

Pueblo Alto / Mile Hi GSI Pilot Project FAQ

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Pueblo Alto / Mile Hi GSI Pilot Project FAQs Final Design (Phase IIIA) - Updated July 25, 2024

Pueblo Alto / Mile Hi Green Stormwater Infrastructure (GSI) Pilot Project Phase IIIA is the final design phase of a portion of the larger project that was taken to a conceptual design (Phase II) level in 2023. The limits of Phase IIIA are described below. The construction schedule is not yet established. Final design of other portions of the overall pilot project may be undertaken by the City in the future. This Frequently Asked Questions (FAQ) document was updated to incorporate questions from the May 23, 2024 Pre-60% Community Meeting. Those updates were posted to the website on June 24, 2024. Additional questions from Pueblo Alto Residents dated June 12, 2024 have been added and the website was updated July 25, 2024.

Pueblo Alto Neighborhood Residents questions dated June 12, 2024

1. Did the City, Bohannon Huston, or any entity retained by the City, ever conduct a survey of residents to gather information about incidences of flooding in the last 5-10 years? No documentation that establishes a history of flooding in the neighborhood targeted by this project has ever been made available. This information has been requested on multiple occasions and no answer has been provided. Presentations on the project rely on the same 4 or 5 photos of flooding caused by what appears to be a single, exceptionally heavy storm in 2021. These photos are from locations on the 800 block of Jefferson. Otherwise, the only other evidence of flooding in the neighborhood is largely anecdotal, lacking in specific details, exact locations, chronology, and the nature of any damage caused. It is difficult to see how designs that will truly mitigate flooding can be designed and implemented if this type of specific historical information is missing from the analysis.

A survey of residents was conducted during the study phase of this project. The study phase (Phase I) of the current project, conducted in 2021 and 2022, included data collection from residents regarding the locations of existing drainage and flooding issues through a web-based platform. That data is summarized in the Phase I Drainage Study Summary Report (pages 11-12) available through the current project website, and accessible here: [pueblo-alto-mile-hi-drainage-project-report.pdf \(cabq.gov\)](https://cabq.gov/pueblo-alto-mile-hi-drainage-project-report.pdf). The Phase II and Phase IIIA analysis considers the data provided by residents and the project team's understanding of the current drainage issues.

2. Bohannon Huston (BHI) is relying heavily on modeling, which shows that the most severe flooding is on Jefferson and Madison, yet in no version of this project have those two streets been chosen for implementation of GSI and underground storage. Has the City, BHI, or any other entity collected actual rainfall data at any specific locations in the neighborhood and compared that with modeling? If so, please make this data available.

Projects are not proposed along Jefferson Street and Madison Street because the utilities within those streets (gas, sanitary sewer, and water) leave little room for new drainage infrastructure within City right-of-way. The flooding on Jefferson Street and Madison Street is the result of inadequate storm drainpipe capacity upstream and downstream, not the local capacity of the storm drains on those streets.

The concepts developed as part of the Phase II Concept Design are intended to represent concerns of the overall neighborhood and to assess a variety of potential project types/locations, with the understanding that further design is necessary to implement the project on any street. The projects proceeding to final design as Phase IIIA are informed by the pilot project evaluation presented beginning on page 38 in the Design Analysis Report

prepared in conjunction with Phase II (available for download here: [FBTCloud](#)) and will begin to address the larger drainage capacity issues that cause flooding on Jefferson and Madison. No local rainfall data has been collected.

3. Why have the streets like Jefferson not been chosen for improvement of existing storm drains, implementation of underground storage, or installation of additional storm drain inlets? This question, which has been repeatedly raised since last August, has not been clearly answered.

[See response to Question #2 above.](#)

4. If the underground storage systems were installed on the 800 block of Jefferson, couldn't a drain and pipe be installed entirely within the City's right of way on the affected homes and connected to those storage systems (perhaps upstream from the pre-filtering manholes)? If residents have experienced water accumulation on front lawns caused by poor drainage from the street, a simple overflow drain could be installed within the right of way that would encourage water to flow into a storage tank. Has any type of smaller scale, localized solution like this ever been investigated?

[Yes, smaller, localized drainage improvements were investigated as part of the study phase \(Phase I, conducted in 2021 and 2022\). The volume of runoff that impacts Jefferson Street, Madison Street, Summer Avenue and other streets within the Pueblo Alto neighborhood is beyond what can be managed with small/local solutions alone. The study concluded that smaller solutions would need to be implemented in conjunction with traditional storm drain improvements.](#)

[Along the 800 block of Jefferson specifically, due to the presence of existing gas, sanitary sewer, and water lines, the space available for new drainage infrastructure \(particularly for an underground storage system of significant volume\) is very limited.](#)

5. The current proposal includes underground storage tanks that are very large, and their installation would necessitate the excavation of the entire street. An excavation of this size stands to disrupt utility services for extended periods of time, not including unforeseen damage to old underground infrastructure caused by the construction. Has the City and BHL investigated utilizing smaller underground storage tanks that would require less invasive construction methods? If so, what options were considered and why were they not chosen?

[Various underground storage systems have been considered during the various phases of this project, including modular concrete, corrugated metal pipe \(CMP\), and plastic chambers. A modular concrete system is recommended because it maximizes the storage volume within a given footprint and depth, and is maintained with equipment already within the City fleet. Smaller underground storage systems were limited from further consideration because their flood reduction benefit is significantly reduced. Underground improvements are being designed in coordination with the various utility owners. If utilities are in conflict with this project the utility owner will relocate those utilities in advance of construction.](#)

6. The current project covers Summer Ave. between Washington and Madison. Please explain how water captured on Summer (east-west street) will prevent water that flows from north to south on Jefferson from pooling in the low spot on Jefferson, or any other north-south street? What data are there that show why the GSI on Summer will relieve Jefferson of flooding? The May 22, 2024 version of the FAQ, question No. 8, indicates that Phase IIIA locations (Summer between Washington and Madison in Pueblo Alto) were chosen because of the location of existing storm drains, limited utilities, and fewer homes being affected, not because flooding would be reduced. [Flooding/ponding issues at the low spot within the 800 block of Jefferson is primarily the result of runoff that flows west along Summer Avenue between Jefferson and Madison, then flows south along Jefferson. Phase IIIA will intercept a portion of flow along Summer before it flows south to the low spot along the 800 block of Jefferson.](#)

This will be illustrated by the Phase IIIA Design Analysis Report that is in preparation and will be a part of the 60%-design submittal. The goal of flood reduction is the first priority.

7. How does the City plan to evaluate the efficacy or success of the first phase of construction on flood mitigation or any other stated benefit? This question was asked at the public meeting, and based on the answer to this question it appears that neither the City nor BHI have established any benchmarks to evaluate whether the project has achieved its objectives. An official from the City simply stated that this is pilot project, as though a pilot project is beyond analysis. The fact that this *is* a pilot project, essentially an experiment, means that having measurable endpoints is especially critical in the analysis of the efficacy of the GSI on flood mitigation. How will the City determine if further implementation of these GSI is warranted? Are there any plans to develop concrete, measurable endpoints for the first phase of construction on Summer between Washington and Madison?
[As a pilot project, the City intends to monitor and evaluate this projects' effectiveness after installation is completed, and incorporate lessons learned into future projects. These efforts will be coordinated with Councilor Fiebelkorn and the consultant.](#)

8. When will a traffic study be performed to determine the effects on safety of the 9' bumpouts? Based on the Phase IIIA Final Design Schedule Timeline presented at the May 23, 2024 meeting, there was no indication that a traffic study conducted by a qualified traffic engineer is planned to take place. Table 7.4.73, Local Street Design Standards, in the City's 2020 Development Process Manual indicates that face-to-face street widths for local streets should range from 26' to 28'. The streets here are about 32' in face-to-face width. If the 9' bumpouts are installed, the roadway width will be reduced to 23', 3' less than the design minimum. Has a design exception been obtained? Should it be granted without a traffic safety analysis and a parking utilization study that seriously looks at the effect of concentrated parking on one side throughout the project streets, including access into and backing out of driveways with the 9' bumpouts? Traffic calming interventions need to be evaluated by a qualified traffic engineer to determine traffic patterns, and whether the bumpouts can be safely implemented at the corner of Washington and Summer, which will significantly narrow the road at an intersection with higher traffic volume and vehicle speeds.
[The 60% design of Phase IIIA, including the layout of bumpouts and drivepads, is being developed considering safety of all users and access into private driveways. The 60% design and subsequent design submittals \(90% and final\) will be reviewed by the City Design Review Committee and that process will determine if a design variance is required.](#)

9. Have any safety or legal risk analyses been done relating to the design of the bumpouts themselves? The bumpouts exceed the 6-foot maximum width recommended by PedSafe cited by Greenworks last summer. The bumpouts are designed to begin even with the level of the sidewalks but then drop off quickly into biowales that appear to be two to three feet deep. Appx. D, Drwg 1-4. This is a potentially hazardous condition to pedestrians using the sidewalks. Albuquerque certainly has enough personal injury lawyers ready to attack the design.
[As noted above, design of Phase IIIA is being developed considering safety of all users, consistent with engineering best practices and standards. The 6-foot maximum width for bumpouts referenced from above is for their use at intersections, when their primary purpose is to reduce the distance for pedestrians to cross the street. The 6-foot maximum width is not applicable to continuous bumpouts along a street as a road diet, as used for this project.](#)

[The bumpouts are not designed with a steep drop off. There will be a 6-inch reveal at the sidewalk \(consistent with a standard curb along a roadway\) and the bottom of the bumpout will be 9- to 12-inches lower than that with a gradual side slope.](#)

10. Please publish all updated data regarding the estimated capture of stormwater by the 9' bumpouts and underground storage tanks that reflects the potential capture by GSI on Summer between Washington and Madison. The estimates for stormwater capture have varied widely throughout the evolution of this project. At the May 23, 2024 public meeting, Rob Salazar (BHI) indicated that BHI would publish all updated data regarding the stormwater capture estimates. Previous estimates for stormwater capture have failed to show that the 9' bumpouts will provide any meaningful flood mitigation, even in conjunction with underground storage. The bumpouts are not required for underground storage to work independently. Co-benefits of the bumpouts such as traffic calming are being endorsed in the absence of traffic or safety studies, and the heat island reduction potential of the bumpouts is highly questionable given the City's poor track history of caring for other similar landscaping throughout the City.

Stormwater capture estimates prepared during the study phase (Phase I, 2021-2022) were based on approximate analyses. Stormwater capture associated with the concept design (Phase II) is provided by the modeling summarized in the associated Design Analysis Report (available for download here: [FBTCloud](#)). Refer to Figures 12, 13, and 14 (pages 28 through 30) for depth results. This analysis will be updated for the Design Analysis Report being prepared in conjunction with 60% design of Phase IIIA. The stormwater bumpouts are a critical component of the overall drainage system, providing sediment/debris collection and thus protecting underground storage system from clogging.

11. What specific plans does the City have to maintain and care for the irrigation systems and plants in the 9' bumpouts, and underground storage tanks? This question was raised at the May 23, 2024 meeting. Several individuals provided photos with examples of similar types of landscaping throughout the City that have been neglected, left to deteriorate, and are now eyesores. For example, much of the landscaping along Coal and Lead in the university area has deteriorated or died despite the installation of bubbler irrigation. Residents are justifiably concerned by the City's poor track record of caring for landscaping, and are worried that they will end up having to clean the bumpouts of garbage after every windy day or after rain leaves refuse in the bumpout. The bumpouts are designed to collect debris and trash, so it is inevitable that trash will collect in them. There are also real concerns that plants and trees planted in the street, surrounded by concrete and asphalt, will fail to thrive and die like many other similar of the City's landscaping efforts. The fact that the plants are under warranty is not much consolation. Does the City have a maintenance schedule in place for both the contractor who is responsible for the first 3-5 years of care, as well as for itself? Does the City have the manpower to adhere to that schedule once the City assumes full responsibility, or to handle necessary cleaning and maintenance that might be necessary outside an established maintenance schedule? This question must be answered if the City intends to implement the same kind of GSI on a wider scale.

There is an ongoing schedule for maintenance of medians that are maintained by the Clean Cities Division of Solid Waste Management Department and the pilot project will be integrated into that existing process.

12. A resident who lives on Adams asked about a storm drain that was closed by the City on the SW corner of Adams and Summer approximately 6 years ago. Can the City please provide an explanation as to why this storm drain was sealed off with concrete? Would reopening that storm drain inlet relieve the burden on the existing inlets on Adams or Summer?

The existing storm drain network in the area is greatly undersized at 24". Simply providing inlets into the system that is already over capacity will not solve the problems of the area.

13. A question was asked about the possibility of transforming an abandoned property at 833 Adams NE into a pocket park that could serve as both flood mitigation and nuisance abatement. Please see the attached revised presentation by Chris Wilson that discusses similar interventions throughout the city.

The property at 833 Adams NE is 0.18 acres in size and does not provide enough area to address the stormwater issues in the neighborhood.

14. The 9' bumpouts have extremely limited utility and represent a significant portion of the project's cost. Has the City investigated the possibility of creating a grant program, applying for grants, or reallocating funding designated for the 9' bumpouts to install GSI in the front yards of homes that experience ponding after heavy rain as an alternative solution? Since the 9' bumpouts do little in the way to capture stormwater regardless of where they are located, or provide any substantive reduction in the heat island effect, it could be more useful to obtain or reallocate funds to help homeowners who experience ponding in front yards or those who have primarily rock landscaping to implement small-scale GSI to reduce ponding, and trees and plants increase ground cover and shade on individual properties.

If additional funding is needed in order to construct a project the City is always open to identifying grant opportunities if it determines it has the necessary match requirement and that a project is "shovel worthy and shovel ready".

The current final design phase (Phase IIIA) is an outgrowth of the study phase (Phase I) and concept development (Phase II), none of which considered drainage improvements on private property. State law (commonly referred to as the 'anti-donation clause') does not allow the City to construct improvements on private property unless such property is acquired through fair market negotiations.

PHASE IIIA QUESTIONS Updated June 24, 2024

QUESTIONS ABOUT PHASE IIIA SCOPE

1. What are the limits of Phase IIIA?
Summer Avenue from Washington Street to Madison Street, Summer Avenue from La Veta Drive to Alvarado Drive, and La Veta Drive from Summer Avenue to El Encanto Place.
2. Will the City finish the initial phase/project before starting a project on Adams or other streets in the neighborhoods?
The City will be assessing other options by conducting studies while completing Phase IIIA.
3. Will there be a pocket park at La Veta?
No. A pocket park was considered as part of the Concept Design Phase (Phase II) but is not moving forward.
4. As an alternative to the proposed project, is it possible to raze the 4 to 6 houses that are in the lowest areas? This might involve buying those houses and making a pocket park or detention pond. Won't the current proposed project only be able to address a 2-year storm?
This was brought up during the first walking tour during the Study Phase, but many community members responded by saying that the City shouldn't be razing homes when the community is in a housing crisis. They also said they can't condemn and raze homes, because those residents are part of the community too. In addition, purchase of private property can be expensive, and the condemnation process is lengthy/expensive.

UNDERGROUND STORAGE QUESTIONS

5. Where are the underground detention systems proposed?
For Phase IIIA, underground detention systems are proposed under Summer Ave. between Washington St. and Madison St., and under La Veta Dr. between Summer Ave. and El Encanto Pl. Phase IIIA does not include improvements along Adams St. Future phases propose systems under other streets and the alley between Truman and Manzano. The location of underground detention systems within each street segment will vary depending on the presence of existing utilities and the existing topography.
6. Are the underground detention systems going to be self-contained and thus drain via infiltration, or will they outlet to the storm drain system? If they will outlet the storm drain system, what is the expected storage period before they are completely emptied into the system?
Proposed underground detention systems will outlet to adjacent, existing storm drain systems. The underground detention system proposed for the Mile Hi neighborhood (along La Veta Drive, north of Summer Avenue) may be self-contained as it is not located immediately adjacent to an existing storm drain. In either case, underground detention systems will be designed to drain completely within 24 to 48 hours.
7. What is the benefit of underground detention systems? Do they allow infiltration?
Underground storage systems reduce stormwater peak flow rates, which means storm drainpipes do not need to be as big to manage a given amount of rainfall or a particular storm event. They can be designed to allow for infiltration. The current concept, which will be further evaluated during the final design phase based on additional infiltration testing, is to allow infiltration and provide an outlet to existing storm drains where possible.
8. What sediment considerations are incorporated into the project design and analysis?
For this project sediment, as well as debris (such as trash and vegetative material), will be captured in proposed stormwater bumpouts and pre-treatment manholes. The stormwater bumpouts and pre-treatment manholes will minimize sediment and debris from entering the underground detention systems and will provide easily accessible locations for maintenance.
9. Is the underground detention system designed for a 50-year flood or a 100-year flood?
It is designed to for the 100-year storm.
10. Is there potential to overload the underground detention system?
Flows in excess of the volume of the underground detention system will overflow and bypass the system and continue along current flow paths.
11. What is the underground detention systems overflow?
Water will continue to surface-flow as it currently does.
12. Is there a valve?
No. The underground detention will have an orifice plate that will limit the outflow and an overflow system to accommodate large storm events.
13. How will stormwater enter the storage basins that will be constructed under Summer Ave.?
The bumpouts extend out from the curb and will collect stormwater following along the curbs. After the water depth in a bumpout reaches a depth of 6-inches or so, water overflows into an inlet and is piped to the

underground detention system. Once in the underground detention system the water can either percolate through opening in the bottom into the ground or can be released into a stormwater pipe.

14. Are bumpouts related to the underground detention systems?

Bumpouts provide pre-treatment of stormwater before it enters underground detention systems. Also, new inlets in bumpouts will be one method for water to get to the underground detention system, but other water will go through the manhole, then go to the underground detention system. See more about the stormwater bumpouts in the section below.

15. How do critters fare with underground detention systems and bumpouts?

Preventing animals' access to the underground detention systems is a consideration in their layout and design.

Bumpouts will provide habitat for small animals and insects, similar to a naturalistic landscape within yards in the neighborhoods.

16. What about cockroaches?

Cockroaches are not expected to be an issue in underground detention systems because they are more attracted to sewage lines.

17. Are there any plans to enlarge the existing drainage systems?

The City will soon be reviewing placing a large storm drain on either San Mateo or San Pedro. This is in addition to capturing water upstream in the International District with the construction of three ponds. Though these will help with reducing the impact of water flowing into the neighborhood from other neighborhoods improvements within Pueblo Alto and Mile Hi are still needed to capture flows from thunderstorm cells that rain over these neighborhoods.

18. What is the lifespan of underground detention systems?

There is a minimum lifespan of 50 years, and some have lasted since the early 1900's. The concrete in the systems can hold emergency vehicles, semis, garbage trucks, and other heavy-duty vehicles.

19. How does the City plan on monitoring the impact of the project?

The City has been doing some modeling around the project and can run simulations based upon various intensities of rain to determine the impact of various interventions.

20. What is RCP?

Reinforced Concrete Pipe.

21. Is the City installing more inlets?

Yes, inlets will be incorporated into bumpouts and underground detention systems. For now, the effectiveness of additional inlets is limited by the existing downstream storm drain size.

22. Do the bottoms of underground detention systems have infiltration?

Yes, this is part of the proposed systems. Underground detention systems can be designed with or without infiltration.

23. Can you please provide a bit more detail about the construction of the subsurface modular chambers?

They are modular concrete chambers that allow access for maintenance. They will overflow into the existing storm drain system and are designed to slowly release water in 24-48 hours. They will range from 4' to 8' deep,

depending on the location in Phase IIIA and existing storm drain infrastructure. As far as how water is released, it is a gravity system.

BUMPOUT QUESTIONS

24. Why are 9-foot-wide bumpouts recommended as opposed to another width?
Nine (9) feet is an appropriate bumpout width for the low volume residential roadways where they are proposed for this project. The 9-foot width provides traffic calming benefits while also allowing for two-way traffic and the addition of street trees.
25. How will the bumpouts be designed to make sure they are not breeding grounds for mosquitos?
The depth of stored/retained stormwater will be limited to a 6-inch to 9-inch maximum. Soil infiltration rates will be evaluated based on site specific infiltration testing to ensure stormwater will infiltrate within 12 hours. Plantings and soil preparation will be specified in the construction plans to maximize infiltration capacity
26. How do stormwater bumpouts clean stormwater and thus are an important part of meeting the EPA water quality requirements for the City of Albuquerque?
Stormwater bumpouts capture debris and trash, providing a location where it can be collected through City maintenance operations and preventing it from discharging to the Rio Grande. The plants within stormwater bumpouts, which are an integral part of the system, provide biofiltration.
27. Will the design ensure that drivers', cyclists', and walkers' vision is not impaired by the bumpout plantings, especially at intersections?
Yes.
28. Will making driving lanes narrower, because of the bumpouts, make our streets more dangerous?
No.
29. Do bumpouts proposed for this project necessitate a traffic study?
No.
30. Where else have stormwater bumpouts been implemented?
Stormwater bumpouts have been implemented successfully in Tucson, Washington DC, and Phoenix, among other cities across the world over the last 10 to 20 years.
31. Because trees and shrubs are proposed in the bumpouts will supplemental irrigation be required to keep them healthy?
Yes. Supplemental irrigation will be required and provided by the City as a part of the project.
32. Can we choose the planting palette?
The community can provide feedback on which plants are preferred. The Phase II section of the website shows the four plant palette options.
33. Will the curb be flush or flat?
We have not decided yet.

34. Will the bumpouts get washed out in large storms and who will clean this up?
Bumpouts will be designed to be stable during a 100-year storm. If there is maintenance required after large storms, this will be done by the City.
35. Can we put art in the bumpouts?
We encourage art. Anyone can work with the city's art board to put art in city right of way. You can learn more at: <https://www.cabq.gov/artsculture/public-art/staff-and-board/arts-board>
36. Are the bumpout necessary? It seems like the underground storage does most of the work.
The GSI concept uses both bumpouts and underground storage to capture water. The bumpouts also send water to the underground system.
37. Are we doing bumpouts for heat mitigation?
This is part of the bumpout's co-benefits.
38. Are the bumpouts a safety hazard, especially near Washington Ave.?
Bumpouts and chicanes have been shown by many studies to reduce traffic speeds and are used for traffic calming.
39. Is it possible to just install inlets that go directly into the underground storm drain system (rather than installing bumpouts and having stormwater drain through them as well)?
While bumpouts will help respond to small storms, a combination of inlets, bumpouts, and underground detention systems will be able to respond to larger storms. Bumpouts will prevent debris from entering underground detention systems and will also clean stormwater before it drains to the storm drain and ultimately to the Rio Grande.
40. Are bumpouts contributing to the urban heat island effect through the installation of more concrete?
Bumpouts only add concrete curbing but remove much more than what they add by deconstructing concrete gutters and asphalt and replacing it with landscaping.
41. Is there a way for neighbors to participate in maintenance of bumpouts? On the Westside, there have been neighbors who help with maintenance of bumpouts.
The City is aware that the Pueblo Alto and Mile Hi neighborhoods do clean ups two times per year and future partnerships could be explored. The City will be responsible for on-going maintenance of bumpouts.

SIDEWALK AND ADA IMPROVEMENT QUESTIONS

42. Will the bumpouts be designed so that we can easily egress and ingress our driveway?

Yes.

43. Where possible instead of placing a sidewalk behind the drive pad could the drive pad ramp have a slope/sidewalk/slope configuration?

A drive pad with a slope/sidewalk/slope design is possible and will be considered in the design of drive pads.

44. Can a driveway be widened after the bumpouts are installed if there is bumpout adjacent to the entry?

No. The design team will interview homeowners as to the specifics of how they egress and ingress the driveway and future plans for changing how they do so, such as will the property owner be changing the driveway configuration.

45. Is there a way to design the sidewalk ADA improvements so that the additional width is built into the street and not towards private property?

Yes, that is a potential configuration. As part of final design of Phase IIIA, impacts to yards due to sidewalk improvements are being mitigated on a case-by-case basis.

46. Can the City review converting Summer to a one-way street so that only one through lanes is required?

Yes. Though Summer and Mountain Road tie all the neighborhood roads together. If Summer were converted to one-way the City Traffic Engineer would require a study to determine the impact to access to the north south streets in the neighborhood, the impact to the volume of traffic on Mountain Road and ease of access impacts from San Mateo.

47. Regarding removing plants from the public right of way and replanting, will the City Forester be involved in all phases of the Pueblo Alto project?

Yes.

48. Will removing irrigation systems from the right of way be done in a matter that leaves the remaining irrigation system in good working order?

Yes.

49. If a homeowner's favorite bush is removed from the public right of way, can the City replace it?

The City can replace the plant but can only do so within the public right of way as part of a neighborhood beautification project. The City will try to replace the plant as close as possible. The city policies for replacing A plant include, is their adequate space for the plant when it is fully grown to thrive and not impede the sidewalk path, is the plant drought tolerant, and is it a pollinator.

50. Will utility poles, streetlights and hydrants in the middle of sidewalk be relocated. And will streetlights that are removed be replaced?

Yes, all obstacles in the way of bumpout or that are blocking an ADA compliant sidewalk will be relocated. Streetlights that are removed will be replaced as close as possible to existing location of the streetlight.

QUESTIONS ABOUT CONSTRUCTION

51. When will construction begin?

A schedule for implementation/construction has not been determined, and will be dependent on several factors, including funding, utility coordination, and the construction procurement process. We anticipate that Phase IIIA construction could begin as early as mid- 2025.

52. Will it then continue on the north/south streets at a later phase?

The next phases will depend on the outcomes of the current phase. The City's intention is to continue the project into the areas included in Phase II.

PHASE I AND PHASE II QUESTIONS

QUESTIONS ABOUT FUNDING

53. What is the estimated cost for the proposed project?

Phase IIIA = \$4.0 million (preliminary estimate based on 30% design)
Overall pilot project = \$10.2 million (estimated)

54. Are all portions/phases of the proposed pilot project funded?

No.

55. Can the City get funding from IIJA?

The City is reviewing that possibility.

56. Have you tried to get funding or discounts from utility companies (Water Authority (ABCWUA), NM Gas, and PNM)?

Any construction costs for relocating or replacing lines owned by the Water Authority, NM Gas, or PNM will be borne by those entities.

57. Will any entities profit unfairly from the project?

No.

QUESTIONS ABOUT PILOT PROJECT SCOPE

58. What is Phase I?

Phase I was the study phase of the current Pueblo Alto/Mile Hi Green Stormwater Infrastructure (GSI) project and was conducted in 2021 and 2022. Phase I considered various GSI interventions, collected neighborhood input, and recommended next steps.

59. What is Phase II?

Phase II was the conceptual design phase conducted in 2023. Phase II included data collection, continued neighborhood input, more detailed hydrologic and hydraulic analyses, and 30%-level design of GSI recommended by Phase I.

60. What are the limits of Phase IIIA?

Summer Avenue from Washington Street to Madison Street,
Summer Avenue from La Veta Drive to Alvarado Drive, and

La Veta Drive from Summer Avenue to El Encanto Place.

61. How did the Pueblo Alto / Mile Hi GSI Pilot Project come about?
The Pueblo Alto neighborhood has experienced recurring flooding for decades. After trying several moderately successful projects, the City reviewed and studied better concepts to reduce flooding in the neighborhood.
62. What criteria was used to select the street locations for the Pueblo Alto / Mile Hi GSI Pilot Project?
The locations included in Phase IIIA (limits noted above) were chosen because of flood reduction benefit, the location of existing storm drainpipes, there are limited utilities, and fewer homes.
63. Were there studies conducted by the City to address up-sizing the storm drain system in the Pueblo Alto & Mile Hi neighborhoods?
Yes.
64. Have storm drain improvements or underground storage along other streets like Jefferson Street been recommended by this project?
No. There is limited space available for underground storage along north-south streets in the Pueblo Alto neighborhood due to the presence of existing utilities. Also, for Jefferson Street specifically, drainage issues are due to inadequate storm drain pipe capacity along Summer Avenue and to the west, not due to undersized pipes and inlets along Jefferson.
65. Why isn't a detention pond at Fair Plaza being considered in this phase of the pilot project?
Water flows from a different direction than Fair Plaza. Stormwater detention at Fair Plaza would have minimal impact on flooding where there are the most severe flooding issues and in proposed project locations.
66. What is being done to address the bigger picture of flooding on San Mateo that is spilling into surrounding neighborhoods?
There are other City projects that are being developed to address this issue. The City will soon review placing a large storm drain on either San Mateo or San Pedro. This is in addition to capturing water upstream in the International District with the construction of three ponds.

QUESTIONS ABOUT THE PROJECT'S IMPACT ON FLOODING

67. Will the GSI Pilot Project eliminate the two-year rainstorm flooding in Pueblo Alto or Mile Hi?
The completed modeling suggests that during a 2-year storm event, the amount of water captured in the currently proposed stormwater bumpouts, and underground detention would reduce the depth of flooding by 3-6 inches in some places and 6-9 inches in others.
68. What is the relative flood reduction benefit of stormwater bumpouts versus underground detention as proposed for Phase IIIA?
The two work together. Proposed underground detention provide significantly more stormwater collection volume than stormwater bumpouts and thus more flood reduction benefit. Stormwater bumpouts are a critical component

of the overall system, capturing debris and sediment, preventing it from entering the underground system, and allowing for easier maintenance.

69. Is there analysis or modeling supporting the statement that the magnitude of runoff to the major ponding areas from the 900 blocks of Adams Street, Jefferson Street, and Madison Street is similar?

Yes.

70. Would stormwater capture upstream of the ponding area near Madison and Summer be more beneficial in reducing ponding issues to the west and into the west side of 800 Adams?

While stormwater bumpouts throughout the neighborhood would help reduce stormwater volumes, the ponding issues in the vicinity of Madison Street and Summer Avenue and downstream are the result of an inadequate existing storm drain system, therefore, the location of bumpouts does not have significant impact on their effectiveness.

71. Is it possible that the rainfall will be heavy enough to wash out the dirt and plants in the bumpouts?

Bumpouts and other proposed GSI improvements (mulch, plants, etc.) will be designed to withstand flow velocities associated with a 100-year design storm.

QUESTIONS ABOUT CONSIDERATIONS FOR RESIDENTS

72. Will homeowners be compensated for any damage done to yards within the public right-of-way because of the project construction?

The City will make all efforts to work with the homeowner to reestablish the landscaping in the public right-of-way in a manner that integrates with the adjoining landscaping and does not damage the irrigation systems on private property. However, the City cannot reimburse property owners for improvements made to city-owned property.

73. How will the ADA sidewalk improvements impact my yard or my driveway?

Property owners within the limits of Phase IIIA will have the opportunity to meet with the project team and discuss how to limit the impacts of the project. Impacts to existing private improvements will be minimized as much as practicable. Improvements will be made within the existing City right-of-way (ROW).

74. Will my water bill increase? Is the ABCWUA (Water Authority) likely to assess each property for increased water usage/irrigation for the bumpout plantings?

No.

75. Will my property taxes increase overall?

No. The project will not have a direct impact on property taxes.

76. Will I be assessed for any of the changes to my curb, sidewalk, and my yard's landscaping?

No. The City maintains responsibility for costs associated with the project.

77. How will existing utility infrastructure be impacted?

Albuquerque Bernalillo County Water Utility Authority (ABCWUA) and New Mexico Gas Company (NM Gas Co.) will conduct an inventory of their pipes within the Phase IIIA project area. The Pueblo Alto/Mile Hi design team will

either design the project so as not to impact the pipelines or, if necessary, will work with these utilities to relocate the lines.

78. Will insufficient utility infrastructure be replaced as part of the project?

The ABCWUA and NM Gas Co. will inventory their lines and if they need to be replaced, this project will be used as an opportunity to replace the lines with improved infrastructure.

79. How will emergency vehicle access be affected with the bumpouts?

Emergency vehicle access should not be affected.

QUESTIONS ABOUT MAINTENANCE

80. How will long-term funding for maintenance (upkeep, repairs, problems, etc.) be contracted and/or achieved?

After construction of the project, the contractor who constructed the project will maintain bumpouts and underground detention systems for a period of 3 to 5 years. After that, the City Storm Drain Maintenance staff will maintain storm drain infrastructure and underground structures. After the warranty period, Clean Cities staff of the Solid Waste Management Department will maintain the stormwater bumpouts including trash/debris/sediment removal and landscaping.

QUESTIONS ABOUT SCHEDULE

81. Is there a cutoff date for community input before you move forward on the chosen project?

There is no cutoff date for community input.

82. When does the City plan to break ground on this project?

A schedule for implementation/construction beyond Phase IIIA has not been determined, and will be dependent on several factors, including funding and project phasing. See response above regarding anticipated Phase IIIA schedule.