

**A REVISION TO SD-87-4-1
RIO BRAVO SECTOR DEVELOPMENT PLAN**

DECEMBER, 1999

PREPARED BY:

COMMUNITY SCIENCES CORPORATION
CORRALES, NEW MEXICO 87048
(505) 897-0000 - MR. CLIFF A. SPIROCK, A.I.C.P.

CITY OF ALBUQUERQUE
NEW MEXICO

SPONSORED BY:

CURB, INC.
AMERICAN SOUTHWEST HOMES
ALBUQUERQUE SOUTH INC.
SALAZAR/DAVIS ESTATE

(505) 881-9190 - MR. BO JOHNSON

CITY OF ALBUQUERQUE

EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-170

ENACTMENT NO. R. 2009.0360

SPONSORED BY: Ken Sanchez, Isaac Benton

RESOLUTION

AMENDING THE RIO BRAVO SECTOR DEVELOPMENT PLAN WITH TEXT AMENDMENTS TO BRING IT INTO CONFORMANCE WITH SOUTHWEST ALBUQUERQUE STRATEGIC ACTION PLAN AND WEST SIDE STRATEGIC PLAN POLICIES, PRIORITIES, AND SUGGESTIONS AS PROPOSED ON PAGES 3-21 TO 3-30 OF THE SOUTHWEST ALBUQUERQUE STRATEGIC ACTION PLAN.

WHEREAS, in January 2000 the City of Albuquerque rescinded SD-87-4-1 Rio Bravo Sector Development Plan and adopted and replaced it with the Rio Bravo Sector Development Plan, Amendment No. 1.; and

WHEREAS, the City Council has the authority to adopt and amend sector development plans; and

WHEREAS, on July 10, 2008 the Environmental Planning Commission "EPC", in its advisory role on land use and planning matters, recommended to the City Council approval of amendments to the Rio Bravo Sector Development Plan with conditions; and

WHEREAS, Rio Bravo Sector Development Plan text amendments that add community and neighborhood activity center zoning designations and mixed-use zoning that may be applied voluntarily to designated community and neighborhood activity centers will help concentrate moderate-density mixed land use and social and economic activities to reduce urban sprawl, auto travel needs, and service costs and enhance the identity of Albuquerque and the Southwest Albuquerque Community and support Albuquerque/Bernalillo County Comprehensive Plan policies in Section II.B.7 concerning Activity Centers; and

WHEREAS, text amendments to allow cross streets in activity centers that are located on limited-access streets will foster a transportation network and commercial development design that enables residents to choose walking,

bicycling, and taking public transportation to improve air quality, safeguard public health and enhance quality of life and supports Comprehensive Plan policies in Sections II.C.1 and II.D.4; and

WHEREAS, text amendments to limit the geographic coverage of repetitions of one housing type (single-family detached house, single-family attached, or multiple-family) will support a mixture of housing types that form diverse neighborhoods and support Comprehensive Plan policies in Section II.D.5; and

WHEREAS, text amendments to improve pedestrian, bicycle and vehicle travel efficiency and safety support Comprehensive Plan policies in Section II.D.4; and

WHEREAS, the primary goal for Southwest Albuquerque expressed in the Southwest Albuquerque Strategic Action Plan, a proposed new section of the West Side Strategic Plan, is to become a complete community and the Rio Bravo Sector Development Plan area lacks many of the elements necessary to assist Southwest Albuquerque in reaching that goal; and

WHEREAS, the building blocks for community transformation are a convenient transportation network for walking, bicycling, driving and public transportation; a network of community and neighborhood service areas; recognizable identity based on local natural and man-made elements; and neighborhoods that each include housing for a variety of households, public services, recreational areas, and shopping all conveniently located and designed for walking, bicycling, and vehicle access and the Rio Bravo Sector Development Plan currently lacks sufficient guidance to help transform Southwest Albuquerque into a complete community; and

WHEREAS, the Environmental Planning Commission found the Sector Development Plan amendment was not in conflict with any applicable plans including the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, there is general support for the proposed amendments.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

Section 1. The *Rio Bravo Sector Development Plan* is amended to include text amendments as proposed on pages 3-21 to 3-30 of the *Southwest*

1 *Albuquerque Strategic Action Plan* dated July 10, 2008 and Environmental
2 Planning Commission conditions of approval.

3 Section 2. The *Rio Bravo Sector Development Plan* is amended to include
4 the following text and map amendments to ensure that it is consistent with
5 proposed policies, maps, and regulations in the *Southwest Albuquerque*
6 *Strategic Action Plan*:

- 7 a. The *Rio Bravo Sector Development Plan* is amended to add a map that
8 indicates the general location of designated activity centers.
- 9 b. The *Rio Bravo Sector Development Plan* is amended to add to page 25,
10 sixth paragraph a statement that allows Community Activity Center and
11 Neighborhood Activity Center zoning districts to be applied to designated
12 activity centers within *Rio Bravo Sector Development Plan* boundaries.
- 13 c. The *Rio Bravo Sector Development Plan* is amended to include additions to
14 Section II Amendment, D. Plan Revisions, 2. Transit and Mobility starting
15 on page 27 that discusses allowing cross streets in community and
16 neighborhood activity centers on limited access streets.
- 17 d. The *Rio Bravo Sector Development Plan* is amended to create a Community
18 Activity Center (CAC) mixed-use zoning district in II.D.1 Plan Revisions,
19 Land use, Parcelization and Development.
- 20 e. The *Rio Bravo Sector Development Plan* is amended to create a
21 Neighborhood Activity Center (NAC) mixed-use zoning district in II.D.1 Plan
22 Revisions, Land use, Parcelization and Development.
- 23 f. The *Rio Bravo Sector Development Plan* is amended to limit repetition of
24 one housing type (single-family detached house, single-family attached, or
25 multiple-family) in II.D.1 Plan Revisions, Land use, Parcelization and
26 Development.
- 27 g. The *Rio Bravo Sector Development Plan* is amended to improve pedestrian,
28 bicycle and vehicle travel efficiency and safety in a new Section 2.
29 "Subdivision and Public Right-of-Way Regulations" in Chapter II.D. "Plan
30 Revisions and Comparison with SD-87-4".

31 Section 3. FINDINGS ACCEPTED. The following findings for the Sector
32 Development Plan amendments are adopted by the City Council:

- 1 a. The request is to amend the *Rio Bravo Sector Development Plan* to ensure
2 that it is consistent with proposed policies, maps, and regulations in the
3 Southwest Albuquerque Strategic Action Plan, a proposed addition to the
4 West Side Strategic Plan.
- 5 b. The Rio Bravo Sector Development Plan zoning text amendments to
6 introduce Community and Neighborhood Activity Center zoning districts
7 and to limit repetition of one housing type in residential zones replace
8 proposed text amendments to the Comprehensive City Zoning Code in a
9 February 14, 2008 draft of the Southwest Albuquerque Strategic Action
10 Plan but removed from the July 10, 2008 version of the Action Plan.
- 11 c. The Rio Bravo Sector Development Plan subdivision and public right-of-
12 way street design amendments to improve pedestrian, bicycle and vehicle
13 travel efficiency, safety and comfort replace proposed text amendments to
14 the Subdivision Ordinance in a February 14, 2008 draft of the Southwest
15 Albuquerque Strategic Action Plan, but removed from the July 10, 2008
16 version of the Action Plan.
- 17 d. On July 10, 2008 the EPC voted 5 to 2 recommend approval of Rio Bravo
18 Sector Development Plan text amendments and the following findings and
19 conditions.
- 20 e. The following articles of the City Charter are furthered by the subject
21 request:
- 22 1. The text amendments to the *Rio Bravo Sector Development Plan* are
23 exercises in maximum local government. The City Council has the
24 authority to create development standards through legislative action
25 (Article I).
- 26 2. The text amendments to the *Rio Bravo Sector Development Plan* are
27 intended to further the interest of the public by insuring the proper
28 use of land and promoting and maintaining an aesthetic and humane
29 urban environment (Article IX).
- 30 f. The following *Comprehensive Plan* policy (II.B.7. Activity Centers) is
31 furthered by amendments to help concentrate moderate-density mixed land
32 use and social/economic activities to reduce urban sprawl, auto travel
33 needs, and service costs.

1 g. The following *West Side Strategic Plan* goals are furthered by the subject
2 request to include maps that show designated activity centers and text
3 amendments that create Community Activity Center and Neighborhood
4 Activity Center zoning districts to enable activity center development, text
5 amendments to allow cross streets in activity centers on limited access
6 streets, and text amendments to improve pedestrian, bicycle and vehicle
7 travel efficiency and safety:

- 8 1. Goal 4 that land use considerations and overall growth and
9 development concerns should be tied to infrastructure and funding
10 considerations for realistic implementation.
- 11 2. Goal 5 that the Plan should recommend solutions for design and
12 development issues, as well as cultural and environmental concerns.
- 13 3. Goal 10 that the Plan should create a framework to build a
14 community where its citizens can live, work, shop, play, and learn
15 together while protecting the unique quality of life and natural and
16 cultural resources for West Side residents.
- 17 4. Goal 12 that the Plan should provide for long-term sustainable
18 development on the West Side.

19 h. There is general support for the proposed amendments.

20 Section 4. CONDITIONS OF APPROVAL. The following conditions for the
21 Rio Bravo Sector Development Plan amendment are adopted by the City Council:

- 22 a. *Action Plan* page 3-22, third paragraph, is amended to read: "To create a
23 Community Activity Center (CAC) mixed-use zoning district that can be
24 applied voluntarily to designated Community Activity Centers, add the
25 following new section to II.D.1. Rio Bravo Sector Plan Amendment/Plan
26 Revisions/Land Use, Parcelization and Development."
- 27 b. *Action Plan* page 3-22, CAC Community Activity Center, Permissive Uses,
28 (A)(1)(b) is amended to read: "Drive-up and drive-in facilities are not
29 allowed."
- 30 c. *Action Plan* page 3-22, CAC Community Activity Center, Permissive Uses,
31 (A)(1)(f), "Uses or activities in a tent are not allowed" is deleted.
- 32 d. *Action Plan* page 3-24, CAC Community Activity Center, Building and Site
33 Design (I)(1), is amended to read: "Ground floor commercial uses shall

1 provide display windows on a minimum of 50 percent of ground floor
2 building facades facing public and private streets, plazas and private
3 internal drives.”

4 e. *Action Plan* page 3-24, CAC Community Activity Center, Usable Open
5 Space, (J)(2), is amended to read: “Usable open space for live/work units
6 shall be a minimum of 80 square feet for each unit and shall be provided on
7 the premises.”

8 f. *Action Plan* page 3-25 first paragraph, is amended to read: “To create a
9 Neighborhood Activity Center mixed-use zoning district that can be applied
10 voluntarily to designated Neighborhood Activity Centers add the following
11 section to II.D.1. Rio Bravo Sector Plan Amendment/Plan Revisions/Land
12 Use, Parcelization and Development.”

13 g. *Action Plan* page 3-25, NAC Neighborhood Activity Center Zone,
14 Permissive Uses, (A)(1)(b) is amended to read: “Drive-up and drive-in
15 facilities are not allowed.”

16 h. *Action Plan* page 3-25, NAC Neighborhood Activity Center Zone,
17 Permissive Uses, (A)(1)(e) “Uses or activities in a tent are not allowed” is
18 deleted.

19 i. *Action Plan* page 3-27, NAC Neighborhood Activity Center Zone, Building
20 and Site Design,(I)(1), is amended to read: “Ground floor commercial uses
21 shall provide display windows on a minimum of 50 percent of ground floor
22 building facades facing public and private streets, plazas and private
23 internal drives.”

24 j. *Action Plan* page 3-27, NAC Neighborhood Activity Center Zone, Usable
25 Open Space, (J)(2), is amended to read: “Usable open space for live/work
26 units shall be a minimum of 80 square feet for each unit and shall be
27 provided on the premises.”

28 k. *Action Plan* page 3-29, SUBDIVISION AND PUBLIC RIGHT-OF-WAY
29 REGULATIONS A.4. is amended to read: “Prohibit cul-de-sac, dead-end,
30 and similar street types where opportunities exist to provide through
31 streets or stub streets with eventual connection to neighboring properties,
32 trails, and major local, collector and arterial streets. The City Engineer may
33 approve cul-de-sac and similar street types only when they are deemed

appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets."

l. *Action Plan* page 3-30, SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS, C.4. is amended to read: "The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24."

m. *Action Plan* page 3-30, SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS, D. is amended to read: "Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the future *Great Streets Facility Plan* that make arterial and collector streets conducive to facing buildings toward them."

n. *Action Plan* page 3-30, SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS E.2. illustration for Right-Turn Slip Lane Design is amended to change the title "Proposed Way" to "Preferred Way."

o. On *Action Plan* page 3-30, add: "F. Coordinate utilities infrastructure as appropriate with all affected utility companies. 1. Provide adequate clearance for the safe operation, maintenance and repair of all utilities per NESC standard. 2. Establish adequately wide and appropriately located public utility easements (PUEs) to accommodate the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair facilities per NESC standard. Transmission facilities are not included in PUEs."

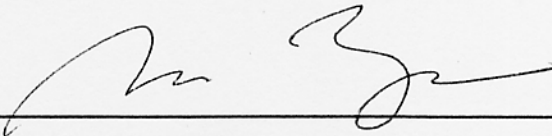
Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 2nd DAY OF March, 2009
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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4 Excused: Cadigan, O'Malley

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10 Isaac Benton, President
11 City Council
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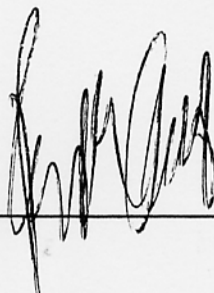
15 APPROVED THIS 24th DAY OF March, 2009

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17 Bill No. R-08-170

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20 Martin J. Chávez, Mayor
21 City of Albuquerque
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23 ATTEST:

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26 City Clerk
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CITY of ALBUQUERQUE
THIRTEENTH COUNCIL

COUNCIL BILL NO. R-280 ENACTMENT NO. 4-2000

SPONSORED BY: Alan B. Arango

1 RESOLUTION

2 SECTOR DEVELOPMENT PLAN AMENDMENT SD-87-4-1 / Z-99-58, RESCINDING THE
3 RIO BRAVO SECTOR DEVELOPMENT PLAN AND ADOPTING A NEW, UPDATED,
4 REVISED RIO BRAVO SECTOR DEVELOPMENT PLAN, AMENDING LAND USE AND
5 TRANSPORTATION ELEMENTS TO BRING IT INTO CONFORMANCE WITH THE
6 WEST SIDE STRATEGIC PLAN POLICIES, PRIORITIES AND SUGGESTIONS.

7 WHEREAS, the City adopted the Rio Bravo Sector Development Plan in
8 November, 1983 through Enactment 215-1988; and

9 WHEREAS, the Council has the authority to not only adopt but amend such
10 a sector development plan; and

11 WHEREAS, the Plan established zoning, and land use and transportation
12 guidelines for an approximately 1,289 acre area generally south of the existing
13 Westgate Heights and Atrisco Village neighborhoods, one mile west of Coors
14 Boulevard, one mile east of the Southwest Mesa escarpment ("ceja") and just south
15 of Rio Bravo Boulevard; and

16 WHEREAS, on July 29, 1999, the Environmental Planning Commission, in its
17 advisory role on land use and planning matters, recommended approval of an
18 amendment to the Rio Bravo Sector Development Plan to the City Council; and

19 WHEREAS, the Sector Development Plan amendment furthers the applicable
20 Goals and policies of the *Comprehensive Plan* by proposing a quality urban
21 environment which perpetuates the tradition of identifiable, individual but integrated
22 communities within the metropolitan area and which offers variety and choice in
23 housing, transportation, work areas, and life styles; and

24 WHEREAS, the amendment furthers the intent and policies of the *West Side*

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1 *Strategic Plan* by revisiting and amending the *Rio Bravo Sector Development Plan*
2 to reflect current priorities expressed in the West Side Strategic Planning Process;
3 and

4 WHEREAS, the amendment furthers the intent and policies of the Southwest
5 Area Plan by refining the Sector Development Plan and the prescribed land uses
6 called for in Policies 6, 8, 12, 26 and 30, including boundaries and a centrally located
7 urban park within the urban center; and

8 WHEREAS, the amendment meets the requirements of and fulfills the policies
9 of Resolution 270-1980: the proposed change is not in conflict with the
10 *Comprehensive Plan*; the applicant has demonstrated that the proposed Sector
11 Development Plan amendment is more advantageous to the community, as
12 articulated in the *Comprehensive Plan* and the *West Side Strategic Plan*; and

13 WHEREAS, the Environmental Planning Commission found the Sector
14 Development Plan Amendment was in conformance with all applicable plans
15 including the *Albuquerque/Bernalillo County Comprehensive Plan*; and

16 WHEREAS, the amendments to the plan are extensive enough to warrant a
17 rescission of the existing plan and adoption of a new, updated, revised plan, therefore;
18 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
19 ALBUQUERQUE:

20 Section 1. The *Rio Bravo Sector Development Plan* is rescinded.

21 Section 2. The new, updated, revised *Rio Bravo Sector Development Plan* is
22 adopted with the revisions and additions recommended by the Environmental
23 Planning Commission.

24 A. The new, updated, revised Rio Bravo Sector Development Plan is
25 attached as Exhibit A.

26 Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
27 clause, word or phrase of this resolution is for any reason held to be invalid or
28 unenforceable by any court of competent jurisdiction, such decision shall not affect
29 the validity of the remaining provisions of this resolution. The Council hereby
30 declares that it would have passed this resolution and each section, paragraph,
31 sentence, clause, word or phrase thereof irrespective of any provisions being
32 declared unconstitutional or otherwise invalid.

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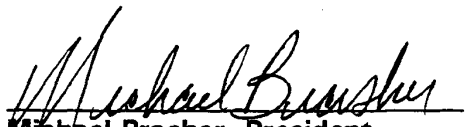
1 Section 4. EFFECTIVE DATE AND PUBLICATION. This resolution shall
2 become effective five or more days after publication in full when a copy of the
3 resolution is filed in the office of the County Clerk.
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1 PASSED AND ADOPTED THIS 13th DAY OF DECEMBER, 1999

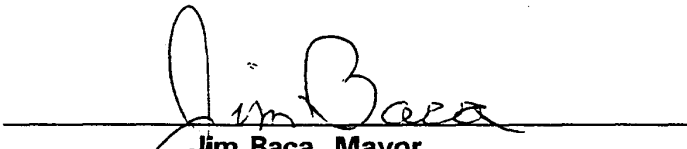
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4 BY A VOTE OF 8 FOR AND 0 AGAINST.

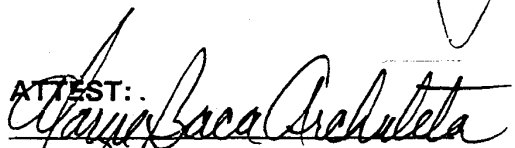
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7 Yes: 8

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9 Excused: Griego

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14 Michael Brasher, President
15 City Council
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19 APPROVED THIS 13th DAY OF January 2000
20 1999

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25 Jim Baca, Mayor
26 City of Albuquerque
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30 ATTEST:
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32 City Clerk

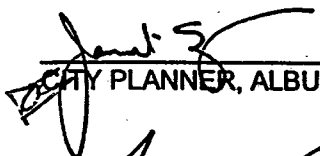


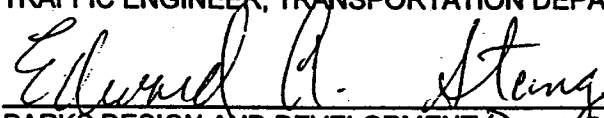
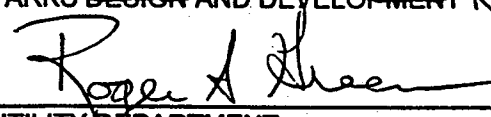

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34 Bill No. R-280

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**RIO BRAVO SECTOR DEVELOPMENT PLAN
AMENDMENT NO. 1
Z-99-58/SPR-95-2-2/SD-87-4-1**

On December 13, 1999, the City Council approved an amendment to the Rio Bravo Sector Development Plan, which adopted a new, updated, revised Rio Bravo Sector Development Plan. The new, updated, revised Rio Bravo Sector Development Plan is now adopted as outlined in Council Bill No. R-280, Enactment No. 4-2000.

**RIO BRAVO SECTOR DEVELOPMENT PLAN REVIEWED BY THE
DEVELOPMENT REVIEW BOARD**

 _____ CITY PLANNER, ALBUQUERQUE, BERNALILLO CO., PLANNING DIVISION	<u>4/5/00</u> DATE
 _____ CITY ENGINEER, ENGINEERING DIVISION	<u>3-8-00</u> DATE
 _____ TRAFFIC ENGINEER, TRANSPORTATION DEPARTMENT	<u>3-08-00</u> DATE
 _____ PARKS DESIGN AND DEVELOPMENT RECREATION	<u>3-8-00</u> DATE
 _____ UTILITY DEPARTMENT	<u>3/8/00</u> DATE
 _____ ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY	<u>3-9-00</u> DATE

EXISTING OWNERSHIPS (ASSESSOR'S INFORMATION)

ZONE	TRACT	ASSESSOR'S LISTED OWNER	UPC PREFIX #	UPC #	ACREAGE
M9	TR-57B-1	Westgate Baptist Church	1-009-055	127-283-311-08	2.5
M9	TR-B	Albuquerque South Gen. PTNS	1-009-055	150-187-304-20	20.9
M9	TR-A	Albuquerque South Gen. PTNS	1-009-055	105-169-311-03	12.0
M9	TR-C-1	City of Albuquerque, Real Estate Office	1-009-055	039-082-302-20	3.4
M9	TR-C-2	City of Albuquerque, Chief Admin. Officer	1-009-055	031-045-320-02	7.8
M9	TR-D	Albuquerque South Gen. PTNS	1-009-055	140-073-304-02	19.1
M9	Amole	Albuquerque South Gen. PTNS	1-009-055	145-073-304-01	
M9	TR-E	Albuquerque South Gen. PTNS	1-009-055	180-040-321-24	25.6
M9		Albuquerque South, J. Robt. Gaines	1-009-055	340-160-401-30	33.9
M9	TR-L	Albuquerque South, J. Robt. Gaines	1-009-055	400-071-401-50	66.1
N9	TR-1-C	Albuquerque South, J. Robt. Gaines	1-009-054	154-462-204-01	78.3
N9	TR-2	City of Albuquerque, Leavitt Well #3	1-009-054	376-423-103-40	0.3
N9	TR-T	Kenneth Yoo, et al.*	1-009-054	390-438-103-44	207.2
N9		Charles Davis, et al.****	1-009-054	200-380-204-02	6.9
N9	TR-4A	Thomas Cornish, et ux et al.	1-009-054	015-349-201-01	6.9
N9		Bellamah Comm. Development**	1-009-054	038-350-201-02	5
N9		Charles Davis, et al.****	1-009-054	132-327-201-03	52.4
N9		Charles Davis, et al.****	1-009-054	257-314-103-04	+/- 15
N9	TR-T	Charles Davis et al ****	1-009-054	300-185-301-44	204.6
P-9	TR-29	Zebedeo Garcia	1-009-053	014-440-201-02	5
P-9	TR-28	Zebedeo Garcia	1-009-053	041-436-201-03	5
P-9	TR-27	Zebedeo Garcia	1-009-053	060-436-201-04	5
P-9	TR-26	Zebedeo Garcia	1-009-053	085-436-201-05	5
P-9	TR-25	Zebedeo Garcia	1-009-053	111-437-202-01	5
P-9	TR-24	Zebedeo Garcia	1-009-053	131-440-202-02	5
P-9	TR-23	Robert Rosner (trustee)	1-009-053	154-437-202-03	5
P-9	TR-22	Zebedeo Garcia	1-009-053	175-438-202-04	5
P-9	TR-21	Zebedeo Garcia	1-009-053	194-440-202-05	5
P-9		Robert Rosner (trustee)	1-009-053	262-450-203-01	27.9
P-9	TR-15	J.Z. Garcia	1-009-053	331-440-103-01	5
P-9	TR-14	Julius P. Meyer, et ux.	1-009-053	351-440-103-02	5
P-9	TR-13	Dora Lawrence, et al.	1-009-053	373-440-103-03	5
P-9	TR-12	Lucille Aragon-Perea	1-009-053	392-440-103-06	5
P-9		Julius P. Meyer, et ux.	1-009-053	415-442-103-05	2.5
P-9		Robert Rosner (trustee)***	1-009-053	458-440-103-08	25.4
P-9	TR-1	Freeman R. Palmer, et al.	1-009-053	415-390-103-10	2.5
P-9	TR-I	Robert Rosner (trustee)***	1-009-053	275-512-105-20	65.1
P-9	TR-RR-3	Robert Rosner (trustee)***	1-009-053	254-313-204-01	99.4

NOTES:

* Properties listed under ownership by Kenneth Yoo, et al under purchase contract by Curb Inc.

** Properties listed under ownership by Bellamah Comm. Development under purchase contract by Thomas Cornish, et al.

*** Properties listed under ownership by Robert Rosner (trustee) under purchase contract by American SW Homes.

**** Properties listed under ownership by Charles Davis et al are also shown as Salazar Estate (Salazar/Davis).

LEGAL DESCRIPTION:

All of City Case SD-87-4 (Rio Bravo Sector Plan Area) including lands annexed pursuant to that Plan as cases AX 87-22, AX-87-23 and AX-87-24, generally described as follows:

That portion of projected Section 33, T10N,R2E, NMPM lying south of Atrisco Village, Westgate Heights Unit 1 Replat, Westgate Heights Units 1 through 3 and;
All of projected Section 4, T9N, R2E, NMPM and;
The easterly 800' of projected Section 5, T9N, R2E, NMPM and;
The northerly 2800' of projected Section 9, T9N, R2E, NMPM,

All of which is within the Town of Atrisco Grant, City of Albuquerque, County of Bernalillo, New Mexico and containing, 1289 acres, more or less, including major roadway dedications.

**RIO BRAVO SECTOR DEVELOPMENT PLAN
AMENDMENT NO. 1
(SD-87-4)**

Version 4.1

DECEMBER, 1999

City Case: **Z-99-58**
SPR-95-2-2
SD-87-4-1

Approved by E.P.C: **July 29, 1999**

Approved by City Council: **December 13, 1999**

Plan Amendment Sponsors:

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and

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Prepared By:

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CSC Job No. 291-31-010

**RIO BRAVO SECTOR DEVELOPMENT PLAN
AMENDMENT NO. 1**

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RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



EXISTING SECTOR
PLAN AREA

APPROX.
OWNERSHIPS

Ribandy slip
 New center divg
 50' C.I. Ber. slip



ILLUSTRATION 1
LOCATION MAP
AND
PLAN SPONSORS

EXECUTIVE SUMMARY

I. EXECUTIVE SUMMARY

The Rio Bravo Sector Development Plan (SD-87-4) was prepared on behalf of Bellamah Community Development Corporation and three other sponsors in 1987-88. The land area comprised approximately 1289 acres net, after major roadways. At that time, it was accompanied by annexation requests and specific zoning requests that were adopted by City Council ordinance.

Even though the City Council action on the Sector Plan was adopted by resolution (R-204, Enactment No. 215-1998) the Plan was required to go back to the City Development Review Board to ratify any revisions that resulted from the City Council passage. This was accomplished in September, 1989.

The entire Plan area is within the "Developing Urban" designation of the Comprehensive Plan.

Circumstances Relating to Plan Publication, SD-87-4

In the fall of 1989, Bellamah filed for bankruptcy action. Since they were the Plan's primary sponsor, this condition, together with certain procedures which were not carried forward, resulted in the following:

- Subsequent plats were not surveyed nor prepared to establish specific legal boundaries for the zoned properties;
- The original manuscript and drawings which comprised the approved Sector Plan were conveyed to the City, which misplaced them;
- The City Clerk inadvertently failed to distribute the Annexation Ordinances and Exhibits to Graphic Services (now AGIS) which caused a delay in the updating of Zone Atlas pages;
- The implementation obligations were not moved forward (C.I.P. programming); and
- The development ownership became "fractured" by virtue of Bankruptcy Court partitioning and changes in parcel ownership.

The above occurred over time. One result, between 1989 – 1997 was confusion over the limits of annexed property and the status of the Land Use.

Recent Conditions and Observations

In 1997, coinciding with the adoption of the West Side Strategic Plan, ownership interests again became piqued. Community Sciences Corporation, retained by American Southwest Homes (successors to the Rozner interests) demonstrated to the City of Albuquerque that the land area was indeed totally annexed and the Land Use was adopted by City Council, establishing zoning.

By the fall of 1998, enough private and public changes warrant an amendment of the Sector Plan.

These changes include:

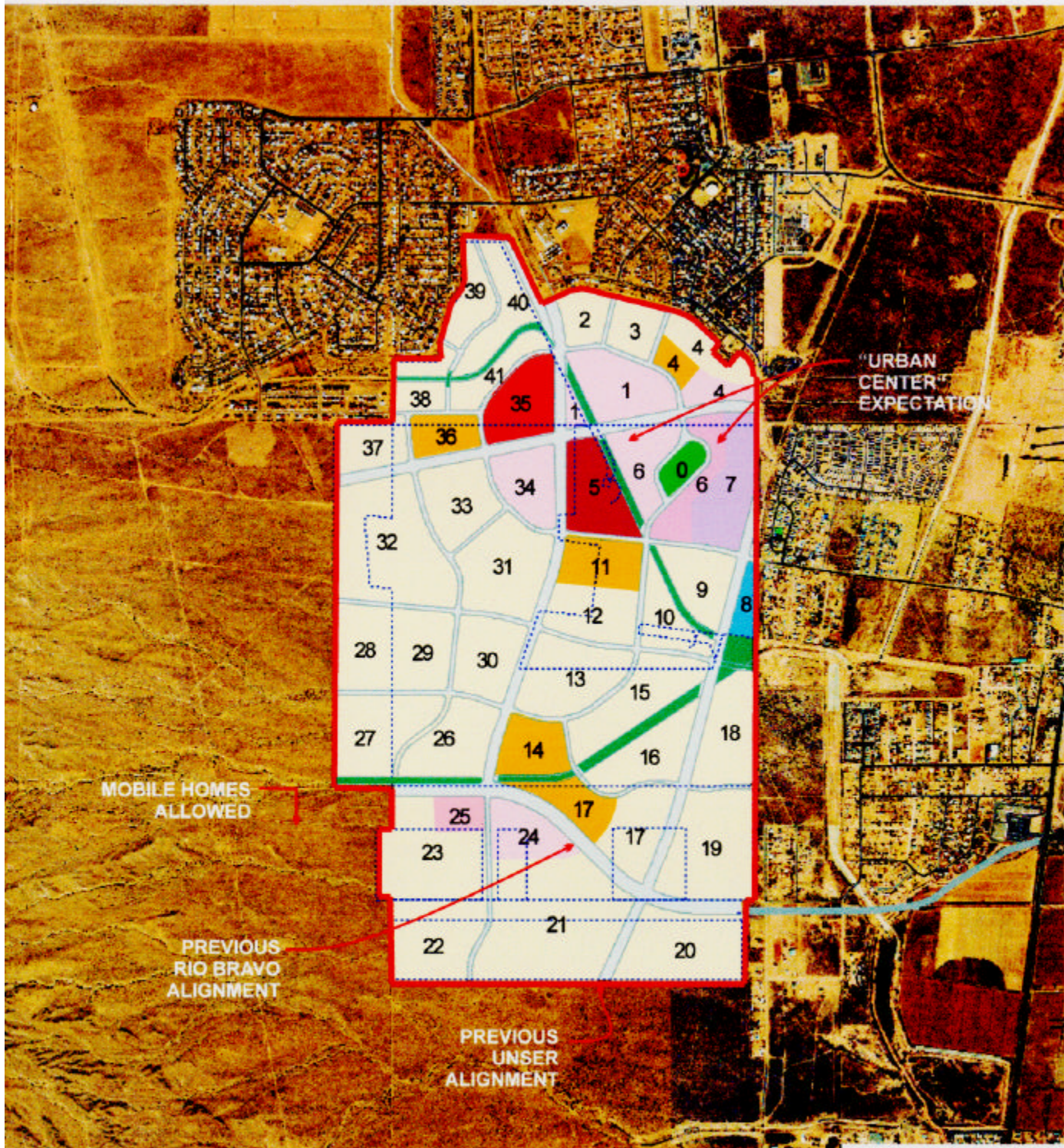
- Defined alignment and acquisition of right-of-way, by Bernalillo County, for Rio Bravo Boulevard extending west of Coors Road;
- Adoption of the West Side Strategic Plan as public policy;
- Consideration of, and initial review for "How to Create Village and Community Centers on Albuquerque's West Side" (under consideration by the EPC);
- AMAFCA study of upstream watersheds and determination of sedimentation ponds and construction configuration for the Amole Arroyo and its tributaries;
- Update considerations to the South West Area Plan, under study by Bernalillo County;
- Approval, by Bernalillo County, of a large mobile home park between Rio Bravo Boulevard and Gun Club Road (south of southerly limits, adopted Sector Plan);
- Overtures by the development community for participation in City well, reservoir, master plan water line extensions (Westland, American Southwest Homes, Romero and others);
- Partial completion of Unser Boulevard in conjunction with progressive neighborhood platting (Curb, Inc. and Albuquerque South); and
- Expressed desires by COA Public Works and Transportation personnel, for assistance in Unser, 98th Street and Gibson Boulevard construction and right-of-way acquisition.

In addition, regional issues effecting Transportation and Planning have occurred, including:

- Work and adoption for the Transportation Evaluation Study;
- Adoption of the 2020 regional transportation documents including: Long Range Major Street Plan, 2020 MTP, public investment strategies and transit-oriented objectives; and
- Current COA administrative directives including; community based planning, urban form and visioning, emphasis on high-density corridors and pedestrian/multi-modal connectivity and aesthetics.

The adoption and direction resulting from these efforts permits the Rio Bravo Sector Plan to be amended in concert with public objectives. However, it is the intent of the sponsors of this Amendment to avoid a re-analysis of the original plan. The Plan could be developed "as is" with the completion of plats, water and sewer agreements and other subdivision-process elements. Accordingly, the proposed amendments are more a matter of relocation of approved densities, re-configuration of parcels described in the original plan and an expansion of activity centers to describe a relationship and framework within the adopted West Side Strategic Plan.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- Rbndy.shp
- Newowner.dwg
- Rbroads.shp
- Rbuse.shp
- C-0
- C-1
- C-2
- IP
- O-1
- O-1 / C-2
- R-2
- R-3
- SF
- U-Park

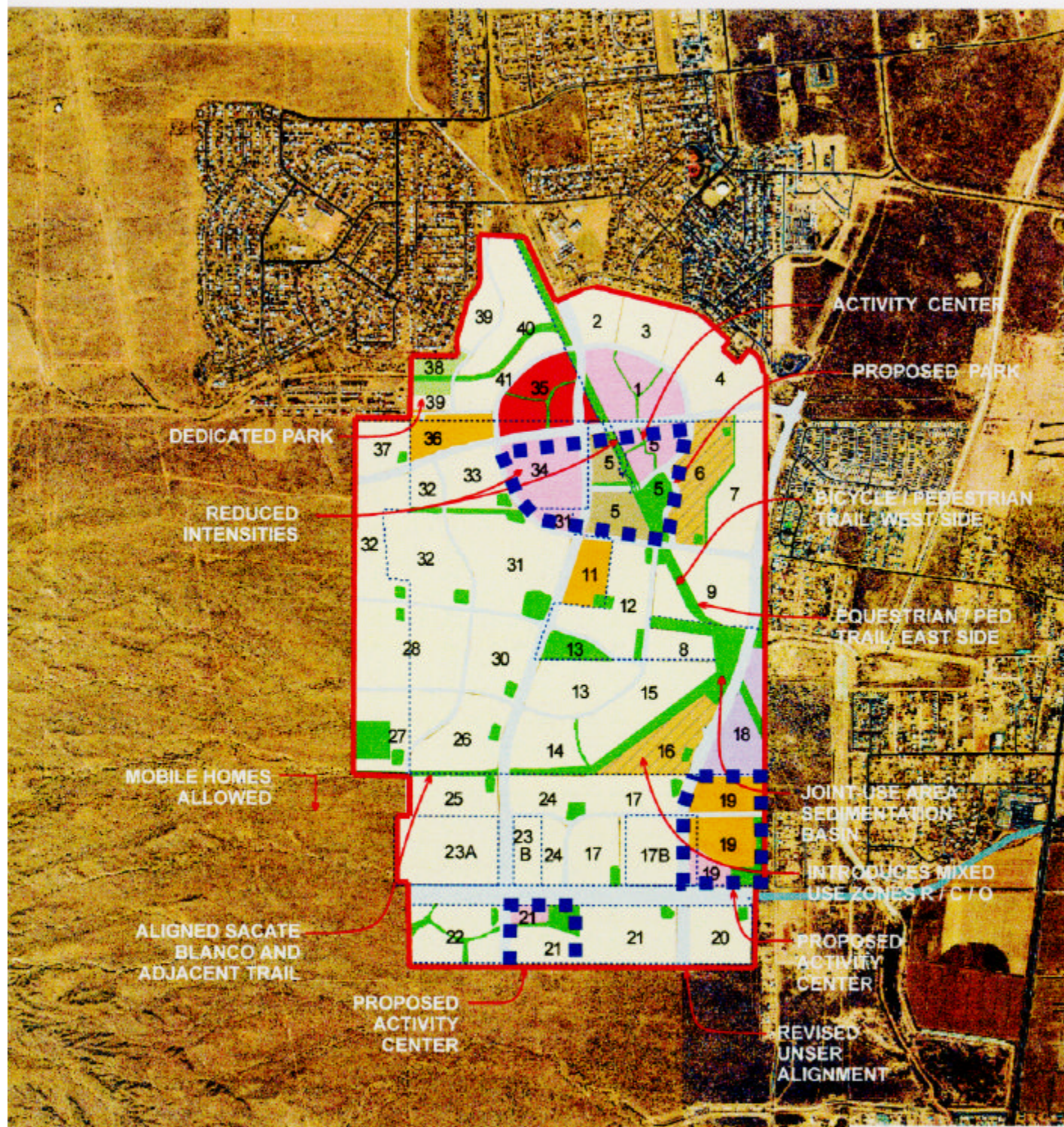


ILLUSTRATION 2

EXISTING S.D.P. LAND USE

AS ADOPTED
BY CITY COUNCIL (1987)

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- CO
- C-1
- C-2
- IP
- O-1
- O1 / C2
- R-2 / RT / MH
- R-2 / R3
- SF / RLT
- Park



ILLUSTRATION 3

PROPOSED S.D.P.
REVISED
LAND USE

Relationship to West Side Strategic Plan

The modifications to the sector plan imply changes to the West Side Strategic Plan (WSSP). More importantly, the West Side Strategic Plan describes the City's policy for urban form, transportation and pedestrian relationships and public investment in infrastructure.

While the South West Area Plan has stated precedence, it is felt that the Rio Bravo SDP amendments and revisions, including infrastructure investments, are in concert with and can compliment the WSSP. Any changes or revisions to the WSSP can be documented by means of an "addendum" as opposed to an amendment. Revision of the entire West Side Strategic Plan is not deemed necessary nor is it in the best interest of the City/County or owners.

Primary Modifications to the Existing Sector Development Plan

There are certain major modifications in the proposed SDP revisions that should be highlighted in this Summary. These may be construed as having the greatest land use and planning impacts:

- The previous Development Center that had been described in the early COA Comprehensive Plan, located south of Westgate Heights, has been reduced in scale. Previously, the RBSDP portrayed an Urban Center which was detailed and surrounded by a plaza/park. The proposed Plan revisions de-intensify the land use expectations south of Gibson since the West Side Strategic Plan identifies an area north of Gibson as the new "Community Core". It redefines this southern site, located carefully for trails and transportation connectivity, to a lower density that conforms to the WSSP. The Plan also expands the number of Activity Centers and Adjacent areas, defining and integrating them with COA/County planning objectives and with current owner expectations.
- The plan modifications identify Employment Centers, other Activity Centers and Adjacent areas near AMAFCA drainage facilities. Significant opportunities for open space, recreation and trails, following adopted policies and corridor plans (Amole Arroyo) can be described for joint-use City/County/AMAFCA jurisdiction in a fashion that relates to development expectations for land area, alignment, and adjacent (non-drainage) easements. Since the COA and County are desirous of a major recreational complex in some locations (perhaps similar to the Mariposa Complex in Taylor Ranch) this could introduce a higher level of public discussion and review for these purposes.
- Transportation alignments have been changed. The proposed SDP recognizes the adopted alignment of Rio Bravo Boulevard and relocates existing non-residential and high-residential zoning to that corridor in appropriate locations. It also defines the alignment of Unser Boulevard, 98th Street and Rio Bravo through most of the Plan's sponsorship ownership. Certain elements must be acquired by the respective units of government, but following the guidance of the Transportation, Planning and Public Works division, the majority of the main-line and intersection locations can be detailed, dedicated and development direction described. This includes community service areas, school sites, parks and areas of archeological significance that may require mitigation measures (similar to the original Plan).
- With the recognition that the Sector Plan is in-place and that Activity Center intensities of land use will occur between Gun Club Road and Gibson Boulevard, there is a strong implication that this area should receive City of Albuquerque extensions for water and connections from the existing lines (and City system) to the north and east. Also, connections for sanitary sewer outfalls to the south and east are indicated. This implies significant infrastructure investments that have been a consideration in this area for many years. This does not destroy or alter the provisions in other community areas, notably to

the west (Westland South and Rio Bravo communities, indicated for “planned community guidelines” and community-system services). The current WSSP does not prohibit the extension of City lines and facilities in the Gun Club Community portion – it merely suggests that either could occur.

- The provision for low-density housing within the Gun Club Community area is refined. Because the existing zoning is in-place, the modifications to both the Sector Plan and the WSSP as suggested include the relocation of higher-intensity uses near Rio Bravo Boulevard (suggested in the WSSP).
- The provision for City and County agreeing to “annexation limits” between Rio Bravo Boulevard and Gun Club Road are defined. Since the approval of the Paakweree Mobile Home Park included a City Development Agreement, which includes annexation “when appropriate”, the limits of City control over higher-density land use, is considered.
- Provisions for affordable housing, utilizing special exceptions to the Development Process Manual are eliminated. Current design standards associated with conventional zoning suffice.

Implementation

This Sector Plan intends to use the original appendices (1989) as they relate to major drainage, socio-economic justification and, with the exception of Rio Bravo Boulevard, traffic impact.

One lost opportunity embodied in the original Sector Development Plan was the ability to acknowledge the land use entitlements with specific legal descriptions.

If successful, the sponsors propose to complete in detail the policy decisions and directives in the Sector Plan amendments and WSSP addendum by preparing, in an early fashion, bulk land plats. Since the case before the City is not a subdivision matter – the bulk land plats will appear as “exhibits” which can be adopted by City Council ordinance with this Plan’s approval. That will describe the legal boundaries of the land use and will allow AGIS to map the zoning in accordance with current City convention.

In addition, the early preparation of “exhibits” for legal descriptions can include the dedication and the expression of intent to dedicate easements for minor roadways, drainages, trails, and public access points and the like. To the extent possible, these will be prepared to convey to the City Council the advantages of this technique as it relates to public investment and expenditure. Accordingly, the Plan sponsors are prepared to dedicate those portions of major arterial roadways and utility easements that would be complimentary to the subsequent subdivision plats (bulk land plats) when recorded.

In conjunction with the above efforts (land use, WSSP conformance and bulk land platting), the developers intend to pursue water and sewer availability commitments and will strive towards development agreements which can make the infrastructure extensions possible.

In the summer of 1998, direction of COA Water Services has indicated a revision to water pressure zones and extension policies in this area. The above development agreements and early analysis can direct any changes to the Water and Sewer Facility Plans.

The export of sewage, to the south and east has been frustrated by County and City actions in conjunction with the County’s extension of Rio Bravo Boulevard. The existing Sector Plan relied on connections in this area and specific CIP facilities have been identified. We believe it was a City obligation to work positively in this direction. We understand, with the County’s extension of Rio Bravo, that major sewer facilities have been extended to a corner of the property. However, a water and sewer availability is not forthcoming until the City can feel confident with

ultimate service areas, amount of direction for interceptor lines, and financing. We are hopeful that the Plan amendments will allow this to occur.

AMAFCA has recently completed a drainage study for this area and certain design solutions, including the Amole Arroyo corridor area have been presented to their board of directors. The Plan sponsors have worked diligently with the AMAFCA board to define the Amole Arroyo for both drainage purposes, and with adjacent easements and obligations by the developer, for trails, open space and accessibility. The additional properties on either side will provide for a COA trails system that compliments the adopted Amole Arroyo Corridor Plan. The implementation of these objectives can again be accomplished through the bulk land plat / Council exhibit.

While not as critical as the Amole Arroyo, the same objectives are being discussed as they relate to the Snow Vista Channel, Sacate Blanco Arroyo and upstream Hubbell Detention connections. Again, the policy seems to have been established (by public and AMAFCA studies) and the Rio Bravo SDP amendments can facilitate those objectives by the definition of easements, adjacent trails, identification of open space and the like.

Transportation objectives of public policy imply an early identification of land use (which compliments transit corridors) together with community connections (activity centers, through neighborhoods, providing off-street access). Again, part of the implementation of this Plan through the bulk land plat / exhibit technique, will designate trail corridors, transportation nodes and critical areas. The subdivision process is not preempted since the bulk land plat, at the time of subdivision development, can alter, modify or further refine what is provided for early on.

The integration of schools, parklands, community service areas and land use themes that use these centers can be facilitated by what is proposed. For example, early negotiation and acquisition by APS, can provide for school locations and areas appropriate for their location (as opposed to remnant parcels or APS scouting). These areas should be located next to pedestrian corridors, should relate to integrated neighborhoods with connectivity and, in conjunction with park lands, may assist in the preservation or mitigation of archeological sites which exist on the property. Again, the implementation of elements of the plan is left for the subdivision process. The initial City Council exhibits that will accompany this Plan, will accelerate and define that process.

RIO BRAVO SECTOR PLAN AMENDMENT

II. RIO BRAVO SECTOR PLAN AMENDMENT

A. Purpose & Necessity

The purpose of this Sector Development Plan Amendment is two fold as it relates to the policies of the City of Albuquerque:

1. To revise, by amendment, the Rank III Sector Development Plan known as “Rio Bravo Sector Development Plan” (SD-87-4); and
2. Upon S.D.P. approval, append revisions to the “West Side Strategic Plan”, a Rank II Policy. If approved by the governing body, the revisions to the West Side Strategic Plan (WSSP) will constitute an addendum to that document only as they relate to those portions affected by the Sector Plan changes.

The necessity for these revisions can be best stated by highlighting events that have occurred since the original Plan adoption in 1989:

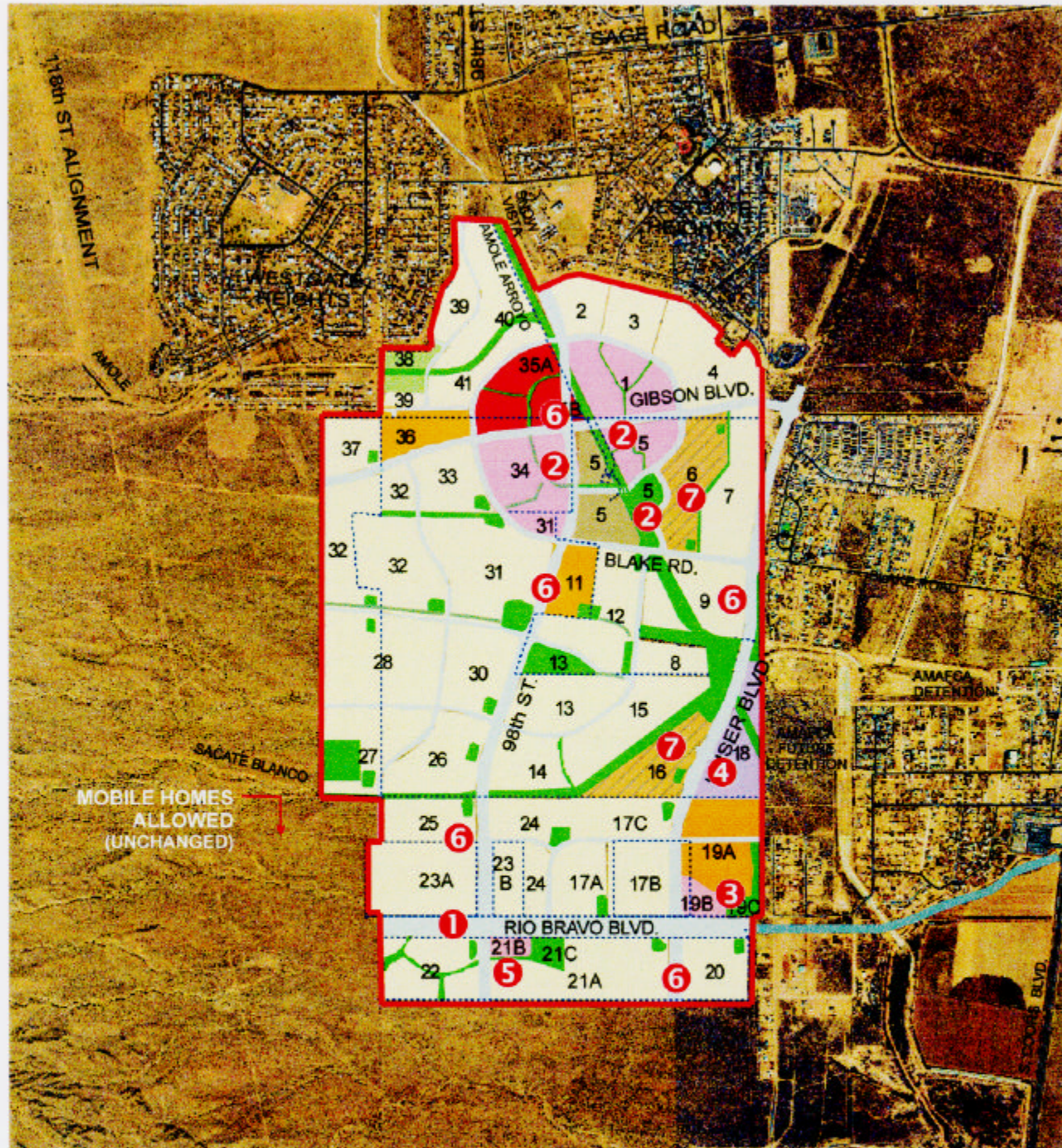
- The original Plan and accompanying annexation request was approved by the City Council and modifications to the Plan’s content was approved by the Development Review Board. However, because of publication problems and communication, the approved zoning and annexation had not been reflected on the City’s zone atlas (or AGIS data base) until 1998.
- The Sector Plan conferred zoning by action of the City Council ordinance. However, that Plan’s principal sponsor (Bellamah Community Development) did not prepare a platting or subdivision action. As a consequence, the land areas for zoning purposes have never been recorded with appropriate metes and bounds legal description (or recorded subdivision information).
- By virtue of a bankruptcy, the property has been partitioned by the Bankruptcy Court as it relates to Bellamah’s former interests.
- Land ownership has exchanged hands and there is no master developer who can implement all of the Sector Plan’s stated provisions for real estate exchange. For example, the Sector Plan stated the desire to exchange remnant properties resulting from the zoning boundaries. This has not occurred.
- The County has undertaken a revision to the “South West Area Plan” (SWAP).
- The City has completed and adopted the “West Side Strategic Plan” (WSSP) which contains some conflicts with the adopted Sector Plan.
- The City has a stated planning objective to further the WSSP objectives and policies by implementing activity designations; emphasizing transportation corridors, prioritizing roadway and infrastructure investments, and directing the quality of growth in a more prescribed fashion.
- The City has been revising and implementing water and sewer service areas, pressure zones and public investment strategies.
- The City and other developers have been proceeding to extend major roadways and have modified the Long Range Major Street Plan and other transportation documents.

These efforts, as previously stated, allow the Rio Bravo Sector Plan to be amended in concert with public objectives. It is the intent of the sponsors to this Amendment to avoid a re-analysis

of the original plan. It could arguably be developed “as is” with the completion of plats, water and sewer agreements and other subdivision-process elements. Accordingly, the proposed amendments are more a matter of relocation and de-intensification of approved densities, re-configuration of parcels described in the original plan and an expansion of activity centers to describe a relationship and framework within the adopted West Side Strategic Plan.

Therefore, the purpose of the Sector Development Plan revisions and accompanying recommendations for WSSP addendum is to bring a significant land holding, approximately 1,289 acres, into conformance with more current policies and objectives of the City. While achieving this, the development community and principal sponsors of this Plan’s revisions can complete the zoning and planning process by providing metes and bounds exhibits to the adopting ordinance. If approved, the City will have a clear policy and plan document. The owners and future developers will then have a plan that will allow them to proceed to achieve their expectations.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- Rbndy.shp
- Newowner.dwg
- Newroads.s
- Newtrails.s
- Newpcis.shp
- CO
- C-1
- C-2
- IP
- O-1
- O1 / C2
- R-2 / RT / MH
- R-2 / R3
- SF / RLT
- Park



- 1** REALIGNED RIO BRAVO BLVD. (COUNTY)
- 2** URBAN CENTER AND PARK REVISED (DE-INTENSIFIED)
- 3** NON-RES AND MID DENSITY RESIDENTIAL RELOCATED TO UNSER INTERSECTION
- 4** EMPLOYMENT AND IP LAND USE RELOCATED TO PROXIMITY OF ACTIVITY CENTER AND TRAIL NODE
- 5** ACTIVITY CENTER & ADJACENT SO. OF RIO BRAVO.
- 6** MINOR REALIGNMENT OF ARTERIAL ROADS
- 7** MIXED LAND USE (SU-1) ASSIGNED TO AREAS APPROPRIATE FOR "ADJACENT" LANDS

ILLUSTRATION 4

**REVISED S.D.P. WITH
MAJOR CHANGES
EMPHASIZED**

RIO BRAVO SECTOR PLAN AMENDMENT

B. Justification

1. Change in Community Conditions

As stated in the preceding chapter, the purpose of the Sector Development Plan revision is to adjust an existing Sector Plan to a contemporary (1999) standard. The original Plan adequately addressed major infrastructure, transportation, traffic generation and conformance to the City policy, at that time.

After almost 10 years since the original adoption enough private and public “changes in condition” warrant this amendment.

These changes include:

- Defined alignment and acquisition of right-of-way, by Bernalillo County, for Rio Bravo Boulevard extending west of Coors Road;
- Adoption of the “West Side Strategic Plan” as public policy;
- Consideration of, and initial review for Design Guidelines “How to Create Village and Community Centers” (under consideration by the EPC);
- AMAFCA study of upstream watersheds and determination of sedimentation ponds and construction configuration for the Amole Arroyo and its tributaries (“Amole – Hubbell Drainage Management Plan”);
- Update considerations, “South West Area Plan”, under study by Bernalillo County;
- Approval, by Bernalillo County, of a large mobile home park between Rio Bravo Boulevard and Gun Club Road south of southerly limits of the adopted Sector Plan (CO-98-8/CSU-98-05);
- Overtures by the development community for participation in City well, reservoir, master plan water line extensions (Westland, American Southwest Homes, Romero and others);
- Partial completion of Unser Boulevard in conjunction with progressive neighborhood platting (Curb, Inc. and Albuquerque South); and
- Expressed desires by COA Public Works and Transportation personnel, for assistance in Unser, 98th Street and Gibson Boulevard construction and right-of-way acquisition.

In addition regional issues affecting Transportation and Planning policy have been discussed which can provide input to this Plan's direction, including:

- Work and adoption for the Transportation Evaluation Study;
- Adoption of the 2020 regional transportation documents including: Long Range Major Street Plan, 2020 MTP, public investment strategies and transit-oriented objectives; and
- Current COA administrative directives for: community based planning, urban form and visioning, emphasis on high-density corridors, pedestrian/multi-modal connectivity and aesthetics.

WSSP Effect:

From all of the above “changes in community conditions”, the impact of the West Side Strategic Plan is one of the most significant.

At the time the original Sector Plan was conceived and following the then-current comprehensive planning process, the intersection of Gibson Boulevard and Unser Boulevard was touted as an “Urban Center”. This designation was initiated with the 1974 Comprehensive Plan whereby an “Urban Center” was conceived to be a hub of high density activity centered around major transportation, including light rail destinations. The land uses envisioned were very high density.

Between 1974 and the time of the Rio Bravo Sector Plan’s preparation, the very high density urban center concept was replaced with an urban center that conceived a neo-traditional type of plaza surrounded with mixed use intensities. At that time this was felt to be more in-scale with the Westgate community. The loss of a Gibson Boulevard connection, to the east, further eroded the expectation for a major transportation crossroad intersection.

In 1997, with the West Side Strategic Plan, the City defined “activity areas”. The designation has a “core” and an “adjacent area” with land use expectations consisting of mixed-use, trails, connectivity and transportation access. While of a moderate density, the expectations are far less than the 40 DU per acre type of intensities envisioned in the 1974 document.

The WSSP appropriately designates an area north of Gibson Boulevard on both sides of 98th Street for a Community Core with the adjacent area extending to Gibson. This makes the site of the urban center found in the SDP inconsistent with the planning directives contained in the WSSP.

This departure from the initial expectations, by itself, could be a justification for a plan amendment. However, because the original Plan involved an integration of land uses around not only the intersection, but also around major drainage solutions (together with primary developed trails), the amended plan can create an adjacent “activity center” on the south side of Gibson Boulevard. In this fashion, the SDP can be revised and brought in conformance with the Rank II document (WSSP).

Rio Bravo Boulevard Effect:

The second most dramatic change in community conditions that impacts the revision to the Sector Plan is the realignment of Rio Bravo Boulevard. When first conceived in the Sector Plan, Rio Bravo Blvd. extended westerly from Coors Road and created an “S curve” that aligned the roadway for a particular topographic feature. Since that time, the County of Bernalillo has acquired right-of-way, and has commenced construction on the roadway in a different location.

This revision to a principal arterial and its intersections with 98th Street (a minor arterial to collector) and Unser Boulevard (a major arterial) warrants a relocation of those land uses that were geographically located along the former alignment.

Ownership Effects:

The third “change of condition” which should be highlighted is the revision to ownership patterns. The original Sector Plan had a “consensus” of four major property owners. Their internal agreements provided for the exchange of properties and cooperation regarding alignments, easements and land uses that brought that Plan into an integrated development. Now the ownership is somewhat fractured. While there is still an intention to cooperate between the parties, adjustments to parcel perimeters, location of zoned areas and implications

for implementation should be considered almost as “stand alone” between the respective ownerships.

The address of these critical changes together with the other conditions enumerated above, is the justification for this Plan’s requested amendment and WSSP addendum contained herein.

RIO BRAVO SECTOR PLAN AMENDMENT

B. Justification

2. Ownership and Private Sector Expectations

The adopted Rio Bravo Sector Development Plan's primary sponsor was Bellamah Community Development. Bellamah secured participation from three other major owners (Atrisco Joint Venture, Albuquerque South, and Zebedeo Garcia) so that most of the 1,289 acre plan area could be considered as a single entity. In 1999, land ownerships consist of:

- 1) Lands of Curb, Inc.,
- 2) Lands of Albuquerque South
- 3) Lands of American Southwest Homes
- 4) Lands of Atrisco Joint Venture
- 5) Lands of the Estate of Victor Salazar
- 6) Lands of others (including former Zebedeo Garcia properties and out parcels).

The Bankruptcy Court in the Bellamah case effectively partitioned their ownership in accordance with Real Estate Contracts and payments. Since this was done by court order, there was no subdivision process employed to study the effects of this partitioning.

With the new Sector Development Plan revisions, there are still cooperative agreements between most of the effected land ownerships. The majority of the land holdings are represented by two of the principal owners: Curb, Inc. and American Southwest Homes. In addition, Lands of Albuquerque South and the Estate of Victor Salazar are participants to the extent of their concurrence with the Plan modifications.

As with annexation, it is presumed that if the majority of the ownerships are represented by these "sponsors", the planning department will include and represent the ownership of others.

Illustration 1 portrays the Plan's sponsors and Illustration 5 portrays the ownership holdings. The ownership of Curb, Inc. is the primary contact and financial participant to this document.

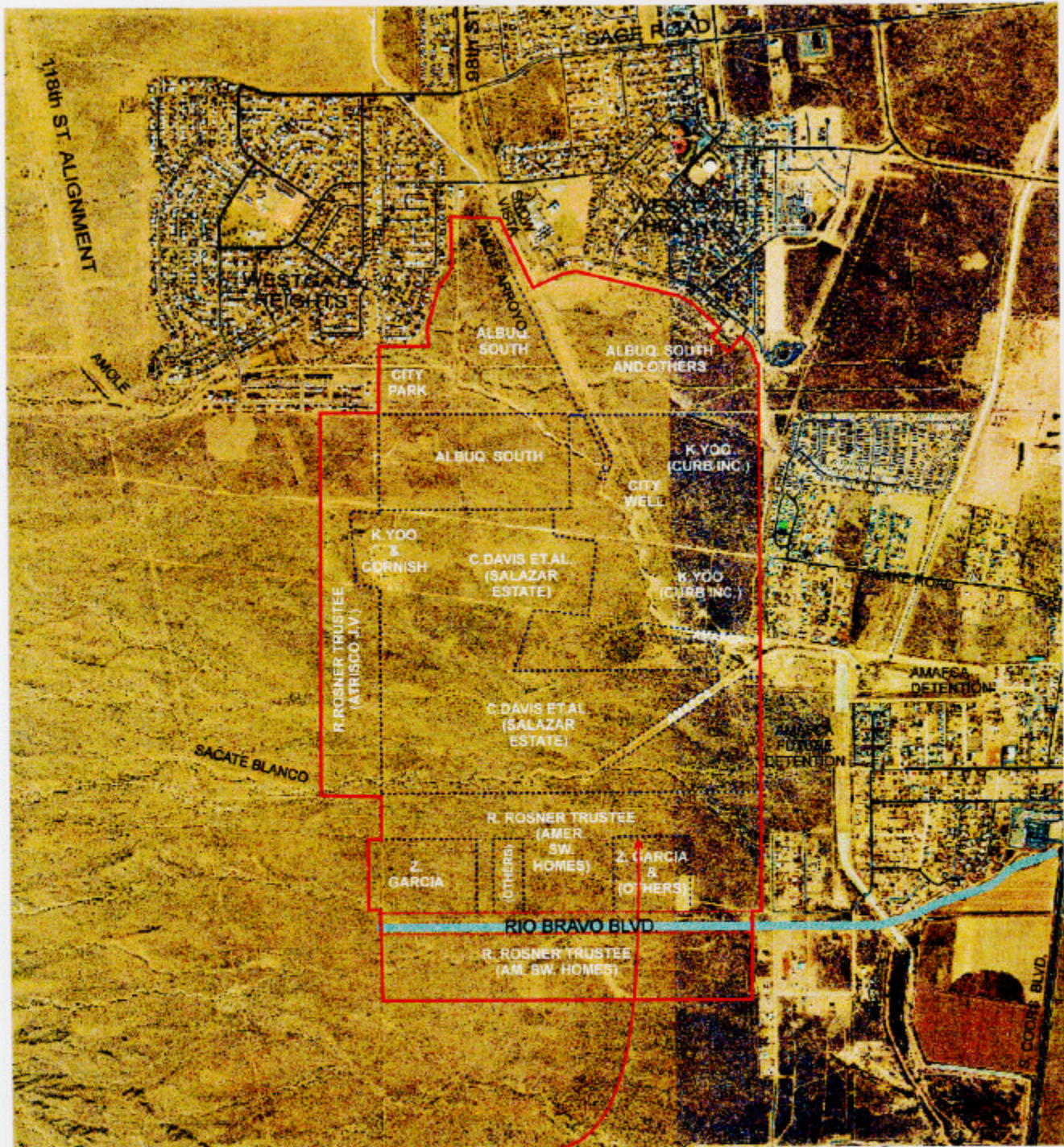
Referring to City Resolution R270-1980 as it relates to zoning, the economic conditions impacting the land ownership or the property itself should not be considered a justification for rezoning. However, in this Sector Plan Amendment, it would be prudent to mention the history and expectations of the primary ownerships as it may benefit the City's consideration of the implementation of this Plan. Illustration 5 shows the ownership areas and their relationship to the Plan boundary.

Albuquerque South:

Albuquerque South participated in the original Sector Plan and, by virtue of land sales and their development efforts, have been an "active" developer in accordance with the existing Plan. The plat maps and subdivision development proposals prepared under their direction have assisted the City of Albuquerque in the dedication of park lands, roadway rights-of way and infrastructure extensions. Most of this activity has occurred north of Gibson Boulevard within water pressure zones east of 98th Street.

Their ownership extends west of 98th Street and south of Gibson Boulevard. Accordingly, their expectations are to secure Sector Plan Amendments that will allow them a progression of responsible development.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



APPROX.
OWNERSHIPS
PER ASSESSOR



2000 0 2000 4000 Feet

THIS MAP IS COMPRISED OF COUNTY OF BERNALILLO ORTHOPHOTOGRAPHY AND IS PART OF THE AGIS / BERN. CO. GIS SYSTEM (PHOTO CIRCA. SUMMER, 1997). THE OWNERSHIP LIMITS ARE MORE SPECIFICALLY DESCRIBED IN THE REVISED S.D.P. LEGAL DESCRIPTIONS AND ACCOMPANYING BASE MAPPING.

ILLUSTRATION 5

MAJOR
LAND OWNERSHIP

The major impact to their land holdings involves the specific alignment of Gibson Boulevard, 98th Street and other major roadways. Land use expectations are relatively stable and they have concerns about “over aggressive” multi-family and commercial designations that may not be realized in a current time frame based on the real estate market.

The resolution of major drainage, transportation and water pressure zones, including availability of service, are their primary expectations as a result of this plan.

Curb, Inc.:

The expectations for Curb, Inc. are somewhat similar to Albuquerque South. They have been a major development entity in the southwest portion of Albuquerque, having active subdivisions such as Sunrise Terrace, Desert Flower and Desert Springs. Their development practice has been providing a critical component of the affordable housing element in Albuquerque, particularly in the SW quadrant.

The land holdings of Curb, Inc. generally consist of properties lying south of Gibson Boulevard and east of 98th Street (extended).

The expectations of Curb, Inc., for zoning and land use entitlements share a similar concern with Albuquerque South regarding the current “marketability” of properties that have an overly intense designation or have conditions that would impact the economics of their land investment. However, they recognize that their ownership comprises the bulk of the former “urban center” and may have policy and land use designations that conform with City objectives for not only higher intensity but for activity center cores and adjacent guidelines as they relate to design.

Their objectives include a “de-intensification” of the former Sector Plan zoning designations to allow for a reasonable proportion of their land holdings to be in a current market format (medium density residential). This can be accomplished as suggested in the Plan revisions by the relocation of primary industrial and office components to the lands of other ownership interests while retaining the initial “focus” for an activity center that would allow for mixed use zoning and intensities which would support the objectives of current planning policy.

Since major capital investment in subdivision implementation accomplishes not only private expectations but also extends infrastructure in appropriate areas (priority 1 WSSP), the location of serviceable land areas for housing and near-term development is critical. These must be located in areas where infrastructure policies do not overly burden the City – or make it impossible to develop the property.

Salazar Estate:

The Estate of Victor Salazar (formerly Salazar-Davis) comprises approximately ¼ of the Sector Plan area and can be considered, as a definition, the “residual” from the Bellamah initial purchase. The Trustees for the Estate are less active than Albuquerque South or Curb, Inc. However, they expect reasonable returns from their ownership interest and may become an active participant in the subdivision process by virtue of their owner investment, or from near-term sales to others. Accordingly, the Plan revision anticipates that they would not only retain a large residential component, but also benefit from the shift of non-residential and higher-density zoning to portions of their property holdings that can be configured for these uses.

Adjustments in parcel configurations and locations include considerations for their property boundaries as being normal and logical for the rights-of way for certain major roadways, such as 98th Street. The Plan could modify the previous alignments, in conformance with transportation engineering standards, to slightly modify these roadways to coincide with the separation of the Salazar interests from lands of Curb, Inc. and Albuquerque South. In this

fashion, normal development practice can occur as it relates to participation in major arterial and roadway construction.

For major utility infrastructure, the Salazar holdings are impacted both by a need for upper zone water lines, as well as sewage outfall. A necessary component of the implementation aspect of this Plan's amendment must include an expectation for utility service areas, monetary participation and the elimination of development impediments.

American Southwest Homes:

American Southwest Homes purchased a majority of the former Atrisco Joint Venture properties (Robert Rozner, Trustee). Their acquisition now includes both sides of Rio Bravo Boulevard. Rio Bravo has been dedicated to the County and is under construction. In addition, their land ownership includes approximately 95 acres of County property lying to the south of the Sector Plan area which may be critical in forming a "transition" south to Gun Club Road.

The land use expectations for American Southwest Homes (ASH) include a relocation of non-residential land use from the former Rio Bravo alignment to logical locations along the newly acquired and constructed roadway. Also, they are developers of affordable housing and planned area developments within the southwest quadrant of the City. Being an "active" developer, their expectations include primarily utility serviceability that is focused both on water and sewer.

Essentially, the ASH ownerships comprise what the original Plan envisioned as the "second primary entrance" to the Rio Bravo SDP area. With the County's investment in roadway extensions to Paseo Volcan and to Interstate 40, it is anticipated that development pressure will be increasingly apparent. Therefore, ASH's expectations consider the usability of their property outside of the Sector Development Plan area (a different issue, but presented herein for reference) as well as ascertaining the cost and potential service areas for City extended water. The existing sewer line in Rio Bravo requires a cooperative agreement between the City and the County for discharge to portions of the City system which include connections to the treatment plant. The SDP provisions, together with City policy for CIP and other funding commitments, is of primary concern to them.

Lands of Atrisco Joint Venture (remnant):

Located at the westerly edge of the SDP boundary, this portion of the Plan's ownership had consisted of passive ownership. However, the extension of major upper zone water lines is a consideration that effects all of the ownerships and this portion of the property is significantly impacted by those decisions. Also, this ownership provides a "buffer" to lands west of the SDP area which have long-since been "planned" as part of the original Atrisco Village Master Plan (Westgate Heights). These lands also have a critical impact for drainage as well as the future westerly extension of Gibson Boulevard. Accordingly, the expectation of that ownership is to be included in the SDP revisions for the determination of certain zoning and for a definition for infrastructure serviceability.

Lands of Z. Garcia and others:

Until those ownership interests can be contacted and integrated as "sponsors" to this Plan, we will consider them as "outparcels". These ownerships consist of two primary blocks of land that are "surrounded" by the ASH land holdings. Some of the properties may be required for major rights-of way, and it is the intent of the amended SDP to relocate certain land use designations to allow them a similar zoning entitlement (comparing with the current SDP zoning).

It is anticipated that the City Planning Department will participate in our efforts to notify, contact and negotiate for reasonable representation in this Plan amendment.

II. RIO BRAVO SECTOR PLAN AMENDMENT

C. West Side Strategic Plan Addendum

1. Changes in Community Conditions

The West Side Strategic Plan (WSSP) (City Council Bill R-51, Enactment 35 – 1997) was approved by the City of Albuquerque with concurrence by Bernalillo County. The County of Bernalillo and the City of Albuquerque have approved and adopted the South West Area Plan (SWAP). As stated in the WSSP, the South West Area Plan has the precedent role in establishing the character of land use and conditions affecting property not yet annexed to the City of Albuquerque and is expected to resolve issues articulated in the WSSP, such as limits of City growth and utility and infrastructure service. The WSSP, likewise, has precedence over the Rio Bravo Sector Development Plan and therefore, changes made to the amended SDP have an impact on the WSSP. The additional activity centers and adjacent areas proposed for inclusion into the revised Sector Plan have resulted in this request for an addendum to the West Side Strategic Plan.

2. Rio Bravo Sector Plan

Illustration 6 depicts the Rio Bravo Sector Development Plan Amendment as submitted in the context of the accepted West Side Strategic Plan. The land area lies generally south of Westgate Heights and west of the extension of Unser Boulevard, the Amole – Hubbell AMAFCA lands and includes the extension of Rio Bravo Boulevard (County facility).

The relocation of Rio Bravo Boulevard from that previously shown on the 1987 version of the Sector Plan is one primary change of community conditions that necessitated the SDP Amendment No. 1. Also, revised land ownership boundaries resulting from the Bellamah bankruptcy and re-division of property by the Bankruptcy Court necessitated a “shift” of lot lines and zoned parcels. The third major modification to the Rio Bravo Sector Plan involves “conformance” to major planning elements contained in the WSSP. While the concept of activity centers and adjacent areas is promoted in the WSSP, the location for and addition of new activity centers was never depicted. The planning effort involved in the revised Rio Bravo SDP sets areas for both and therefore, prompts action for an addendum.

Essentially, the entirety of the Sector Plan revisions constitute a decrease in residential and commercial land use intensity, partially due to the additions of mixed-use activity centers, and requests “conventional” zoning to replace previously designated “SU2” zoning which was designed for urban centers and high-intensity land use.

3. Relationship to Rio Bravo SDP Revision

a. Conformance

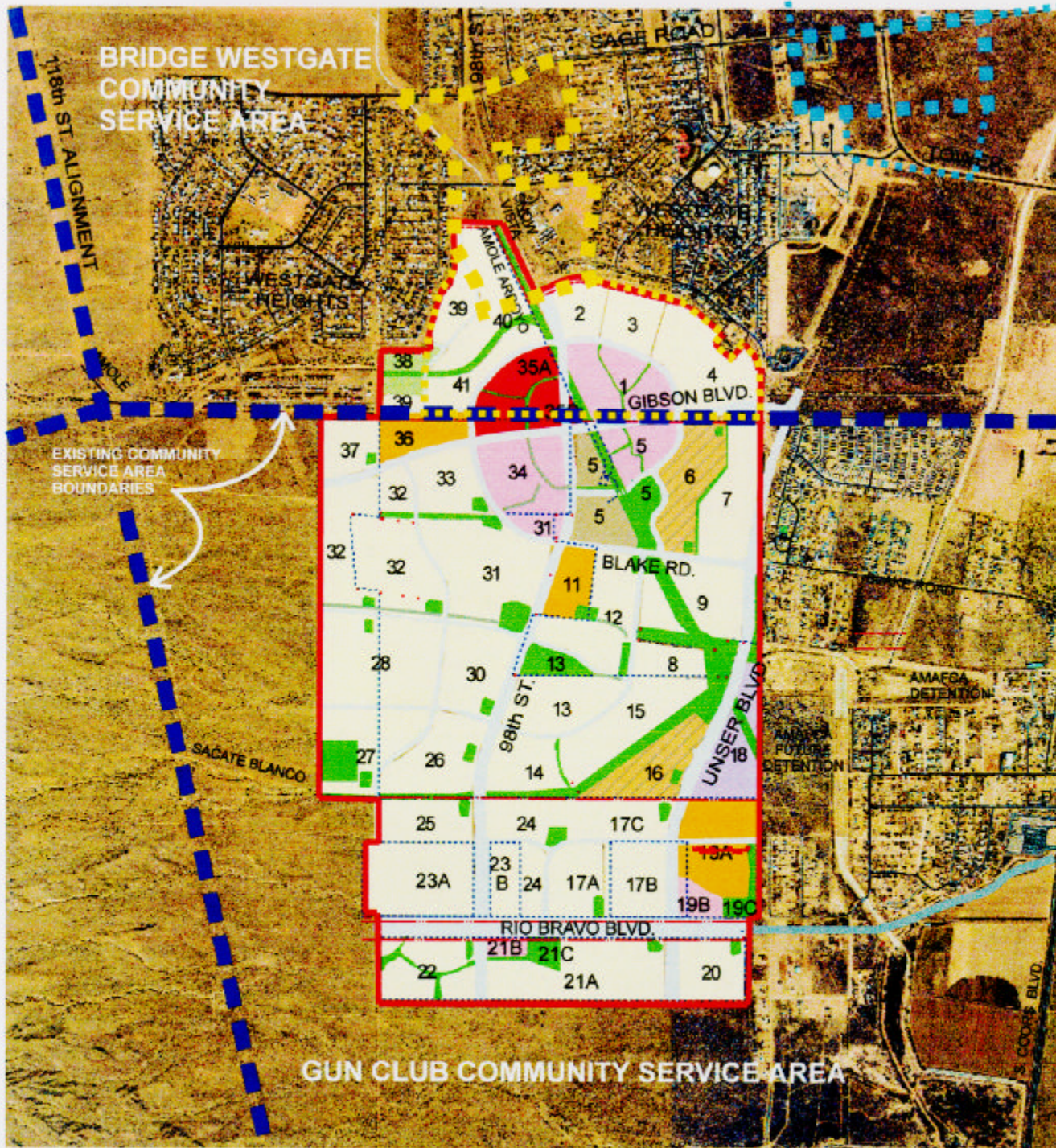
One of the purposes for the Rio Bravo Sector Plan Amendment No. 1 is to bring that Plan in to compliance with the goals and policies set forth in the Westside Strategic Plan.

b. Exceptions

Not all of the requested revisions to the Rio Bravo SDP can meet existing WSSP text and policy statements.

RIO BRAVO SECTOR PLAN - AMENDMENT NO.1 - 1999

WEST SIDE STRATEGIC PLAN ADDENDUM



- **COMMUNITY SERVICE AREAS**
- **COMMUNITY CORE**
- **ADJACENT AREA**
- **VILLAGE CENTER**
- **ADJACENT AREA**

ILLUSTRATION 6

**WEST SIDE STRATEGIC PLAN
EXISTING ACTIVITY CENTERS**

4. Community Service Areas and Villages

A critical element of the WSSP planning concepts include the “division” of major areas of City and County jurisdictions by community service areas. These community service areas are related to prioritization for public expenditures (infrastructure) as well as demographic and socio-economic projections for land utilization over time. The attached graphic, Illustration 6, depicts the affected service areas of the Bridge / Westgate Community Area and the Gun Club Community Area

The proposed Rio Bravo Sector Plan revisions compliment the WSSP by updating sub-areas of the community service regions into planning directives suggested by the WSSP. At the same time, the new directives call for Activity Centers and Adjacent areas to be depicted which causes the need to request the addendum to the WSSP.

a. Bridge / Westgate Community

The Bridge / Westgate community, by the existing WSSP, has identified a “Community Core area” near the intersection of 98th Street and Sage Boulevard. This is unchanged for the purpose of this addendum. Also, the area identified as “Community Adjacent” is not affected, save for the perimeter of that area following the right-of-way line for Gibson Boulevard. Gibson Boulevard generally “divides” the community of Bridge / Westgate from Gun Club.

Other adopted land areas for Community Core, Community Adjacent, Village Core and Village Adjacent areas are depicted to show how the arrangement of core areas and villages are dispersed within the Bridge / Westgate community.

b. Gun Club Community

The Gun Club community is that portion of the WSSP planning areas that is most impacted by the Rio Bravo Sector Plan and the changes in community conditions.

The original Sector Plan calls for an “urban center” south of Gibson Boulevard, at the intersection of 98th Street. This is inconsistent with the “Community Core area” designated for the Bridge / Westgate community to the north. Accordingly, the land use for the intersection of Gibson / 98th / Amole Arroyo has been de-intensified and slightly re-arranged. This creates a condition appropriate for an “Activity Center” surrounding the multi-family, mixed use and non-residential properties, with “Adjacent” area land use extensions. These areas encompass mixed-use zoning and conform to the recommended ratios for residential to non-residential land use.

Higher-intensity land uses shown on the original Rio Bravo Sector Plan at the intersection of 98th Street and Rio Bravo Boulevard have been relocated to the intersection of Rio Bravo and Unser. This is appropriate because the higher densification, without the arterial connection of Rio Bravo, is unsuitable at the former location. This area has been designated as a new Activity Center comprising commercial and R-2 zoned properties that have connectivity to the open space and trail system designated within the revised Sector Plan and the Amole corridor.

In 1987, when the SDP was conceived and published, the consultant had the Plan “reviewed” by the University of New Mexico graduate program for architecture and planning. This was conducted as a design workshop for the benefit of the students and the consultant. One recommendation from that effort was the desire to create employment based activities adjacent to proposed open space for the Amole drainage system near the extension of Rio Bravo and Unser.

The new adjacent areas for the revised land use include an extension to the north of the Activity Center area designated for Unser and Rio Bravo. This is requested for mixed-use and a relocation of the IP zoned properties depicted in the original Sector Plan.

The southerly portion of the Sector Plan, south of Rio Bravo Boulevard, is a candidate for another activity core that includes a commercial zoned property, a proposed park facility and a potential for a school site south of Rio Bravo. In accordance with the SWAP, land south of the Sector Plan area will be designated at 5 density units per acre (County) and the properties within TVI ownership and the mobile home park could connect to the proposed activity center and adjacent area similar to the illustration.

5. Existing WSSP Plan Elements and Outline of Planning Concepts

The following is a brief outline description of the “Communities” identified within the Westside Strategic Plan that corresponds to the area covered by the proposed Rio Bravo Sector Development Plan.

a. Bridge /Westgate Community:

- Includes areas of already developed Westgate Heights, subdivisions and businesses South of Central Ave. and along Bridge St. and the vacant lands amid development.
- Community size; 4,900 acres
- GROWTH ENCOURAGED IN THIS COMMUNITY AREA
- Designated “Core Area” for this Community at Coors between Bridge St. and Central Ave.. Also, in a linear core concentrated along Central Ave.
- Identifies another focal area as “Westgate Heights Village” with existing elementary school, park, new library and small commercial center.
- Recommends that the irregular City/County boundaries at the SW corner of this community be clarified
- Capital facilities and public services limited in this community

b. Policy Highlights/Recommendations for Bridge/Westgate Community

- High priority for public infrastructure investment
- Study potential for maximum public/private joint development financing, new development incentives, and cost sharing for public facilities
- Encourage employment growth in this Community
- Encourage increased density housing with commercial mixed-use at the Community Core Areas and Activity Centers
- Discourage additional low density rural development
- Encourage increased public facilities (e.g., fire/police, libraries, senior centers) in west portion of the Community.
- Encourage enhancements to Bridge and Central
- High priority to ordinance enforcement for community appearance and nuisances
- Policy #3.45 (pg. 71 of WSSP)

“All existing plans, including the Rio Bravo Sector Plan, will be revisited and amended to reflect the current priorities expressed in the WSSP process.”

An overlay of the RBSDP on this area shows the northern portion of the Rio Bravo Plan area almost entirely categorized as “Community Adjacent Area” – presumably with encouragement of higher density residential with mixed uses of commercial establishments. Also, a small portion of the RBSDP, in parcel 40, is designated a “Community Core Area” with a design emphasis on civic and employment land uses (i.e., most intensive land use designation – community – wide focal area.

c. Gun Club Community

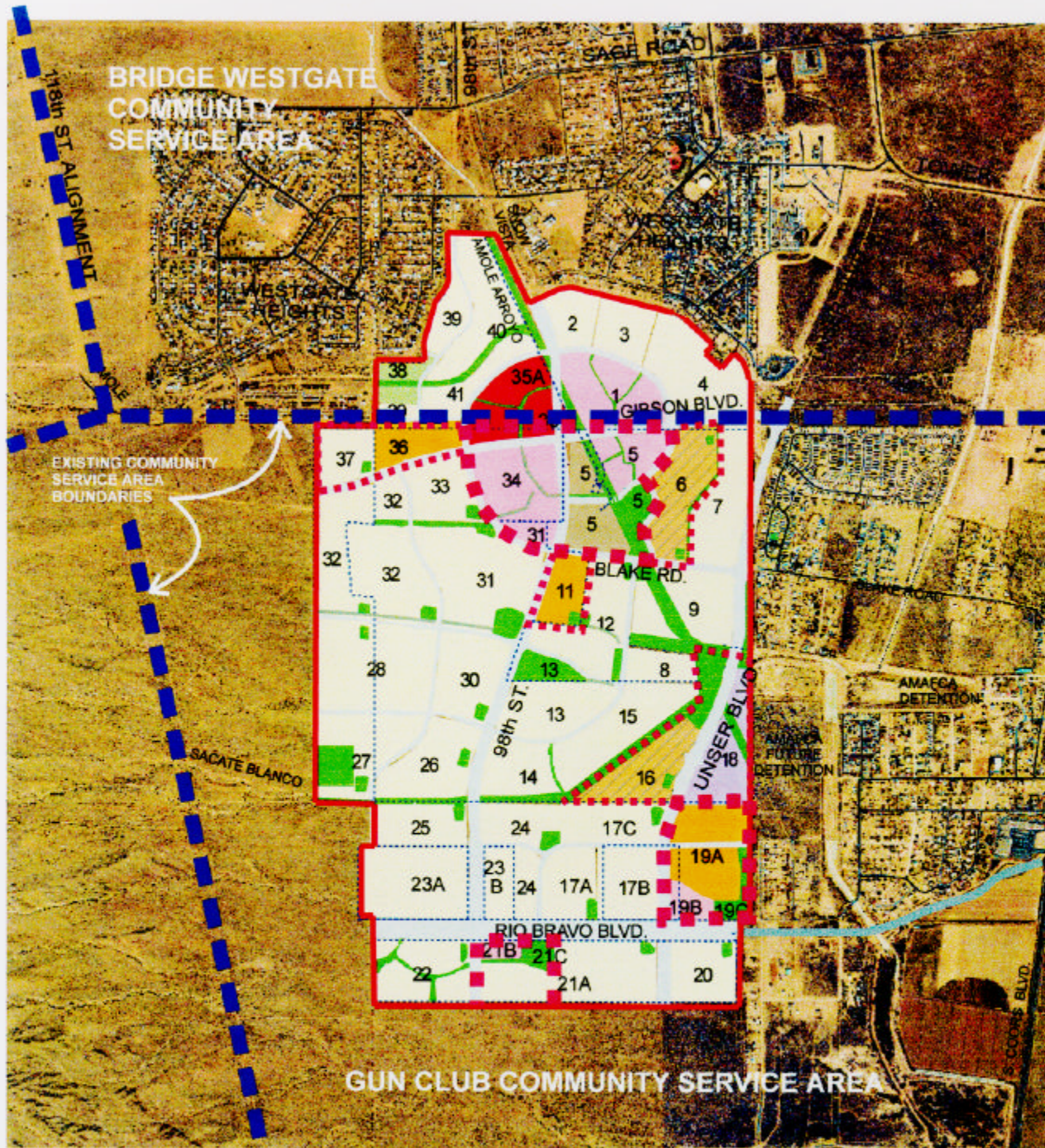
- Located: South of Blake Rd.
West of Coors Blvd.
East of 118th St.
North of southern WSSP boundary
- Currently partly in the City and County with irregular boundaries
- RECOMMENDS DE-ANNEXATION TO COUNTY *
- Maintain existing public facilities and utilities *
- Expand the water and wastewater utilities WITHOUT annexation *
- Estimates for future growth based on large lot, rural residential development with higher residential densities along Coors Blvd. *
- Community Core Area to be located at Coors and Rio Bravo – increased densities for residential and commercial in this area providing Rio Bravo extension is completed.

d. Policy Highlights/Recommendations for Gun Club Community:

- Encourage low density residential development with a rural character (except at Core Areas and Activity Centers along Rio Bravo Extension and at Coors Blvd.)
- Retain 1 acre lot minimum for residential uses. *
- Pursue wastewater utilities installation to prevent septic tank proliferation (groundwater protection).
- Acquire the Hubbell Oxbow for open space near community Core Area.

Note: Existing objectives and policies marked with an asterisk are the subject of changes requested by this Addendum.

RIO BRAVO SECTOR PLAN - AMENDMENT NO.1 - 1999 WEST SIDE STRATEGIC PLAN ADDENDUM



DESIGNATED COMMUNITY SERVICE AREAS

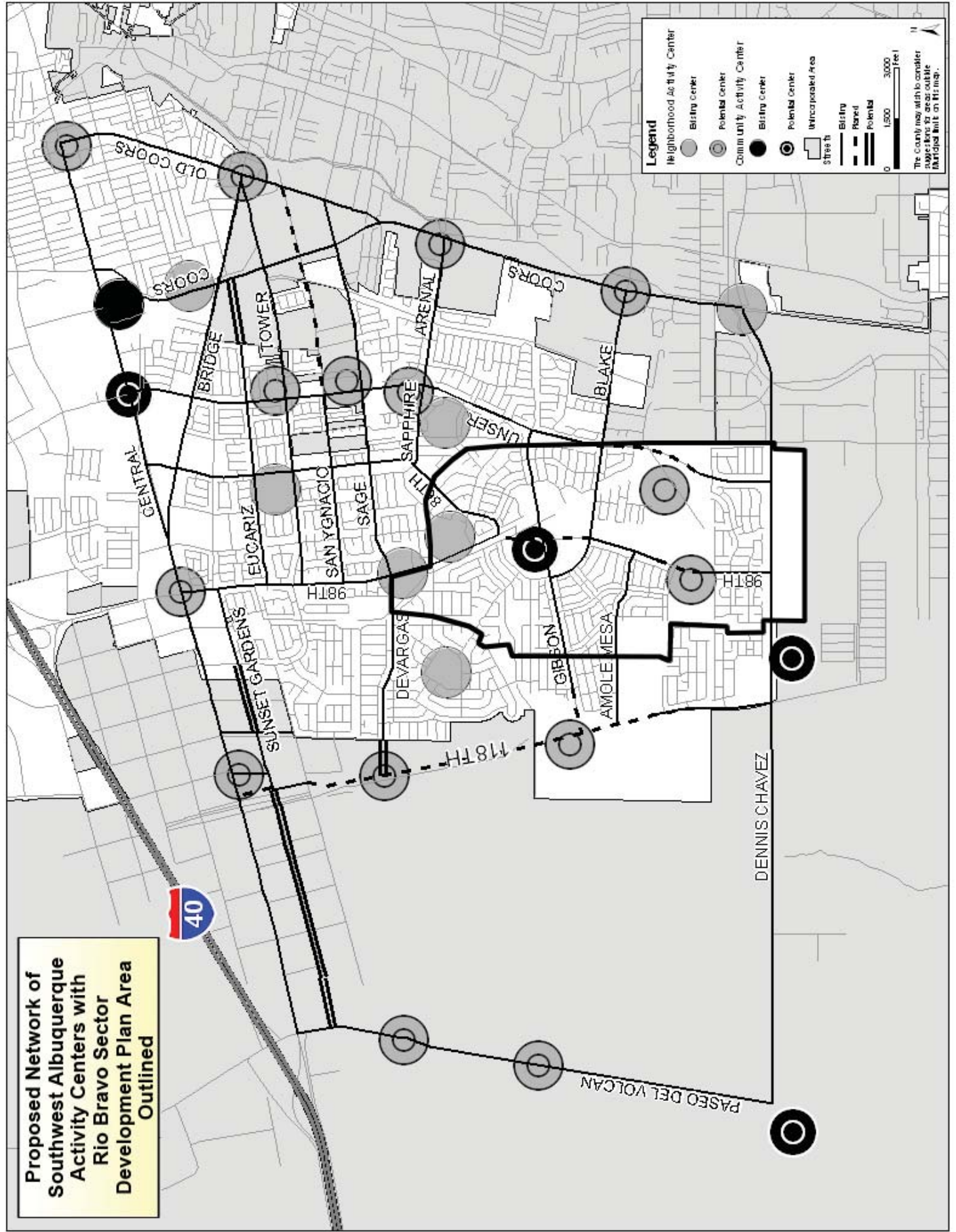
PROPOSED ACTIVITY CENTER

PROPOSED ADJACENT AREA

ILLUSTRATION 7

WEST SIDE STRATEGIC PLAN
PROPOSED ACTIVITY CENTERS

**Proposed Network of
Southwest Albuquerque
Activity Centers with
Rio Bravo Sector
Development Plan Area
Outlined**



The County may wish to consider
suggestions for areas outside
the outlined area on this map.

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

1. Land Uses, Parcelization and Development

The following Land Use Map and revised Land Use Table represents the zoning component of this Sector Development Amendment.

The zoning in the existing Sector Plan was tailored for high-intensity land use including SU2 Zones that created residential intensities up to R3 and non-residential intensities up to C2 Commercial. Most of the lower intensity residential components (of the existing Plan) consists of SU2 for SF (single family) Zoning. The expressed intensity of this land use was 6 DU/AC.

The revisions to this Plan for the low-density residential component essentially replace SU2 Zoning with RLT, (Residential Light Townhouses). This allows the developer the same anticipated intensity of dwelling units (approx. 6 DU/AC) while maintaining other conditions expressed in the Plan such as the waiver of the solar access provisions (providing adequate insulation is provided within the structure).

The highest residential intensity, R3 as expressed in the original sector plan (30 DU/AC) has been reduced to a R2 apartment intensity (20 DU/AC). Within the R2 zone, there are locations at Rio Bravo Blvd. With mobile home designations of comparable intensities.

For lots zoned R-LT that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres shall be developed with repetitions of any one use permissive or conditional in the R-LT zone: detached house one per lot or townhouses one per lot. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

Zone Designation Concentrations. After City adoption of this regulation, no more than 25 contiguous gross acres shall be designated R-LT. Each 25 acres with an R-LT designation shall be surrounded in all directions by land uses that are not detached houses.

For lots zoned R-T that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-T zone; houses or townhouses. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-T. Each 25 acres with an R-T designation shall be surrounded by land uses that are not detached houses.

For lots zoned R-2 that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-2 zone; houses, townhouses and apartments. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-2. Each 25 acres with an R-2 designation shall be surrounded by land uses that are not detached houses.

Non-residential, employment oriented components of the existing Plan consisting of IP and O1 Zoning, have been relocated to areas where trails and mixed use have the greatest potential.

Some of the non-residential and mixed-use zone designations (SU-2 and SU-3) are now replaced with mixed-use, SU-1 zones. Within the SU-1 zone, properties will have allowed for C-1, C-2, O-1, O-2, and IP zoning subject to individual review procedure. The mixed-use can be applied to include RLT zoning and other high-density residential uses. Community Activity Center (CAC) and Neighborhood Activity Center (NAC) mixed-use zoning should be applied to designated activity centers within Rio Bravo Sector Development Plan boundaries. These zoning districts will create development mixtures that include retail shops, public, service and institutions, residential units, and other community uses in a pedestrian-oriented format.

The non-residential and multi-family/mobile home park opportunities in the former plan, located at Rio Bravo and 98th Street are relocated to the southeast portion of the Plan at the intersection of Unser and Rio Bravo. Mobile homes are permitted by right on areas indicated on the Plan. This relocation allows the designation of a “activity center” in an appropriate area that can serve the community created north of Rio Bravo Boulevard and east of Unser (to Coors Road). Since this site also has excellent proximity to trails and recreation opportunities, it is appropriate. Another “activity” center opportunity is created south of Rio Bravo, east of the extension of 98th Street. This location is also reflective of the area selected by the County of Bernalillo for higher-intensity land use such as the recently approved mobile home park. Also, a potential school site and park is appropriate in this location. The park coincides with a significant potential archaeological feature that, like the original Sector Plan, uses public dedication as a means for cultural preservation. Again, this arrangement can be impetus for the location of an “activity” center serving areas south of Rio Bravo to Gun Club Road. As mentioned previously in this document, these relocations/additions are the main reasons for the addendum to the West Side Strategic Plan.

The original concept for an “urban park” south east of the intersection of 98th Street and Gibson Boulevard is retained. However, this area is de-intensified to an activity center designation (with other adjacent land uses) and is recommended for a SU-1 Mixed Use Zone. These designations will keep the “spirit” of the original urban center while slightly de-

intensifying the anticipated land use and accommodating the “community scale” organization of lands and connectivity suggested in the Westside Strategic Plan. Please see Chapter 3 of this Plan for the “community scale” context of these revisions, together with the transportation components.

CAC COMMUNITY ACTIVITY CENTER

This zone may be applied in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

- (a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.
- (b) Drive-up and drive-in facilities are not allowed.
- (c) Vehicle sales, rental, service, repair, or storage are not allowed.
- (d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.
- (e) Taxidermy services are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

- (b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
 - 1. Arts and crafts objects, supplies, plus their incidental creation.
 - 2. Books, magazines, newspapers, stationery, except adult bookstore.
 - 3. Cosmetics, notions, hobby supplies.
 - 4. Flowers and plants.
 - 5. Jewelry.
 - 6. Clothing.
- (c) Services, provided there is no outdoor storage or activity except parking:
 - 1. Barber, beauty.
 - 2. Day care center.
 - 3. Instruction in music, dance, fine arts, or crafts.
 - 4. Interior decorating.
 - 5. Photography, except adult photo studio.
 - 6. Tailoring, dressmaking.
- (d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.
- (e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.
- (f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
- (g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

- (5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:

- (1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

- (a) Cold storage plants are not allowed.
- (b) Drive-in theaters are not allowed.

- (c) Kennels are not allowed.
 - (d) Mobile home development is not allowed.
 - (e) Tire capping or retreading is not allowed.
 - (f) Transfer or storage of household goods is not allowed.
- (2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded in the CAC Zone.
- (C) Required mixture of uses:
- (1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.
 - (2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.
 - (3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.
- (D) Height:
- Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.
- (E) Lot size:
- (1) No requirements.
- (F) Setbacks:
- (1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.
 - (2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

- (3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.
- (G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.
- (H) Off-street parking:
 - (1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.
 - (2) The following parking reductions shall be deducted from the calculated required parking:
 - (a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area
 - (b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.
 - (c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.
 - (3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.
 - (4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.
 - (5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.
- (I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that
 - (1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.

NAC NEIGHBORHOOD ACTIVITY CENTER ZONE

This zone may be applied in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

- (f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
 - (g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.
- (4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.
- (B) Conditional uses:
- (1) Uses listed as conditional in the C-1 zone, except:
 - (a) Auto trailer, and truck rental, service or storage are not allowed.
 - (b) Drive-up or drive through facilities are not allowed.
 - (c) Fireworks sales are not allowed.
 - (d) Kennels are not allowed.
 - (e) Storage of household goods, office records, equipment or material is not allowed.
 - (2) Uses listed as conditional in the R-2 zone excepting those excluded in the NAC Zone.
- (C) Required mix of uses:
- (1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.
 - (2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.
 - (3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.
- (D) Height:
- Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet

may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

- (1) No requirements.

(F) Setbacks:

- (1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.
- (2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.
- (3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

- (1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.
- (2) The following parking reductions shall be deducted from the calculated required parking:
 - (a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area
 - (b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.
 - (c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

- (3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.
- (4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.
- (5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.
- (I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that
 - (1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.
 - (2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.
 - (3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).
- (J) Usable open space:
 - (1) Usable open space for residential units shall be as provided in the R-2 zone.
 - (2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.
- (K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.
- (L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

- A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.
1. Calculate walking route directness by dividing the proposed route from trip origin (*a lot or building on a lot*) to potential trip destination (*another lot or local street within an area bounded by the same collector and arterial streets*), *a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop*) by the minimum distance (*as the crow flies*) between those two points.
 2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). “*Pedestrian Access Route*” is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.
 - a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.
 - b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:
 - (1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.
 - (2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.
 - (3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

- (4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.
 - (5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.
 - (6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.
3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.
 4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

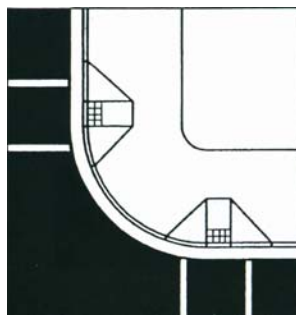
1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.
2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.
3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini.

C. Provide regularly spaced street intersections to create efficient driving routes.

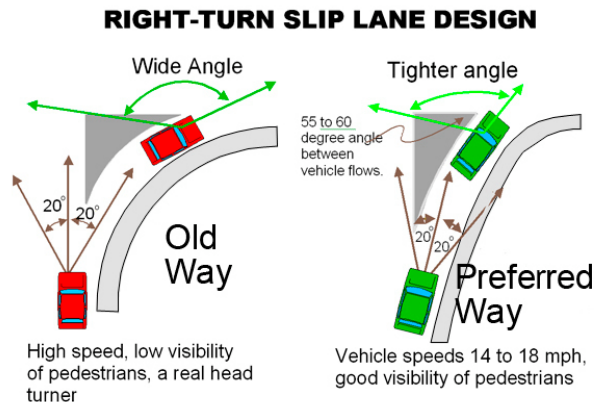
1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-

14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.
3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.
4. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.
5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:
 - D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the future *“Great Streets Facility Plan”* that make arterial and collector streets conducive to facing buildings toward them.
 - E. Provide safe and efficient street crossings for pedestrians and bicyclists.
 - 1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



- F. Coordinate utilities infrastructure as appropriate with all affected utility companies.
 1. Provide adequate clearance for the safe operation, maintenance and repair of all utilities per NESC standard.
 2. Establish adequately wide and appropriately located public utility easements (PUEs) to accommodate the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair facilities per NESC standards. Transmission facilities are not included in PUEs.

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

2. Transportation, Transit and Mobility

The modifications to the transportation component of the Rio Bravo Sector Plan includes the revisions necessitated by public policy and transportation planning decisions. The revisions, comments and hearings of the EPC can be found in Appendix A, which is included at the conclusion of this report. The conditions pertaining to transportation and transit shall be addressed and adhered to, including.

Provision for major pedestrian and bicycle facilities;

Internal pedestrian connections to and from cul-de-sacs, adjacent arterials and collector streets that provide direct links and minimize “out of direction travel”,

Decreased turning radii as a traffic calming measure that reduces speeds, thus making walking a more viable option;

The major roadways depicted in this plan include:

1. Senator Dennis Chavez Boulevard

Senator Dennis Chavez Boulevard is the west extension of Rio Bravo Boulevard from Coors to Paseo del Volcan. It is a limited access principal arterial. Rio Bravo Boulevard is the southern-most river crossing in the South Valley.

Access is limited on Senator Dennis Chavez Boulevard between Paseo del Volcan and I-25 through the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MRCOG (R-05-09 MTB). Full interchange at-grade street intersections are specified for Paseo del Volcan, 118th, 98th, Unser, and Coors. The City of Albuquerque should request that the Metropolitan Policy Board permit additional access for cross-streets in Community and Neighborhood Activity Centers. Location of additional access shall be determined at the time of development or redevelopment of these centers.” The Southwest Albuquerque Commercial District Retail Plan” recommends that retail developments be located along major streets and indicates that they do best when those streets are designed for walking.

2. Unser Boulevard

Unser Boulevard is a principal arterial street serving as a second main north-south thoroughway on the West Side. Access is limited from Gun Club Road north to U.S. 550 through the Roadway Access Modification Policies adopted by the Metropolitan

Transportation Board of MRCOG (R-05-09 MTB). The City of Albuquerque should request that the Metropolitan Policy Board permit additional access for cross-streets in community and neighborhood centers. Location of additional access shall be determined at the time of development or redevelopment of these centers.

3. 98th Street

98th Street is a minor arterial between its continuation with Snow Vista (Westgate Heights area) to Rio Bravo Boulevard. This designation implies an 86 foot right-of-way dedication within that reach. (However, until the LRMSD is amended or changed, platting for 98th Street will be shown as an arterial 156 foot right-of-way). South of Rio Bravo, the roadway classification drops to that of a collector road (68 foot right-of-way). This could extend south to Gun Club Road or could terminate within the land ownership to the south as that land use and platting would indicate.

4. Gibson Boulevard

In 2006 Gibson West extended from Unser Boulevard to approximately 106th Street. It is the primary east/west access to the Community Center designated at the junction of 98th Street, 86th Street, and Gibson. Existing access from the east is confined to Arenal, then south on Unser to Blake. Both of these streets are somewhat indirect and limited traffic carriers. In 2004, Arenal (Coors to Unser) carried 11,500 vehicle trips per day and Blake, a collector, carried 5,000 trips per day.

Gibson Boulevard cannot simply be extended east from Unser Boulevard because the continuing street, Spring Flower Road, is a narrow local residential street. If possible, Gibson West would need to be aligned to the south of Spring Flower Road, meander to avoid other residential neighborhoods and tie into Coors Boulevard. This new east/west link will provide better access for the growing central and southern portions of planning area. If this new street is built, it should serve pedestrian, bicycle, and vehicle travel and should terminate at Coors to protect the rural character and historic development pattern of the South Valley. Further study is needed to ascertain area travel demand and to identify any possible street alignment.

5. Blake Road

Blake Road continues from its existing location (near Unser Boulevard) to the west as 68 foot collector road. At 98th Street, Blake Road would be aligned to the northwest to intersect Gibson Boulevard providing circumferential circulation as a collector road around the various land uses.

6. Major Local Roads

As indicated on the Land Use schematic, major local roads are anticipated between Gibson and Rio Bravo and to provide interior circulation. The road pattern of major

and local roads for the Urban center” depicted in the original Sector Plan are maintained with the “urban center” being replaced with an “activity center” designation and lesser-intensity land uses.

Additional right-of-way, up to 6 feet, may be requested for bike lanes on all arterials and collector roads.

The traffic impact and air quality provisions of the original Sector Plan are still valid. If anything, the decrease in residential land use and the intensity of non-residential components within the urban core would yield a traffic impact of a lesser magnitude than what has already been calculated. A TIS and Air quality Assessment was completed to comply with a request from COA Environmental health. The MRGCOG conducted a roadway network modeling analysis to determine VMT and emission counts between the original Sector Plan and the proposed Sector Plan. These comparisons modeled a 50% build-out for the year 2010 and a 100% build-out for the year 2020. The results served to reinforce the prior professional qualitative analysis provided in the original Sector Plan and by the MRGCOG staff. Accordingly, the Sector Plan references the original Traffic and Air Quality Addenda and the work completed to date.

Transit opportunities for future routes are enhanced by this Plan’s revision. Essentially, transit connections to the existing community center for Westgate (north of Gibson Boulevard) is located conveniently with the revised “urban center” south of Gibson Boulevard, now an “activity center”. The circulation of proposed roadways will allow major transit facilities to be located at that intersection (98th and Gibson). Also, Unser is conceivably a major transit route connected to Rio Bravo. The reorientation of employment opportunities to the Unser Corridor together with the relocation of non-residential land uses to another “activity center” located at Unser and 98th will enhance that transit opportunity. Accordingly, the Plan “intensifies” land use adjacent to predictable transit routes and the system of trails and minor roadways will provide efficient connectivity to these areas for vehicles, pedestrians and bicycles.

Drainage crossings for the Amole Arroyo are located to provide convenient surface crossings for the adjacent trails. Also, the minor roadway patterns allow for temporary or permanent circulation on each side of these principal crossings in the event construction is delayed due to funding limitations.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



Rbndy.shp
Newowner.dwg



- 1 "SU 2-SF" (6 DU/AC) TO **RLT** ZONE
- 2 "SU 3-R-3" (30 DU/AC) TO **SU-1, R-2 AND R-T** RESIDENTIAL ZONE
- 3 "R-2" (20 DU/AC) TO **R-2** ZONE, ALLOWING R-T AND RLT (UNCHANGED)
- 4 "SU 3-C-2" TO **C-2** ZONE (UNCHANGED)
- 5 "O-1 AND C-2" AND "SU 3-O-1/C-2" TO **SU-1 MIXED USE**
- 6 "O-1" AND SU 3-C-1 AND C-2" TO **SU-1 MIXED USE**
- 7 "SU 1-O-1 AND C-2" AND SU 1-C-1 " TO **SU-1 C-1** ZONE
- 8 "I-P" TO **I-P** ZONE (UNCHANGED)

ILLUSTRATION 8

LAND USE AND
REVISED
ZONE CLASSES

The traffic impact and air quality provisions of the original Sector Plan are still valid. If anything, the decrease in residential land use and the intensity of non-residential components within the urban core would yield a traffic impact of a lesser magnitude than what has already been calculated. A TIS and Air Quality Assessment was completed to comply with a request from COA Environmental Health. The MRGCOG conducted a roadway network modeling analysis to determine VMT and emission counts between the original Sector Plan and the proposed Sector Plan. These comparisons modeled a 50% build-out for the year 2010 and a 100% build-out for the year 2020. The results served to reinforce the prior professional qualitative analysis provided in the original Sector Plan and by the MRGCOG staff. Accordingly, this Sector Plan references the original Traffic and Air Quality Addenda and the work completed to date.

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RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- ① UNDER CONST. MAJOR ARTERIAL WITH FRONTAGE ROAD (ACCESS AT 1/2 MI.)
- ② MAJOR ARTERIAL - 156' ROW (ACCESS AT 1/2 MI.)
- ③ COLLECTOR ROAD - 156' ROW (ACCESS PER D.P.M.)
- ④ COLLECTOR ROAD - 68' (ACCESS PER D.P.M.)
- ⑤ MAJOR LOCAL ROAD - 60' (ESTIMATED LOCATION)
- ⑥ SUGGESTED TRANSIT NODE PER GUIDELINES
- ⑦ OFF SITE MAJOR ARTERIAL - 156' (SUGGESTED LOCATION)
- ⑧ OFF SITE COLLECTOR ROAD - 86' (SUGGESTED LOCATION)

ILLUSTRATION 9

MAJOR TRANSPORTATION

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

3. Pedestrian, Trails and Connectivity

The Amole Arroyo Trail, the Secate Blanco Trail and trail connections within the subdivided properties direct pedestrian and bicycle traffic within the Plan with logical termini at either activity center or employment center nodes. Additionally, minor trails and open space provisions for principal corners, together with designated opportunities for parklands and schools, will provide a balanced off-street trail and open space system.

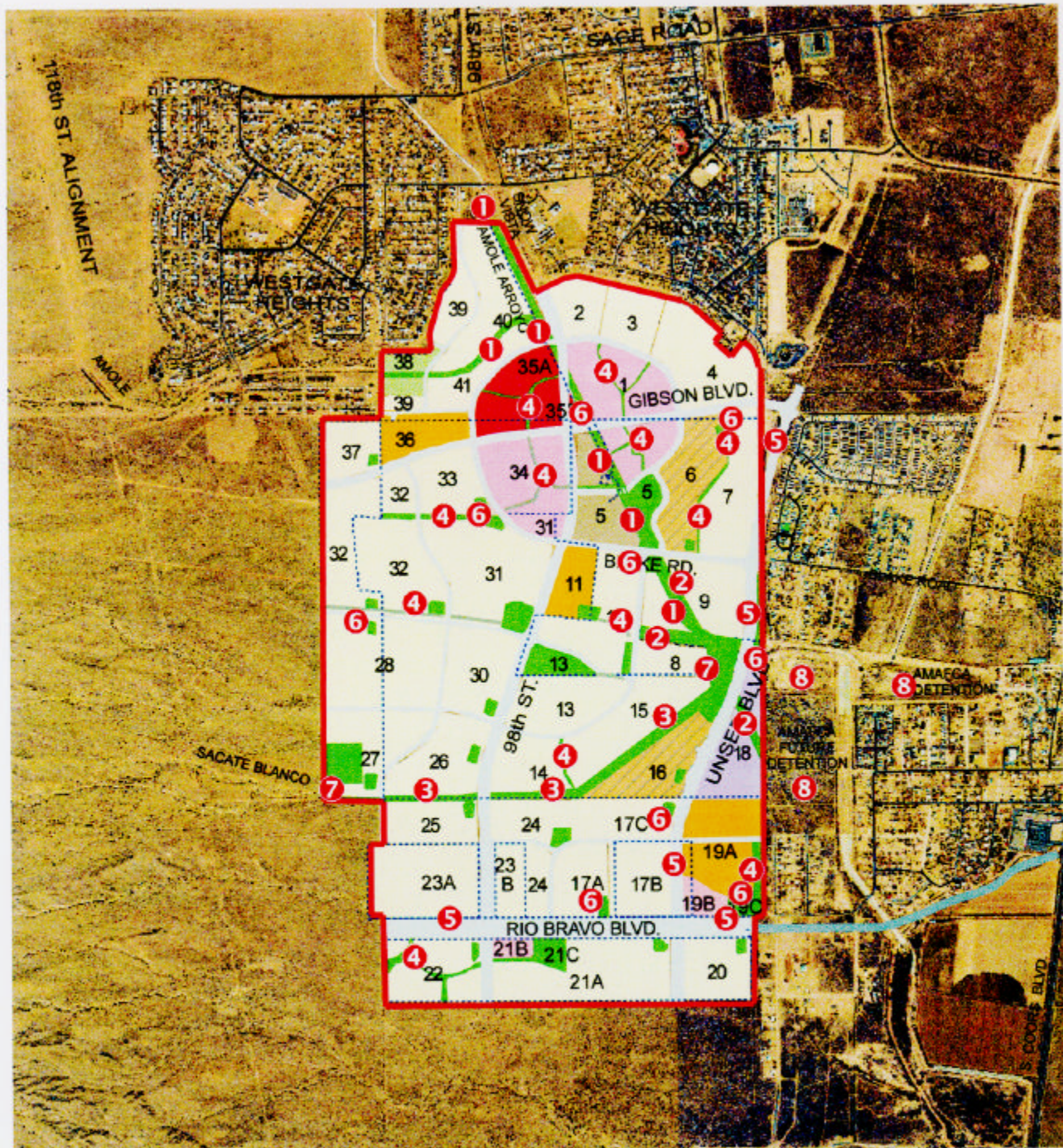
The Amole Arroyo corridor is also suitable for equestrian mobility and open space trails (less intense development). The cross sections for these trails, including the drainage provisions, basically identify adjacent urban-type trail and landscaping to the west side of the channel. To the east, existing power line easements will be utilized to provide an "open space" trail whereby equestrian traffic can be accommodated. Both of these trail systems connect to employment opportunities (Parcel 16 and 18) with the potential for major joint-use recreation with the AMAFCA detention facilities and a park area at the intersection of Gibson and 98th.

In addition, a major trail link is programmed for that portion of the Amole Arroyo between the dedicated park (Parcel 39) and the Snow Vista / 98th Street connection to the Amole (main reach) trail.

Rio Bravo Boulevard, for the county, contains a cross section that includes pedestrian and bicycle trails. For the City, Unser Boulevard contains similar provisions, all contained within the right-of-way or adjacent easements.

Minor trails and buffers between land uses are depicted to guide the subdivision platting process. These neighborhood-link trails are an integral part of the pedestrian circulation and will connect significant nodes of pedestrian trip ends (schools, parks and non-residential land use). They are schematically depicted in this Plan – to be dedicated by right-of-way or easement when plats or site plans are prepared.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- ① AMOLE ARROYO URBAN TRAIL
- ② AMOLE ARROYO OPEN SPACE / NATURAL TRAIL
- ③ SACATE BLANCO URBAN TRAIL
- ④ NEIGHBORHOOD / CONNECTOR PEDWAY
- ⑤ ON STREET TRANSPORTATION TRAILS
- ⑥ SUGGESTIVE TRAIL / AMENITY NODE
- ⑦ SEDIMENT BASIN / RECREATION CONNECTION
- ⑧ AMAFCA DETENTION - POSSIBLE RECREATION USE

ILLUSTRATION 10
TRAILS AND
PEDESTRIAN MOBILITY

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

4. Drainage and Reservations of Land / Easements

Major drainage for the Sector Development Plan area has been defined by AMAFCA with the "Amole-Hubbell Drainage Management Plan" (Final version July, 1999, Leedshill/Herkenhoff). This Plan has analyzed upstream watersheds and has arrived at public decision making for drainage treatment. Highlights of that Plan are:

- Extended detention facilities to the west, along the power lines adjacent to 118th Street.
- An alignment of the Amole Arroyo, semi-natural conditions between the existing power line detention facility and the Snow Vista Channel.
- An alignment for an improved arroyo treatment for the Amole Arroyo power line portion. This treatment is envisioned to be earth toned concrete or soil cement and is designed for high-velocity conditions.
- The owners have requested AMAFCA to consider the high velocity channel in consideration for adjacent easements to the Amole main branch. These considerations include easements adjacent to the AMAFCA channel right-of-way that would accommodate the open space, recreational trails and landscaping desired and adopted with the Amole Corridor Plan. The Sector Development Plan sponsors are willing to accommodate these provisions and will reserve the appropriate easement on the following bulk land plats.
- Major AMAFCA retention areas east of the Sector Development Plan area are proposed in the Drainage Management Plan. The City of Albuquerque, Parks and Open Space Division has suggested that these areas may be suitable for joint use with AMAFCA for recreational facilities. While this is beyond the control of the sponsors of the Sector Plan, the trail connections and land use arrangements envision this to be at least open space (AMAFCA detention) and if possible, recreational amenities included for community-scale facilities.
- The Secate Blanco Arroyo running west to east within the Sector Plan is envisioned to be an improved channel with an adjacent trail.
- The Rio Bravo Boulevard right-of-way corridor will contain a west east drainage conveyance north of the transportation elements, between the frontage road and the major roadway.
- It should be noted that a small portion of the Plan, immediately north of Rio Bravo Boulevard, is within the existing special flood hazard area of the FEMA flood plain. With the improvements to Rio Bravo, this flood plain can be eliminated by means of a Letter Of Map Revision utilizing the drainage plan for the roadway improvements together with the AMAFCA Drainage Management Plan. It is assumed that the public will initiate the modifications to the existing flood hazard area. Until such time as the removal of the flood plain (by the FEMA process) certain portions of the Plan near the intersection of Unser and Rio Bravo will require flood insurance. The land use arrangement has identified this area as commercial land use and parkland.

An updated master drainage report will be submitted to City Hydrology for their sign-off (prior to plats) which follows this revised Sector Plan. In addition to AMAFCA responsibilities, there are public facilities designed for storm drainage purposes within Unser. Also, it is anticipated that storm drain conduits will be required as part of the development process. These improvements will be discussed in the drainage report and the bulk land plat will reserve land areas for temporary easements for both surface conveyance and detention. This technique, used as part of the bulk land plat process, has been employed before to allow individual parcels to develop while awaiting approval of major infrastructure improvements for subsurface drainage.

The revised Rio Bravo Land Use Plan is anticipating a reserved area, west of Unser Boulevard to compliment the AMAFCA facilities. This is envisioned to be on-site detention for multiple parcels and will serve as a sedimentation basin, recreation area, and can be utilized as part of the trail and joint-use facilities adjacent to, and upstream from the major AMAFCA detention pond.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999

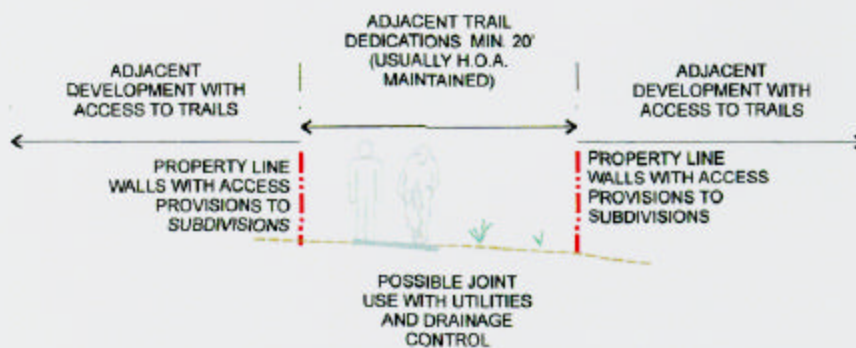
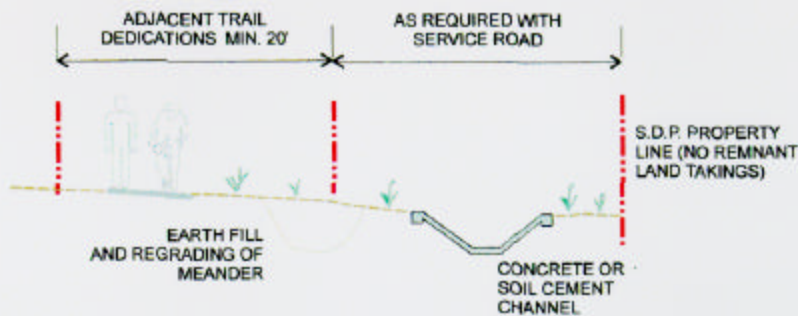
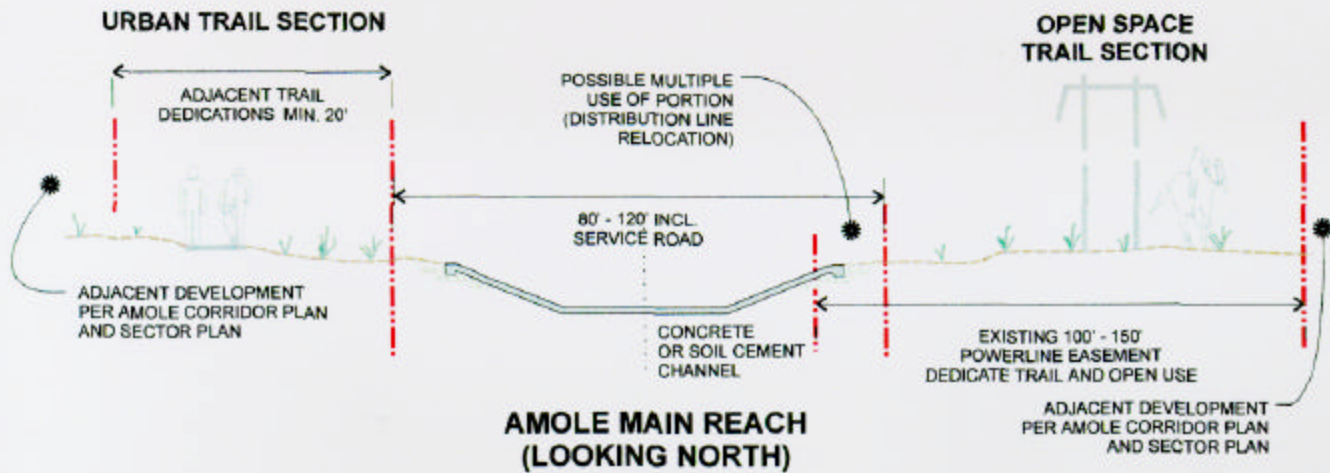


ILLUSTRATION 11

TYPICAL TRAIL CROSS SECTIONS

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

5. Schools, Parks, Recreation and Archeological Sites

The revised Plan follows the original Plan north of Rio Bravo for the location of potential school sites with adjacent parklands.

All dedicated parklands follow the City's Park Dedication Ordinance for land area and park development fees. However, the Plan maintains the "urban park" at the southeast quadrant of Gibson and 98th Street as an important amenity to the context of defining that area as an "activity center".

Also, the Land Use Map depicts the intent of creating minor parklands (less than 5 acres) that will be utilized as additional open space, potential transit nodes and amenities that enhance the trails system. These areas included in the dedication requirements of land area follow the guidelines found in Chapter 7, Natural and Cultural Resources, Recreation and Special Areas, of the West Side Strategic Plan, and current planning concepts. The purpose of the "pocket parks" is also to enhance the visual aspects of the streetscape and to identify major built boundaries and connections.

An additional school site and park has been located south of Rio Bravo. This relocation follows the concept of an activity center and adjacent area south of Rio Bravo that would serve the area to Gun Club Road. The park location in this specific area coincides with a major archeological feature. The utility of dedicated parklands on significant archeological sites follows the existing provisions of the adopted Sector Plan. Other parklands have been located for similar concerns (minor archaeological and cultural sites).

A major recreational opportunity may be forthcoming pending AMAFCA, City of Albuquerque and possibly Bernalillo County involvement in joint-use drainage facilities within the Amole-Hubbell drainage system. AMAFCA has acquired large land holdings for empondments that have the potential for joint-use. Since this is out of control of the sponsors of this Plan, it will be incumbent on the City to negotiate those provisions within AMAFCA's purview. The location of trail connections and land use anticipates, but is not reliant solely upon this potential.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999










-  RECOMMENDED RECREATIONAL PARK 4+ ACRES
-  RECOMMENDED POCKET PARK 2+ ACRES
-  RECOMMENDED OPEN SPACE (TRAIL AND AREA)
-  POTENTIAL (ALTERNATES) SCHOOL SITE (APS)
-  APPROXIMATE LOCATION ARCHEOLOGIC SITE (MITIGATE BY PRESERVATION OR CLEARANCE)
-  APPROPRIATE LOCATION FOR CIVIC FACILITIES (LIBRARY, ETC.)
-  DRAINAGE FACILITY - POSSIBLE RECREATION USE

ILLUSTRATION 12
PARKS, SCHOOLS
AND
COMMUNITY ELEMENTS

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

6. Water and Sewer Service

A water and sewer availability statement has been obtained for the properties of Curb, Inc. and American Southwest Homes. Also, water and sewer extension conditions have been negotiated with the developer of a mobile home park located in the Bernalillo County portion of the Gun Club community (south of this Sector Plan).

These analysis, commitments and conditions indicate that the entire Sector Development Plan area is potentially serviceable with City utilities. Major water zone facilities are indicated on the Plan in an approximate fashion. Essentially, the northeast corner of the Plan area is the most readily serviced with facilities in-place within Gibson Boulevard and partially completed within Unser. An upper zone water line and sewage to existing facilities on Blake Road are attainable with reasonable extension costs.

The southeasterly portion of the Plan area can be served with the extension of the upper water zone lines and sewer connectivity to the existing facility constructed on Rio Bravo Boulevard (or Flora Vista as an alternate). This connection (for major sewage outfall) depends on the City-County agreement for discharge to the City's treatment plant. The resolution of that issue is a public responsibility that hopefully will be fostered by the approval of this Plan.

The westerly portion of the Plan is the most problematical for water and sewer serviceability. Essentially, a sewage collection outfall line must be constructed generally west of, and adjacent to the Amole Arroyo for a major portion of the Plan area with distribution lines extending upstream.

An upper zone water facility, consisting of a City well (or perhaps two wells) and major reservoir accompany the mobile home park proposal. This facility is located approximately two miles to the south and four miles to the west of the Plan and is an extensive, unfunded capital commitment. The developers for those projects have indicated their willingness to participate for partial funding. However, the programming of those funds has not been assured and special grants in aid of construction or other capital contribution may be required.

Accordingly, the next most serviceable area would be at the northwest corner of the Plan to the extent the water system can be extended with affordable development participation and City CIP extension policies.

It should be noted that the original Sector Development Plan (1987) under the implementation chapter envisions CIP programming for most of these facilities within the normal bond cycle. To the best of our knowledge, this has not occurred and a portion of that Plan's expectations may have been abrogated.

RIO BRAVO SECTOR PLAN - AMENDMENT NO. 1 - 1999



- ① EXISTING WATER (CITY G.I.S.)
- ② EXISTING SANITARY SEWER (CITY G.I.S.)
- ③ EXISTING OR PROGRAMMED STORM FACILITY, AMAFCA OR CITY
- ④ PROPOSED (SCHEMATIC) S.D.P. WATER FACILITIES (CITY)
- ⑤ PROPOSED (SCHEMATIC) S.D.P. SANITARY FACILITIES (CITY)
- ⑥ PROPOSED (SCHEMATIC) S.D.P. STORM FACILITIES
- ⑦ CITY C.I.P. FACILITY (EXIST. S.D.P. OBLIGATION)

ILLUSTRATION 13
EXISTING & PROPOSED
MAJOR UTILITIES

II. RIO BRAVO SECTOR PLAN AMENDMENT

D. Plan Revisions

7. Unit Count and Build-out Projections

The following tables indicate the difference between the original Sector Plan and the 1999 revision.

All acreages are approximate, pending subsequent bulk land plats (see implementation) to refine the final land use parcels and specific acreage.

ORIGINAL SD-87-4 SECTOR DEVELOPMENT PLAN

TABLE 11
HOUSING AND EMPLOYMENT ESTIMATES

	ZONING	EST. ¹⁾ GROSS ACRES	EST. ³⁾ NET ACRES	PROB. ³⁾ DU'S/ ACRE	EST. TOTAL DU'S ³⁾	EST. S.F UNITS ³⁾	EST. M.F UNITS ³⁾	EST. F.A.R. ³⁾	PROB. GR.FLOOR AREA ³⁾	PROB. JOBS ³⁾
1	O-1	19.6	11.5	-	-	-	-	0.25	125,235	501
1	C-2	19.6	11.5	-	-	-	-	0.19	95,179	190
2	SU-2 / SF ²⁾	14.8	10.8	6	65	65	-	-	-	-
3	SU-2 / SF	13.8	12.0	6	72	72	-	-	-	-
4	R-2	10.2	9.1	20	182	-	182	-	-	-
4	C-2	4.1	3.6	-	-	-	-	0.19	59,459	238
4	O-1	6.1	5.5	-	-	-	-	0.25	30,126	60
4	SU-2 / SF	11.3	10.0	6	60	60	-	-	-	-
5	SU-3 (R-3)	23.0	20.0	30	600	-	600	-	-	-
5	SU-3 (C-2) ⁴⁾	12.2	7.4	-	-	-	-	0.19	60,914	122
5	SU-3 (O-1) ⁴⁾	18.3	11.1	-	-	-	-	0.25	119,790	481
5	SU-3 (PARK)	6.5	5.0	-	-	-	-	-	-	-
6	SU-3 (C-2) ⁴⁾	9.8	8.1	-	-	-	-	0.19	66,873	134
6	SU-3 (O-1) ⁴⁾	14.6	12.1	-	-	-	-	0.25	131,987	528
7	SU / IP	30.8	26.7	-	-	-	-	0.30	348,916	868
8	O-1	8.1	5.0	-	-	-	-	0.25	54,450	218
9	SU-2 / SF	17.5	12.5	6	75	75	-	-	-	-
10	SU-2 / SF	29.7	25.2	6	151	151	-	-	-	-
11	R-2	21.8	18.9	20	378	-	378	-	-	-
12	SU-2 / SF	26.2	23.0	6	138	138	-	-	-	-
13	SU-2 / SF	37.4	32.0	6	192	192	-	-	-	-
14	R-2	44.7	35.8	6	716	-	716	-	-	-
15	SU-2 / SF	32.5	25.9	6	155	155	-	-	-	-
16	SU-2 / SF	36.1	26.7	6	160	160	-	-	-	-
17	SU-2 / SF	27.6	21.7	6	130	130	-	-	-	-
18	SU-2 / SF	31.4	28.2	6	169	169	-	-	-	-
19	SU-2 / SF	53.4	45.8	6	275	275	-	-	-	-
20	SU-2 / SF	49.7	43.7	6	262	262	-	-	-	-
21	SU-2 / SF	83.4	76.8	6	461	461	-	-	-	-
22	SU-2 / SF	35.2	34.0	6	204	204	-	-	-	-
23	SU-2 / SF	43.9	41.6	6	250	250	-	-	-	-
24	SU 1 FOR O-1 ⁴⁾	10.9	8.5	-	-	-	-	0.25	92,560	370
24	SU 1 FOR C-2 ⁴⁾	12.7	10.4	-	-	-	-	0.19	86,075	172
25	SU 1 FOR C-1 ⁴⁾	12.7	10.4	-	-	-	-	0.19	86,075	172
26	SU-2 / SF	49.3	39.9	6	239	239	-	-	-	-
27	SU-2 / SF	28.4	23.6	6	142	142	-	-	-	-
28	SU-2 / SF	24.7	23.3	6	140	140	-	-	-	-
29	SU-2 / SF	24.9	22.6	6	136	136	-	-	-	-
30	SU-2 / SF	28.1	23.3	6	140	140	-	-	-	-
31	SU-2 / SF	41.5	35.7	6	214	214	-	-	-	-
32	SU-2 / SF	64.1	59.1	6	355	355	-	-	-	-
33	R-2	28.2	24.3	20	486	-	486	-	-	-
34	C-2	10.0	7.7	-	-	-	-	0.19	63,728	127
34	O-1	14.8	11.5	-	-	-	-	0.25	125,235	501
35	C-2	31.2	24.2	-	-	-	-	0.19	200,289	401
36	R-2	17.3	13.6	6	272	-	272	-	-	-
37	SU-2 / SF	18.0	15.2	6	91	91	-	-	-	-
38	SU-2 / SF	16.1	13.8	6	83	83	-	-	-	-
39	SU-2 / SF	16.4	13.8	6	83	83	-	-	-	-
40	SU-2 / SF	30.4	21.4	6	128	128	-	-	-	-
41	SU-2 / SF	17.1	12.4	6	74	74	-	-	-	-
TOTAL		1,289	1,075		7,278	4,644	2,634		1,747,432	5,083

1) Approximate acreage after reduction for major roadways, trails and identified drainage facilities.

2) The SU-2/SF Designation for this table and accompanying maps is described in Chapter IV.B.4 of the text.

3) The use of "Net Acres" and dwelling units "per acre", in this context, is for reasonable estimation for projected total units and does not imply a restriction on total allowed units on any site based on further reduction of parcel for collector, major and local roads, easements, drainage dedications and the like. Gross acreage usability calculations will be applied to any "DU per acre" restrictions or allowances.

4) SU zone designations allow the permissive and conditional uses of the "standard" zone except for Adult Amusement Establishments, Adult Bookstores, Adult Photo Studios, Adult Theaters, Drive In Theaters, Tire Recapping and Retreading and Mobile Home Developments.

LAND USE AND EMPLOYMENT ESTIMATES

RIO BRAVO SECTOR DEVELOPMENT PLAN - AMENDMENT No. 1

PARCEL	ZONING PLAN AMEND.	EST. GROSS ACRES	EST. NET ACRES (4)	PROB. D.U.'s/ ACRE (4)	EST. TOTAL D.U.'s (4)	EST. S.F. UNITS (4)	EST. M.F. UNITS (4)	EST. FL. AREA RATIO (4)	PROB. GRS. FLR. AREA (4)	PROB. JOBS (5)
(1)	1	SU-1 as O-1	5.4	4.6				0.25	50,346	201
		SU-1 as R-2	13.4	10.7	20	215	215			
		SU-1 as C-2	8.1	6.9				0.22	66,005	132
	2	RLT	14.4	12.3	6	74	74			
	3	RLT	15.9	13.5	6	81	81			
	4	RLT	34.6	29.4	6	177	177			
(1)	5A	SU-1 as O-1	2.7	2.3				0.25	24,659	99
		SU-1 as R-2	6.8	5.8	20	115	115			
		SU-1 as C-2	4.1	3.5				0.22	33,454	134
(1a)	5B	SU-1 as R-2	12.2	10.3	20	207	207			
		SU-1 as R-T	12.2	10.3	8	83	83			
	5C	SU-1 as R-2	10.2	8.7	20	174	174			
		SU-1 as R-T	10.2	8.7	8	69	69			
	5	PARK	5.0	4.3						
(2)	6	SU-1 as RT	14.5	12.4	8	99	99			
		SU-1 as C-1	8.9	7.5				0.21	69,046	138
		SU-1 as O-1	6.1	5.2				0.25	56,511	226
	7	RLT	31.3	26.6	6	160	160			
	8	RLT	13.0	11.0	6	66	66			
	9	RLT	21.9	18.6	6	112	112			
	10	RLT	18.2	15.5	6	93	93			
	11	R-2	13.5	11.5	18	207	207			
	12	RLT	36.0	30.6	6	183	183			
	13B	RLT	27.0	22.9	6	138	138			
	13A	PARK	6.9	5.9						
	14	RLT	28.4	24.2	6	145	145			
	15	RLT	25.3	21.5	6	129	129			
(2)	16	SU-1 as C-1	10.1	8.6				0.21	78,540	157
		SU-1 as RT	16.8	14.2	8	114	114			
		SU-1 as O-1	6.7	5.7				0.25	61,648	247
	17	RLT	17.8	15.1	6	91	91			
	17A	RLT	21.0	17.8	6	107	107			
	17B	RLT	30.1	25.6	6	153	153			
	18	IP	22.5	19.2				0.30	250,292	626
(3)	19A	R-2/MH	14.2	12.1	18	217	217			
	19B	SU-1 as C-1	20.0	16.0				0.21	146,215	292
	19C	R-2/MH	6.7	5.7	18	102	102			
	20	RLT	17.5	14.9	6	89	89			
	21A	RLT	44.8	38.1	6	229	229			
	21B	SU-1 as C-1	4.8	4.1				0.21	37,112	74
	21C	PARK	6.9	5.8						
	22	RLT	31.4	26.7	6	160	160			
	23A	RLT	42.5	36.1	6	217	217			
	23B	RLT	15.2	12.9	6	78	78			
	24A	RLT	23.1	19.6	6	118	118			
	24B	RLT	9.3	7.9	6	48	48			
	25	RLT	22.1	18.8	6	113	113			
	26	RLT	35.5	30.2	6	181	181			
	27A	PARK/RLT	26.8	22.7	6	136	136			
	27B	RLT	11.5	9.8	6	59	59			
	28	RLT	34.4	29.2	6	175	175			
	29	RLT	33.0	28.0	6	168	168			
	30	RLT	36.7	31.2	6	187	187			
(1)	31A	RLT	51.9	44.2	6	265	265			
	31B	SU-1 as C-2	1.4	1.2				0.22	11,754	24
		SU-1 as R-2	2.4	2.1	20	42	42			
		SU-1 as O-1	1.0	0.8				0.25	9,247	37
	32(A-D)	RLT	58.3	49.5	6	297	297			
	33	RLT	20.1	17.1	6	102	102			
(1)	34	SU-1 as R-2	10.0	8.5	20	170	170			
		SU-1 as C-2	6.0	5.1				0.22	48,825	98
		SU-1 as O-1	4.0	3.4				0.25	36,989	148
	35A	C-2	27.5	23.4				0.22	224,235	448
	35B	C-2	3.6	3.0				0.22	28,934	58
	36	R-2	15.7	13.3	18	239	239			
	37	RLT	14.5	12.4	6	74	74			
(6)	38	PARK/RLT	14.2	12.1						
	39	RLT	13.9	11.8	6	71	71			
	40	RLT	24.6	20.9	6	126	126			
	41	RLT	27.0	22.9	6	138	138			
TOTAL			1,289	1,090		6,791	5,105	1,818	1,233,814	3,138

NOTES:

- (1): Designated as SU-1, mixed-use zones containing a maximum 30% C-2, minimum 50% R-2. Office (O-1) and institutional uses allowed.
- (1a): Designated as SU-1, mixed-use zone containing both R-2 and R-T residential intensities.
- (2): Designated as a SU-1, mixed-use zone containing a maximum 30% C-1 and a minimum 50% R-T. Office (O-1) and institutional uses allowed.
- (3): Mobile homes allowed South of Sacate Blanco arroyo. R-2 zoning will permit Mobile Home Parks.
- (4): The use of "Net Acres" and dwelling units "per acre", in this context, is for reasonable estimation of projected total units and does not imply a restriction on total allowed units on any site based on further reduction of parcel for collector, major and local roads, easements, drainage dedication and the like. Gross acreage usability calculations will be applied to any "DU per acre" restrictions or allowances.
- (5): Projected jobs by land use type calculated using a gross square footage/employee factor of 500 for commercial, 250 for office related and 400 for industrial.
- (6): Park dedication per adjacent subdivisions. Any residual not dedicated is designated as RLT.

II. RIO BRAVO SECTOR PLAN AMENDMENT

E. Comparison of Original and Amended Plans

The following comparative chart provides a summary review of the changes, if any, that have been made to the Rio Bravo Sector Development Plan document. Infrastructure and services subjects such as water and sewer systems, parks, schools, roads and utilities are reviewed; noting the differences, if any, that exist between the two Plans. Likewise, Planning Concepts such as mixed use development, residential housing density, or the distribution and location of public services are each compared side by side in terms of how they are addressed in the original and newly amended Plan versions. The general planning concepts that guide the prescribed land uses are also compared between the Original and Amendment versions of the Plan. In particular, changes that are proposed in the Plan Amendment reflect the community design philosophy forwarded in the West Side Strategic Plan and adopted by the City of Albuquerque.

The subsequent changes in community composition of areas surrounding the Plan area have, in part, required that the proposed Amendment emphasize a relocation of approved densities of residential and commercial zones, and reconfiguration of certain parcels. In large part, parcel reconfiguration is attributable to the necessary changes in Plan layout of proposed roadways (e.g., Rio Bravo and Unser Boulevards). Overall, such changes ensure that the revised Plan Amendment furnishes a comprehensive land use plan that is consistent with the larger West Side community.

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p>I. LAND USE AND ZONING:</p> <p>A. <u>Residential Land Uses:</u></p> <ul style="list-style-type: none"> • <i>Low Density - SU-2/SF:</i> Designation of low density residential properties; lot size allocations altered slightly from the City's zoning to increase affordability opportunities. Density of housing planned on average for 6 du/ac. Comprising approximately 4,644 single family dwellings, this particular land use constituted some 774 buildable acres or 72% of the net Plan area acreage. • <i>Moderate Density Residential - R-2:</i> Consisting of a moderate to high density of residential development, these zones were estimated to accommodate 20 du/ac on 	<ul style="list-style-type: none"> • <i>Low Density Residential:</i> The amended Plan recommends, in keeping with the policy adopted in the West Side Strategic Plan, a slight de-intensification of land use within the Plan area. As a result, there is a concomitant increase in the allocation of lands to the designation of low density single family residential. Maintaining the same 6 du/ac. Densities of the original Plan, and allocating approximately 943 acres to RLT zoning, the amended plan proposes a potential build-out total of 5,105 single-family attached and detached dwellings. This particular land use designation garners 72% of the Plan area. • <i>Moderate Density Residential:</i> In keeping with the de-intensification emphasized by the West Side Strategic Plan, there are two DU's (18 and 20) in the higher density

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p>average. With a Planned occupancy of nearly 102 developable acres and 2,034 units, this density of housing would represent just under 10% of the Plan area's net acreage. This density of housing was situated adjacent to higher intensity commercial and public service oriented land uses within the Plan area.</p> <ul style="list-style-type: none"> • <i>High Density Residential - SU-3/R-3:</i> The Plan's highest density residential land use allocation, this zone is situated in close proximity to the Urban Center (Parcel 5). Estimated to accommodate an estimated 30 du/ac on 20 acres, build out would carry some 600 units. This land designation comprised less than 2% of the Plan area's net developable property. • <i>Mobile Homes:</i> Designated locations for mobile home parks were given provisional acceptance in areas South of the planned course of Rio Bravo Blvd. All other locations within the Plan area would require a sector development plan amendment to seek approval for their siting. <p>B. Non-residential Land Uses</p> <ul style="list-style-type: none"> • <i>Office; O-1:</i> A number of areas designated for office-related business uses were predominantly arranged about the park/plaza feature within the Urban Center. With an allocated 64.7 net acres, this land use occupied 6% of the original Plan area. With a calculated F.A.R. of 0.25, and an estimated employee per 250 sq. ft., the Plan anticipated a 2,659 office-related jobs at build-out. 	<p>housing for this area of the City. This is accomplished by introducing mixed use zoning (SU-1) with 50% minimum R-T intensities. Consequently, those lands designated as R-2 zoning were estimated at a total gross acreage of 105. Likewise, the total expected number of dwelling units is now 2,053; based on densities of 18 and 20 du/ac.</p> <ul style="list-style-type: none"> • <i>High Density Residential - R-2 and SU-1/R-2:</i> In keeping with deintensification, what was previously ranked as moderate density housing in the original Plan, R-2 land uses have been relocated and constitute the highest allowable density housing within the Plan area. In Parcels 1, 5, and 34 of the Plan area, close to the community commercial and public services areas, a mixed-use zone is introduced with 50% or more in R-2 maximum intensities. These are designated as SU-1 for mixed use. • <i>Mobile Homes:</i> The Plan amendment recommends an agreement be reached between the City and County on annexation limits. The Sector Development Plan revisions retain the geographic appropriation for mobile homes and allows concentrated facilities in areas zoned as R2. • <i>Office; O-1:</i> Those parcels in the Plan area that are classified as SU-1 have allowances for commercial and other institutional uses. Future West Side planning for activity centers will answer land use allocations.

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<ul style="list-style-type: none"> • <i>Commercial C-1 and C-2:</i> To accommodate the various community and neighborhood retail and services needs, a significant portion of the Plan area, 72.9 acres was designated as C-2; those more intensive commercial land uses that would be oriented toward principal arterial roadways. Likewise, C-1 commercial accounted for another 10.4 acres. Together, these zones comprised nearly 7% of net Plan acreage. • <i>Industrial Park:</i> As per the recommendations of the South West Area Plan, this Plan had provisions for a 30 acre Business/Industrial Park area in Parcel 7. Located at the Northwest corner of Unser Blvd. and Blake Rd., this particular land use would have constituted just under 3% of the Plan area, but would prospectively accommodate some 868 jobs. • <i>Mixed Use Zoning:</i> Specifically, this applies to the co-mingled land uses planned for the 32 acres of Parcel 4 in the Northeast corner of the Plan area. Due to the sensitive nature of such land use adjacencies, this area is designated a planned development area for office/commercial and mixed density residential uses. 	<ul style="list-style-type: none"> • Central to the amended Plan is a re-organization of Commercial land uses. Because other areas outside the Plan area have been ear-marked for higher intensity "Activity Center" status, the former "Urban Center" of the Rio Bravo Sector Development Plan is now de-intensified to conform to WSSP guidelines. Accordingly, there is a reduced amount of designated C-1 and C-2 properties and proposed SU-1 for mixed-use zones. • <i>Industrial Park:</i> Like the original Plan, there is still a Planning design emphasis on providing development opportunities within the Plan area that help in job creation. The former Industrial Park location is now, however, relocated to Parcel 18, immediately East of Unser Blvd. Roughly the same size property, it is anticipated that this area could support approximately 921 employees. This location integrates with trail nodes (Amole and Sacate Blanco systems) and occupies a ½ mile intersection opportunity for Unser Blvd. • <i>Mixed Use Zoning:</i> In an effort to maintain the spirit of the original Plan's design philosophy, areas containing a combination of Commercial, Office and Residential zoning designations in close proximity are prescribed in Parcels 1, 5 and 34, allowing intensities to C-2 and R-2 (SU-1 zoned) Likewise, Parcels 6 and 16 are more akin to "Adjacent" areas found in the West Side Strategic Plan and are planned for SU-1, mixed use to C-1 and RT intensities.

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p>II. PLANNING DESIGN PHILOSOPHY</p> <p><i>A. Westgate Urban Center:</i></p> <ul style="list-style-type: none"> • Designed to utilize some 24 acres centered around a 5 acre urban park/plaza feature. • Concentrated higher intensity commercial and office uses within Parcels 5 and 6, located Southeast of the Gibson Blvd and 98th St. intersection. • This area was designated with SU-3 zoning that accommodates such community enterprises as churches, small offices, retail, groceries, and libraries. • Intended to discourage the development of lower density, free-standing arrangements typical of many suburban shopping centers. <p><i>B. Urban Plaza:</i></p> <ul style="list-style-type: none"> • Intended as a contemporary experiment to re-create, through zoning, an Hispanic influenced, central plaza theme. • As a focal area at the heart of the Urban Center, the park/plaza would serve as a hub of public activities and transit, trails intersection, and physical improvements. • The objective of the plaza being an orientation toward a broad mix of community uses and events in an area that simultaneously accommodates traffic circulation and introduces vehicular calming that encourages a pedestrian environment. • Designed to serve as only Activity center within the Rio Bravo SDP. 	<ul style="list-style-type: none"> • Because the adopted recommendations of the West Side Strategic Plan propose an intensification of community-wide business and service establishments concentrated in areas such as the Coors Blvd./Central Ave "Community Core", the original SDP "Urban Center" has been de-intensified. As per the West Side Strategic Plan guidelines, the area immediately north of the Plan area, the as-yet undeveloped Westgate Heights, is prioritized as a Community Core. The former Westgate Urban Center of the original Plan is now de-intensified to promote the WSSP guidelines. <ul style="list-style-type: none"> • The principle elements and design philosophy of the Urban Plaza are unchanged from the original Plan. • Land use and circulation designate these areas (surrounding the Urban Plaza/Park) as an Activity Center and Adjacent area. • Adjacent land use slightly de-intensified to reflect WSSP intensities (SU-1 for mixed uses). • Other locations are designated for Activity Centers within the Rio Bravo SDP. These locations follow the guidelines found in the WSSP. They are locations of commerce, connectivity to trails and transportation, and parks.
<p>III. SERVICES AND INFRASTRUCTURE:</p> <p><i>A. Water and Sewer Services:</i></p> <ul style="list-style-type: none"> • Off-site water service lines for properties north of Rio Bravo alignment were to have been begun or completed by 1989; funded by CIP. • Master planned development water service upgrades to be installed by City using CIP funds (provided there is enough advanced inclusion of such upgrades into a CIP budget) • Off-site alignment of Sewer Facility 395, 	<ul style="list-style-type: none"> • No proposed changes are recommended to the original CIP participation. • Water and Sewer sizes and locations revised per discussions with COA personnel. Water zone limits in the Plan area are being revised. • Comments and commitments for water services to new developments (located in the County) imply upper zone 2W reservoir, well(s) and line extensions.

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p>funded by CIP, and coinciding with construction of Rio Bravo extension.</p> <ul style="list-style-type: none"> • Sewer line development within Plan area to coincide with road construction. <p><u>B. Gas, Electric, and Telephone:</u></p> <ul style="list-style-type: none"> • Extension of services provided as required by PNM, Mountain Bell and Gas Co. of NM (now part of PNM). <p><u>C. Streets:</u></p> <ul style="list-style-type: none"> • <i>Rio Bravo:</i> to be dedicated by Bellamah to City for construction within the Plan Area. To expedite the construction process, owners had proposed to develop a temporary two-lane road to access new development subdivision areas within the Plan Area. • <i>98th St:</i> Owners will dedicate the ROW within the Plan Area. Owners will construct road between Gibson and the northern Plan Area boundary. Road construction may require realignment of portion of Snow Vista channel. • <i>Unser Blvd.:</i> At time of original Plan, construction of this road from Central to the northern boundary of the Plan Area was not in the City Transportation Improvement Program. Owners intend to construct road within the Plan Area. • <i>Gibson Blvd.:</i> Roadway to be constructed as necessary in conjunction with adjacent properties within the Plan Area. 	<p>Developers are willing to participate to a limited extent.</p> <ul style="list-style-type: none"> • No proposed change to the original recommendations. <ul style="list-style-type: none"> • <i>Rio Bravo:</i> Roadway right-of-way acquired by Bernalillo County and partially completed. Programmed for future construction improvements by the County. Developers responsible for improved intersections, frontage road and adjacent development obligations. Major intersections at Unser Blvd., 98th St., and 118th St. are the only approved access locations. • <i>98th St.:</i> Previous planned intersection with Rio Bravo Blvd. has now been moved South to the acquired right-of-way. Minor arterial status between Snow Vista and Rio Bravo Blvds.; collector-class road classification south of Rio Bravo Blvd. (However, until the LRMSP is amended or changed, platting for 98th Street will be shown as an arterial 156 foot right-of-way). • <i>Unser. Blvd.:</i> No change from original Plan except for minor geometric alignment changes. Partially constructed east of Sector Development Plan area. Owners may offer City temporary paving to Central Avenue in lieu of full construction costs in areas of their respective parcels. Entirely planned as a principal arterial with access limitations. • <i>Gibson Blvd.:</i> No change from original Plan for obligations. Roadway begins at Unser Blvd. and extends westerly as a Collector roadway. (However, until the LRMSP is amended or changed, platting

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p><u>D. Drainage:</u></p> <ul style="list-style-type: none"> • Owners to dedicate the additional required ROW adjacent to existing drainage channels to accommodate construction of trails facilities • For improvements north (or otherwise outside) of Plan Area, the owners may elect to do improvements ahead of City CIP and be later reimbursed. • Amole and Sacate Blanco drainage rights-of-way dedicated jointly to the City and Flood Control Authority. <p><u>D. Schools:</u></p> <ul style="list-style-type: none"> • Prospective school sites have been set aside in Parcels 13 and 30 for purchase by APS for construction of Elementary and Middle schools <p><u>F. Parks:</u></p> <ul style="list-style-type: none"> • City will be responsible for the construction of public parks. Owners may construct parks in lieu of park dedication or DIFs. • "Urban Center" park to be a City facility, developed as a plaza. <p><u>G. Trails:</u></p> <ul style="list-style-type: none"> • City to be responsible for design, construction, and maintenance of trails and trail crossings at major streets (e.g., 98th St., Gibson, Unser, and Blake) • Additional required ROW adjacent to existing and planned realignments of drainages will be dedicated to the City and Flood Control Authority for pedestrian and bicycle path trails system. <p><u>H. Public Transit:</u></p> <ul style="list-style-type: none"> • Subdivision plats will accommodate bus transit traffic with generous turning radii. Developers of individual properties will be encouraged to dedicate additional ROW for public transit associated facilities (bus 	<p>for Gibson Blvd. will be shown as an arterial 156 foot right-of-way).</p> <ul style="list-style-type: none"> • No significant changes to the original Plan regarding respective owner responsibilities. AMAFCA's Amole-Hubbell Drainage Management Plan supercedes City/County obligations. • Recommends the same preferred land set-asides as the original. However, the allocated parcels modified to reflect street alignments. • While there are no major changes to the original planned locations of parks, new locations for additional, smaller park lands and open space are shown that conform with the WSSP Guidelines precepts. • Trails within the Plan area will be designed to coordinate with arterial paths planned for linkage to the larger, City-wide trails/bike path system. West Side Strategic Plan recommends placement of large collector pathways along Unser Blvd., Rio Bravo Blvd. and the southern leg of the Amole Arroyo trail at the Plan area's West edge. • No changes to the original Plan. Transit routes suggested to connect reconfigured, higher intensity land use designations (WSSP precepts). • Transit connectivity to residential

ORIGINAL SECTOR PLAN	REVISED PLAN AMENDMENT
<p>stops, lane turn-outs).</p> <p><i>1. Fire and Police Services:</i></p> <ul style="list-style-type: none"> As Plan area development continues parcels previously set aside for the purpose are to be developed for Police and/or Fire Station facilities. Thresholds for additional service requirements are the domain of the City and its respective Departments. 	<p>neighborhoods enhanced by trails, concepts and transit node designs.</p> <ul style="list-style-type: none"> As per the West Side Strategic Plan recommendations, preference for siting of Fire and Police facilities, as increasing demand requires, will be within Community Adjacent Areas.

II. RIO BRAVO SECTOR PLAN AMENDMENT

F. Implementation

It should be noted that the original Sector Plan included City and County participation in the implementation elements. More specifically, certain major water and sewer lines were requested to be placed on the City's CIP program for capital expenditures. It appears that this has not occurred and part of the expectations of the current ownership are to revisit those perceived obligations.

As now stated in this Plan, we will request City (and to some extent County) participation in the following areas:

- The designation of a "logical" geo-political jurisdiction division. As stated in the WSSP, the City and County should agree to a line which is appropriate for City annexation and which areas are appropriate to remain in County jurisdiction.
- The right-of-way acquisition and extension of major arterial roadways. Most of the Plan's sponsorship is willing to dedicate the majority of Gibson, Unser and 98th Street as shown on the long range major street plan and as indicated within this Plan. However, there may be small "missing links" which would require acquisition by the respective units of government.
- The clarification of allowable sewage discharge at the east central portion of the plan (Blake Road vicinity) and southeast corner of the Plan. At the southeast corner, there are existing sewage facilities constructed by the County that are awaiting an agreement with the City for allowable discharge.
- Definition of water pressure zones and critical infrastructure sizing including possible wells, reservoirs and other facilities located off-site.
- A "revisitation" of the original Sector Development Plan commitments by the City for CIP and other funding sources for major infrastructure. The development interests have been, and are still willing, to participate in accordance with City policy. Also, they may be willing to assist in the "acceleration" of critical infrastructure expenditures. However, the cost burden may involve other funding participation such as grants in aid of construction or inclusion in the proposed quarter cent tax revenue bonding initiative.
- Major transportation policy has been determined such as intersection spacing on Rio Bravo and Unser Boulevards. We suggest that this SDP can designate "interim" solutions that allow right-of-way dedication and serviceability. Where major intersection spacing in an ultimate configuration is in conflict – these interim measures may allow access until such time as that roadway condition requires closure, realignment or other design elements as proposed by this Plan.
- Major drainage has been adopted (Final Report July, 1999 Leedshill/Herkenhoff) by AMAFCA's Amole – Hubbell Drainage Management Plan. This study, in conjunction with local studies prepared for the original SDP, is sufficient to describe major drainage ways, sedimentation and ponding areas and can provide for the predictability of detention area volumes and location. A stand-alone master drainage management plan will be prepared for COA Hydrology prior to plat approvals.
- Implementation of the zoning implies legal descriptions to define exact real estate acreages in accordance with that zoning. It is recommended, by this Plan,

that a "bulk land plat" technique be implemented immediately after the adoption of this Sector Plan. Prior to City Council action, based upon surveys and calculations, these plats will be presented as "exhibits" to the adopting ordinance. If approved, the subsequent process of subdivision approvals, as bulk land plats for recordation, will follow utilizing those same acreages and lines. In this fashion, the City can gain the rights-of-way dedication and easements necessary for utilities, trails and the like. Also, drainage management can be estimated and the land areas encumbered by temporary easements in a fashion similar to other bulk land plats in other major sector development plan areas (Eagle Ranch, River View, etc.).

The following is a comparative chart briefly discussing the various changes proposed for the Revised Rio Bravo Sector Development Plan. Specifically, this section will compare the original and revised Provisions of each plan for development implementation.

ORIGINAL PLAN PROVISIONS	REVISED PLAN PROVISIONS
<p><u>I. Developmental Phasing Projections:</u></p> <p><i>A. Developmental Goal:</i></p> <ul style="list-style-type: none"> • Plan Objective: A mixed use community with housing and employment opportunities in close proximity. • Public spaces and associated amenities convey a theme of community rather than unassociated subdivisions in adjacency. • Master Planning at the neighborhood level; meeting the South West Area Plan objective of "creating a community scale center of urban activity within a planned development area." • Anticipated build-out of Plan area in fifteen years. <p><i>B. City-sponsored Capital Improvements Requirements:</i></p> <ul style="list-style-type: none"> • Extension of 98th St. 	<ul style="list-style-type: none"> • Plan Objective: Unchanged. Remains a mixed-use community with zone designations and geographic locations modified to reflect West Side Strategic Plan and current transportation direction. The former "Urban Center" has been replaced with an Activity center and adjacent land use designation – complimenting the Activity Center (and Adjacent) objectives for the Bridge/Westgate Community. • Unchanged. Trails and connectivity between neighborhoods and villages is enhanced. Core areas are sited in areas isolated by major roadways. • Unchanged. Critical areas of neighborhood-scale activities zoned SU-1, requiring site-planning for integration of mixes of residential, commercial, office and institutional land uses. • Unchanged. Due to the City obligations which have not occurred, "lost" information and the bankruptcy of the original Plan's principal sponsor, the schedule has been delayed. • City funding may be requested North of Gibson Blvd. to Sage Road. Other obligations can be met by adjacent development excepting 1000' portion North

ORIGINAL PLAN PROVISIONS	REVISED PLAN PROVISIONS
<ul style="list-style-type: none"> • Completion of Rio Bravo Blvd. from Coors to the western boundary of the Plan area. • Construction of Sewer lines 395, 396, and 397 for areas South of Blake Road. • Extension of water lines within Zone 1W and 2W of Atrisco and Pajarito Trunks. • Cooperative development of plaza area within the Westgate Urban Center concurrently with surrounding land developments. 	<p>of Rio Bravo Blvd. No land acquisition expense envisioned for 98th St. (dedications by bulk land platting).</p> <ul style="list-style-type: none"> • Accomplished by Bernalillo County to Condeshire Road. Remaining portions are pending and appropriations. • Requires City of Albuquerque participation and County/City agreement for connection to treatment plant. • Requires City participation. Also, upper zone 2W facilities (unfunded) require Capital Implementation and possibly developer contributions (off-site). • Unchanged. Plan revisions retain the Plaza as central to an Activity Core area focal point.
<p>C. Build-out Phasing/Progress:</p>	
<ul style="list-style-type: none"> • Development to begin at 98th St. • 98thSt. Extension will afford development North of Gibson Blvd. • Development South of Gibson Blvd. will require extension of Rio Bravo and sewer line 395 from Coors Blvd. to 98th St. 	<ul style="list-style-type: none"> • Begin development around Gibson Blvd./Unser Blvd. within serviceable water zones going westerly. Begin development near Rio Bravo Blvd. when sewer outfall and water service has been extended. • Unchanged. • Sewer outfall partially constructed with Rio Bravo Blvd. (County). Requires treatment plant agreement and trunk sewer extensions within the Plan area. Area south of Rio Bravo is serviceable.
<p>D. Water and Sewer Infrastructure:</p>	
<ul style="list-style-type: none"> • Off-site water service line that would deliver water to all properties North of Rio Bravo Blvd. alignment were to have been completed by 1989; funded by City CIP. • Master planned development water service upgrades to be installed by the City using CIP funds (provided there is enough advanced inclusion of such upgrades into a CIP budget). • Off-site alignment of Sewer Facility 395, funded by CIP, and coinciding with 	<ul style="list-style-type: none"> • No City CIP programming has occurred. Request accelerated consideration in the City's 10 year CIP program. • No City CIP programming has occurred. Request accelerated inclusion in current-year programming and/or alternate funding sources.. • Rio Bravo Sewer facility constructed by County. Requires additional trunk and

ORIGINAL PLAN PROVISIONS	REVISED PLAN PROVISIONS
<p>extension construction of Rio Bravo Blvd.</p>	<p>interceptor sewers to serve the Plan area.</p>
<ul style="list-style-type: none"> • Sewer line development will coincide with road construction within Plan area. 	<ul style="list-style-type: none"> • Unchanged.
<p>E. Gas, Electric, and Telephone:</p>	
<ul style="list-style-type: none"> • Extension of services provided as required by Public Service Co. of New Mexico (PNM), Mountain Bell Telephone, and Gas Co. of New Mexico (now part of PNM). 	<ul style="list-style-type: none"> • Unchanged. PNM distribution easement adjacent to eastern line of the Amole Arroyo will be requested for modification, underground and/or reconstruction as development progresses.
<p>F. Streets:</p>	
<ul style="list-style-type: none"> • <i>Rio Bravo Blvd.:</i> To be dedicated by original Plan sponsor to the City for construction within Plan area. To expedite the construction process, owners had proposed to develop a temporary two-lane road to access new development subdivision areas within the Plan area. 	<ul style="list-style-type: none"> • Dedication is not required, right-of-way has been acquired. Development requires construction of Meade Ave. as frontage road and developer considerations for intersections. County may allow partial intersection construction for early development-adjacent service.
<ul style="list-style-type: none"> • <i>98th Street:</i> Owners planned to dedicate the right-of-way within the Plan area. Owners would have constructed the road between Gibson Blvd. and the northern Plan boundary. Road construction may require realignment of portion of Snow Vista channel. 	<ul style="list-style-type: none"> • Unchanged.
<ul style="list-style-type: none"> • <i>Unser Blvd.:</i> Construction from Central Ave. to the northern Plan boundary was not in the City Transportation Improvement Program. Owners intended to construct the roadway within the Plan area. 	<ul style="list-style-type: none"> • Unser Blvd. is partially constructed to Gibson Blvd. Owners may request the City to consider temporary construction to Central Ave. in lieu of full arterial requirements (within the Plan area). Public acquisition of approximately 1000' of right-of-way requested North of Rio Bravo Blvd.
<ul style="list-style-type: none"> • <i>Gibson Blvd:</i> Roadway to be constructed as necessary in conjunction with adjacent properties within the Plan area. 	<ul style="list-style-type: none"> • Unchanged. Roadway is slightly re-aligned to coincide with new property lines.
<p>G. Drainage:</p>	
<ul style="list-style-type: none"> • Owners were to dedicate the additional right-of-way adjacent to the existing drainage channels to accommodate construction of trails facilities. 	<ul style="list-style-type: none"> • Unchanged. Provisions included in the AMAFCA Drainage Management Plan and in subsequent drainage plans for the Rio Bravo Sector Development Plan.
<ul style="list-style-type: none"> • For improvements North (or otherwise outside) of Plan area, the owners may elect to do improvements ahead of City and be later reimbursed. 	<ul style="list-style-type: none"> • Unchanged. Possibly unnecessary depending on the timing of AMAFCA improvements.

ORIGINAL PLAN PROVISIONS	REVISED PLAN PROVISIONS
<ul style="list-style-type: none"> • Amole and Sacate Blanco Arroyos drainage rights-of-way dedicated jointly to the City and AMAFCA. <p>H. Schools:</p> <ul style="list-style-type: none"> • Prospective school sites had been set aside in Parcels 13 and 30 for purchase by APS for construction of a Middle School and Elementary School, respectively. <p>I. Public Transit:</p> <ul style="list-style-type: none"> • Subdivision plats will accommodate bus transit traffic with generous turning radii. Developers of individual properties will be encouraged to dedicate additional right-of-way for public transit associated facilities (bus stops, shelters, lane turn-outs). <p>J. Trails:</p> <ul style="list-style-type: none"> • City to be responsible for design, construction, and maintenance of trails and trail crossings at major streets (e.g., 98th St., Blake Rd., Gibson and Unser Blvds.). • Additional right-of-way adjacent to existing and planned realignments of drainage channels will be dedicated to the City and AMAFCA for purpose of pedestrian and bicycle path trails system. 	<ul style="list-style-type: none"> • Unchanged. AMAFCA has subsequently acquired portions of these watersheds. Amole and Secate Blanco remaining portions to be dedicated. • Unchanged, but slightly relocated. • Unchanged. Transit corridors and probable transit facility locations identified. Land use and zoning revised to accommodate higher intensities in activity center areas as transit node candidates. • Unchanged. Developers intend to dedicate easements and rights-of-way and construct internal trail linkages to Activity centers. • Unchanged. Developers intend to dedicate or grant easements in conjunction with bulk land plats for major trails.

REFERENCE SUPPLEMENTS

- Adopting City Council Ordinance R-204
- Annexation Plat (which accompanied annexation ordinance)
- City/County Zone Atlas Pages
- Adopting City Council Ordinance R-51

CITY of ALBUQUERQUE
EIGHTH COUNCIL

COUNCIL BILL NO. R-204

ENACTMENT NO. 215-1988

SPONSORED BY: Patrick J. Baca

RESOLUTION

ADOPTING THE RIO BRAVO SECTOR DEVELOPMENT PLAN AND AMENDING THE ZONE
MAP IN ACCORDANCE WITH THE PLAN.

WHEREAS, the Environmental Planning Commission held a public
hearing on the Rio Bravo Sector Development Plan; and

WHEREAS, the Environmental Planning Commission approved the plan
at the conclusion of its public hearing on April 28, 1988, and
recommends its adoption by the City Council; and

WHEREAS, the City Council has conducted a public hearing on the
Rio Bravo Sector Development Plan SD 8/4 and its associated
annexation (AX-87-22, AX-87-23, AX-87-24) and zone map amendments
(Z-87-110); and

WHEREAS, areas in the Developing Urban Area of this sector plan
are zoned SU-2 rather than the normal RD because of the exceptional
situation that the Environmental Planning Commission was planning to
redesignate them Established Urban when they reviewed this sector
development plan.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
ALBUQUERQUE:

Section 1. The Rio Bravo Sector Development is adopted.

Section 2. The Zone Map is amended as specified in the sector
development plan for that area in the City prior to adoption of Bill
No. 0-67 of the Eighth Council (annexing 353.63 acres to the City).

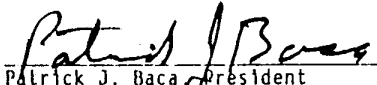
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1 PASSED AND ADOPTED THIS 21st DAY OF November 1988.

2 BY A VOTE OF 9 FOR AND 0 AGAINST.

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Patrick J. Baca, President
City Council

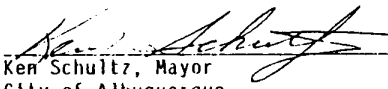
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7 APPROVED THIS 22nd DAY OF December 1988.

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Ken Schultz, Mayor
City of Albuquerque

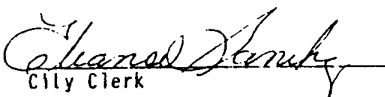
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12 ATTEST:

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Chandra Hanks
City Clerk

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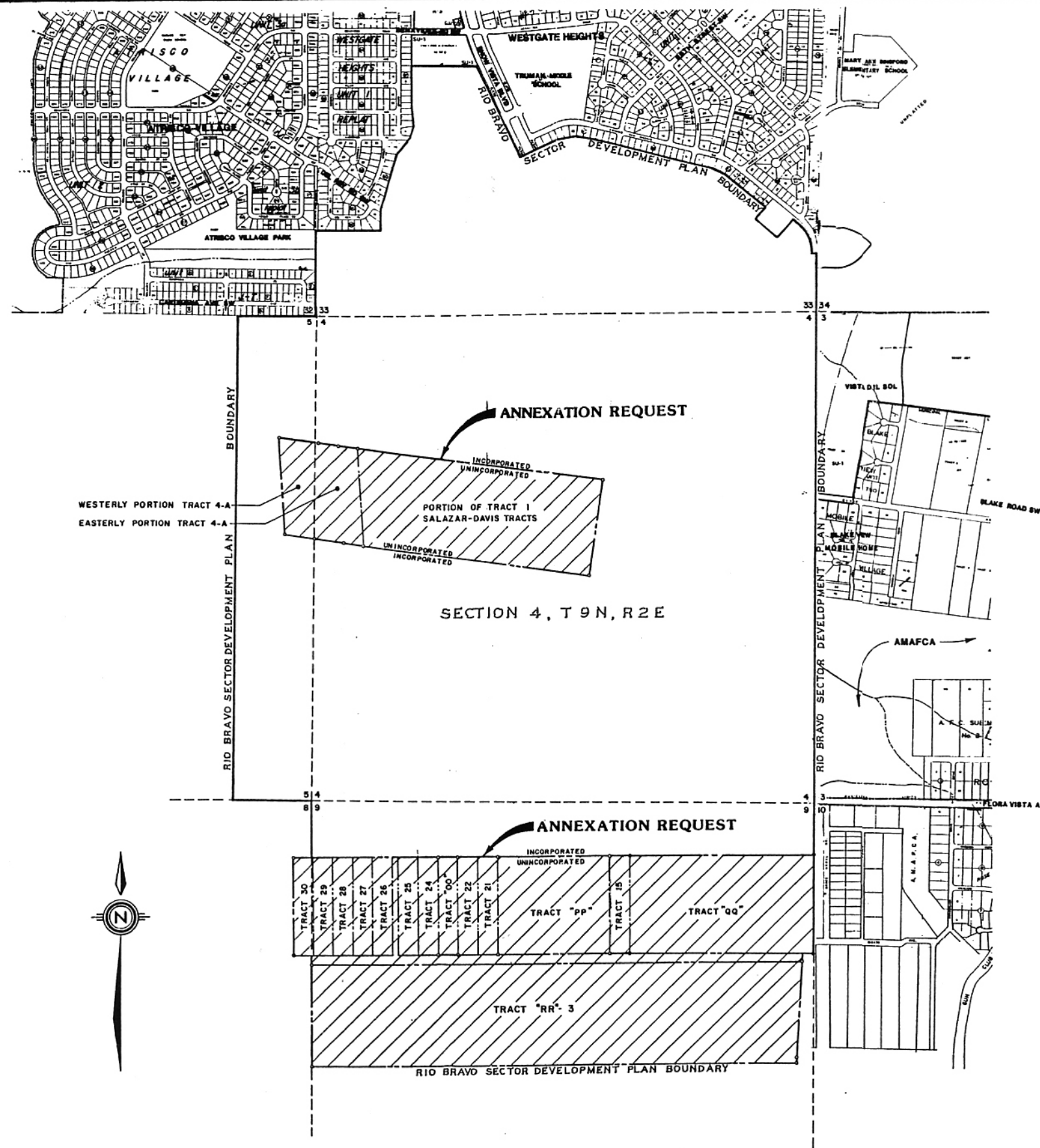
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ANNEXATION PLAT **UNINCORPORATED LAND WITHIN** **RIO BRAVO SECTOR DEVELOPMENT PLAN** CITY OF ALBUQUERQUE, BERNALILLO COUNTY NEW MEXICO ANNEXATION AREA= 354.13 ACRES ±

CASE NUMBERS: SD-87-4
 AX-87-22
 AX-87-23
 AX-87-24
 Z-87-110



PORTION TRACT 4-A & PORTION TRACT 1 SALAZAR-DAVIS

THAT CERTAIN PARCEL OF LAND SITUATE IN "PROJECTED" SECTIONS 4 & 5, TOWNSHIP 9 NORTH, RANGE 2 EAST, N.M.P.M., WITHIN THE TOWN OF ATRISCO GRANT, BERNALILLO COUNTY, NEW MEXICO, AND BEING COMPRISED OF THE EAST-ERLY PORTION OF TRACT 4-A WITHIN PROJECTED SECTION 4, T9N, R2E, N.M.P.M., THE WESTERLY PORTION OF TRACT 1 SALAZAR-DAVIS TRACTS AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON MAY 6, 1986 IN VOLUME C30, FOLIO 91 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING FOR A TIE AT THE NORTHWEST CORNER OF "PROJECTED" SECTION 4, TOWNSHIP 9 NORTH, RANGE 2 EAST, N.M.P.M., A BRASS CAP IN PLACE MARKED "B & S, 4, 5 T9N, R2E, & 32, 33 T10N, R2E, N.M.P.M."; THENCE USING STATE PLANE BEARINGS (CENTRAL ZONE) AND GROUND DISTANCES, S16°33'58"W, 1,362.64 FEET TO THE NORTHWEST CORNER OF THE PARCEL HEREIN DESCRIBED AND TRUE POINT OF BEGINNING, THENCE, S02°24'55"E, 420.00 FEET, THENCE, S82°26'15"E, 210.19 FEET, THENCE, S82°16'55"E, 210.05 FEET, THENCE, S82°38'43"E, 2,606.34 FEET TO THE NORTHEAST CORNER OF THE PARCEL HEREIN DESCRIBED, THENCE, S07°29'42"W, 1,037.00 FEET TO THE SOUTHEAST CORNER OF THE PARCEL HEREIN DESCRIBED, THENCE, N02°19'14"W, 2,401.66 FEET, THENCE, S81°03'45"W, 210.05 FEET, THENCE, N82°25'25"W, 310.26 FEET, THENCE, N00°01'31"E, 00.33 FEET, THENCE, N82°24'55"W, 321.17 FEET TO THE SOUTHWEST CORNER OF THE PARCEL HEREIN DESCRIBED, THENCE, N03°49'15"W, 1,037.00 FEET TO THE POINT OF BEGINNING CONTAINING 78.835 ACRES MORE OR LESS.

TRACT "QQ"

A CERTAIN TRACT OF LAND SITUATE IN THE NW 1/4 OF SECTION 9, T9N, R2E, N.M.P.M., BERNALILLO COUNTY, NEW MEXICO, WITHIN THE TOWN OF ATRISCO GRANT, BEING TRACT 23 OF A SERIES OF TRACTS ALLOTTED FROM THE TOWN OF ATRISCO GRANT, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER, WHENCE THE SECTION CORNER COMMON TO SECTIONS 4, 5, 8 AND 9, T9N, R2E, N.M.P.M., A BRASS CAP IN PLACE, BEARS N68°37'10"W, 1658.34 FEET, AND FROM SAID BEGINNING POINT RUNNING THENCE, S00°32'20"E, 1037.70 FEET TO THE SOUTHEAST CORNER, THENCE, S89°32'00"W, 209.99 FEET TO THE SOUTHWEST CORNER, THENCE, N00°33'20"W, 1037.61 FEET TO THE NORTHWEST CORNER, THENCE, N89°30'30"E, 209.99 FEET TO THE POINT AND PLACE OF BEGINNING. TRACT CONTAINS 5.00 ACRES MORE OR LESS.

TRACT "PP"

A CERTAIN TRACT OF LAND SITUATE IN THE N 1/2 OF SECTION 9, T9N, R2E, N.M.P.M., BERNALILLO COUNTY, NEW MEXICO, WITHIN THE TOWN OF ATRISCO GRANT, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER, WHENCE THE SECTION CORNER COMMON TO SECTIONS 4, 5, 8, AND 9, T9N, R2E, N.M.P.M., A BRASS CAP IN PLACE, BEARS N62°37'40"W, 3540.49 FEET AND FROM SAID BEGINNING POINT RUNNING THENCE, S89°28'20"W, 1170.15 FEET TO THE SOUTHWEST CORNER, THENCE, N00°32'20"W, 1037.90 FEET TO THE NORTHWEST CORNER, THENCE, N89°24'40"E, 1171.46 FEET TO THE NORTHEAST CORNER, THENCE, S00°28'00"E, 1037.44 FEET TO THE POINT AND PLACE OF BEGINNING. TRACT CONTAINS 27.89 ACRES MORE OR LESS.

TRACT "QQ"

A CERTAIN TRACT OF LAND SITUATE IN THE NE 1/4 OF SECTION 9, T9N, R2E, N.M.P.M., BERNALILLO COUNTY, NEW MEXICO, WITHIN THE TOWN OF ATRISCO GRANT, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER, A POINT ON THE SECTION LINE COMMON TO SECTIONS 9 AND 10, T9N, R2E, N.M.P.M., WHENCE THE SECTION CORNER COMMON TO SECTIONS 3, 4, 9 AND 10, T9N, R2E, N.M.P.M., BEARS N00°05'30"W, 577.64 FEET, AND FROM SAID BEGINNING POINT RUNNING THENCE, S00°05'30"E, 1037.00 FEET ALONG SAID SECTION LINE TO THE SOUTHEAST CORNER, THENCE, S89°30'00"W, 1923.22 FEET TO THE SOUTHWEST CORNER, THENCE, N00°27'00"W, 1037.00 FEET TO THE NORTHWEST CORNER, THENCE, N89°30'00"E, 1929.75 FEET TO THE POINT AND PLACE OF BEGINNING. TRACT CONTAINS 45.86 ACRES MORE OR LESS.

TRACT "RR"-3

A CERTAIN TRACT OF LAND SITUATE IN SECTION 9, T9N, R2E, N.M.P.M., BERNALILLO COUNTY, NEW MEXICO, WITHIN THE TOWN OF ATRISCO GRANT, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER, A POINT ON THE SECTION LINE COMMON TO SECTIONS 8, 9, 16 AND 17, T9N, R2E, N.M.P.M., A BRASS CAP IN PLACE, BEARS S00°21'40"E, 2427.76 FEET, AND FROM SAID BEGINNING POINT RUNNING THENCE, N00°21'40"W, 1098.00 FEET ALONG SAID SECTION LINE TO THE NORTHWEST CORNER, THENCE, N89°29'40"E, 3148.95 FEET TO THE NORTHEAST CORNER, THENCE, S03°03'30"W, 1038.00 FEET TO A POINT, THENCE, S00°28'40"E, 60.00 FEET TO THE SOUTHEAST CORNER, THENCE, S89°28'10"W, 5087.22 FEET TO THE POINT AND PLACE OF BEGINNING. TRACT CONTAINS 128.85 ACRES MORE OR LESS.

NOTE: TRACTS "QQ", "PP", "QQ" AND "RR-3" DESCRIBED BY METES AND BOUNDS DESCRIPTION IN SPECIAL WARRANTY DEED FILED IN THE OFFICE OF THE COUNTY CLERK ON MARCH 15, 1972 IN VOLUME D-915, PP. 598-611 AND COMPRISING 207.60 ACRES, MORE OR LESS.

TOWN OF ATRISCO GRANT TRACTS & PUBLIC EASEMENTS

LANDS OF ZEBEDEO GARCIA ESTATE COMPRISED OF TRACTS 15, 21, 22, 24, 25, 26, 27, 28 AND 29 OF A SERIES OF TRACTS ALLOTTED FROM THE TOWN OF ATRISCO GRANT, SECTION 9, T9N, R2E, N.M.P.M. AND TRACT 30, TOWN OF ATRISCO GRANT, SECTION 8, T9N, R2E, N.M.P.M. AND CONTAINING 50 ACRES, MORE OR LESS.

TOGETHER WITH:

PUBLIC EASEMENTS WITHIN THE NORTH 1/2 OF PROJECTED SECTION 9, TOWNSHIP 9 NORTH, RANGE 2 EAST, N.M.P.M. LOCATED BETWEEN TOWN OF ATRISCO TRACTS 25 AND 26 AND ALONG THE NORTHERN BOUNDARY OF TRACT "RR-3" AND CONTAINING 17.7 ACRES, MORE OR LESS.

NOTE: DESCRIPTIONS FOR PROPERTIES SHOWN AND DESIGNATED ON THIS MAP ARE FROM DEEDS OF RECORD ONLY. BOUNDARIES TO BE RECONCILED BY SURVEY AND BULK LAND PLAT TO BE SUBMITTED FOR DRB APPROVAL SUBSEQUENT TO RIO BRAVO SECTOR DEVELOPMENT APPROVAL.

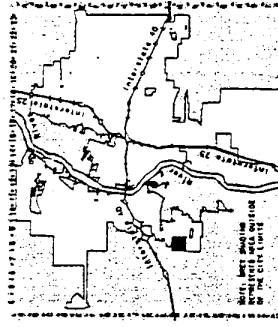
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CITY OF
Albuquerque

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Acquiring the right information
PLANNING DEPARTMENT

© Copyright 1997

Map Amended through August 08, 1997

**LEGAL DESCRIPTION**

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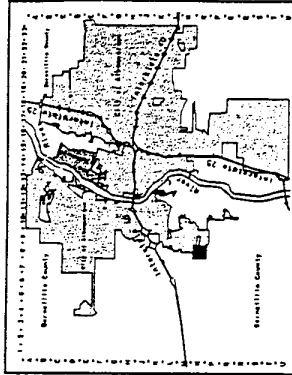
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1122

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1-800-451-1

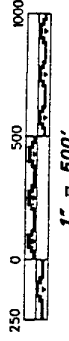
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Location map



SCALE IN FEET



LEGAL DESCRIPTION

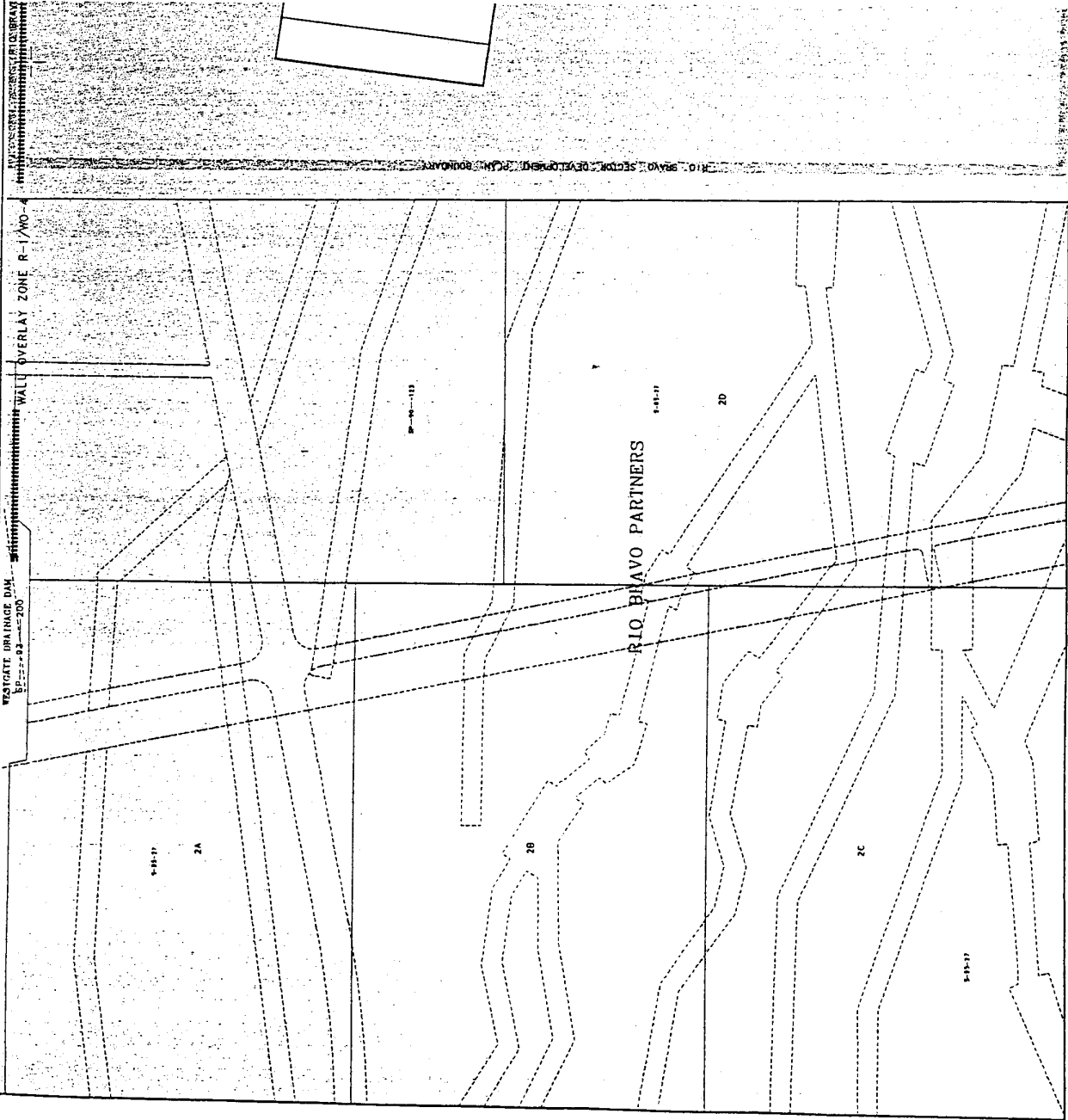
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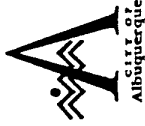
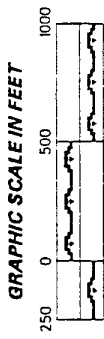
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Bernalillo County

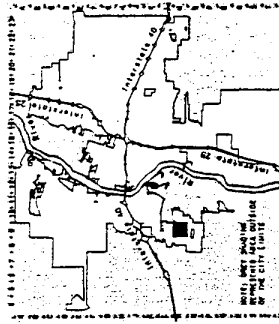
Map Issued by AGIS through October 31, 1994





City of Albuquerque
Planning Department
© Copyright 1977

Map Amended through August 08, 1977

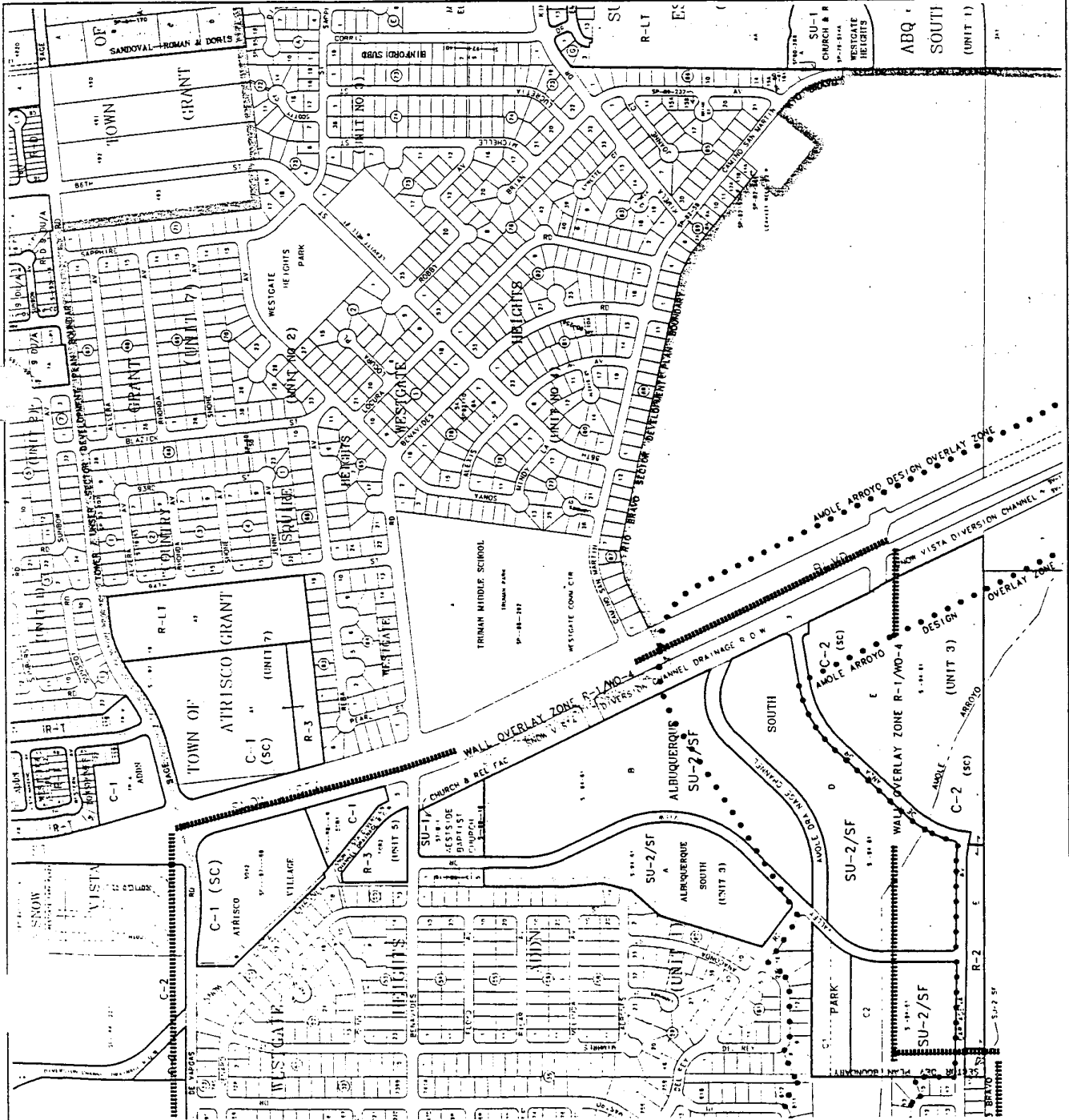


LEGAL DESCRIPTION

TOWN
R-2
SEC 33

UNIFORM PROPERTY CODE
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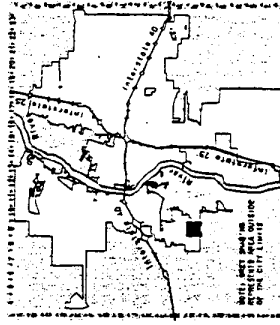




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PLANNING DEPARTMENT

Map Amended through August 11, 1977

**LEGAL DESCRIPTION**

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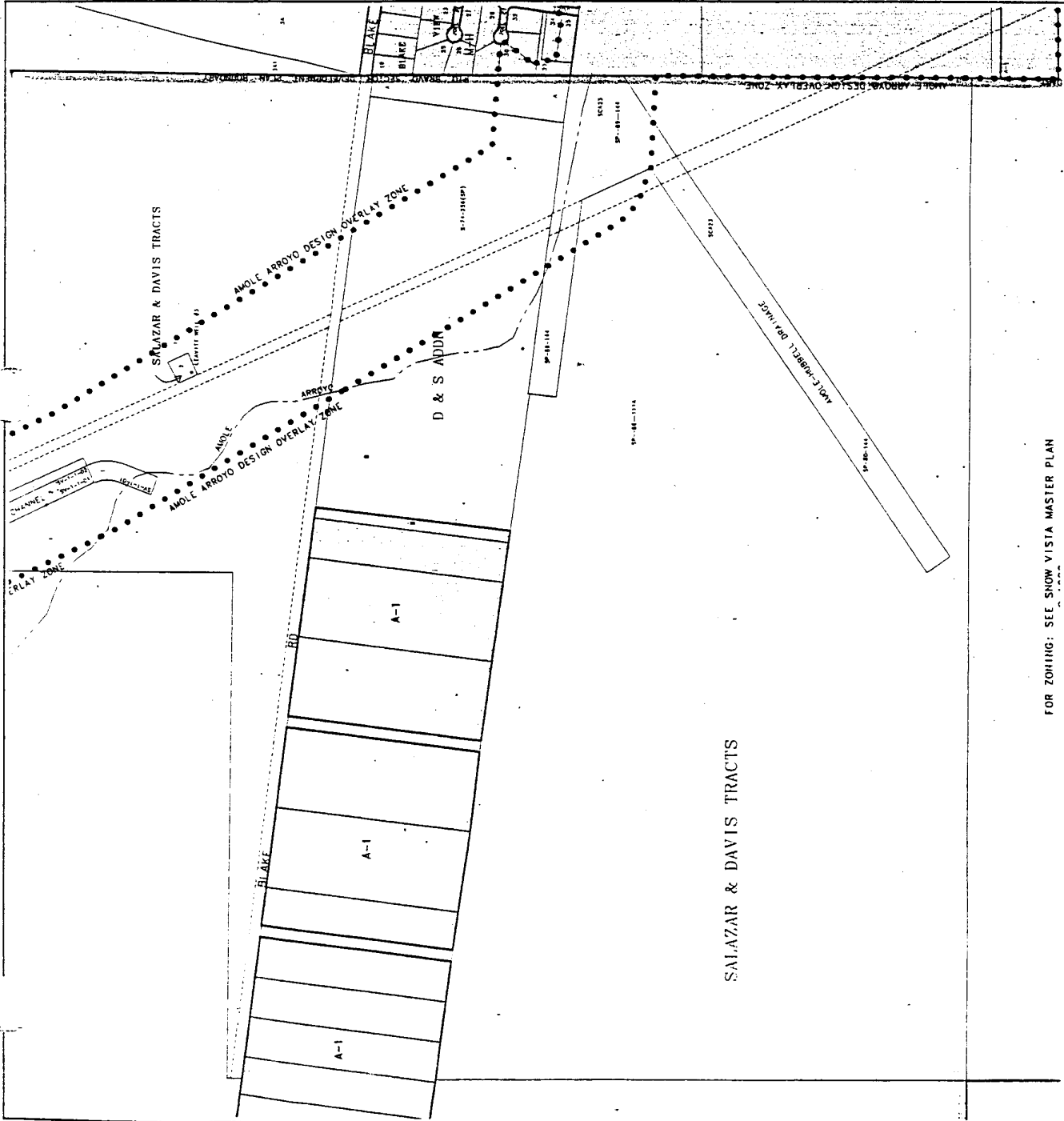
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UNIFORM PROPERTY CODE

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N-9-Z



FOR ZONING: SEE SNOW VISTA MASTER PLAN

CITY of ALBUQUERQUE
TWELFTH COUNCIL

COUNCIL BILL NO.

R-51

ENACTMENT NO.

35-1997

SPONSORED BY:

Alan B. Armijo

RESOLUTION

ADOPTING THE WEST SIDE STRATEGIC PLAN, A RANK II AREA PLAN ESTABLISHING
POLICIES FOR GROWTH AND DEVELOPMENT OF ALBUQUERQUE'S WEST SIDE.

WHEREAS, the City Council, the governing body of the City of
Albuquerque, has the authority to adopt plans and zoning within its
planning and platting jurisdiction, as specified in Articles 19 and 21
of New Mexico Statutes Annotated 1978, and by the City Charter as
allowed under home rule provisions of the Constitution of New Mexico;
and

WHEREAS, the West Side Strategic Plan meets the objectives of City
Council Resolution 121, Enactment 123-1992, which called for a broad
based planning effort for the rapidly developing area west of the Rio
Grande, and

WHEREAS, the West Side Strategic Plan was prepared with high level
of community input, including a series of well attended public meetings
as well as review sessions with a broad range of individuals and groups
having an interest in the future of the West Side, and

WHEREAS, the West Side strategic planning effort included
assistance from both a Citizens Steering Committee made up of West Side
neighborhood representatives and a Technical Team made up of
representatives from various City, County, regional and state agencies
with an interest in West Side development, and

WHEREAS, the West Side Strategic Plan has evolved from its initial
draft to include a series of revisions based on comments received from
the general public, the project's Technical Team and Citizens Steering
Committee, the Bernalillo County Planning Commission, and Albuquerque's

Unrecorded Material - New
[Bracketed Material] - Deletion

1 Environmental Planning Commission, and

2 WHEREAS, the West Side Strategic Plan provides a framework for
3 growth and development on the West Side, including 13 distinct
4 communities with densely developed, mixed-use cores, three employment
5 centers, a regional center, and a supporting transportation network
6 that would encourage a high level of transit use, and

7 WHEREAS, the policies of the West Side Strategic Plan are
8 consistent with the Albuquerque/Bernalillo Comprehensive Plan and the
9 City's Community Identity Program, which focuses planning and community
10 improvement efforts at the neighborhood level, based on a high degree
11 of public involvement, and

12 WHEREAS, the West Side Strategic Plan proposes design and
13 development policies to protect the important scenic, cultural, and
14 environmental resources of the area, and

15 WHEREAS, the West Side Strategic Plan identifies the follow-up
16 efforts needed to implement the plan, and

17 WHEREAS, recommendations for revisions to or rescission of other
18 Rank II or Rank III plans currently in place on the West Side will be
19 presented for Council review and approval following final adoption of
20 the West Side Strategic Plan, and

21 WHEREAS, the Environmental Planning Commission, in its advisory
22 role on all matters related to planning, zoning, and environmental
23 protection, recommends adoption of the West Side Strategic Plan.

24 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
25 ALBUQUERQUE THAT:

26 Section 1. The West Side Strategic Plan, attached hereto and made
27 a part hereof, is hereby adopted as general guide to growth and
28 development for the west side of Albuquerque's metropolitan area,
29 pursuant to the Albuquerque/Bernalillo County Comprehensive Plan and
30 consistent with the City's Community Identity Program.

31 Section 2. Public and private development activities, including
32 capital projects, within the plan area shall conform to the policies of
33 the West Side Strategic Plan and the Comprehensive Plan.

1 Section 3. Other plans in place affecting the West Side shall be
2 reviewed and amended as necessary for consistency with the West Side
3 Strategic Plan.

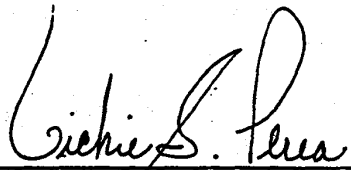
4 Section 4. Work on the implementation steps called out in the
5 West Side Strategic Plan shall begin immediately and be carried out in
6 a timely manner as a high priority for all involved City departments.

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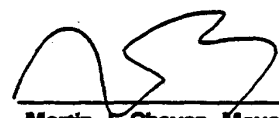
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PASSED AND ADOPTED THIS 17th DAY OF March, 1997
BY A VOTE OF 9 FOR AND 0 AGAINST.



Vickie S. Perea
Vickie S. Perea, President
City Council

APPROVED THIS 25th DAY OF April, 1997



Martin J. Chavez
Martin J. Chavez, Mayor
City of Albuquerque

ATTEST;



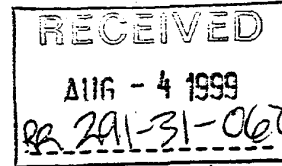
M. Santillanes
City Clerk

APPENDIX A:

EPC Conditions and AQIA

City of Albuquerque
Planning Department
Development Services Division
P.O. Box 1293
Albuquerque, New Mexico 87103

COPY



Date: August 3, 1999

AMENDED OFFICIAL
NOTIFICATION OF DECISION

Curb, Inc.
6301 Indian School Rd. NE, Ste 680
Albuquerque, NM 87110

FILE: Z-99-58/SPR-95-2-2/SD-87-4-1

LEGAL DESCRIPTION: Located south of Arenal SW, west of Coors Boulevard SW, east of Messina Drive SW, and north of Meade Road SW, containing approximately 1,289 acres. (M-8, M-9, N-8, N-9, P-8, P-9)
Russell Brito, Staff Planner

On July 29, 1999 the Environmental Planning Commission voted to recommended approval of SPR-95-2-2, an amendment to the West Side Strategic Plan, based on the following Findings:

FINDINGS:

1. This is a request to amend the West Side Strategic Plan, specifically a revision to the existing land use elements of the Bridge/Westgate and Gun Club communities.
2. This West Side Strategic Plan amendment is necessary to allow an amendment to the Rio Bravo Sector Development Plan. The two amendment requests are intricately tied to one another.
3. The West Side Strategic Plan is a broad-based, Rank II Plan which contains regulatory policies for a large geographical area. The proposed amendment creates more detailed land use guidance for the Bridge/Westgate and Gun Club Communities. The modifications to the West Side Strategic Plan are minor, in conformance with the Plan policies and are part of a more detailed planning process.
4. The applicant cites an intent to bring the Rio Bravo Sector Development Plan into conformance with the West Side Strategic Plan policies and suggestions.
5. The request furthers the applicable Goals and policies of the Comprehensive Plan by

proposing a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and choice in housing, transportation, work areas, and life styles.

6. The request furthers the intent and policies of the West Side Strategic Plan by reflecting the revisions of the Rio Bravo Sector Plan, which is revisited and amended to reflect current priorities expressed in the West Side Strategic Planning Process.
7. An examination and presentation of the link between the proposed, revised land uses and the proposed, revised transportation system is a part of this request. The alignments of Unser Boulevard and 98th Street should advance the concept of the future arterial street network, their spacings and locations that are shown on the Long Range Roadway System.

On July 29, 1999 the Environmental Planning Commission voted to recommended approval of SD-87-4-1, an amendment to the Rio Bravo Sector Development Plan, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request to amend the Rio Bravo Sector Development Plan entailing major revisions to the existing land use and transportation elements.
2. A West Side Strategic Plan amendment is necessary to allow this amendment to the Rio Bravo Sector Development Plan. The two amendment requests are intricately tied to one another.
3. The applicant cites an intent to bring the Rio Bravo Sector Development Plan into conformance with the West Side Strategic Plan policies and suggestions.
4. The request furthers the applicable Goals and policies of the Comprehensive Plan by proposing a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and choice in housing, transportation, work areas, and life styles.
5. The request furthers the intent and policies of the West Side Strategic Plan by revisiting and amending the Rio Bravo Sector Development Plan to reflect current priorities expressed in the West Side Strategic Planning Process.

6. The request furthers the intent and policies of the Southwest Area Plan by refining the Sector Development Plan and the prescribed land uses called for in Policies 6, 8, 12, 26 and 30, including boundaries and a centrally located urban park within the urban center.
7. An examination and presentation of the link between the proposed, revised land uses and the proposed, revised transportation system is a part of this request. The proposed alignments of Unser Boulevard and 98th Street should advance the concept of the future arterial street network, their spacings and locations that are shown on the Long Range Roadway System.

CONDITIONS:

1. The Conditions of the Public Works Department shall be addressed and adhered to, including:
 - a. A TIS has been performed for this request. The implementation of and/or monetary contributions for mitigation measures as required by the *TIS negotiations* between the developer and the City must be completed prior to DRB sign-off.
 - b. Establishment of major street alignments, centerlines with right-of-way reservation areas.
 - c. Provision for major pedestrian and bicycle facilities.
 - d. Address Gibson alignment and right-of-way.
 - e. Due to access control designation on Rio Bravo Boulevard: the intersection of Unser Boulevard / Rio Bravo Boulevard must be greater than 1 mile west of the Coors Boulevard / Rio Bravo Boulevard intersection; and the intersection of 98th Street / Rio Bravo Boulevard must be ½ mile west of the Unser Boulevard / Rio Bravo Boulevard intersection.
 - f. Due to the number of major drainage facilities within the SDP area, coordination of alignments, right-of-way, pedestrian and bicycle amenities with the appropriate drainage authority.
 - g. An updated master drainage report will be required for Sector Plan sign-off by Hydrology.
2. Comments from the Environmental Health Department shall be addressed and incorporated into the Sector Plan:

- a. The Design Manual for Subdivision Access & Perimeter Walls shall be used to guide subdivision design in the plan area.
 - b. Woodburning fireplaces shall be prohibited from the plan area. Fireplaces shall be gas-log only.
 - c. Where cul-de-sacs are used, pedestrian pathways shall connect cul-de-sacs with each other, adjacent arterials and collector streets.
 - d. Should the applicants desire public funding for roadway construction, they shall request amendments to the Capital Improvements Plan.
 - e. Prior to bulk land platting, MRGCOG shall be officially notified of the proposed transportation system and phasing.
 - f. Prior to any site development plan for building purposes, reasonably anticipated funding for the transportation system must be identified and MRGCOG officially notified.
3. The comments of the Open Space Division shall be addressed in the Sector Plan: Naturalistic Treatment for the Amole and Sacate Blanco arroyos is encouraged as well as less severe straightening to the drainage way of the Amole arroyo. Opportunities for an unlined channel base shall be investigated.
4. Transit Department comments shall be addressed in the Sector Plan:
 - a. All new development shall have internal pedestrians paths that provide direct links, i.e. minimize "out of direction travel" to adjacent arterial streets and uses.
 - b. Decreased turning radii is a traffic calming measure that reduces speeds, thus making walking a more viable option.

**IF YOU WISH TO PROTEST THIS RECOMMENDATION, YOU MUST DO SO BY
AUGUST 18, 1999 IN THE MANNER DESCRIBED BELOW.**

Protest to the City Council: Persons aggrieved with any recommendation of the Environmental Planning Commission may file a protest to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's recommendation. The date the recommendation in question is issued is not included in the 15-day period for filing a protest, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System

Page 5


Official Notice of Decision

Z-99-58/SPR-95-2-2/SD-87-4-1

Ordinance, the next working day is considered as the deadline for filing the protest.

YOU WILL RECEIVE NOTIFICATION IF ANY OTHER PERSON FILES A PROTEST.

Sincerely,


Robert R. McCabe, AIA, APA
Planning Director

RM/RB/clp

cc: Community Sciences Corp., P.O. Box 1328, Corrales, NM 87048



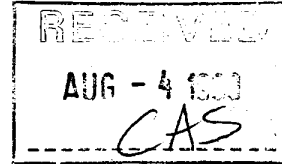
Middle Rio Grande Council of Governments of New Mexico

317 Commercial N.E., Suite 300 • Albuquerque, NM 87102-3429 • (505) 247-1750 • Fax (505) 247-1753

August 3, 1999

Mary Lee Martin, Chair
Albuquerque Public Schools
Jim Baca, Vice Chair
City of Albuquerque

Ms. Sarah B. Kotchian, Director
Environmental Health Department
P.O. Box 1293
Albuquerque, New Mexico 87102



SUBJECT: Rio Bravo Sector Plan Revision

Dear Ms. Kotchian:

MEMBER GOVERNMENTS

City of Albuquerque
Albuquerque Public Schools
Albuquerque Metropolitan
Arroyo Flood Control
Authority
City of Belen
Bernalillo County
Town of Bernalillo
Village of Bosque Farms
Village of Corrales
Village of Cuba
Town of Estancia
Village of Jemez Springs
Village of Los Lunas
Village of Los Ranchos
de Albuquerque
Middle Rio Grande
Conservancy District
City of Moriarty
Town of Mountainair
City of Rio Rancho
Sandoval County
Southern Sandoval
County Arroyo Flood
Control Authority
Village of Tijeras
Torrance County
Valencia County
Village of Willard

We have completed the technical assistance regarding the Rio Bravo Sector Development Plan revision requested in your letter dated July 6, 1999. We held an initial scoping meeting to discuss the request in detail on Tuesday, July 13, 1999. The attendees to this meeting were the following:

Jim Barr, COA-EHD
Bo Johnson, Curb, Inc.
Jon Swedenburg, Community Sciences Corp.
Cliff A. Spirock, AICP, Community Sciences Corp.
Mike Henderson, Parsons Brinckerhoff
Michael W. Copeland, MRGCOG
Berry Ives, MRGCOG
Dave Abrams, MRGCOG

The MRGCOG staff remains committed to providing this type of technical assistance. However, we wish to make the most efficient use of our valuable staff time. During the meeting, the group discussed the merits of the request to ensure the proper analysis is being considered for a Sector Development Plan proposed change. Upon review of the employment and population modifications from the approved 1987 Rio Bravo Sector Development Plan and the 1999 proposed revisions, it was our opinion that the changes were small, insignificant, and unnecessary to model.

We understand that the crux of the revision request was to reduce dwelling units in the Rio Bravo Sector Development Plan by 273 out of the approved 10004. This is less than 3%. Further, it is our understanding that total employment with the Plan area will be reduced by 1904 jobs out of 5813, a 33% decrease. However, it must be taken into consideration that this decrease is assumed due to the increase of employment in the surrounding vicinity that was not assumed in 1987 when the original Sector Plan was approved. However, in response to the insistence by your staff that this analysis was necessary, MRGCOG staff put another project on hold to complete this request in the short time required.

During the meeting we agreed to provide an analysis of the 1987 approved Plan compared to the 1999 proposed revisions. Your staff was adamant that we only consider the affects within the Sector Plan area and ignore the immediate vicinity or anything else in the Westside Strategic Plan. We have provided this comparison for the forecast years 2010 and

Dennis R. Foltz, AICP
Executive Director
dfoltz@mr gcog.org

2020. We assumed a 50% buildout condition for the Plan area by 2010 and a 100% buildout condition for 2020.

Please understand that the resulting VMT, speeds, traffic volumes, and carbon monoxide emissions shall not be compared to the Bernalillo County conformity analysis based upon the regionally approved demographics from the 2020 MTP or the TIP. Also, there shall be no discussion regarding financial constraint of the proposed roadways since we are not analyzing this for an MTP or TIP modification. This technical assistance is looking at a worst case scenario assuming build out in the Rio Bravo Sector Development Plan area and no where else. Our staff has stated our caution on the potential misuse of this information and is placing these caveats on the work to ensure the planning process is conducted in a fair, equitable, and ethical manner. Further, we wish to be apprised of the report your staff presented to the EPC regarding the proposal and the resulting action taken by the commission.

On Wednesday, July 28, 1999, Berry Ives hand-delivered a table to Jim Barr of your department containing the information requested in your letter. The table compares, for the years 2010 and 2020, daily vehicle miles of travel (VMT) and tons of carbon monoxide/day generated county-wide by the demographics of the 1987 Rio Bravo Sector Plan and by that plan with the 1999 proposed revisions. Socio-economic data sets for the 1987 plan and the plan revised in 1999 were formulated for the years 2010 and 2020 (a total of four data sets) and used in the model runs. Model roadway network changes were equally applied to both 1987 and 1999 versions of the sector plan. One network was used for both 2010 models and another for both 2020 models. Also on the table are corresponding statistics for the sector plan area derived by Parsons Brinckerhoff.

The model results reported in the table only serve to reinforce the prior professional qualitative analysis provided by the applicant's consultant and the MRGCOG staff. I hope that in the future we can avoid unnecessary project delays by similar requests. If you have any questions about the table, please contact Berry Ives or Dave Abrams at 247-1750.

Sincerely,



Dennis R. Foltz, AICP
Executive Director

DRF/MWC/JAC/jlp

cc: Jim Barr, COA-EHD
Bo Johnson, Curb, Inc.
Jon Swedenburg, Community Sciences Corp.
Cliff A. Spirock, AICP, Community Sciences Corp.
Mike Henderson, Parsons Brinckerhoff
Michael W. Copeland, MRGCOG
Berry Ives, MRGCOG
Dave Abrams, MRGCOG
John Comstock, MRGCOG
Angel Martinez, COA-EHD

July 21, 1999

Environmental Health Department
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

Attn: Mr. Jim Barr

Re: Air Quality Assessment for Rio Bravo Sector Development Plan
Z#99-58

Dear Jim,

As part of the requirements for Sector Development Plan Amendments, it is necessary to estimate the magnitude of impact that certain land uses may have and to use this information in the decision process. Community Sciences Corporation is submitting an impact assessment that includes specific information on the proposed site, traffic generation, and quantification of project generated emissions for The Rio Bravo Sector Development Plan Amendment.

We have asked and received direction from the City Environment Health Department as to requirements for this analysis, since the methodology for this analysis is subject to a case-by-case examination. It would be our hope that the content, procedure, and methodology for Air Quality Impact Regulations as required by the City of Albuquerque Zoning Code (§14-16-3-14) be adopted and included in the Development Process Manual as required by §§9-5-1-1 to avoid confusion for future submittals.

The City Environmental Health Department has requested that the Middle Rio Grande Council of Governments conduct a roadway network modeling exercise to determine vehicle miles of travel and emission counts. This modeling will compare the original Sector Plan to the revised Sector Plan based on a 50% build-out in 2010 and 100% build-out in 2020. All consultants have met several times with the MRGCOG to determine formats, roadways, and socioeconomic trends for their modeling process and we have asked that their analysis be complete by the 27th of July to allow review by the Environmental Health Department. We have provided the roadway network for the years of 2010 and 2020 that will be used for MRGCOG modeling with this letter.

Additionally, we have asked the firm of Parsons Brinkerhoff Quade and Douglas, Inc. to evaluate an air quality emission inventory comparing the two Plans. Their analyses compares vehicle miles of travel and CO emissions based on the years 2010 (50% build-out) and 2020 (100% build-out) for both Sector Plans. Their findings are enclosed with this letter. Based on discussions with MRGCOG, we anticipate comparable conclusions in the two reports.

As soon as the modeling exercise is complete, copies will be provided to EPC members, members of the City planning staff, and to the Environmental Health Department for review and inclusion into the Planning staff report.

It has always been our clients intent to comply and assist the EPC, City Planning Staff, and Middle Rio Grande Council of Governments in the Air Quality Assessment for the Rio Bravo Sector Development Plan. Thank you for your review and patience.

Sincerely,

Jon Swedenburg

Jon Swedenburg
Planner

Cc: Mr. Joe Chavez
Mr. Russell Brito
Mr. Charles Haegelin
Mr. Bo Johnson

291-31-060

ENVIRONMENTAL HEALTH REQUIREMENT

SURVEYING
LAND PLANNING
CIVIL ENGINEERING
DEVELOPMENT CONSULTANTS

Community Sciences Corporation

P.O. Box 1328
Corrales, New Mexico 87048
(505) 897-0000 Fax (505) 898-5195



**Parsons
Brinckerhoff**

5801 Osuna Road NE
Suite 200
Albuquerque, NM 87109
505-881-5357
Fax: 505-881-7602

July 21, 1999

Mr. Jim Barr
City of Albuquerque
Environmental Health Department
Air Quality Division
P.O. Box 1293
Albuquerque, NM 87103

Dear Mr. ^{Jim}~~Barr~~:

This letter summarizes the results of planning level analyses conducted by Parsons Brinckerhoff Quade and Douglas, Inc. to evaluate the potential air quality effects of a proposed update to the Rio Bravo Sector Development Plan. The analysis was conducted to meet the requirements of Section 7-14-40 of the Albuquerque Comprehensive Zoning Code and to address a concern raised by the Air Quality Division of the City's Environmental Health Department. In a letter dated June 29, 1999, the Air Quality Division requested that an emissions inventory be prepared to evaluate how land use changes associated with the sector plan amendment would affect compliance with carbon monoxide (CO) emissions budgets established for Bernalillo County. The following discussion provides quantitative and qualitative information that is intended to evaluate the air quality implications of the proposed sector plan amendment and to address the concern raised by the Air Quality Division.

For this discussion, daily vehicular CO emissions that could be attributed to development in the Rio Bravo sector plan area were estimated. To evaluate potential differences that could occur in CO emissions between the currently adopted sector plan and the proposed sector plan, separate emissions estimates were prepared based on the different development assumptions associated with each plan. Estimates for vehicle miles of travel (VMT) and CO emissions were developed for two analysis years. A 2010 year emissions estimate was developed assuming 50% build-out of the sector plan area, and a 2020 year emissions estimate was developed assuming 100% build-out of the sector plan area. According to information provided by the applicant, the sector plan amendment would change the potential build-out of the sector plan area by reducing the number of households and the number of employment opportunities in the plan area.

To estimate vehicular CO emissions associated with the two sector plans, some simplifying assumptions were made using data provided from the Air Quality Division and the Middle Rio Grande Council of Governments (MRGCOG). For this analysis, the Air Quality Division provided travel data for home-based trips in different subareas of the city. This data, which was obtained from MRGCOG's regional transportation model, provides information on the travel characteristics in the southwest area of the city (west of the river), and includes a value of 33.22 daily vehicle miles of travel per household. This statistic and the number of households associated with the two sector plans were used to estimate CO emissions attributed to development of the sector plan area. A comparison of CO emissions estimated for the two sector plans is provided in the following table.

**Over a Century of
Engineering Excellence**

Comparison of Year 2010 and Year 2020 Development Scenarios for Rio Bravo Sector Plan Area

Development Scenarios	Total Households	Total Employment	VTM per Household ¹	Projected VTM	Emission Factor ²	Daily CO (pounds)
Year 2010 (50% Buildout)						
Original Sector Plan (1987)	5,002	2,907	33.22	166,166	13.56	4,980
Revised Sector Plan (1999)	4,759	1,955	33.22	158,077	13.56	4,737
Year 2020 (100% Buildout)						
Original Sector Plan (1987)	10,004	5,813	33.22	332,333	13.35	9,805
Revised Sector Plan (1999)	9,517	3,909	33.22	316,155	13.35	9,328

¹ based on MRGCOG's 1990 Modeling Data for Home-Based Trips

² in grams per vehicle mile of travel, based on average speed of 30 miles per hour using MOBILE 5a

As shown in the table, build-out of the plan area according to the provisions of the revised sector plan would result in slightly lower VMT and slightly lower (5 percent) CO emissions than would occur with build-out of the previously adopted sector plan. The lower estimated VMT and CO emissions are the result of having fewer households located in the plan area with the proposed sector plan. As shown in the table, the difference in vehicle emissions that would be attributed to the proposed sector plan update are negligible, especially in the context of county-wide CO emissions. Based on the year 2010 CO emissions budget of 389 tons per day, the estimated 0.12 tons (243 pounds) per day difference between the two plans is insignificant.

The above information illustrates the magnitude of the vehicle emission levels that could be attributed to development of the sector plan area and the potential difference in the emissions between the two plans. However, the Air Quality Division's request to compare the effects of fully developing the sector plan area with previously forecast regional VMT and emissions is a separate question and would require a more complicated analysis. Such an investigation would involve modifications to socioeconomic assumptions used in MRGCOG's regional transportation model and would require redistribution of modeled housing and employment destinations that are currently assumed to occur elsewhere in the region.

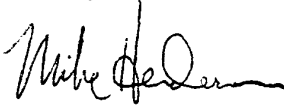
According to information provided by MRGCOG, the socioeconomic projections assumed in the regional model for the Rio Bravo sector plan area reflect lower development levels than would occur with full build-out of either the adopted sector plan or the proposed sector plan. Based on data provided by MRGCOG, year 2020 socioeconomic projections for the Rio Bravo sector plan area include 6,677 dwelling units and total employment of 3,084. Full build-out of the sector plan area, according to the proposed sector plan update, would include 9,517 dwelling units and total employment of 3,909. However, these differences do not imply that full build-out of the Rio Bravo sector plan area would result in corresponding net increases in regional VMT or CO emissions over what has previously been projected for the County.

Although a regional modeling analysis would be necessary to provide reliable quantitative information on this issue, several qualitative points can be made to illustrate the likely effects these different development assumptions would have on regional VMT and county-wide CO emissions forecasts:

- 1) Because the regional transportation model must maintain constant “control totals” for projected growth in the region, the addition of development in the Rio Bravo sector plan area over what has been previously forecast would involve relocation of residential and employment developments to the sector plan area that were previously assumed to occur elsewhere in the region. Therefore, modeled changes in VMT and CO emissions would reflect changing the location of such development in the region, and not merely adding such development to the regional totals.
- 2) The development assumptions used for full build-out of the proposed sector plan and those assumed in the regional model would involve the reallocation of 2,840 dwelling units and total employment of 825 to the Rio Bravo sector plan area. It is reasonable to assume that a substantial portion of this development would be reallocated from other areas on Albuquerque’s West Side and from rapidly developing portions of Valencia and Sandoval Counties. Without conducting a regional modeling analysis, it is unclear how this reallocation would specifically affect total modeled VMT and travel characteristics within the region. However, it can be inferred that changes to regional VMT and the corresponding CO emissions forecasts from which this data is based would be negligible in the context of all county-wide travel and emissions. To illustrate this point, the reallocation of 2,840 housing units and 825 employment would be conducted in the context of year 2020 projections for a region that will include over 440,000 housing units and total employment of over 550,000.
- 3) One of the applicant’s stated reasons for requesting an update to the Rio Bravo sector plan is to provide a development plan for the area that is more consistent with what has been called for in the West Side Strategic Plan (WSSP), which was adopted by the City in 1997. The WSSP provides a general framework for future development on Albuquerque’s West Side using a community-based concept, with higher density development occurring in community and neighborhood centers, and with densities gradually decreasing outside of these centers. The WSSP also stresses the need for providing employment centers on the West Side in order to minimize cross-metro trips. According to the WSSP, a community core area is identified near the Central Avenue/Unser Boulevard intersection, north of the Rio Bravo sector plan area. This 138 acre core area is envisioned as having year 2020 employment of 11,667 and would potentially consist of uses such as retail, business, personal services and higher density housing. According to the WSSP, the Bridge/Westgate community could ultimately support three to four village centers in addition to this community center. These centers would offer employment opportunities for area residents, including future residents of the Rio Bravo sector plan area. Therefore, while the ratio of employment to housing in the Rio Bravo sector plan area may drop as a result of the proposed amendment, other more strategically located employment opportunities could still be provided in the general area. For this reason, the proposed sector plan amendment is consistent with the goals and objectives of the WSSP that include providing a mixture of housing and employment opportunities on Albuquerque’s West Side. This is an explicit strategy of the WSSP that is intended to control the growth of VMT and CO emissions in the urban area.

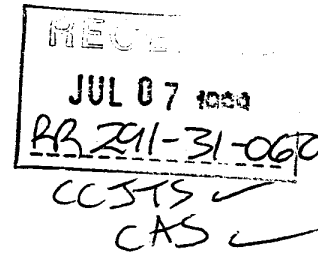
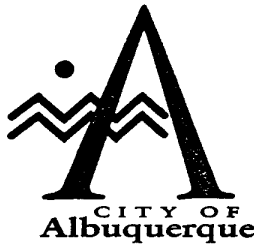
Based on the quantitative and qualitative information provided in this letter, approval of the Rio Bravo sector plan amendment would have a negligible effect on CO emissions that could be attributed to the sector plan area. A regional transportation modeling analysis would be necessary to specifically determine how full build-out of the sector plan area would affect regional VMT forecasts. However, based on the regional context in which transportation modeling is conducted, a modeling scenario that assumes full build-out of the sector plan area would likely show negligible differences in regional VMT and county-wide CO emissions forecasts. Please call me at (505) 881-5357 if you have any questions about the information contained in this letter. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Henderson", with a stylized flourish at the end.

Mike Henderson
Senior Planner

CC: Russell Brito, City of Albuquerque Planning Department
Jon Swedenburg, Community Sciences Corporation
Bo Johnson, Curb, Inc.
Dave Pennington, Parsons Brinckerhoff



July 6, 1999

Mr. Dennis Foltz, Executive Director
Rio Grande Council of Governments
317 Commercial NE, Suite 300
Albuquerque, NM 87102

SUBJECT: Modeling for Rio Bravo Sector Development Plan (SDP) Update

Dear Mr. Copeland:

The Rio Bravo SDP is currently before the Environmental Planning Commission (EPC) for revision. The applicants propose to significantly change the accepted socio-economics of this subarea. Under the City's zone code, an Air Quality Impact Assessment (AQIA) is normally required for SDP amendments. The Air Quality Division (AQD) has asked the applicants to complete an emissions inventory (EI) for the area based upon their proposed demographic changes. We are requesting that MRGCOG assist the AQD and the applicants by using the MRGCOG's modeling capability to determine possible changes in vehicle miles traveled (VMT) and motor vehicle emissions relative to the proposed land uses. Information resulting from the modeling will be compiled by the applicants in the form of an AQIA for submittal to the EPC.

We are particularly interested in the proposed demographic changes and how they will affect VMT and the motor vehicle emissions budget used in the conformity demonstration for the County-wide transportation system. Our respective staffs have had discussions with the applicant's agent, Parsons-Brinckerhoff, who indicate that they are prepared to deliver to MRGCOG new demographics and roadway data sets based upon the proposed SDP update. Basically, we are requesting MRGCOG's assistance by preparing Build/No-build model runs for the years 2000 (No-build) which would replicate baseline socio-economics, and for 2010 and 2020.

The EPC has deferred consideration on the SDP revision until July 29 pending delivery of an AQIA. Therefore, we ask that our respective staffs and the applicant discuss the final details of the various scenarios as soon as possible.

Please have your staff call Dan Warren or Jim Barr at 768-2600 to discuss modeling specifics. Thank you for consideration of this request.

Good for You, Albuquerque!



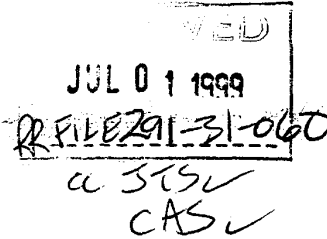
Sincerely:

Curt Montman for

Sarah B. Kotchian, Director
Environmental Health Department

CC: John Swedenburg, Community Sciences
Mike Henderson, Parsons-Brinckerhoff
Dan Warren, Air Quality Division
Jim Barr, Air Quality Division
Russell Brito, Planning Department

A:/letters/SBKrioB



June 29, 1999

Mr. Jon Swedenburg
Community Sciences Corp.
Box 1328
Corrales, NM 87048

SUBJECT: **Air Quality Impact Assessment (AQIA) for the Rio Bravo Sector Development Plan (SDP) Update.**

Dear Mr. Swedenburg:

This is a follow-up letter to our recent discussions regarding the need for, and methodology underlying, an AQIA for the Rio Bravo Sector Development Plan area.

The State Implementation Plan for Carbon Monoxide (SIP) is the EPA and Air Quality Control Board approved plan for the maintenance of air quality in Bernalillo County. The SIP contains approved carbon monoxide (CO) budgets based upon a County wide emissions inventory (EI) of 1.) highway mobile, 2.) off-road mobile, 3.) area and 4.) stationary sources of emissions. The highway mobile portion of the CO budget is called the motor vehicle emissions budget (MVEB) and is developed by using approved county-wide socio-economics, vehicle speeds, expected emissions and assumptions about the on the ground transportation system as reflected in the Metropolitan Transportation Plan (MTP). Budgets are modeled in three year increments for a 10 year period (1996, 1999, 2002, 2005 & 2006). *Modeling must show that the MTP will conform to budgets in the air quality plan.* This is the essence of the Transportation Conformity requirement of the Clean Air Act and the associated Air Board regulation.

By amending the Rio Bravo Sector Development Plan, the applicants are proposing to change both the socio-economics and the transportation system in the plan area as modeled in the accepted and approved MTP. This is what leads the Air Quality Division (AQD) to request an EI which will show the effects of changed socio-economics and roadway system on the expected budgets underlying the air quality plan.

Attached are **Table 5** and **Graph 1** which are taken from the approved SIP. Bernalillo County has 389 ton/day limit on CO production and AQD has projected MVEBs through 2010 based upon expected vehicle miles traveled (VMT). Specifically, AQD is interested in how the applicants proposed land use changes will affect the approved MVEBs for the following years: 2002, 2005, 2006 and the proposed budget for 2010.

In preparing an EI, do a Build/No-build analysis for the years 2002, 2005, 2006 and 2010. Follow this with a determination of net changes in the proposed VMT and MVEBs for the appropriate years due to the SDP amendments. Use MOBILE 5a for emissions modeling. No-build analysis for Area 9 PIA or Rio Bravo SDP sub-area:

- use MRGCOG approved socio-economics including population/jobs ratio
- calculate existing VMT and emissions based upon accepted SIP and MTP.

Good for You, Albuquerque!



Build analysis for Area 9 PIA or Rio Bravo SDP sub-area:

- use new socio-economics including new proposed population/jobs ratio
- assume straight-line 80% (?) build-out by the year 2010
- use VMT/trip data from COG Modeling Data on Home-based Trips with District 7, southwest area (west of river) for SDP area
- calculate new VMT and emissions in SDP based upon new transportation system using appropriate speeds.

Net CO impact to Bernalillo County:

- redistribute pop/jobs 10% from CBD, 20% from upper northeast, 20% from southeast, 20% from lower northeast, 30% from County average
- use COG 990 Modeling Data on Home-based Trips for trip/VMT data in subareas
- use MTP average mix of roadways by street classification and appropriate speeds as determined in COG model
- calculate VMT and emissions for redistributed pop/jobs using City-wide (not County-wide) average speed
- calculate impact of redistributed population on CO budgets for Bernalillo County.

Conclusion:

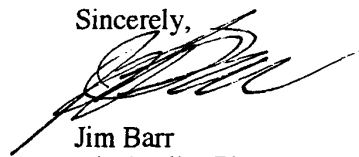
Please present tables showing VMT and CO emissions in tons/day in the PIA or SDP subarea. The VMT table should project Build/No-build VMTs for the plan area and changes in County-wide VMT based upon SDP amendments. The CO table should project Build/No-build CO in the plan area and compare them to approved County-wide MVEBs. Accompanying narrative should explain these changes.

Please include, as supporting documentation, work already completed on arterial roads and cost estimates. Revise these cost estimates to conform with accompanying City of Albuquerque **ROADWAY COSTS** chart which we have included as an attachment for your use. Please revise your Pop/Housing/Jobs Chart to include applicant's projections on plan area build-out. Also include all attachments, graphs, charts and correspondence which we have tendered for your information and any other graphics which you believe are applicable.

The applicants are scheduled to be heard by EPC on July 29. Please remember that AQD will need adequate time to review and request revisions to your submittal.

Thank you for your attention in this matter. If you have any questions, please call me at 768-2640.

Sincerely,



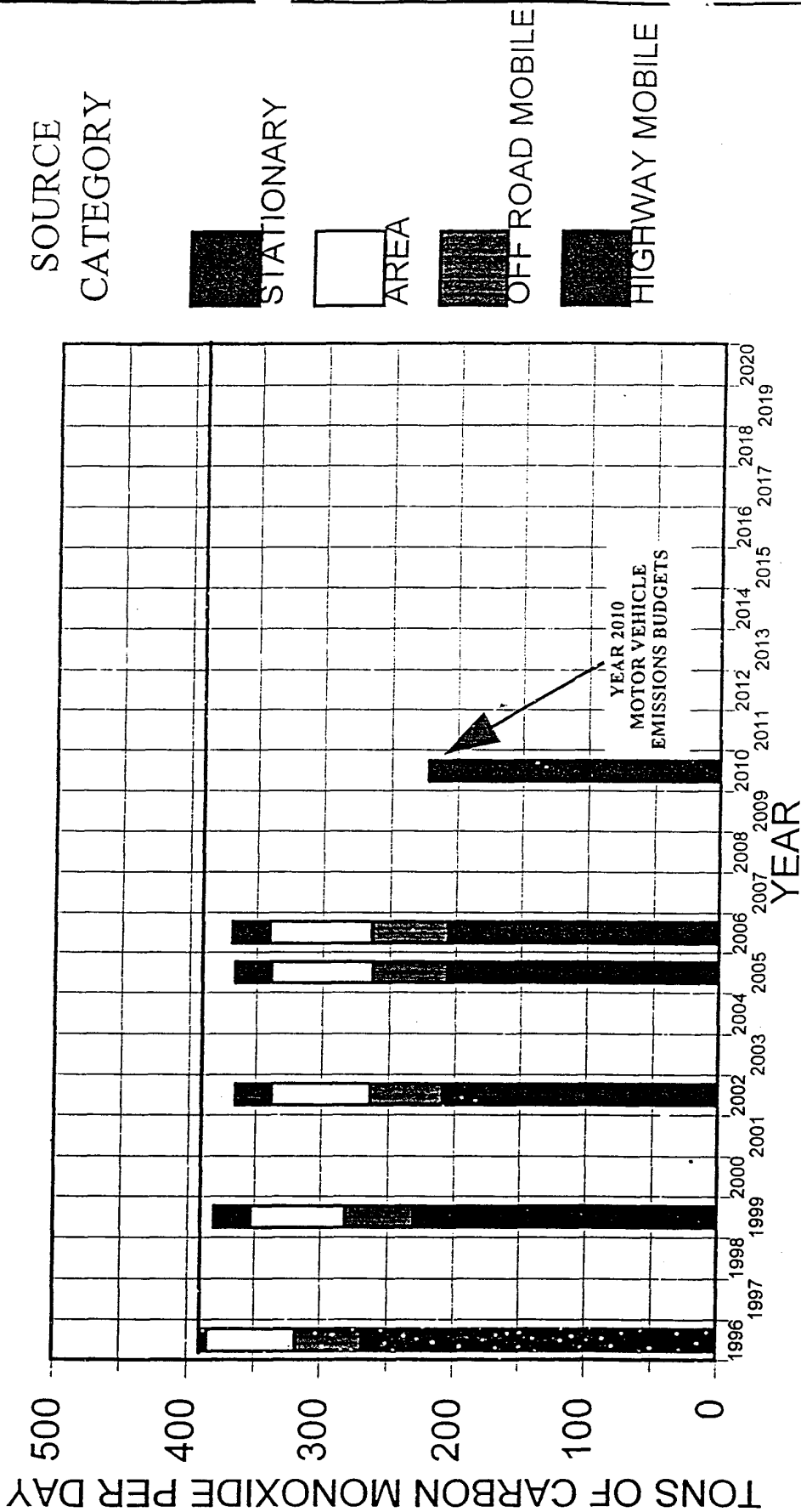
Jim Barr
Air Quality Planner
Air Quality Division
Environmental Health Department

cc: Dan Warren, AQD, EHD
File

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PROPOSED CARBON MONOXIDE BUDGETS - 1996 THROUGH 2010 BERNALILLO COUNTY, NM

GRAPH 1



DAN WARREN, ENVIR. HEALTH
DEPT., AQD - JUNE 8, 1998
COBUDGETMAY98#5

NOTE: THESE ESTIMATES ARE BASED UPON THE 1996 PERIODIC EMISSIONS INVENTORY
AND CARBON MONOXIDE BUDGET PROJECTIONS ASSOCIATED WITH A PROPOSED STATE
IMPLEMENTATION PLAN REVISION

shown below in Table 5. Also shown is the proposed out-year motor vehicle emissions budget (MVEB) for the year 2010. These are not part of the 10-year maintenance plan, but would be included in the SIP and serve a regulatory purpose in determining conformity of the MTP to the SIP. Compliance with all budgets in Table 5 would result in total CO emissions that would not exceed the proposed baseline ceiling level of 389.00 tons per day.

Table 5. Proposed carbon monoxide budgets for new 10-year Maintenance Plan for Bernalillo County, New Mexico covering the period 1996 through 2006. Years represented are 1996, 1999, 2002, 2005, and 2006. Also shown is the proposed out-year motor vehicle emissions budget (MVEB) for the year 2010. Values shown are tons per day of carbon monoxide and are by source category.

SOURCE TYPE						
	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	
YEAR	HIGHWAY MOBILE	OFF ROAD MOBILE	AREA	STATIONARY	TOTAL	SAFETY MARGIN
1996	266.99	50.90	67.19	3.92	389.00 Baseline	0.00
1999	229.09	52.68	69.87	27.40	379.04	9.96
2002	209.01	54.46	72.60	27.54	363.61	25.39
2005	205.67	56.25	75.25	27.68	364.85	24.15
2006	205.86	56.84	76.09	27.72	366.51	22.49
2010*	222.46	59.22**	79.41**	27.91**	389.00**	0.00

* MVEB only for this year.

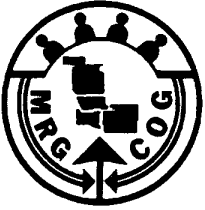
**Informational values only; not a budget.

Graph 1 shows the budgets proposed for all years between 1996 and 2010. Concern continues that the proposed year 2020 MTP will have difficulty demonstrating compliance with the 2010 MVEB. The MRGCOG and EHD have agreed that combined efforts will be needed to protect air quality beyond 2010. These efforts will not be successful without substantial help from all decision-making bodies and agencies which influence and control our infrastructure, growth, and development and which affect land use and transportation in Bernalillo County.

It is prudent to attempt to manage the community's air shed in such a way that we do not simply return to the levels of pollution that once placed us in violation of federal standards. Having time in our favor, positive actions in the near-term can have long-term benefits and keep the community from returning to the baseline CO level that represents the point at which violations of federal standards occur and health is impacted.

Roadway Costs

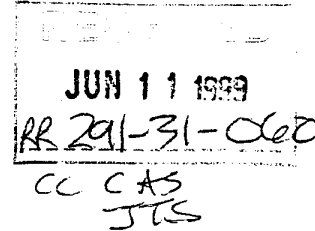
Items	Cost (\$)	Unit	Principal Arterial		Minor Arterial 4 Lane Divided	Collector 4 Lane Undivided
			New 4 Lane Facility	Lane Addition (Both Directions)		
Asphalt Pavement	250,000	Lane, Mile	1,000,000	500,000	1,000,000	1,000,000
Curb & Gutter - Outside	70,000	Side, Mile	140,000	0	140,000	140,000
Curb & Gutter - Median	50,000	Side, Mile	100,000	140,000	100,000	0
Sidewalk	70,000	Side, Mile	140,000	0	140,000	105,000
Landscaping - Outboard	90,000	Side, Mile	160,000	0	90,000	90,000
Landscaping - Median	160,000	Side, Mile	500,000	0	150,000	0
Street Lights	185,000	Mile	185,000	0	185,000	45,000
Traffic Signals	60,000-	Intersection	150,000	0	100,000	60,000
Roadway Drainage - Structures	75,000	Intersection	1,700,000	0	1,250,000	1,000,000
Construction Costs per mile			\$ 4,075,000	\$ 640,000	\$ 3,155,000	\$ 2,440,000
Design	10%		407,500	64,000	315,500	244,000
Contingencies, Unknowns	15%		611,250	96,000	473,250	366,000
NMGR	5.8125%		236,859	37,200	183,384	141,825
Testing, Survey	5%		203,750	32,000	157,750	122,000
Construction Management	7%		285,250	44,800	220,850	170,800
Total Project Development Factor	42.8125%		\$ 1,744,609	\$ 274,000	\$ 1,350,734	\$ 1,044,625
Planning			100,000	0	50,000	25,000
Right of Way			4,100,000	0	2,250,000	1,800,000
Total Cost per mile			\$ 10,019,609	\$ 914,000	\$ 6,805,734	\$ 5,309,625



Middle Rio Grande Council of Governments of New Mexico

317 Commercial N.E., Suite 300 • Albuquerque, NM 87102-3429 • (505) 247-1750 • Fax (505) 247-1753

June 9, 1999



Mary Lee Martin, Chair
Albuquerque Public Schools
Jim Baca, Vice Chair
City of Albuquerque

Mr. Cliff Spirock
Community Sciences Corporation
P.O. Box 1328
Corrales, NM 87048

SUBJECT: Proposed Rio Bravo Sector Development Plan

MEMBER GOVERNMENTS Dear Mr. Spirock,

City of Albuquerque
Albuquerque Public Schools
Albuquerque Metropolitan
Arroyo Flood Control
Authority
City of Belen
Bernalillo County
Town of Bernalillo
Village of Bosque Farms
Village of Corrales
Village of Cuba
Town of Estancia
Village of Jemez Springs
Village of Los Lunas
Village of Los Ranchos
de Albuquerque
Middle Rio Grande
Conservancy District
City of Moriarty
Town of Mountainair
City of Rio Rancho
Sandoval County
Southern Sandoval
County Arroyo Flood
Control Authority
Village of Tijeras
Torrance County
Valencia County
Village of Willard

Following our meeting Thursday, June 3, 1999, MRGCOG staff further evaluated the proposed Rio Bravo Sector Development Plan and met with City of Albuquerque Public Works Department staff regarding this issue. As a result of this evaluation and discussion, we have reached the following conclusions:

1. The land use assumptions made in the proposed Sector Development Plan appear to be valid, given the characteristics of the Westside Strategic Plan.
2. The functional classifications of the proposed transportation facilities in the area covered by the Plan should not be revised at this time. The functional classifications for facilities in "proposed" status are typically amended at the request of the lead agency once a specific alignment has been identified and at least fifty percent of the right-of-way acquired.

If you have further questions about this issue, please contact Mike Copeland, Transportation Director, at 247-1750 or by e-mail at mcopeland@mrgcog.org.

Sincerely,

Dennis R. Foltz, AICP
Executive Director

Dennis R. Foltz, AICP
Executive Director
dfoltz@mrgcog.org

DRF/LMT/de

c: Mr. Jerry Widdison, City of Albuquerque Public Works
Mr. Joe David Montano, City of Albuquerque Public Works