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**CITY OF ALBUQUERQUE  
CITY COUNCIL**

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**INTEROFFICE MEMORANDUM**

**TO: Real Property Division Manager Don Britt**

**FROM: Albuquerque City Council**

**SUBJECT: Approval of Tony Sanchez Drive Right of Way Vacation (Project# PR-2019-002296 SD-2019-00072) Willow Wood Homeowner's Association requests Vacation Of Public Right-Of-Way for all or a portion of Tony Sanchez Drive SE located south of Jewel Cave Rd SE and north of Gibson Ave SE, containing approximately .154 acres**

**DATE: February 1, 2021**

**CC: Mayor Tim Keller, Planning Director Brennon Williams**

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This OC transmits the City Council's consent to the vacation of right of way (VROW) of Tony Sanchez Drive SE south of Jewel Cave Road SE and Gibson Avenue SE. This OC is in response to EC-19-436.

EC-19-436 was transmitted to City Council on August 5<sup>th</sup> 2019. This EC transmitted the Development Review Board's (DRB) recommendation of denial of a request to vacate the right-of-way for Tony Sanchez Drive SE south of Jewel Cave Road SE and Gibson Avenue SE (Project# PR- 2019-002296 SD-2019-00072). The VROW request was heard by the DRB in May 2019, and was transmitted to City Council in August 2019. In the intervening 18 months this request has been deferred at City Council in order to conduct a Neighborhood Traffic Management Plan (NTMP) process to consider the best method to address the cut through traffic and speeding that the Willow Wood neighborhood is experiencing.

The Willow Wood NTMP found that drivers in the area are driving an average 31.7 miles per hour (the posted speed is 25 mph) and that there is 61% cut through traffic. The NTMP threshold to begin a study is 25% cut through traffic, therefore 61% cut through traffic is extremely high. The NTMP study has concluded and recommends that the neighborhood pursue the VROW in order to best address the cut through traffic and speeding that the Willow Wood neighborhood is experiencing. DMD also proposed some design interventions to slow traffic and to reduce the cut through traffic, however after working with the community and considering the larger area context, the VROW was the preferred recommendation and the recommendation that would reduce the cut through traffic and speeding most effectively.

The Willow Wood NTMP study indicated that there was a larger issue with roadway connectivity in the area. In response to this larger area need, Clr. Harris also initiated the Juan Tabo Connectivity Study. This study has looked at the feasibility of additional connections in the Juan Tabo area, between the Juan Tabo Hill subdivision and the rest of the roadway network, in particular Eubank. At the time of writing, this study is in the process of being completed, however the conclusions presented to the community in mid January showed that while there were 5 alternatives studied, plus the "No Build", that the "No Build" alternative scored the highest. This area has some significant physical, geographic, and development constraints that make improving the connectivity in the area highly challenging and potentially cost prohibitive.

These two studies indicate that the Willow Wood neighborhood is overly burdened with traffic from the larger network, that other traffic design alternatives are not viable, and that improvements to the larger roadway network are not likely in the near future. The VROW will allow for the installation of a gate that will allow pedestrian and bicycle traffic for all, would allow vehicular traffic for Willow Wood residents, would include a Knox box for emergency service access, and could also allow for access for APS buses.