Section 7-4(A)(5) **Block Lengths**

7-4(A)(5)(i) General Provisions

1. Block length refers to the distance along a roadway between intersections. Block lengths vary depending on the roadway type and whether the roadway is located in a Center, with shorter block lengths most appropriate in high pedestrian activity areas.
2. See *TABLE 7.4.41* for block lengths by location.
3. The maximum block length for collectors and arterials is 600 feet, except where access limitations are applied.
4. Along limited access facilities, business access or backage roads are strongly encouraged with pedestrian connections to the arterial provided every 600 feet or less.
5. The maximum block length along local streets is 600 feet. (See IDO Section 14-16-5-4(E)(3)(b) for exceptions). See *Part 7-4(J) Local Streets* for guidance on cul-de-sacs and stub streets.
6. Mid-block crossings shall be considered and are strongly encouraged for new streets in the following circumstances:
   a. *Downtown and Urban Centers and along Main Street Corridors where block lengths exceed 400 feet. The mid-block crossing shall be located at the middle of the block to the greatest extent feasible.*
   b. *Other areas and any new development where block lengths exceed 600 feet. The mid-block crossing shall be located at the middle of the block to the greatest extent feasible.*
7. See *Section 7-4(A)(7) Designated Pedestrian Crossings* for more information on crossings at intersections and mid-block locations.

Section 7-4(A)(6) **Traffic Signal Spacing**

7-4(A)(6)(i) General Provisions

1. Traffic signals are located at intersections to manage the flow of traffic and allow for safe pedestrian crossing. See *Section 7-4(I)(6)* for additional information on traffic control devices.
2. Standards for intervals between traffic signals can be found in *TABLE 7.4.42*.
3. Outside of Centers, traffic signal spacing less than ¼ mile is discouraged and requires approval by the City Engineer.
4. Along high auto volume roadways, such as Commuter Corridors, signalized intersections should be evenly spaced and at intervals that ensure efficient flow of vehicles (generally ½ mile).
5. The spacing between signals along Major Transit, Multi-modal, and Main Street Corridors should be at the low end of the range provided in *TABLE 7.4.41* where practical, to ensure greater connectivity and opportunities for pedestrian crossings.
6. Within Centers, signalized intersections may be appropriate at intervals below the distance ranges provided in *TABLE 7.4.42*.
7. Unless the intersection is grade-separated, all intersections between arterial and collectors shall be controlled with signalized pedestrian crossings.
8. Intersections where arterials and collectors intersect with local streets may be unsignalized. See *FIGURE 7.4.50* for an example of the spacing of traffic signals and pedestrian crossings.

5-4(E) BLOCK DESIGN AND LAYOUT

5-4(E)(1) Connectivity, Streets, and Alleys

5-4(E)(1)(a) Street connectivity patterns shall comply with the provisions of Section 14-16-5-3 (Access and Connectivity).

5-4(E)(1)(b) Medians and pedestrian refuges shall be designed to the specifications in the DPM. Medians and pedestrian refuges shall be designed to integrate stormwater infiltration areas to the maximum extent practicable.

5-4(E)(1)(c) In Areas of Consistency, alleys shall be included in subdivision design in those areas of the city where surrounding areas are platted with alleys and shall continue the alignments of those alleys.

5-4(E)(1)(d) Construction of all streets and alleys shall comply with all applicable standards in the DPM.

5-4(E)(2) General Block Layout

5-4(E)(2)(a) Blocks shall generally be square or rectangular but may vary in shape to protect natural features or respond to site constraints.

5-4(E)(2)(b) To the maximum extent practicable, streets and access lanes shall be oriented to create block and lot configurations with their longest dimension along an east-west access to facilitate solar access.

5-4(E)(3) Block Dimensions

5-4(E)(3)(a) **Block Lengths**
Block lengths shall meet the requirements and comply with standards in the DPM associated with each Center and Corridor area and each street classification. Table 5-4-1 is provided as a summary for reference only. In the case of conflict, requirements in the DPM shall prevail.

5-4(E)(3)(b) **Pedestrian Crossings**
Pedestrian crossings shall be provided and designed per the requirements in the DPM, summarized in Table 5-4-1.

Table 5-4-1: Summary of Block Lengths in the DPM			
Location	**Block Length (ft.)**	**Signalized Pedestrian Crossing (ft.)**	**Designated Pedestrian Crossing (ft.)**
Streets in Center & Corridor Areas			
Downtown	200-400	≤660	≤400
Urban Center	300-400	≤660	≤400
Main Street Area	300-400	≤660	≤400
Activity Center	400-600	≤1,320	≤600
Employment Center	≤800	≤2,640	As appropriate
Village Center	400-600	≤1,320	≤600
Streets in Other Areas			
Collector, Arterial, or Interstate Highway	Per DPM	Per DPM	Per DPM
Local Street	≤600	≤2,640	As appropriate

5-4(F) LOT DESIGN AND LAYOUT

5-4(F)(1) Avoidance of Sensitive Lands

5-4(F)(1)(a) Each subdivision shall comply with the provisions of Subsection 14-16-5-2(C) (Site Design to Avoid Sensitive Lands).

5-4(F)(1)(b) Lots within floodplains or Special Flood Hazard Areas shall comply with Article 14-5 of ROA 1994 (Flood Hazard and Drainage Control), the DPM, and the requirements of the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA). Grading in a Special Flood Hazard Area (i.e., flood zones or FEMA's Zone A designation) requires an approved grading and drainage plan, a Floodplain Development Permit, and applicable financial guarantees for permanent public improvements, pursuant to the DPM.

5-4(F)(2) Access to Public Streets

5-4(F)(2)(a) All lots shall have frontage on a street unless deemed impracticable due to topography or other constraints and a Waiver – DHO for an alternative layout and access provisions is approved pursuant to Subsection 14-16-6-6(P).

5-4(F)(2)(b) Residential lots shall avoid layouts where the rear lot line is adjacent to a collector or arterial street. Local frontage roads may be used within a subdivision to avoid locating residential rear yard walls along collector and arterial streets.

5-4(F)(2)(c) In the case of cluster or cottage development or manufactured home communities in zone districts where those uses are allowed, the provisions in Subsections (a) and (b) above apply to the entire project site, not to individual lots within the project site.