7.0 **BUILDING DESIGN STANDARDS**

**GENERAL TO ALL ZONES**
7.0 Building Design Standards General to All Zones

All development plans shall comply with the standards below.

7.1 Purpose/Intent: The Building Design Standards for the Volcano Heights Sector Development Plan should establish a coherent urban character and encourage enduring and attractive development.

Three key design principles for Volcano Heights support the preservation, sustainability, and visual quality of different development character zones:

- Buildings should use building elements and details to achieve a pedestrian-oriented public realm within the Town and Village Centers and Mixed-Use and Transition Zones, along ‘A’ Streets, and at ‘A’ street intersections.
- Compatibility is not meant to be achieved through uniformity, but through variations in building elements to achieve individual building identity.
- Building façades should include architectural details and ornamentation to create variety and interest.

The design of buildings and their relationship to adjacent streets should depend on the context of the development. Generally, the corridor should become more pedestrian-oriented farther from the Paseo del Norte/Unser Boulevard intersection within each development quadrant, along the proposed transit corridor, and particularly within the Town Center. Generally, buildings should be located and designed to provide visual interest and create enjoyable, human-scaled spaces between and among buildings.

7.2 Building Orientation

7.2.1 Buildings shall be oriented toward ‘A’ Streets, where the lot has frontage along an ‘A’ Street. All other buildings shall be oriented toward Civic Spaces. Where a building does not front on an ‘A’ Street or Civic Space, the building shall be oriented toward a ‘B’ Street.

7.2.2 Primary entrances to buildings shall be located on the street along toward which the building is oriented or toward civic spaces, where applicable. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. [See also Section 7.8.1 starting on page 131.]

7.2.3 All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.

7.2.4 Garages, carports, or new surface parking for residential buildings shall be located and accessed from ‘B’ Streets or alleys at the rear of residential buildings.

7.2.5 Service entrances shall be screened from abutting single-family residences as well as the public ROW as per Section 6.8.3 starting on page 123 in this Plan.

7.3 Building Massing and Scale: Commercial and mixed-use buildings shall be simply massed with flat or low pitched roofs with parapets, projecting roofs, or both. Commercial and mixed-use buildings located on a corner have flexibility for corner treatments but must adhere to the frontage requirements in the Site Development Standards in Sections 5 and 6.
7.4. **Zero Lot Line Structures**

7.4.1. Prior to being issued a building permit, a property owner wanting to build a structure with a wall on a lot line shall submit to the City a maintenance easement agreement signed by the abutting property owner, unless the building is part of an attached unit development.

7.4.2. Where there is no **setback** from the property line, gutters and downspouts shall drain to the street or **water harvesting** area to avoid impact to abutting lots.

[Amended November 5, 2014]

7.5. **Structure Color**

7.5.1. In order to minimize the visual impact of development, colors shall be restricted to light reflective values between 20 and 50 percent. Metal items such as vents, cooling units, and other mechanical devices on roofs are subject to this regulation.

(i) This range of color general includes yellow ochres, browns, dull reds, and grey-greens, similar to the natural colors found on the mesa and escarpment. This middle range of reflectance is intended to avoid very light and very dark colors.

(ii) Stucco, block, and/or brick shall have integral color other than the standard grey.

(iii) Other materials with colors similar to those illustrated in **Exhibit 7.1** may be used, as long as they have integral color other than the standard grey and meet the standards for reflectivity and harmony with colors in the natural landscape. [See **Section 9.7.4** starting on page 156 for more details about restrictions for walls and fences.]

**Exhibit 7.1 – Sample Colors**

<table>
<thead>
<tr>
<th>Chart Color</th>
<th>LRV %</th>
<th>Chart Color</th>
<th>LRV %</th>
</tr>
</thead>
<tbody>
<tr>
<td>122 Straw</td>
<td>41.83</td>
<td>135 Sahara</td>
<td>34.63</td>
</tr>
<tr>
<td>106 Buckskin</td>
<td>34.73</td>
<td>116 Adobe</td>
<td>24.03</td>
</tr>
<tr>
<td>118 Suede</td>
<td>37.67</td>
<td>124 Coral</td>
<td>34.93</td>
</tr>
<tr>
<td>117 Fawn</td>
<td>45.48</td>
<td>115 Cottonwood</td>
<td>32.18</td>
</tr>
</tbody>
</table>

LRV data is from El Rey Stucco; El Rey does not guarantee the LRV data provided. Colors are illustrative from El Rey Standard Color for Premium Stucco Finish. Color reproduction in this Plan is not an exact representation of the El Rey color chart.

NOTE: These sample colors are stucco with integrated color as manufactured by El Rey traditional cementitious stucco in Albuquerque. This compound includes cement, hydrated lime, sand aggregates, and iron oxide pigments. Since the stucco is integrally colored, it will never need to be painted. Like many natural landscapes, the traditional cement stucco is breathable and appears slightly different during each season and at alternate times of the day.
7.0 Building Design Standards General to All Zones

7.5.2. In keeping with New Mexico tradition, accent colors on front doors, window sashes, trim, and other incidental elements up to 20% of a façade are allowed. The intent is to avoid overwhelming the building’s basic color or creating a visual distraction from the adjacent streets, lots, public areas, or most importantly, open space, whether private or public.

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7.6. Design of Parking Structures

7.6.1. All frontages of parking structures located on ‘A’ Streets or Civic Spaces shall not have parking uses on the ground floor to a minimum depth of 30 feet along the street frontage.

7.6.2. The amount of street frontage devoted to a parking structure shall be minimized by placing the shortest dimension along a street edge or by lining the ground floor with retail or other uses.

7.6.3. Parking structure façades on all ‘A’ Streets or Civic Spaces shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal (aligning with horizontal elements along the block) articulation.

7.6.4. Where above-ground structured parking is located at the perimeter of a building with frontage along an ‘A’ Street or Civic Space, it shall be screened in such a way that cars on all parking levels are completely screened from view from all adjacent public streets. Parking garage ramps shall not be visible from any public street. Ideally, ramps should not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

7.6.5. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrances, signage, and glazing.

7.6.6. Parking structures and abutting sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles and, in turn, can see the automobiles.
**CHAPTER II: REGULATIONS**

### 7.0 BUILDING DESIGN STANDARDS GENERAL TO ALL ZONES

#### 7.7. Design of Residential Garages

7.7.1. See "Other Uses" items OU-6 and OU-7 in the **Table 4.4** starting on page 64 to determine whether garages are permitted in the relevant character zone. The following standards apply where residential garages are permitted by right or conditionally.

7.7.2. Where alleys are available, residential garages shall be accessed via the alley.

7.7.3. Townhouses and courtyard apartments shall use rear-loaded garages.

7.7.4. Front-loaded garages on residential lots less than 40 feet wide shall be prohibited. Garages on these lots shall be either Garage Type A or D in **Exhibit 7.2** per the standards in **Table 7.1**.

7.7.5. Lots equal to or greater than 40 feet shall use any of the garage types in **Exhibit 7.2** per the requirements in **Table 7.1**.

7.7.6. Driveway access from a ‘B’ Street, including drive pad but exclusive of wings, is limited to 14 feet for Garage Types B, C, D, E, and F except where providing access from alleys.

7.7.7. Where front-loaded garages are allowed, garage doors shall not exceed 50% of the total front façade area, inclusive of porches, when viewed from the street, so that garage doors do not dominate the front façade. Except for Garage Type D, garages must be set back from the main façade.

7.7.8. Front-loaded three-car garages are not permitted on lots equal to or less than 55 feet wide. Three-car garages on lots greater than 55 feet wide shall have a third garage setback of two (2) feet minimum from the primary garage façade.

7.7.9. The color of garage doors shall blend with or complement the exterior wall color in order to minimize the prominence of the garage door.

#### Table 7.1 – RESIDENTIAL GARAGE TYPES*

<table>
<thead>
<tr>
<th>LOT WIDTH</th>
<th>ALLOWABLE GARAGE TYPES*</th>
<th>FRONT GARAGE SETBACK FROM MAIN FAÇADE (Front-loaded)</th>
<th>SIDE GARAGE SETBACK FROM PROPERTY LINE (Side-accessed)</th>
<th>REAR GARAGE SETBACK FROM PROPERTY LINE (Rear-loaded)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40+ Feet</td>
<td>A, B, C, D, E, F</td>
<td>10 ft. Minimum</td>
<td>5 ft. Minimum</td>
<td>2 ft. Minimum</td>
</tr>
<tr>
<td>Less than 40 Feet</td>
<td>A, D</td>
<td>10 ft. Minimum</td>
<td>5 ft. Minimum</td>
<td>2 ft. Minimum</td>
</tr>
</tbody>
</table>

* See **Exhibit 7.2** – Residential Garage Type Diagrams

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Note 1: Garage Type D shall have a minimum of 5 linear feet of fenestration on the street façade and be articulated to resemble the main structure.

Note 2: Garage Types D and F may be accessed from either front or side.
CHAPTER II: REGULATIONS

7.0 BUILDING DESIGN STANDARDS GENERAL TO ALL ZONES

Exhibit 7.2 – Residential Garage Type Diagrams

[Amended November 5, 2014]
7.0 BUILDING DESIGN STANDARDS GENERAL TO ALL ZONES

7.8. Design of Automobile-related Buildings

7.8.1. Any buildings associated with any automobile-related use shall also have a pedestrian entrance on an ‘A’ Street.

7.8.2. See also Section 6.8. Street Screens starting on page 123.

7.8.3. See also Section 6.9. Design of Site Elements for Automobile-related Uses starting on page 124.

7.9. Wireless Telecommunications Facilities (WTFs)

7.9.1. Wireless telecommunications antennas shall be permitted, pursuant to City Zone Code §14-16-3-17, on rooftops and shall be architecturally integrated and/or screened entirely with a screen the same color as the principal building on which it is mounted. Antennas shall not be visible from any adjacent ‘A’ street.

7.9.2. Concealed, free-standing WTFs are not permitted. Free-standing, array WTFs are not permitted, consistent with City Zoning Code §14-16-3-17, the Wireless Telecommunications Regulations.

7.9.3. Co-location on existing structures, including but not limited to public utility structures, is encouraged.