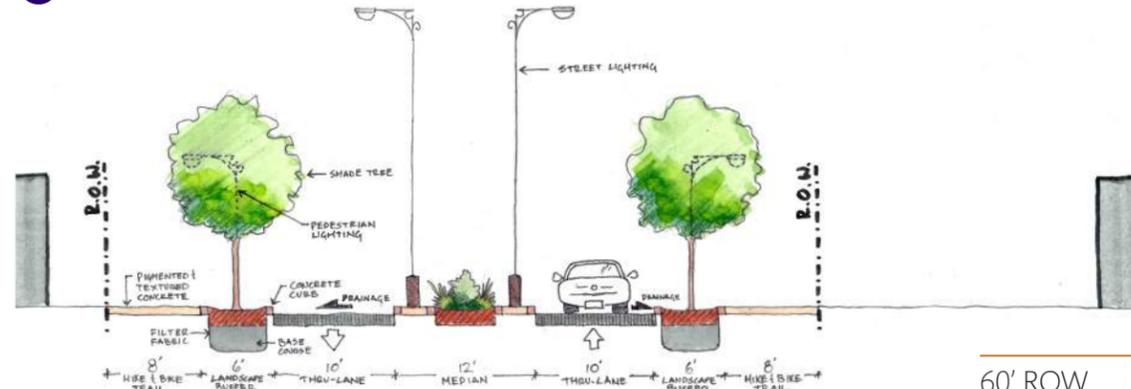


Hawk signals

1 Los Ranchos Main Section



2 Los Ranchos Main Section



FOURTH AND OSUNA EXTENSION

While the portion of Fourth Street from Shulte Road south was improved five years ago as part of a different project, the connection between Green Valley and Shulte Roads was not. This extension will be the only corridor improvements that will be needed to connect North Fourth, Los Ranchos to the southern portion of the improvements along Fourth Street. However, the second reason that this District was included in the revitalization planning was the catalytic project at Fourth and Osuna, which will act as an important village gateway (at the Chamisal Lateral) and an equally important economic development project.

Figure 7. Fourth Street South (Green Valley to Osuna)



5.3 CATALYTIC PROJECTS AND STRATEGIES

OSUNA AND FOURTH CATALYTIC PROJECT

The Village owns a large portion of the southeast corner of Osuna and Fourth Street. This parcel assembled with the other privately held parcels near the corner could be the largest and most visible site along Fourth Street in the Village of Los Ranchos de Albuquerque. This fact coupled with the results of the market study is the reason it was chosen for one of the Catalytic Projects along the corridor. It is also a very prominent location and acts as one of two primary entrances to the village from the east. This site could potentially be developed to include a New Village Hall, a grocery store, restaurants, offices, and community gathering spaces like a plaza. The concept for this site would draw from the village's agrarian roots with a very visible connection to the Chamisal Lateral which extends from the

Osuna



Existing



Proposed Osuna & Fourth Street Perspective Sketch

Figure 8. Osuna & Fourth Street Catalytic Project



lateral through the center of the site to Fourth Street. This focal point for the development could help feed landscaping that harkens back to farming and the orchards that populate the Village. The site would have integrated commercial/retail spaces on the both Osuna and Fourth Street, and a plaza like area at the corner, it could have a parking orchard within the development separated from the street and perhaps a clock tower. The parking lot for the anchor store (a small grocery store is envisioned), could also support a small food truck area right on Fourth Street. Finally the space closest to the lateral could be used for a small residential parcel to satisfy the need for housing and mixed use mentioned in the village master plan and the market study for this Revitalization Plan.

DAN'S / VILLAGE SHOPS AND VILLAGE PUBLIC PARKING CATALYTIC PROJECT

The area between Dan's Boots and Saddles and Kelly Jo's including the Village Shops at Los Ranchos was also the subject of a Catalytic Project. This reach of the Revitalization Project is in the heart of North Fourth, Los Ranchos; the Catalytic Project includes a free village managed parking lot across the street from Kelly Jo's to replace some

of the lost parking in this area as well as a Hawk Signal Crossing. With the lack of parking in the area and the cluster of relatively healthy businesses nearby, this site was chosen to be developed as public parking and potentially a future commercial/retail space. This Catalytic Project also includes the concept of a commercial center as a follow-up to the success of the Existing Village Shops and Dan's Boots and Saddles with a central parking lot, a connection to the existing Village Shops and parking between it and Dan's Boots and Saddles.

Figure 9. Dan's Village Shops & Public Parking Catalytic Project

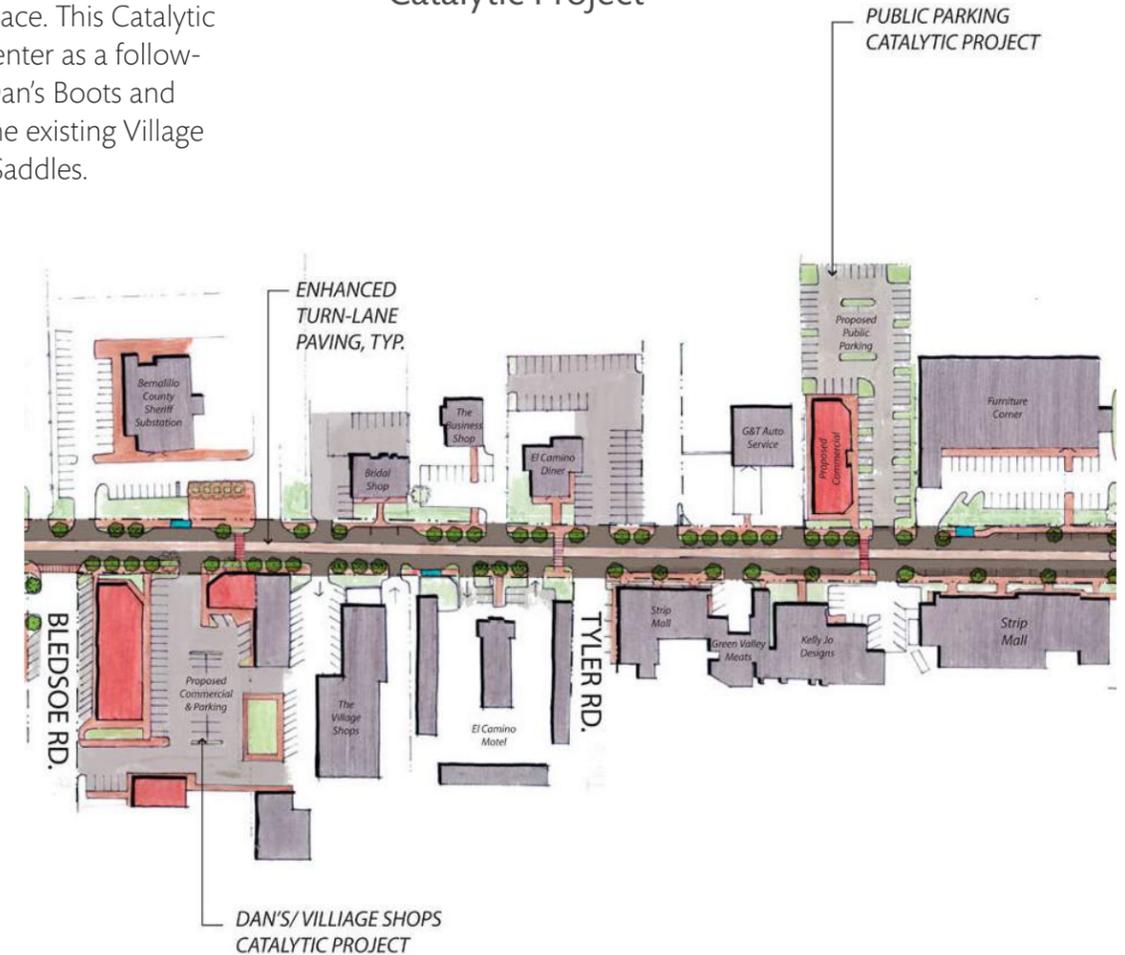
Vernons



Existing



Proposed Vernon's Perspective Sketch



DAN'S/VILLAGE SHOPS CATALYTIC PROJECT

PUBLIC PARKING CATALYTIC PROJECT



RANCHITOS CENTER CATALYTIC PROJECT

The current shopping center at Ranchitos and Fourth Street is the product of a bygone era in shopping center development. While the Center has a more than adequate parking lot, there is little street presence to the strip mall, and except for the Antique Mall shops

Ranchitos



Existing

and the Laundromat, many shops often come and go in the existing center. The parking lot at present is used by the retail shops in the center but it is also used in the AM and PM school peaks for parking and school drop off and pick up for the North Valley Academy. The new layout envisions a time when the Academy has grown in size and moves to another location, hopefully within the village, leaving this prime commercial space and buildings to be reutilized for the kinds of businesses that were highlighted in the business and resident surveys for the Revitalization Plan: restaurants, commercial space, and as a transition to the residential land uses to the west, townhouse style development for perhaps Millennials and Baby Boomers wishing to live in the village. The existing buildings would remain, with the exception of one bay which is already partially opened. That bay would be razed to widen the space for a vehicular spine to open up the center to the parcel of the existing school.

Figure 10. Ranchitos Center Catalytic Project



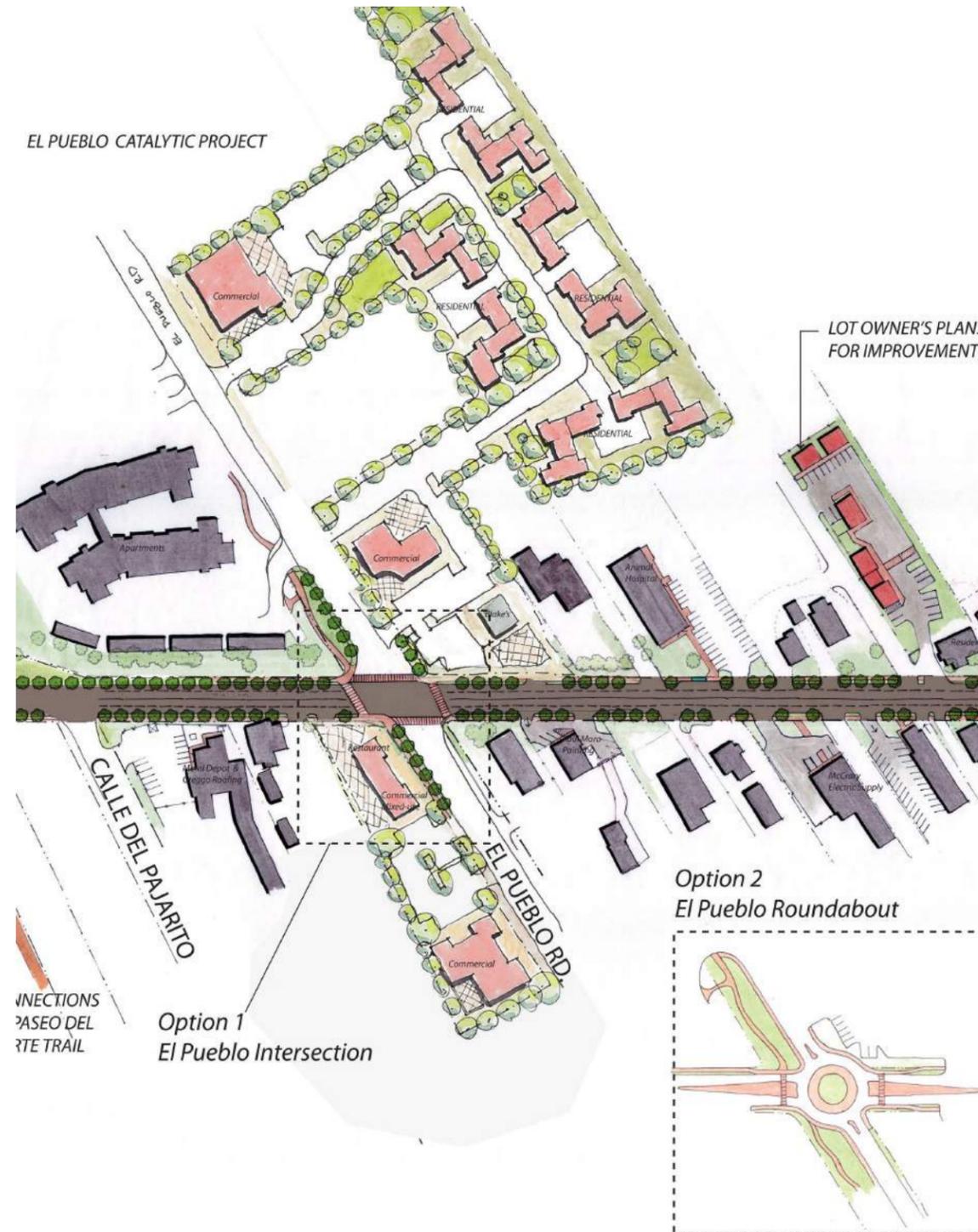
Proposed Ranchitos & Fourth Street Perspective Sketch



EL PUEBLO AND FOURTH CATALYTIC PROJECT

The final Catalytic Project is a collection of somewhat disparate parcels of land near the intersection of Fourth and El Pueblo. The reason that this parcel was selected for a Catalytic Project is that like the Fourth and Osuna site it is a primary vehicular route into the village from the east but also from the nearby Paseo del Norte interchange and the RailRunner Station near Second Street. The proposed BRT line could also come very close to the intersection of El Pueblo and Fourth Street. El Pueblo between Fourth Street and Second Street is also likely the densest residential area in the village. For this reason the site was chosen for primarily two uses, commercial sites for restaurants and other commercial uses and medium density residential sites set back from Fourth Street similar to those near Casa de Benavidez. The El Pueblo sites have the potential to be built out first because of their proximity to Paseo del Norte and the apartments to the north.

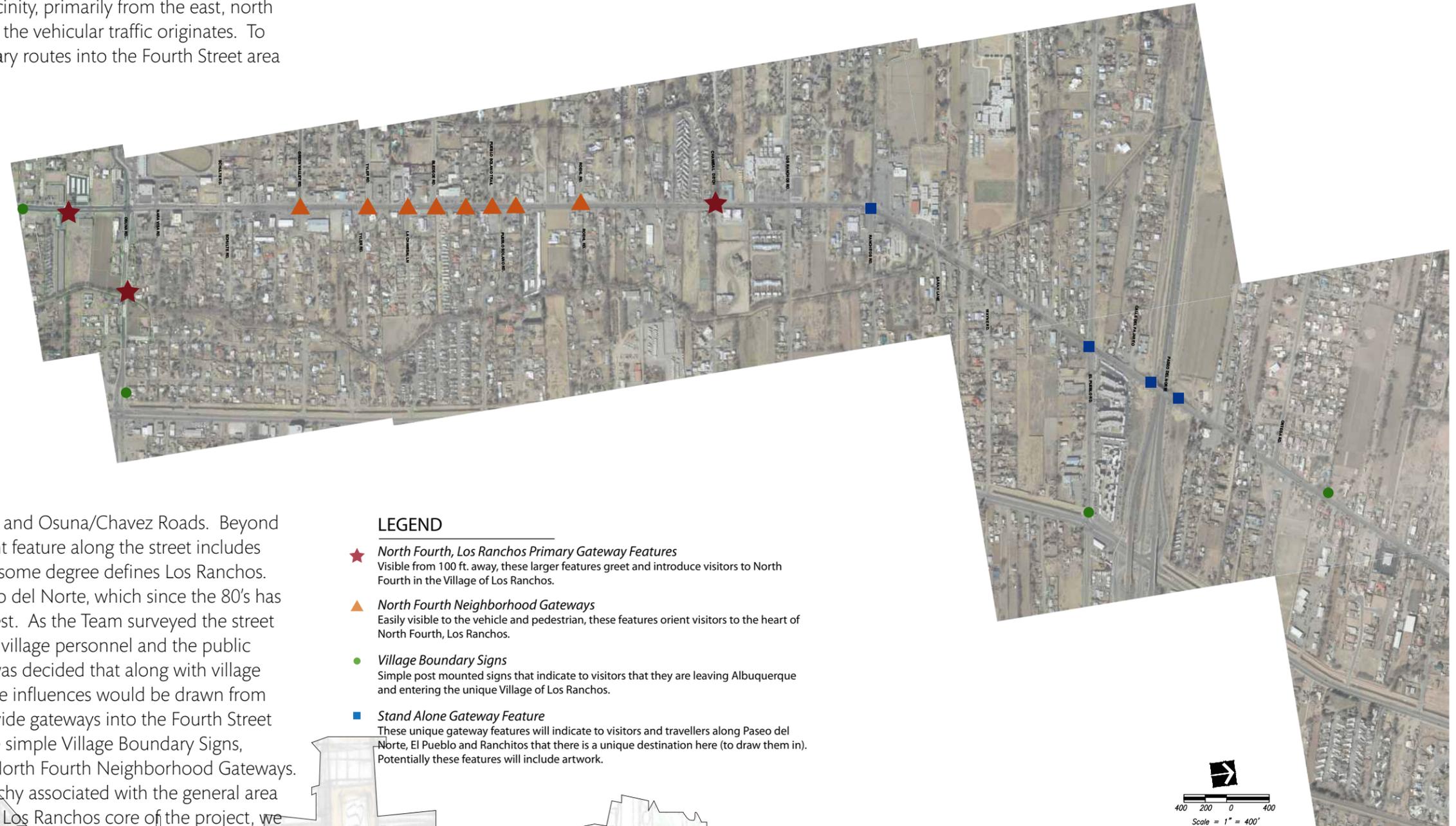
 **Figure 11.** El Pueblo & Fourth Catalytic Project



5.4 VILLAGE GATEWAYS

To visualize the structure of the gateways into the Fourth Street project area the planning and design team began with reviewing the transportation routes into the vicinity, primarily from the east, north and south because that is where the vehicular traffic originates. To look at the big picture, the primary routes into the Fourth Street area

4TH STREET REVITALIZATION PLAN GATEWAY FEATURE LOCATIONS



are Fourth Street itself, El Pueblo, and Osuna/Chavez Roads. Beyond transportation, another important feature along the street includes the system of acequias which to some degree defines Los Ranchos. The third feature perhaps is Paseo del Norte, which since the 80's has sliced through the village east west. As the Team surveyed the street and discussed the gateways with village personnel and the public through the public meetings, it was decided that along with village legal boundaries those three large influences would be drawn from to create an identity for and provide gateways into the Fourth Street area. Hierarchically, they include simple Village Boundary Signs, Primary Gateway Features, and North Fourth Neighborhood Gateways. Separate from the signage hierarchy associated with the general area encompassing the North Fourth, Los Ranchos core of the project, we

LEGEND

- ★ **North Fourth, Los Ranchos Primary Gateway Features**
Visible from 100 ft. away, these larger features greet and introduce visitors to North Fourth in the Village of Los Ranchos.
- ▲ **North Fourth Neighborhood Gateways**
Easily visible to the vehicle and pedestrian, these features orient visitors to the heart of North Fourth, Los Ranchos.
- **Village Boundary Signs**
Simple post mounted signs that indicate to visitors that they are leaving Albuquerque and entering the unique Village of Los Ranchos.
- **Stand Alone Gateway Feature**
These unique gateway features will indicate to visitors and travellers along Paseo del Norte, El Pueblo and Ranchitos that there is a unique destination here (to draw them in). Potentially these features will include artwork.

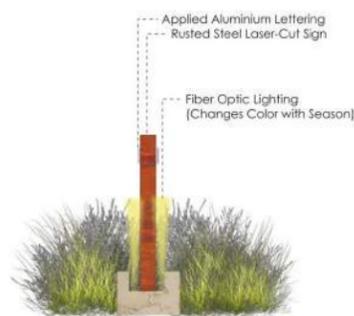
have also identified Stand Alone Gateways, which would be placed primarily at important intersection points. These signage typologies are illustrated in the Gateway Feature Locations Figure on the previous page.

In terms of the theme for the village gateways associated with the Fourth Street Revitalization project, the team drew from three: nature,

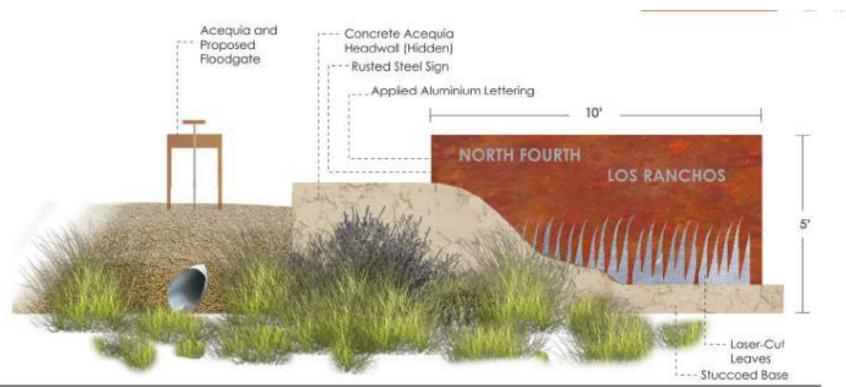
the agrarian beginnings of the village, and the ranching themes from which the village got its name. Each were developed in decidedly different ways but with similar materials which were chosen for their rustic and raw nature; the materials included wood, rusted steel evoking the northern New Mexico home themes and concrete to suggest the soils from which the valley is made.

Starting below and continuing on to the following pages, we have presented three concepts for the Gateways including Primary Gateways, Neighborhood Gateways, and simple Village Boundary signs. Each illustrates one of the themes: agrarian, natural, and the ranch theme.

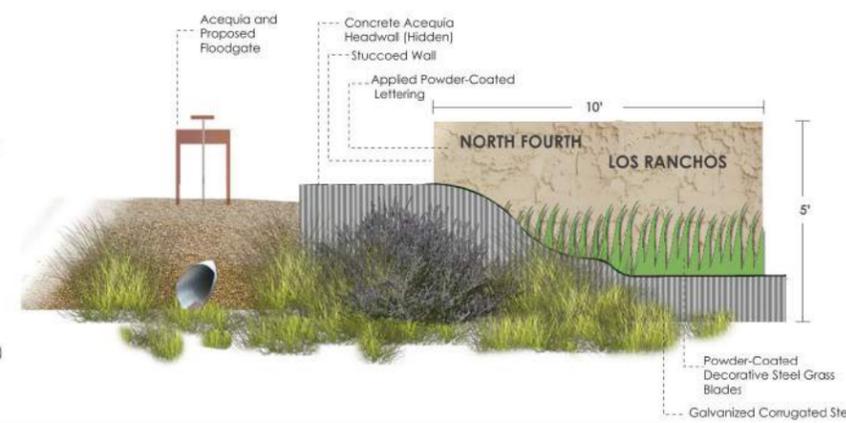
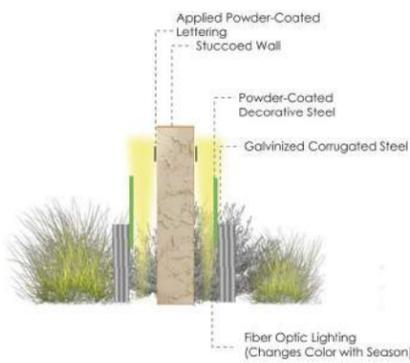
1 Agrarian Gateway Concept Option



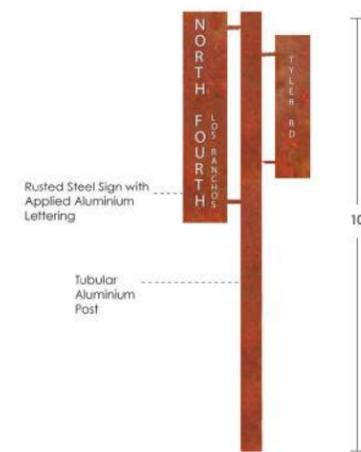
NORTH FOURTH PRIMARY GATEWAY FEATURE: CONCEPT 1A



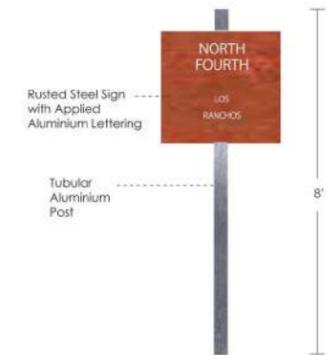
NORTH FOURTH GATEWAY FEATURE: CONCEPT 1B



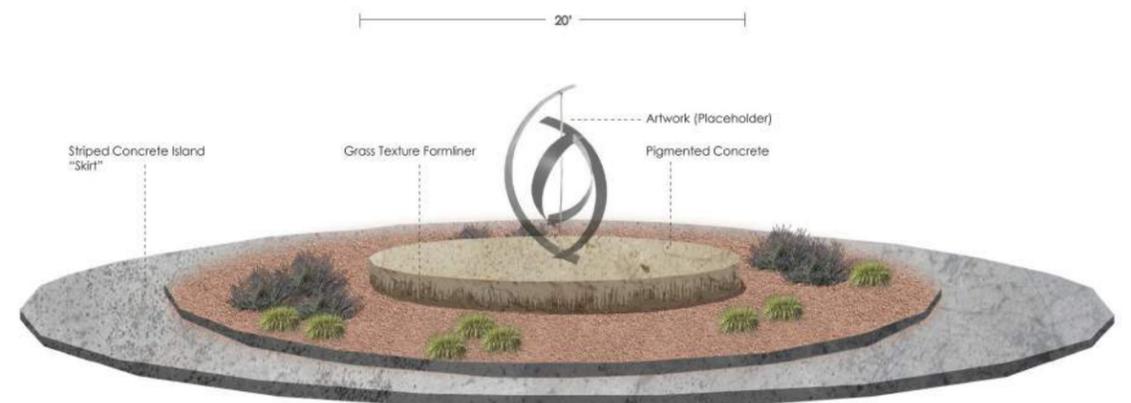
NORTH FOURTH NEIGHBORHOOD GATEWAY CONCEPTS



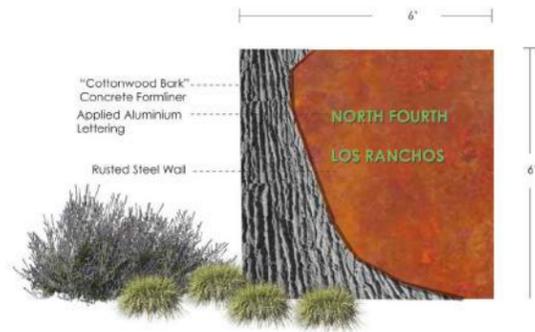
NORTH FOURTH VILLAGE BOUNDARY SIGN CONCEPT



STAND-ALONE GATEWAY FEATURE: ROUNDABOUT OPTION



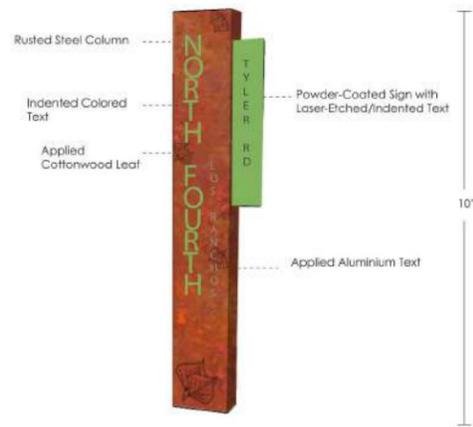
2 Naturalistic Gateway Concept Option



NORTH FOURTH PRIMARY GATEWAY FEATURE



STAND-ALONE GATEWAY FEATURE CONCEPT



NORTH FOURTH NEIGHBORHOOD GATEWAY CONCEPT



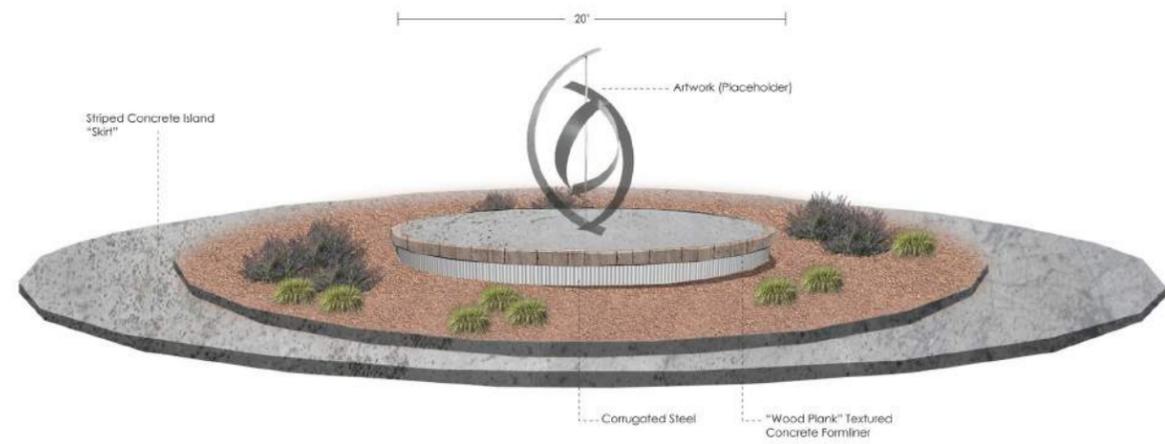
NORTH FOURTH VILLAGE BOUNDARY SIGN CONCEPT



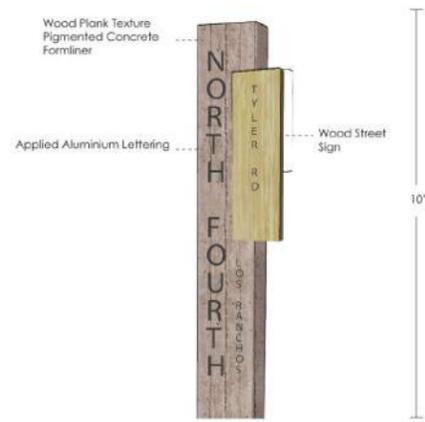
3 Ranch Gateway Concept Option



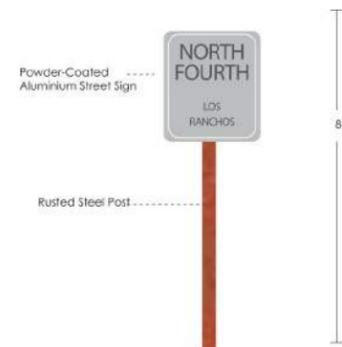
NORTH FOURTH PRIMARY GATEWAY FEATURE



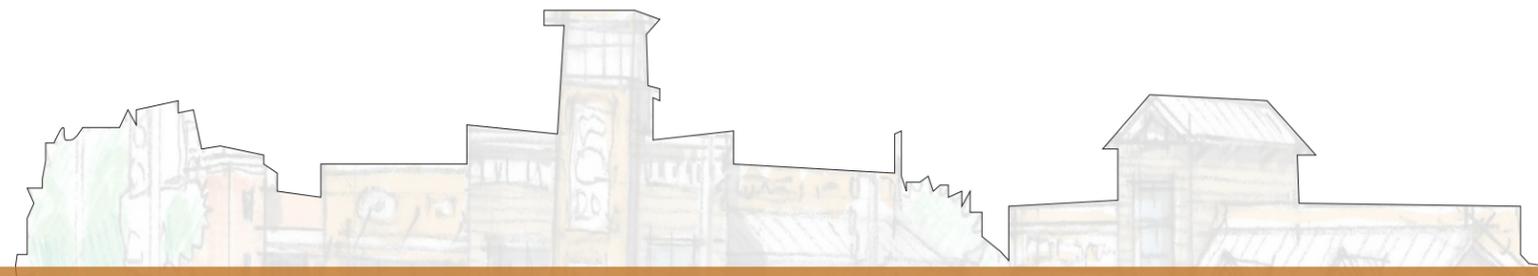
STAND-ALONE GATEWAY FEATURE CONCEPT



NORTH FOURTH NEIGHBORHOOD GATEWAY CONCEPTS



NORTH FOURTH VILLAGE BOUNDARY SIGN CONCEPT



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6. PRELIMINARY STREET DESIGN

6.1 DESIGN CONCEPTS

From the beginning the goals of the Fourth Street Revitalization Master Plan project had goals to create a place along the corridor that revitalized business, promoted a live/work/play environment, and made Los Ranchos de Albuquerque a destination. From an economic development perspective the part of Fourth Street with the most critical mass of business density and visitorship is the furthest south reach of the project area generally starting at Shulte Road and extending north to approximately Pueblo Solano or Roehl Roads, more or less the portion of the project that was dubbed North Fourth, Los Ranchos. This portion of the roadway already contains a shopping and eating destination with shops like Kelly Jo's, ZCoil and Dan's Boots and Saddles and restaurants like El Camino and Vernon's. Arguably these businesses have already started a resurgence along Fourth Street and a healthy business cluster that can be built upon. A business cluster that in the near future could create the interest and opportunity to extend the success of this critical mass to the larger intersections south at Osuna and Fourth and north to Ranchitos and Fourth where larger parcels could build upon these advances and create catalytic projects that could spur more quality development. The last roadway project that was built along Fourth Street in the Village extended from almost as far south as Sadie's near Solar Road north to Shulte Road including the intersection of Osuna and Fourth Street. After reviewing all of this information along with the market study and estimated construction costs for the Master Plan presented in the last chapter of this report our recommendation is that Phase I of the Fourth Street Revitalization Project be the extension of the Fourth Street project from Shulte Road north to slightly past Pueblo Solano.

The District chosen for Phase 1, known as North Fourth, Los Ranchos, has a limited right-of-way (60 feet), overhead utilities on the eastern boundary, ponding and drainage problems throughout and parking that is often built both in the right-of-way and on directly adjacent private land. Also worth noting North Fourth, Los Ranchos has little room for four lanes of traffic and pedestrian and landscape space without right-of-way takes as referenced earlier in this document.

In order to create a complete street that serves pedestrians, bicyclists, and vehicles with accessibility and safety the street must be modified to accommodate sidewalks, lighting, and all of the amenities and infrastructure that it needs to function. North Fourth, Los Ranchos is the most viable portion of the corridor for a "Mainstreet" approach for the village of Los Ranchos de Albuquerque; however the street will be narrowed and the street sides widened to create this kind of corridor

6.2 PEDESTRIAN IMPROVEMENTS

Wide shared use sidewalks for pedestrians and bicyclists would consist of a mix of pigmented concrete and permeable pavers (where Low Impact Development (LID) drainage is used). Due to the narrow right of way, areas with street trees and landscaping have been provided with permeable paving to allow healthy growth and tree roots access to soil, water and air. The permeable pavers also add an aesthetic and more human element to the street as can be seen by the precedence photos to the right. Crosswalks at each intersection would be clearly identified and treated like other pedestrian areas using the same or similar permeable pavers or concrete to match the sidewalks.

Pedestrian activated HAWK crossings are proposed for two locations along the Phase I reach of the project. A pedestrian activated High intensity Activated crossWalk (HAWK), much like the one in Bernalillo New Mexico (near The Range Cafe), stops traffic only when a pedestrian activates the light to cross the street. Because there will be a loss of parking along Fourth Street itself, a public parking lot has been included along the east side of the street due east of Kelly Jo's and within easy walking distance of all points within the North Forth, Los Ranchos District. The first hawk crossing would connect the public parking area with the shops along the West side of 4th Street in that area. The 2nd HAWK crossing would be located at the intersection of 4th St. and La Chamisal Lane NW in front of the Bernalillo County Sheriff's Department. As the corridor develops, a need for additional HAWK crossings may also become necessary.

SIDEWALKS



Pigmented concrete



Pigmented concrete with integrated pavers

PERMEABLE STREET PAVERS



Permeable street pavers absorb water and would be a gray color to separate the street from the pedestrian realm



6.3 LANDSCAPING

North Fourth, Los Ranchos will include landscape areas to add user comfort, slow the street as a traffic calming device and utilize the drainage water being conveyed to subsurface storage reservoirs to add Green Infrastructure to the street's makeup. Landscaping will consist of as many street trees as possible abiding by the need to provide visibility to businesses and other locations and their signage. Below the street trees, as a foreground to buildings, we have primarily used ornamental grasses. This foil for the ground level rung of the landscape will grow approximately three feet high and is intended to provide an historical reference to the agricultural and ranching roots of the Village and to provide a consistent and elegant foreground for North Fourth, Los Ranchos. It will also provide a low water and low maintenance landscape for the Village. Areas near bus shelters will contain a slightly wider variety of shrubs with seasonal blooms using the village's signature lavender and adding fall interest with native sumacs. All of these approaches to the landscape for this local project can be seen by the precedence photos to the right and below.

TREES



Berrinda ash

SHRUBS



Lavender



Sumac



Artemisia

GRASSES



Indian rice grass



Alkali sacaton



Silky thread grass



Blue grama



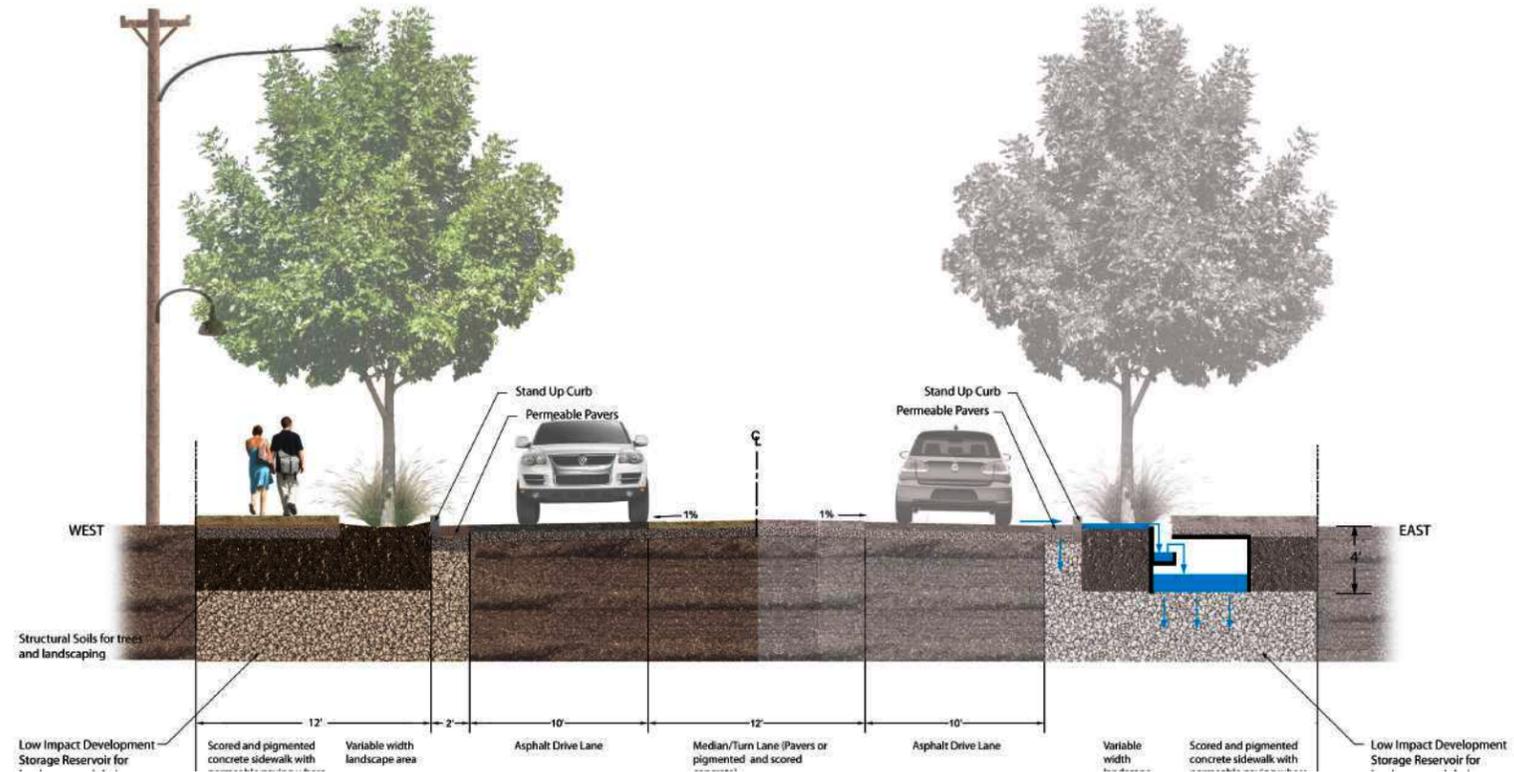
Sand dropseed



Bush muhly

6.4 STORM DRAINAGE, AN OPPORTUNITY FOR LOW IMPACT DEVELOPMENT AND WATER HARVESTING

Due to the lack of storm drainage facilities within the village and their high expense the village and team has chosen to utilize a Low Impact Development (LID) approach to storm drainage. This approach provides a distributed drainage scheme to lessen the use of large storm water ponds and it provides the added benefit of providing water to the trees and shrubs that will be part of the landscape scheme for the project. The components of the LID approach for the project include permeable paving in the sidewalks, permeable paving in the gutter pan of the street, subsurface reservoirs for the water storage and the use of structural soils within the soil lens of the street cross-section to allow trees and plants to tap the water source without negative impacts or damage to the street and sidewalks. The photos and illustrations to the right and below illustrate how this concept works.



LANDSCAPE BASINS/MULCHES



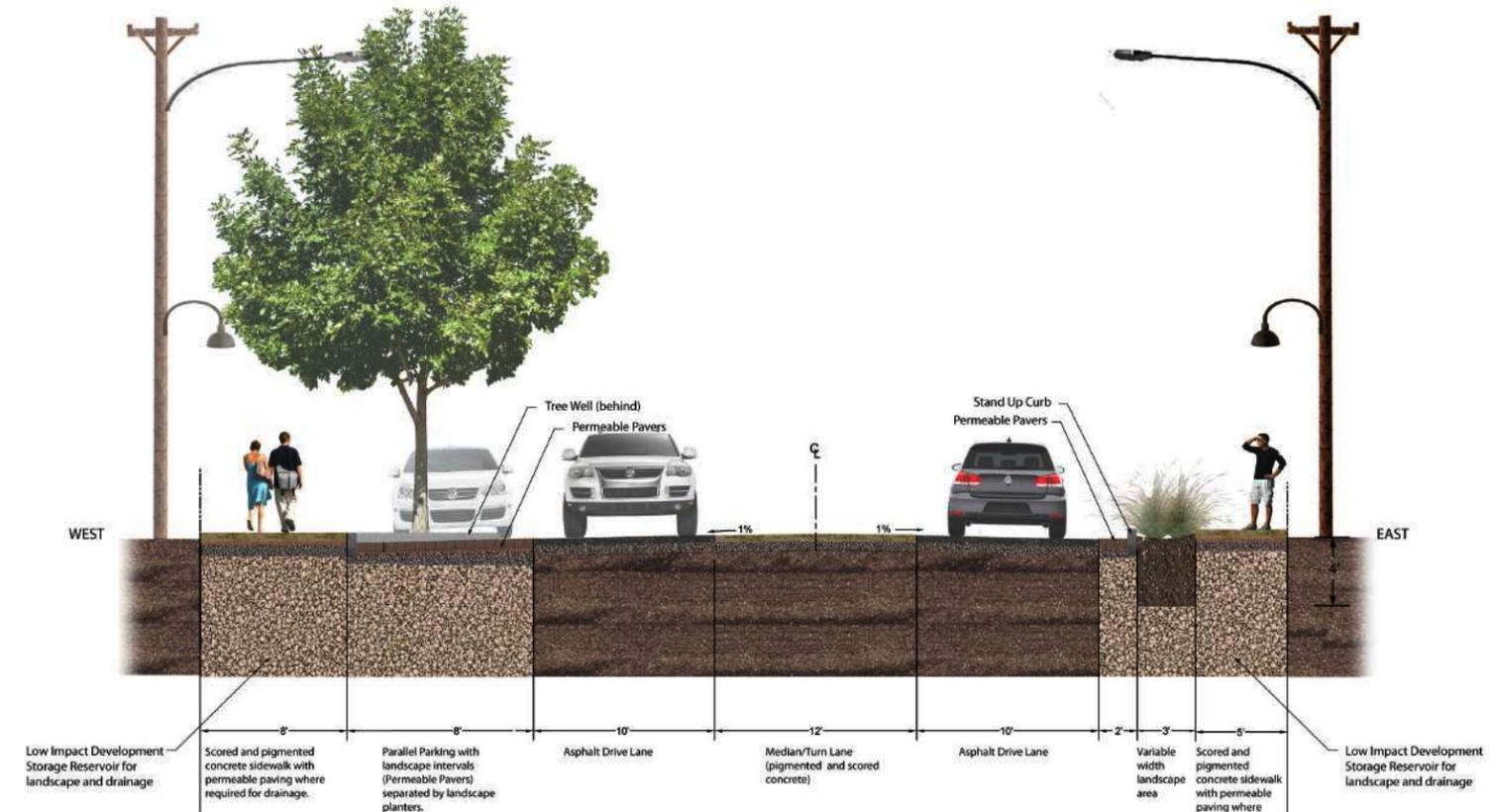
Organic mulch



Organic/gravel mulch combination



Gravel mulches



ON-STREET PARKING



On-street parking integrates as much landscape as possible

6.5 PARKING

Phase 1 will also include some permeable on-street parking along Fourth Street and some of the side streets such as Green Valley, Tyler and potentially Bledsoe. These parking areas were chosen where right of way allows and where businesses along 4th Street might lose their parking due to corridor improvements. The use of permeable pavers is also planned for the street's gutters to add to the water holding capacity of the street section (LID) and to lend a small town aesthetic to North Fourth, Los Ranchos. This approach is illustrated through the precedence photos to the right and above. On-street permeable parking will also set off the street realm more clearly different than the pedestrian areas. The difference in pavers for each area is used to denote a clear difference between areas meant for cars and areas meant for pedestrians. The on-street parking areas also include integrated landscape areas with street trees between the parking spaces in order to provide shade and landscape in areas that would otherwise not allow room in the right of way for a more linear landscape.



CROSSWALKS AND STREET CORNERS



Pedestrian areas whether in the street or on the sidewalk would be similar materials to clearly delineate areas meant for pedestrians.

6.7 STREET

Our recommended approach for the street based on the goals of the project and the desire on the part of the village for economic development and the need to create a destination or Place is to utilize a three lane approach for the project. This approach is also substantiated by the results of the traffic study from the perspective of the traffic and the market study regarding the creation of a marketable Fourth Street. However, to lessen the visual effect of the asphalt and further reinforce the themes for the village we have recommended two 10' to 11' travel lanes (10' exists) and a 14' concrete center turn lane (see below). This approach has actually been used in the Albuquerque Metropolitan area and around the country for like projects.

MEDIANS



The center turn lane would be either permeable street pavers, stamped concrete or striped depending on costs

STREET LIGHTING



Treated wood light standards with metal fixtures to match utility poles

6.8 LIGHTING AND STREET FURNITURE

Vehicular and pedestrian lighting is also proposed for Phase I in the North Fourth District. The primary purpose for this is to add light for safety; however it will also provide an opportunity to add aesthetics that help to create the Sense of Place that is Los Ranchos. Treated wood light standards could be used to blend in with the utility poles and reference the agrarian and ranching rustic appearance often found in the village. Amenities such as benches and trash receptacles would follow a similar theme helping to carry on the agrarian theme of the village. In specific locations, likely three, commercial string lighting will be used to create a festive and distinctive expression that this Place is worth a visit. The photos above and to the right show some of the concepts for these styles of lighting.

6.9 BUS STOPS

North Fourth, Los Ranchos, will also include bus stops with shelters at various locations along this Phase I reach of the project. ABQ Ride has standard blue bus shelters that could be used along Fourth Street (see below); another option could be custom designed bus shelters that match the theme of the street furniture lighting and gateway features. This option would require the Village to pay for and maintain the bus shelters however. We also recommend a cantilevered design for the bus shelters due to the narrow right-of-way in many areas along the corridor; this would save space and allow room for sidewalks integrated into the bus waiting area. The photos below show some of the concepts for custom bus stops that have been used for other projects in the past, of course if the village decided to use this approach a different theme for the bustops would be utilized.

BUS STOPS



Artistic design to create a unique sense of place



Standard city bus shelter

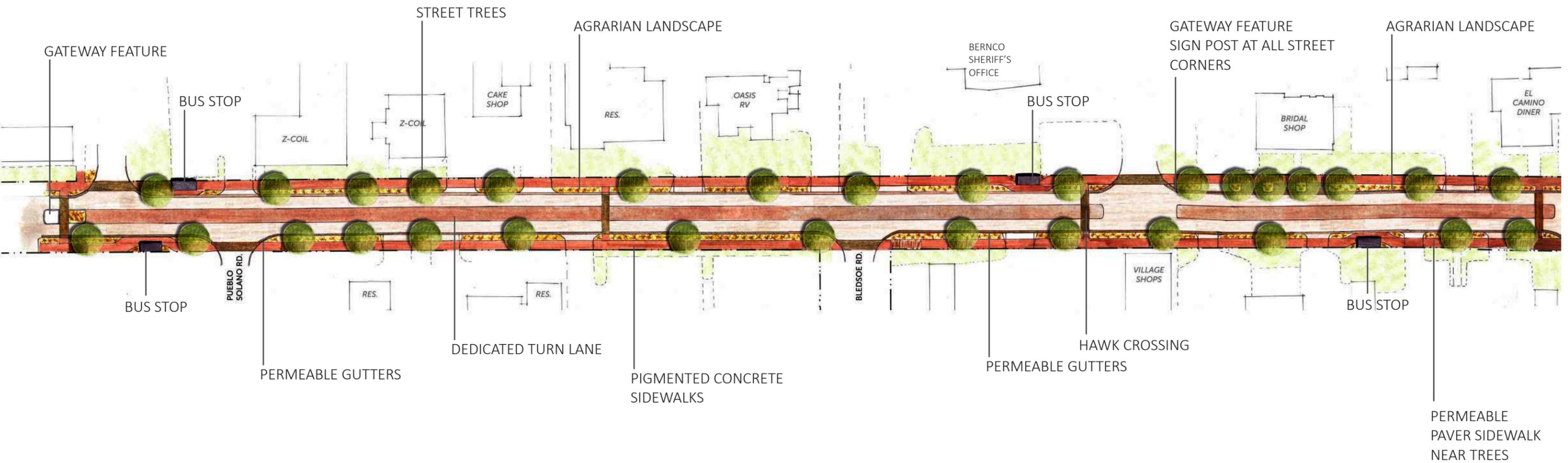


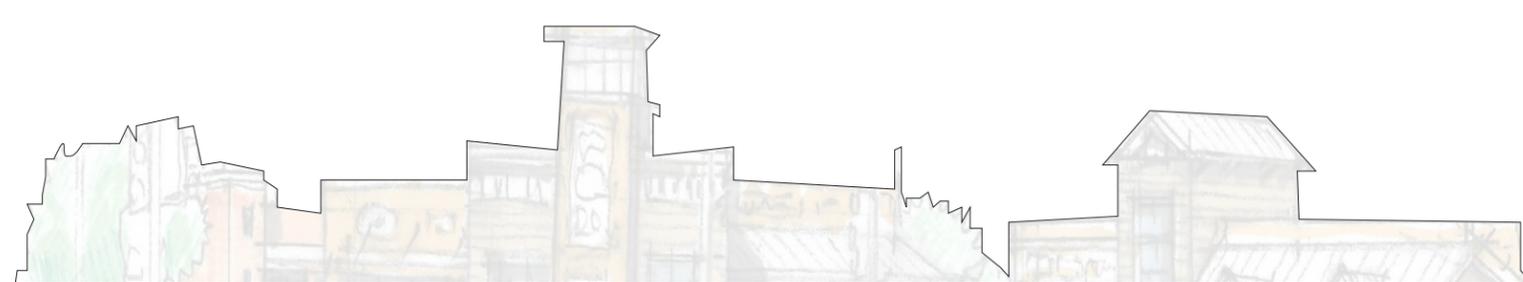
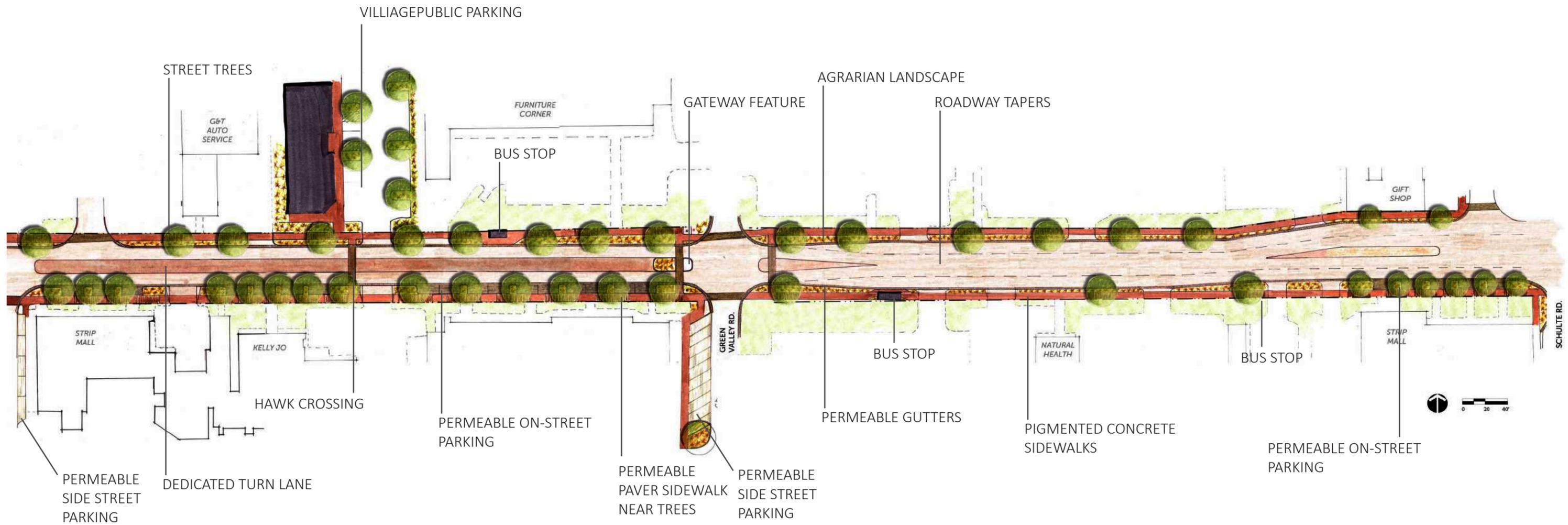
Cantilevered design for tight spaces

PEDESTRIAN/AESTHETIC LIGHTING



PHASE 1 STREET DESIGN





6.10 COST ESTIMATE

The construction costs for Phase I; North Fourth, Los Ranchos were derived from the 30% plans and the previously presented illustrative plans in this section of the report. The estimated quantities for the Opinion of Cost were developed from these conceptual plans and a 20% contingency was added to account for the unknowns this early in the design process. As the plans for Phase I are more fully and accurately developed the cost estimate will reflect that level of accuracy and contingency amounts will reduce.

4th Street Revitalization-Village of Los Ranchos Overall Master Plan Level - Opinion of Probable Cost

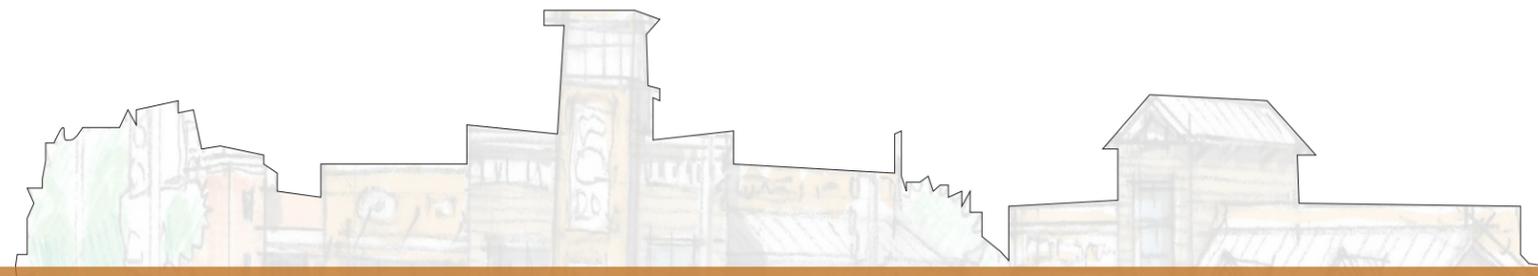
Prepared by Tierra West LLC & Sites Southwest
February 25, 2015

Item No.	Item Description	Unit	Est. Qty.	Unit Cost	Totals
Site Preparation					
1	Mobilization	%	1	4.50%	\$ 141,144.99
2	Construction Surveying	%	1	2.00%	\$ 62,731.11
3	Traffic Control	%	1	3.75%	\$ 117,620.82
4	Permitting				\$ 4,000.00
Hardscape					
Roadway & Civil					
5	Demo Shoulder for New Improvements	SY	8,196	\$ 6.23	\$ 51,060.39
6	Demo Asphalt for Median Pavers & Turn Lane Stamped Concrete	SY	5,667	\$ 6.23	\$ 35,303.33
7	Excavate for LID Treatment(no haul)	CY	5,311	\$ 1.25	\$ 6,638.63
8	Excavate & Haul for LID Treatment	CY	10,215	\$ 8.55	\$ 87,340.30
9	Utility relocation	LS	1	\$ 70,633.56	\$ 70,633.56
10	Signal Adjustment	LS	1	\$ 90,000.00	\$ 90,000.00
9	Asphalt, C.I.P - Complete Overlay of Existing Surface (Lanes)	SY	6,677	\$ 16.00	\$ 106,833.07
10	Asphalt, C.I.P - Where shoulders were removed.	SY	331	\$ 34.17	\$ 11,304.95
11	Median paving (Pavers)	SY	2,833	\$ 54.00	\$ 153,000.00
12	Median paving - Stamped Concrete Option (Add amount)	SY	2,833	\$ (5.00)	\$ -
14	Median paving - Asphalt Overlay Only	SY	2,833	\$ 16.00	\$ -
15	New Striping	LF	19,236	\$ 1.20	\$ 23,083.20
16	Permeable pavers (parallel parking & crosswalks)	SY	1,396	\$ 54.00	\$ 75,404.40
17	LID Treatment (Subgrade)	LS	1	\$ 750,642.56	\$ 750,642.56
18	Concrete curb & gutter (Header Curb & Gutter)	LF	6,245	\$ 19.55	\$ -
19	Concrete pinned curb type III and IV (where pavers are used at gutter)	LF	6,245	\$ 11.28	\$ -
20	Permeable Paver at Gutter Pan (3' depth)	SY	2,082	\$ 54.00	\$ 112,410.00
21	6" Concrete drivepad	EA	30	\$ 2,400.00	\$ 72,000.00
22	4" Pedestrian Sidewalks - standard sidewalk (less pavers at tree wells)	SY	2,297	\$ 40.09	\$ 92,068.91
23	4" Pedestrian Sidewalk (Add amount for permeable pavers)	SY	2,297	\$ 14.00	\$ 32,151.78
24	4" Pedestrian Sidewalk (Permeable Paver at Tree locations)	SY	2,088	\$ 54.00	\$ 112,752.00
25	ADA access ramp, C.I.P.	EA	60	\$ 1,546.10	\$ 92,766.00
26	Crosswalk striping	SY	112	\$ 16.50	\$ -
27	Signalized pedestrian crossing	EA	2	\$ 25,000.00	\$ 50,000.00
28	Catalytic project: Base course parking lot	SY	3,202	\$ 7.35	\$ 23,534.70
29	Catalytic project: Concrete parking bumpers	EA	57	\$ 150.00	\$ 8,550.00
30	Catalytic project: Landscape areas, C.I.P.	SF	1,500	\$ 5.00	\$ 7,500.00
Streetscape Aesthetics					
31	Bus shelters	EA	6	\$ 12,000.00	\$ 72,000.00
32	Benches	EA	16	\$ 1,200.00	\$ 19,200.00
33	Trash receptacles	EA	5	\$ 650.00	\$ 3,250.00
34	Commercial String Lighting	SF	24,500	\$ 2.00	\$ 49,000.00
35	Pedestrian lighting, C.I.P.	EA	372	\$ 1,500.00	\$ 558,000.00
36	Roadway lighting, C.I.P.	LS	1	\$ 259,020.00	\$ 259,020.00
Gateway features					
37	- Primary Gateway Features	EA	3	\$ 13,333.33	\$ -
38	- Neighborhood Gateways	EA	12	\$ 5,000.00	\$ -
39	- Stand Alone Gateways (without artwork)	EA	2	\$ 8,000.00	\$ -
40	- Stand Alone Gateways (with commissioned artwork)	EA	2	\$ 7,000.00	\$ -
41	- Simple Village Entrance Signs	EA	4	\$ 750.00	\$ -
Landscape					
Streetscape Aesthetics					
42	Landscape areas, C.I.P. (incl. plant material, irrigation, & mulches)	SF	22,222	\$ 5.00	\$ 111,107.50
43	Acequia Pocket Park at Sarah Ln. & 4th	LS	1	\$ 60,000.00	\$ -
44	Osuna Pocket Park	LS	1	\$ 60,000.00	\$ -
High End					
45				Subtotal	\$ 3,462,052.20
46				NMGR	7.06% \$ 244,507.44
44				Subtotal	\$ 3,706,559.64
45				Contingency	20.00% \$ 741,311.93
46				Subtotal	\$ 4,447,871.56
47				Design Fee	7.00% \$ 311,351.01
48				TOTAL	\$ 4,759,222.57

Does not include ROW acquisition
Includes allocation for utility pole relocations at possible conflicts
All lighting on westside figured as new standards, eastside connect to existing light poles
Allocation included in lighting costs for minor decorative fixtures.
LID treatment areas were calculated as a percentage of the overall section length
LID depth treatment are assumed at 8' to get to permeable layers, trench boxes assumed for construction.
Drainage estimates include costs for ROW drainage only
Estimate does not include any costs for off hour work
Low End LID treats 10yr storm event, High End treats the 100yr event



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TRAFFIC STUDY

7.1 EXECUTIVE SUMMARY

A Traffic Analysis was performed in association with the 4th Street Revitalization Project to determine and quantify, if possible, the positive or negative impacts of any changes proposed to the existing project roadway corridor based on recommendations of the Fourth Street Revitalization Project.

Current daily traffic volumes on Fourth St. begin at Osuna at approximately 20,000 vehicles per day (vpd) and generally decrease to the north to approximately 9,000 vehicles per day. Once the daily volumes on the four-lane section fall in the range of 13,000 to 16,000, then consideration can be given to modifying the existing four lane roadway section to a three-lane roadway section. The current daily roadway volumes drop to approximately 16,000 vpd at Schulte Rd. Therefore, it is anticipated that Fourth St. north of Schulte Rd. would be a candidate for consideration of geometric modification of the roadway section.

The Traffic Analysis evaluated traffic operational characteristics of the Fourth Street Corridor from Osuna Rd. north to Ranchitos Rd. Of primary consideration is the segment of Fourth St. from Green Valley Rd. north to a point midway between Pueblo Solano Rd. and Roehl Rd. According to the Revitalization Plan, this segment will be the first phase for consideration to modify the current four lane Fourth St. roadway to three lanes. If implemented, there will be one travel thru lane in each direction (northbound and southbound) plus a 14 feet wide center two-way left turn lane. The Traffic Analysis evaluated this stretch of Fourth St. as well as a continuation of the three lane section north to and beyond Ranchitos Rd. to provide sufficient information to evaluate continuing the three-lane roadway section in future phases.

In summary, the Traffic Analysis evaluated forecast 2020 AM and PM Peak Hour traffic volumes and forecast 2035 AM and PM Peak Hour

traffic volumes through the corridor. Traffic volume forecasts were derived based on the Mid-Region Council of Governments Regional Transportation Model (2035 data set). The Regional Transportation Model indicates that the annual growth rate for volumes along the Fourth St. corridor south of Los Ranchos Rd. is 1.0%, and the annual growth rate increases slightly to 2.0% from Los Ranchos Rd. north. The forecast volumes provide sufficient data for the Village to evaluate traffic conditions along the Fourth St. corridor not only based on short range traffic forecasts, but also long range forecasts to the year 2035.

The Traffic Analysis demonstrated that the current signalized intersections of Osuna Rd. / Fourth St. and Schulte Rd. / Fourth St. will operate a satisfactory levels-of-service with reasonable delays through the year 2035. It is anticipated that the roadway section on Fourth St. from Osuna Rd. to Schulte Rd. will not be changed geometrically. Therefore, no recommendation is made to the existing four-lane roadway section on Fourth St. from Osuna Rd. through Schulte Rd.

There are numerous unsignalized intersections and driveways on Fourth St. between Schulte Rd. and Los Ranchos Rd. Traffic turning from the side streets and driveways along this section of Fourth St. often experience difficulty accessing Fourth St., especially those desiring to turn left onto the main road from the side street or driveway. This is largely due to the fact that left turn vehicles from the side streets and driveways must cross two lanes of traffic on Fourth Street to enter into a third lane on Fourth St. Those left turning vehicles must wait until a sufficient gap occurs in both directions of traffic to cross the two lanes to access the third lane. Reducing this section of Fourth St. to a three-lane section as previously described creates a situation where:

1) The side street left turning traffic only has to cross one lane of conflicting traffic to reach the center two-way left turn lane area.

2) The center two-way left turn lane area serves as a refuge area for left turning vehicles from the side street so they do not require a gap in both directions of traffic on Fourth St. at the same time.

Both of the above issues make it easier for side street and driveway traffic to turn left onto Fourth St. The Traffic Analysis verified the principal set forth above. In every case evaluated in the Traffic Analysis, the calculated average delay on the side street or driveway through the segment of Fourth St. between Schulte Rd. and Los Ranchos Rd. was reduced by converting the existing four lane roadway section of Fourth St. to a three-lane section. Even though the density of traffic per lane is increased by reducing the roadway section, the operational aspects of the unsignalized intersections and driveways along this segment are improved after converting Fourth St. to a three-lane roadway section for the reasons stated above.

Additionally, the following benefits are gained by modifying the existing four-lane Fourth St. to implement the three-lane section:

- 1) Pedestrian travel and pedestrian crossing is facilitated since there is less distance for the pedestrian to travel to cross the road, and there is additional right-of-way left to provide pedestrian facilities and buffers between pedestrians and motor vehicles.
- 2) It allows more room for landscape improvements and other amenities next to the roadway.
- 3) There will be opportunities for traffic calming on the reduced roadway section.

From a traffic engineering perspective, there are more advantages to the reduced roadway section as recommended than there are in maintaining the existing roadway section from Green Valley Rd. north to Los Ranchos Rd.



The 2020 assessment for the signalized intersections of Los Ranchos Rd. / Fourth St. and Ranchitos Rd. / Fourth St. demonstrates that the two intersections will operate acceptably until that time with no change. However, the 2035 analysis shows that there will be capacity shortfalls under existing geometry configuration, especially for the signalized intersection of Ranchitos Rd. / Fourth St. By reducing Fourth St. further north in future phases through the signalized intersections of Los Ranchos Rd. / Fourth St. and Ranchitos Rd. / Fourth St., dedicated northbound and southbound left turn lanes can be provided at the two signalized intersections, thus improving their operation. These modifications, however, will not be needed until after the year 2020, possibly almost to the year 2035.

that northbound and southbound queuing for thru traffic will be increased even though the calculated delays are reduced.

The full Traffic Analysis can be reviewed in the Traffic Analysis section of the Appendix to this report.

The findings of the Traffic Analysis for the Fourth Street Revitalization Project are as follows:

- 1) From Osuna Rd. to Schulte Rd. – no change necessary

- 2) From Green Valley Rd. north to Los Ranchos Rd. – a three-lane roadway section on Fourth St. has several advantages over the existing four-lane section. The first phase proposed is the re-configuration of Fourth St. from Green Valley Rd. to just north of Pueblo Solano Rd. There is the potential to extend the three-lane section northerly in future phases.

- 3) At some time between the year 2020 and 2035, the signalized intersections of Los Ranchos Rd. / Fourth St. and especially Ranchitos Rd. / Fourth St. will begin to experience excessive delays. The operation of the signalized intersections will be improved (i.e., less delay) by reducing the section of Fourth St. through the two intersections to a three-lane roadway section, thus allowing for northbound and southbound exclusive left turn lanes on Fourth St. at the two intersections. It should be noted, however,

