SEVEN-BAR RANCH

SECTOR DEVELOPMENT PLAN

APRIL 1, 1985 REVISION

The Seven-Bar Ranch Sector Development Plan has been prepared by HERBERT M. DENISH & ASSOCIATES, INC. and BOHANNAN-HUSTON, INC. for lands owned or controlled by the SEVEN-BAR LAND & CATTLE COMPANY.

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APRIL 1, 1985 REVISION

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CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-148 ENACTMENT NO. _____

SPONSORED BY: Michael Cadigan by request

RESOLUTION

ADOPTING A SECTOR DEVELOPMENT PLAN MAP AMENDMENT, 08EPC-40037, TO AMEND THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN ZONING MAP TO CHANGE THE ZONING FROM SU-2/R-2 USES TO SU-1 FOR HOUSING FOR OLDER PERSONS WITH LIMITED MEDICAL FACILITIES AND SU-1 FOR C-1 PERMISSIVE USES WITH NO DRIVE-UP SERVICE WINDOWS, FOR ALL OR A PORTION OF TRACTS B-9E-1 AND B-9F, SEVEN BAR RANCH, APPROXIMATELY 27 ACRES, LOCATED ON ELLISON DRIVE NW, BETWEEN WEST CIBOLA LOOP AND EAST CIBOLA LOOP.

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Seven Bar Ranch Sector Development Plan, a Rank III Sector Development Plan, in 1985 through Enactment Number 74-1985; and

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

WHEREAS, on June 19, 2008, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the Seven Bar Ranch Sector Development Plan, a Rank III Sector Development Plan, to change the zoning for all or a portion of Tracts B-9E-1 and B-9F, Seven Bar Ranch, from SU-2/R-2 uses to SU-1 for Housing for Older Persons with Limited Medical Facilities for approximately 11 acres and SU-1 for C-1 Permissive Uses with No Drive-up

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Service Windows for approximately 3 acres. No sector development plan map amendment is proposed for the remaining approximately 13 acres; and

WHEREAS, the Environmental Planning Commission found that the above mentioned Seven Bar Ranch Sector Development Plan amendments are consistent with applicable Comprehensive Plan, West Side Strategic Plan, and Seven Bar Ranch Sector Development Plan goals and policies.

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

Section 1. SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN, A RANK III SECTOR DEVELOPMENT PLAN, AMENDED. The Seven Bar Ranch Sector Development Plan, a Rank III Sector Development Plan, is amended to change the zoning for all or a portion of Tracts B-9E-1 and B-9F, SEVEN BAR RANCH as follows: an approximately 11 acre portion of Tract B-9E-1 and Tract B-9F from SU-2/R-2 uses to SU-1 for Housing for Older Persons with Limited Medical Facilities; and an approximately 3 acre portion of Tract B-9E-1 from SU-2/R-2 uses to SU-1 for C-1 Permissive Uses with No Drive-up Service Windows.

Section 2. FINDINGS ACCEPTED. The following findings are adopted by the City Council:

A. This request is for an amendment to the zone map in the Seven Bar Ranch Sector Development Plan (SBRSDP) for an approximately 27 acre site located on Ellison Drive. Upon its adoption in 1985, the SBRSDP established zoning for the area. Because the subject site is greater than one City block in size, approval of the sector development plan map amendment requires approval by the City Council pursuant to Zoning Code §14-16-2-23.

B. The zone map amendment, which consists of two parts, proposes a change from SU-1 for R-2 Uses to the following: "SU-1 for Housing for Older Persons and Limited Medical Facilities" for the proposed Tract A and "SU-1 for C-1 Permissive Uses Including Drive-up Service Window" for the proposed Tract B. No zone change is requested for the proposed Tract C. This request is accompanied by a site development plan for subdivision (08EPC-40036) that proposes the creation of Tracts A, B and C.

C. The proposal *furthers* the following Comprehensive Plan policies:

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i. Policy II.B.5a: Adding an age-restricted residential use and neighborhood commercial uses will increase land use variety in the area.

ii. Policy II.B.5e: The subject site is contiguous to existing urban facilities and services, the use of which is unlikely to disrupt neighborhood integrity.

iii. Policy II.B.5h: In this area, a mixed density pattern is already established. A multi-family development up to 30 DU/acre would be compatible with existing land uses, infrastructure is available and the subject site is located in a designated activity center.

D. The proposal *partially furthers* the following Comprehensive Plan policies:

<u>Policy II.B.5d:</u> There are no details at this stage regarding site layout of the future uses. However, neighbors are generally concerned about building height, the uses' intensity and scenic resources.

<u>Policy II.B.5k:</u> Cibola Loop Rd. would be widened to accommodate additional traffic. However, increased traffic could affect the livability and safety of the established residential neighborhoods.

<u>Policy II.B.5j:</u> The proposed commercial development would be located in the boundaries of the Regional Activity Center, a larger area-wide shopping center, though the existing zoning is not commercial.

E. The Activity Center Goal of the Comprehensive Plan is *partially furthered*. The subject site is located in a designated Major Activity Center. The proposed uses would be generally compatible with the area's land use pattern. However, the commercial uses would not necessarily reduce auto travel needs, especially if they are all drive-thru uses. Though the proposed uses are desired, Activity Centers are intended to be accessible by all modes of travel, not just vehicles.

F. The Transportation and Transit Goal and Policy II.D.4g of the Comprehensive Plan are *partially furthered*. The proposal would place multi-unit housing and commercial uses in a Transit Corridor, but the circulation may not be balanced and efficient (Goal). The proposed design standards have integrated pedestrian opportunities, but pedestrian-friendliness would be adversely impacted without a limitation on drive-thru service uses.

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G. The proposal generally *furthers* the following West Side Strategic Plan (WSSP) policies:

i. Policy 1.1: The proposed zone change would allow multi-family residential and commercial development, as desired, within the boundaries of the Regional Activity Center.

ii. Policy 1.2: Due to its location in the Regional Center, a transit feasibility and access plan is required and has been included.

iii. Policy 2.5: The proposed zone change and site development plan, for an age-restricted residential development and some commercial uses, would not contribute to additional school overcrowding on the Westside. As required, the Planning Department has considered school capacity in its evaluation of this proposal.

iv. Policy 3.2. It is appropriate to locate multi-family housing and commercial services in the Regional Center.

v. Policy 3.3. A bicycle trail, sidewalks and connections to the transit system are included, and information on connectivity is provided in the design standards.

vi. Policy 3.4. Though not a designated Neighborhood Activity Center, the commercial uses may function as a de facto neighborhood center within the Regional Center.

H. With incorporation of a related condition to eliminate drive-up service windows, the proposed zoning will *further* the following West Side Strategic Plan (WSSP) policies:

Policy 1.15: Eliminating drive-up service windows will help ensure that this de facto neighborhood center is very accommodating to pedestrians and bicyclists and provides small-scale services geared to the neighborhood as intended.

Policy 4.10: Eliminating drive-up service windows will help ensure that the land use pattern created will promote alternatives to vehicle use and not adversely affect bicycle and pedestrian circulation on and around the subject site.

I. With respect to the Seven Bar Ranch Sector Development Plan (SBRSDP), the proposal *partially furthers* the following Goals and policy.

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i. Goal 1: The proposed commercial uses will be located close to the existing residences and the new retirement center. Some vehicle trips may be minimized, though drive-thru uses by nature foster more vehicle trips and would not help create a "self-sufficient community."

ii. Goal 2: The proposed design standards provide for a "streetscape image" and discuss open space, but do not address creation of a unified visual image or ensure that the streetscape will be "highly landscaped".

iii. Policy 4g: Though pedestrian and bicycle paths have been integrated into the development, non-motorized travel conditions may not be "safe and pleasant" given the proposed road widening and unlimited drive-thru uses on Tract B.

J. The applicant has adequately justified the zone change request pursuant to Resolution 270-1980:

i. Section A: Relieving pressure on the public schools and balancing the jobs/housing ratio are good reasons in support of the proposal that relate to the City's health, safety, morals and general welfare.

ii. Section B: The applicant's statement that the request will remove ambiguity is true of any development proposal. While correct that more intense uses (such as C-2 and IP) could occur on the subject site, these uses would also require a zone change. Though the discussion of Section B is not strong, in totality the applicant has provided adequate justification for the proposed zone change.

iii. Section C: The applicant refers to several Goals and policies in the Comprehensive Plan, the West Side Strategic Plan (WSSP) and the Seven Bar Ranch Sector Development Plan (SBRSDP). The applicant's policy discussion is acceptable overall, though it would benefit from additional discussion in certain areas such as Activity Centers, Housing and Transportation/Transit Goals and policies.

iv. Section D: The proposed zoning for Tract A would be more advantageous to the community than the current zoning as determined by the City Of Albuquerque in the text of the QuitClaim Deed dated April 13, 2007.

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v. Section E: The applicant explained why the proposed uses would not be harmful to the adjacent property or neighborhood, but did not discuss other, specific permissive uses in the C-1 zone

vi. Section F: The proposal would not require any unprogrammed City expenditures.

vii. Section G: The applicant is not requesting consideration of economic factors.

viii. Section H: Location on a collector street is not being used as a justification for the zone change.

ix. Section I: SU-1 zoning creates a justified "spot zone" as long as it can be demonstrated that the change will facilitate realization of applicable Goals and policies.

x. Section J: The proposed zone change for Tract B would give different zoning to a strip of land along a street for a small area, which does not conflict with the WSSP intent to discourage long commercial strip development along roadways.

K. The applicant's explanation of why it would be more beneficial to include drive-up service windows as part of the zoning designation for Tract B is neither policy-based nor convincing. Therefore, Staff suggests that a recommendation of approval of the zoning "SU-1 for Housing for Older Persons and Limited Medical Facilities" on Tract A is warranted, and a recommendation of conditional approval for the zoning on Tract B to eliminate drive-up service windows is appropriate.

L. A facilitated meeting between the applicant and the neighborhoods was held. The main issues discussed were building height, views, siting of the senior housing, traffic, fast-food restaurants, liquor sales, and the process. Staff received comments, which reflected these concerns, from the Cibola Loop NA, the Cottonwood Heights NA and individuals. The Cibola Loop NA is opposed to drive-up service windows.

M. Housing for older persons shall have the same meaning as that term is defined in 42 USC §3607(b)(2)(c).

Section 3. CONDITIONS OF APPROVAL (08EPC-40037). The Environmental Planning Commission, in recommending approval to the City Council of the

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amendments to the Seven Bar Ranch Sector Development Plan, adopted the following Conditions of Approval, which are adopted by the City Council:

A. The zoning for Tract B shall be: SU-1 for C-1 Permissive Uses with No Drive-up Service Windows.

B. The associated site development plan for subdivision (08EPC-40036) shall indicate, on the site plan and in the design standards, that no drive-up service windows are allowed on Tract B.

C. Housing for older persons shall have the same meaning as that term is defined in 42 USC §3607(b)(2)(c).

Section 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect thirty days after publication by title and general summary.

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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CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-184 ENACTMENT NO. _____

SPONSORED BY: Michael Cadigan

RESOLUTION

SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN ZONE/LAND USE MAP AMENDMENT (SECTOR DEVELOPMENT PLAN EXHIBIT 3, PORTION OF TRACT N1), 06EPC-01318 (PROJECT #1005133), FOR 17 ACRES MORE OR LESS, LOCATED AT THE NORTHWEST CORNER OF COORS BYPASS NW AND EAGLE RANCH ROAD, FROM SU-1 FOR AUTO PARK TO SU-1 FOR C-2 PERMISSIVE USES.

WHEREAS, the subject site is located within the boundaries of the Seven Bar Ranch Sector Development Plan; and

WHEREAS, the Seven Bar Ranch Sector Development Plan established the zoning for the area; and

WHEREAS, the City Council, the governing Body of the City of Albuquerque, has the authority to adopt and amend master plans for the physical development of areas with the planning and platting jurisdiction of the City as authorized by State statute, Section 3-19-3 NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Seven Bar Ranch Sector Development Plan in 1985 through Council Resolution R-309, Enactment Number 74-1985; and

WHEREAS, on 16 November 2006, the Environmental Planning Commission (EPC), in its advisory role on land use and planning matters, recommends approval to the City Council an amendment to the Seven Bar Ranch Sector Development Plan Zone/Land Use Map for the subject site from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses; and

WHEREAS, the EPC finds that the applicant has demonstrated compliance with applicable Goals and Policies of the Master Plan (Comprehensive Plan,

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West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan); and

WHEREAS, the EPC finds that the Sector Development Plan Zone/Land Use Map Amendment is justified as per the policies and criteria of R-270-1980.

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

Section 1. THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN ZONE/LAND USE MAP IS HEREBY AMENDED. The Sector Development Plan Land Use / Zoning Map, Exhibit 3 is amended to reflect a change of zoning on an approximately 17-acre portion of Tract N1 from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses. The owners of the area hereby presented a properly signed application to amend the Sector Plan's zone/land use map for the following territory, approximately 17 acres, more or less, located at the intersection of Coors Bypass NW and Eagle Ranch Road, and more particularly described as follows:

A. Tract N1B2, Seven Bar Ranch.

Section 2. FINDINGS ACCEPTED. The Council adopts the following Sector Development Plan zone/land use map amendment findings recommended by the Environmental Planning Commission on 16 November 2006:

1. This is a request for a Sector Development Plan map amendment from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses, for Tract N1B2, Seven Bar Ranch subdivision, located on the NW corner of Coors Bypass Boulevard NW and Eagle Ranch Road NW. The site contains approximately 17 acres and is currently vacant.
2. This request is accompanied by a request for approval of a site development plan for subdivision and a site development plan for building permit (06EPC-01316 and 06EPC-01317).
3. Section 14-16-4-3-C (3), Sector Development Plan Procedures, City Zoning Code, establishes that the City Council has final approval of the proposed zone map amendment within the SBRSDP area due to the fact that the subject site is larger than one block.

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4. **The request supports the Established Urban Goal and policies of the Comprehensive Plan in part because the requested SU-1 zone requires site development plan review by the EPC. The proposed zoning, in conjunction with the layout and design of the subject site, with modifications as recommended by staff, will support Policies d, e, i, j, k, l, and m:**
    a. **The SU-1 zone requires site plan review and approval by the EPC, which ensures adequate screening and buffering from adjacent residential uses (Policy d).**
    b. **The requested zoning will facilitate new development on vacant land that is adjacent to existing road and utility infrastructure (Policy e).**
    c. **The requested zoning will facilitate new development and employment opportunities in close proximity to residential areas (Policy l).**
    d. **The requested zoning will facilitate new commercial development in an area with existing commercial development of a similar scale (Policy j).**
    e. **The requested zoning will facilitate new development with a site design that does not draw vehicular traffic through existing residential areas (Policy k).**
    f. **The requested zoning will facilitate new development with a quality site design that enhances its surroundings (Policies l and m).**
5. **The request supports the Centers and Corridors Component of the Comprehensive Plan in that the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will further the Activity Centers Goal and Policies a and c:**
    a. **The subject site and the requested zoning will allow commercial uses within an existing Regional Activity Center that is located along major roadways (Activity Centers Goal and Policy a).**

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b. The proposed zoning and the accompanying site development plan will locate a structure whose height, mass and volume in an existing Regional Activity Center (Activity Centers Policy c).

6. The request supports the Centers and Corridors Component of the Comprehensive Plan in that the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support the Transportation and Transit Goal and Policies a, g, o, p and q:

a. The subject site is in close proximity to an Enhanced Transit Corridor (Coors Blvd.), which through the site development plan review process necessitates pedestrian connections to and throughout the site (Transportation and Transit Goal and Policies a, g and p).

b. The recommended conditions for bicycle and pedestrian amenities and roadway improvements will help bring the requests into compliance with the Transportation and Transit Goal and applicable policies g, h and i.

c. The submitted Traffic Impact Study (T.I.S.) and it recommended traffic mitigation strategies will help to address peak hour demands on the circulation system while emphasizing mobility needs and choice among modes in regional and intra-city movement of people and goods (Transportation and Transit Policies o and q).

d. Also, development of the proposed, popular retailer will help to mitigate the need for travel across the Rio Grande on the limited bridge system (Transportation and Transit Policy o).

7. The requested SU-1 zone furthers the applicable policies of the Economic Development Goal of the Comprehensive Plan:

a. The proposed zone map amendment, and accompanying site development plans for subdivision and building permit, propose a use that contribute to diversity in employment and business opportunities, as well as accommodating a range of occupation skills and salary levels on the west side where additional job opportunities are needed (Goal and policies a and c).

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b. The applicant states and Planning Dept. staff agrees that the proposed Costco retailer (outside firm) and the potential space for possible development of local businesses furthers Policy b.

c. The potential for gross receipts tax revenue and impact fees related to the development of the project furthers Policy e.

d. Changing the zone category from the limited "Auto Park" designation to a more flexible "Permissive C-2 Uses" designation will remove an obstacle to growth management and economic development on the west side, furthering Policy f.

e. Additional retail, service and employment opportunities on the subject site, in a designated Activity Center will help to balance jobs with housing and population and reduce the need to travel across the City's limited number of bridges (Policy g).

8. Comprehensive Plan, Air Quality:

a. The applicant demonstrates and Planning Department staff agrees that the zone change and site development plans to allow Costco, a popular retailer, to locate on the west side will reduce automobile trips across the Rio Grande, helping to balance the land use/transportation system (Policy b).

b. The subject site's location near existing transit corridors and lines gives employees and customers an option to use alternate means of transportation (Policies d and i).

9. The zone change and site development plans will further the Open Space Goal and applicable policies by improving the opportunities for connections to the Calabacillas Arroyo and its trail with a design that respects the corridor and surrounding neighborhoods (Policies c, f and h).

10. The requested SU-1 zone is for a site located within the existing West Side Strategic Plan designated Regional Activity Center:

a. The Requested zoning that will present an opportunity to further cluster commercial uses and to provide adequate buffering from and connections to adjacent development (Policies 1.3 and 1.4).

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b. The requested SU-1 zone and the accompanying site development plan provides for pedestrian and bicycle access to this key activity area with trail access and pedestrian access between buildings on the site (Policy 1.5).

c. The requested SU-1 zone will create new employment opportunities in the Seven Bar Ranch area (Policy 1.6).

d. The processes for and the allowances of the requested SU-1 zone and the accompanying site development plan encourages the private sector to develop the Activity Center in line with the policies of this plan, including pedestrian connections, site and building design and transit accessibility (Policy 1.11).

e. The requested SU-1 zone and the accompanying site development plan propose a development that will be in scale with pedestrians, while providing shared, off-street parking between buildings and uses along with pedestrian amenities (Policy 1.12).

f. The requested SU-1 zone and the accompanying site development plan propose a development that will add to the variety of commercial uses within the Regional Activity Center (Policy 1.13).

g. The subject site is accessible by major streets, transit service, pedestrian trails and sidewalks and bikeways (Policy 1.14).

11. The request supports the policies for the Seven Bar Ranch Community Area of the West Side Strategic Plan (WSSP) in that the SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Policies 3.1, 3.3, 3.5, and the WSSP Commercial Development Design Guidelines:

a. The requested zoning and the accompanying site development plan proposes new, large-scale commercial development in an existing Regional Activity Center (Policy 3.1).

b. The requested zoning and the accompanying site development plan will allow for connections to bicycle and pedestrian trails and linkages surrounding and within the subject site (Policy 3.3).

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c. The requested zoning and the accompanying site development plan provide for sensitive site planning adjacent to the Calabacillas Arroyo (Policy 3.5).

12. The request supports the policies of the Facility Plan for Arroyos (FPA) because the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support FPA Sections B. General Policies, Policy 5, F. Design Guidelines for Development Adjacent to Major Open Space Arroyos and Major Open Space Links, Policy 3:

    a. The requested zoning and the accompanying site development plan proposes uses adjacent to the Calabacillas Arroyo trail that can be a destination for people using the trails (Policy B.5).

    b. The requested zoning and the accompanying site development plan will provide landscaping adjacent to the arroyo (Policy F.3).

    c. The requested zoning and the accompanying site development plan allow for support of topsoil preservation and reseeding (Policy C.4), provision of an earth berm for parking areas adjacent to the arroyo and access to the Calabacillas Arroyo trail (Policy F.1.).

13. The request supports the policies in the Coors Corridor Sector Development Plan (CCSDP), in that the SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Issue 4, Visual Impressions and Urban Design Overlay Zone, B. Site Planning and Architecture, Policies 2, 3, and 9.

14. The request supports the policies for the Seven Bar Ranch Sector Development Plan (SBRSDP) in that SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Appendix 6, Architectural Design Guidelines, in the SBRSDP.

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15. **The applicant has submitted a valid justification for the zone change as per the criteria and policies of R-270-1980:**
    a. **Section A: The request incorporates all elements of approved plans and policies and is therefore consistent with the health, safety, and general welfare of the city;**
    b. **Section B: The current SU-1 for Auto Park zoning is an anomaly in that an auto park is a permissive use in the C-2 zone, and that the specific use characteristic of the existing zoning is a limitation on development of the site;**
    c. **Section C: The request does not significantly conflict with applicable policies of the Comprehensive Plan, West Side Strategic Plan, Facility Plan for Arroyos, Coors Corridor Sector Development Plan, or the Seven Bar Ranch Sector Development Plan;**
    d. **Section D: The existing, single-use SU-1 zone is counterproductive for infill development in a designated Activity Center. The applicant has demonstrated that the new, proposed SU-1 for C-2 Permissive Uses zoning will be more advantageous to the community as articulated by the citation and demonstration of compliance with a preponderance of Master Plan Goals and policies. The proposed zoning is more advantageous to the community as articulated by the Comprehensive Plan, West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan;**
    e. **Section E: The request for SU-1 for C-2 Permissive Uses, as modified by staff, limits application of only C-2 permissive uses under a site development plan, and that the applicant is willing to further restrict proposed C-2 uses where it can be demonstrated that any permissive C-2 use is harmful to the area;**
    f. **Section F: The proposed development requires no capital expenditures on the part of the City. The applicant will be required to provide improvements for key intersections and vehicular access points throughout the area;**

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g. Section G: The applicant makes no arguments for economic considerations regarding the request;

h. Section H: The subject site is already zoned for a commercial use, albeit a very limited use of auto sales;

i. Section I: The request for SU-1 zoning is a spot zone that is justified because the applicant has demonstrated realization of the Comprehensive Plan, West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan;

j. Section J: The request is for SU-1 zoning and does not contribute to the creation of "strip zoning."

16. The applicant has held two meetings with the Paradise Hills Neighborhood Association regarding this request. The neighborhood association has no objections to this request, and there is no known opposition to this request.

Section 3. 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.

Section 4. EFFECTIVE DATE AND PUBLICATION. This resolution shall take effect five days after publication by title and general summary.

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CITY of ALBUQUERQUE
SIXTEENTH COUNCIL

COUNCIL BILL NO. R-05-351 ENACTMENT NO. _____

SPONSORED BY: Michael Cadigan, by request

RESOLUTION

AMENDING THE LAND USE MAP OF THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN, EXHIBIT 3, TRACT MM, 05EPC 00354 AND AMENDING THE CITY'S OFFICIAL ZONE MAP FOR TRACT H, SEVEN BAR RANCH, 05EPC 00353, FROM SU-1/C-2, IP & BUMPER BOATS TO SU-1/PRD FOR 14 ACRES AND SU-1/C-2 & IP FOR 2 ACRES.

WHEREAS, the subject site is located on Seven Bar Loop Road NW between Cottonwood Drive and Coors Boulevard and contains approximately 16 acres; and

WHEREAS, the Zone Map Amendment is tied to the Sector Plan Amendment; and

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Seven Bar Ranch Sector Development Plan in 1985 through Council Resolution R-309, Enactment Number 74-1985; and

WHEREAS, the Seven Bar Ranch Sector Plan represents an intensification of commercial and residential land uses to help minimize automobile travel and to encourage a heterogeneous community appealing to a broad spectrum of desires, eventually leading to a relatively self-sufficient "community within a community"; and

WHEREAS, on May 19, 2005, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the Seven Bar Ranch Sector

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Development Plan and a Zone Map Amendment to change the zoning designation on the subject site from SU-1/C-2, IP & Bumper Boats to SU-1/PRD for 14 acres and SU-1/C-2 & IP for 2 acres; and

WHEREAS, the Environmental Planning Commission found that the above Sector Development Plan Amendment and Zone Map Amendment will further the applicable goals and policies of the Comprehensive Plan, the West Side Strategic Plan, the Coors Corridor Plan, and the Seven Bar Ranch Sector Development Plan, and

WHEREAS, the Environmental Planning Commission found that the above Sector Plan and Zone Map Amendments are consistent with the provisions of Resolution 270-1980.

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

SECTION 1. THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN IS HEREBY AMENDED. The Sector Development Plan Land Use Map, Exhibit 3 is amended to reflect a change of zoning on Tract mm from SU-1/C-2, IP and Bumper Boats to SU-1/PRD on 14 acres and to SU-1/C-2 & IP on two acres.

SECTION 2. FINDINGS ACCEPTED. The following findings for the Sector Development Plan amendment are hereby adopted by the City Council and subject to Section 5 herein:

1. **This is a request to amend the Land Use Map of the Seven Bar Ranch Sector Development Plan, Exhibit 3, dated 1994, for a 16-acre portion of Tract "mm" from SU-1/C-2 & IP to SU-1/PRD (14 acres) and SU-1/C-2 & IP (2 acres), located north of Cottonwood Mall between Coors Blvd. and Cottonwood Drive NW.**
2. **The existing zoning, SU-1 for C-2 and IP, allows dwelling units as a permissive use, but limits it to a total of eight acres (City Council Enactment No. 27-1986).**
3. **The subject request is associated with a request for a Zone Map Amendment from SU-1/C-2 & IP & Bumper Boats to SU-1/PRD and SU-1/C-2 & IP and a request for approval of a site plan for subdivision for the same 16-acre parcel. The applicant proposes development of approximately 434 multi-family dwelling units on the site. The applicant requests that the**

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codification and the issuance of a zoning certificate be contingent on final sign off of the site development plan for subdivision by the Development Review Board (DRB). The Zoning Code allows a delay of the issuance of a zoning certificate for six months after City approval of zoning. The Planning Director may extend this time limit up to an additional six months at the request of the applicant.

4. **The subject site is within a designated Major Activity Center and is located in the area designated "Established Urban" per the *Comprehensive Plan*. The request for SU-1/PRD zoning furthers the general goal for Established Urban Areas to encourage quality urban development that offers variety and maximum choice in housing, transportation, work areas, and life styles. In particular, the request is consistent with *Policy 5h* because the zone will allow higher density housing in a designated Activity Center that has excellent access to the major street network. The request for SU-1/PRD zoning will further the goal for Activity Centers to create mixed-use developments that promote transit and pedestrian access both to and within the Activity Center. The request will allow multi-unit housing with net densities above 30 dwelling units per acre within a designated Major Activity Center *(Policies b and i, Section II.B.7, Activity Centers)*.**
5. **The subject request to allow higher density housing may exacerbate overcrowding at Cibola High School based on comments from APS, thereby not respecting existing neighborhood values or resources of social concern; however, the applicant has provided evidence that the addition of students to Cibola High School will be minimal (*Comprehensive Plan, Established Urban Area, Policy d*).**
6. **The subject request will allow new growth to be accommodated through development in an area where vacant land is contiguous to existing urban facilities and services, (*Comprehensive Plan, Established Urban Area, Policy e*).**
7. **The subject request will allow for an intense use in an Activity Center located away from the nearest low-density residential development and buffered from those residential uses by existing commercial development (*Comprehensive Plan, Activity Centers, Policy f*).**

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8. **The subject site is within the West Side Regional Center (Cottonwood Mall area) as designated per the *West Side Strategic Plan* (WSSP). This Regional Center is intended to include the largest commercial and highest density development of anywhere on the West Side *(Policy 3.1, WSSP).* The request for SU-1/PRD zoning, pursuant to the R-3 zoning standards of the Zoning Code, will allow high-density, multifamily development that is appropriate in or near the Regional Center to encourage multi-modal transportation systems (*Policies 3.2 and 3.3, WSSP)*.**
9. **The applicant has indicated that approximately 30%- 40% of the units in this proposal will be one-bedroom units, 60% will be two-bedroom units and there will be no three-bedroom units. The applicant forecasts a maximum of approximately 75 school-age children would be generated by the complex at any given time. An apartment complex of this type is expected to generate fewer school-age children than apartment complexes that have a mix of units that include three or more bedrooms. The proposed development would create the potential for approximately 13 more school-age children than could occur with the existing zoning (WSSP Policy 2.5).**
10. **The subject site is located within the *Seven Bar Ranch Sector Development Plan* (Plan) with a goal to create a self-sufficient "community within a community." When the Plan was proposed in 1985, the subject site was designated SU-1/R-3 to provide high-density condominiums and apartments in order to achieve this goal. The site was rezoned to SU-1/C-2 & IP by the City Council when they adopted the Plan. Reintroduction of SU-1/PRD zoning on the subject site, pursuant to the R-3 zoning standards of the Zoning Code, will further the original intent and purpose of the Plan to create a self-sufficient, mixed-use community that will help minimize automobile travel and encourage development of a heterogeneous community *(Goal 1, page 6).***
11. **The applicant has adequately justified the request for Sector Plan Amendment pursuant to Resolution 270-1980 as follows:**
    - **The proposed zone change will contribute to the health, safety and general welfare of the City by facilitating development of a mixed**

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income housing development on the City's West Side that will offer variety and choice in housing, transportation, and life styles, which is the primary goal for Established Urban Areas in the Comprehensive Plan. *(Section A)*

- **The proposed zone change will not destabilize surrounding land use and zoning since the proposed zoning is consistent with applicable goals and policies of the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. *(Section B)***
- **The proposed zone change is not in significant conflict with adopted elements of the Comprehensive Plan, the West Side Strategic Plan or the Seven Bar Ranch Sector Development Plan and will further the preponderance of goals and policies of all three Plans to provide high-density housing in designated activity centers to help minimize automobile travel and encourage development of a heterogeneous community. *(Section C)***
- **The proposed zone change is more advantageous to the community as articulated in the analysis for each ranked plan above. *(Section D(3)***
- **The proposed SU-1/PRD zone will not be harmful to adjacent property, the neighborhood or the community per *Section E* because this zone requires EPC approval of a site development plan with specific design requirements to ensure compatible design with adjacent properties; but, the proposed use may create additional stress on already overcrowded High school in the community, however, a new high school is proposed in the area for 2007.**
- **The proposed change does not require any major or unprogrammed capital expenditures by the City (*Section F*).**
- **The cost of land or other economic considerations pertaining to the applicant is not a determining factor for the proposed change (*Section G*).**
- **The site's location on a collector or major street is not in itself the only justification for the proposed apartment zoning (*Section H*).**
- **The proposed SU-1/PRD zoning is considered a "spot" zone because it is different from surrounding zoning. However, this spot zone is**

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justified because it will facilitate development of a mixed-use Activity Center as recommended in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Plan *(Section I(1).*

12. A preliminary Air Quality Impact Analysis (AQIA) is required for this sector development plan amendment per Zoning Code Section 14-16-3-14. A preliminary AQIA was submitted to the Environmental Health Department on May 6, 2005.

13. Notification has been provided as per City Ordinance. No public comments have been received regarding this request. There is no known neighborhood or other opposition to this request.

SECTION 3. THE OFFICIAL ZONE MAP IS HEREBY AMENDED. The Zone Map is amended to reflect a change of zoning on Tract H, Seven Bar Ranch from SU-1/C-2, IP and Bumper Boats to SU-1/PRD on 14 acres and to SU-1/C-2 & IP on two acres.

SECTION 4. FINDINGS ACCEPTED. The following findings for the Zone Map Amendment are hereby adopted by the City Council and subject to Section 5 herein:

1. This is a request for a Zone Map Amendment from SU-1/C-2 & IP and Bumper Boats to SU-1/ PRD and SU-1/C-2 & IP for approximately 16 acres located north of Cottonwood Mall between Coors Blvd. and Cottonwood Drive NW.

2. The existing zoning, SU-1 for C-2 and IP, allows dwelling units as a permissive use, but limits it to a total of eight acres (City Council Enactment No. 27-1986). An application for SU-1 zoning requires a plan that includes, at a minimum, all of the elements of a site plan for subdivision, which the applicant has provided.

3. The applicant requests that the codification and the issuance of a zoning certificate be contingent on final sign off of the site plan for subdivision by the Development Review Board (DRB). The Zoning Code allows a delay of the issuance of a zoning certificate for six months after City approval of zoning. The Planning Director may extend this time limit up to an additional six months at the request of the applicant.

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4. **The subject site is within a designated Major Activity Center and is located in the area designated "Established Urban" per the *Comprehensive Plan*. The request for SU-1/PRD zoning furthers the general goal for Established Urban Areas to encourage quality urban development that offers variety and maximum choice in housing, transportation, work areas, and life styles. In particular, the request is consistent with *Policy 5h* because the zone will allow higher density housing in a designated Activity Center that has excellent access to the major street network. The request for SU-1/PRD zoning will further the goal for Activity Centers to create mixed-use developments that promote transit and pedestrian access both to and within the Activity Center. The request will allow multi-unit housing with net densities above 30 dwelling units per acre within a designated Major Activity Center *(Policies b and i, Section II.B.7, Activity Centers)*.**
5. **The subject request to allow higher density housing may exacerbate overcrowding at Cibola High School based on comments from APS, thereby not respecting existing neighborhood values or resources of social concern; however, the applicant has provided evidence that the addition of students to Cibola High School will be minimal (*Comprehensive Plan, Established Urban Area, Policy d*).**
6. **The subject request will allow new growth to be accommodated through development in an area where vacant land is contiguous to existing urban facilities and services (*Comprehensive Plan, Established Urban Area, Policy e*).**
7. **The subject request will allow for an intense use in an Activity Center located away from the nearest low-density residential development and buffered from those residential uses by existing commercial development (*Comprehensive Plan, Activity Centers, Policy f*).**
8. **The subject site is within the West Side Regional Center (Cottonwood Mall area) as designated per the *West Side Strategic Plan* (WSSP). This Regional Center is intended to include the largest commercial and highest density development of anywhere on the West Side *(Policy 3.1, WSSP).* The request for SU-1/PRD zoning, pursuant to the R-3 zoning standards of the Zoning Code, will allow high-density, multifamily development that is**

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appropriate in or near the Regional Center to encourage multi-modal transportation systems (***Policies 3.2 and 3.3, WSSP)***.

9. The applicant has indicated that approximately 30% - 40% of the units in this proposal will be one-bedroom units, 60% will be two-bedroom units and there will be no three-bedroom units. The applicant forecasts a maximum of approximately 75 school-age children would be generated by the complex at any given time. An apartment complex of this type is expected to generate fewer school-age children than apartment complexes that have a mix of units that include three or more bedrooms. The proposed development would create the potential for approximately 13 more school-age children than could occur with the existing zoning (WSSP Policy 2.5).

10. The subject site is located within the *Seven Bar Ranch Sector Development Plan* (Plan) with a goal to create a self-sufficient "community within a community." When the Plan was proposed in 1985, the subject site was designated SU-1/R-3 to provide high-density condominiums and apartments in order to achieve this goal. The site was rezoned to SU-1/C-2 & IP by the City Council when they adopted the Plan. Reintroduction of SU-1/PRD zoning on the subject site, pursuant to the R-3 zoning standards of the Zoning Code, will further the original intent and purpose of the Plan to create a self-sufficient, mixed-use community that will help minimize automobile travel and encourage development of a heterogeneous community ***(Goal 1, page 6).***

11. The applicant has adequately justified the request for Zone Map Amendment pursuant to Resolution 270-1980 as follows:
    - The proposed zone change will contribute to the health, safety and general welfare of the City by facilitating development of a mixed income housing development on the City's West Side that will offer variety and choice in housing, transportation, and life styles, which is the primary goal for Established Urban Areas in the Comprehensive Plan. ***(Policy A)***
    - The proposed zone change will not destabilize surrounding land use and zoning since the proposed zoning is consistent with applicable

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goals and policies of the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. ***(Policy B)***

- **The proposed zone change is not in significant conflict with adopted elements of the Comprehensive Plan, the West Side Strategic Plan or the Seven Bar Ranch Sector Development Plan and will further the preponderance of goals and policies of all three Plans to provide high-density housing in designated activity centers to help minimize automobile travel and encourage development of a heterogeneous community. *(Policy C)***
- **The proposed zone change is more advantageous to the community as articulated in the analysis for each ranked plan above. *(Policy D)***
- **The proposed SU-1/PRD zone will not be harmful to adjacent property, the neighborhood or the community per *Policy E* because this zone requires EPC approval of a site development plan with specific design requirements to ensure compatible design with adjacent properties; but, the proposed use may create additional stress on already overcrowded High school in the community, however, a new high school is proposed in the area for 2007.**
- **The proposed change does not require any major or unprogrammed capital expenditures by the City (*Section F*).**
- **The cost of land or other economic considerations pertaining to the applicant is not a determining factor for the proposed change (*Section G*).**
- **The site's location on a collector or major street is not in itself the only justification for the proposed apartment zoning (*Section H*).**
- **The proposed SU-1/PRD zoning is considered a "spot" zone because it is different from surrounding zoning. However, this spot zone is justified because it will facilitate development of a mixed-use Activity Center as recommended in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Plan *(Section I(1).***

12. Notification has been provided as per City Ordinance. No public comments have been received regarding this request. There is no known neighborhood or other opposition to this request.

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SECTION 5. For 20 years from the date the first rent-paying occupant takes possession of a rental unit at the site, the following restrictions shall apply to the six-acre "Tract 1" as shown on the Site Development Plan for Subdivision submitted to the City by the Applicant in 05EPC-00352 (and depicted on page 77 of the Council record):

(a) Each of the occupied Units of the six-acre "Tract 1" shall be occupied by at least one person who is 55 years of age or older;

(b) No occupant of any occupied Unit shall be under the age of 19 years except as provided below;

(c) Applicant shall publish and adhere to policies and procedures that demonstrate Applicant's intent to operate the six-acre tract as housing for persons 55 years old or older;

(d) Applicant shall comply with rules and regulations issued by the United States Department of Housing and Urban Development for verification of occupancy and ages of occupants through reliable and regular surveys and affidavits;

(e) Occupants of the Units are permitted to have temporary occupants under the age of 19 years for no more than a cumulative total of 90 days out of any 12-month period;

(f) The Applicant shall establish and enforce occupancy requirements and restrictions consistent with this Section; and

(g) Within 30 days following a written request from the City, the Applicant shall provide to the City written confirmation of compliance with the foregoing.

SECTION 6. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect ninety days after publication by title and general summary.

SECTION 7. 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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NOTICE

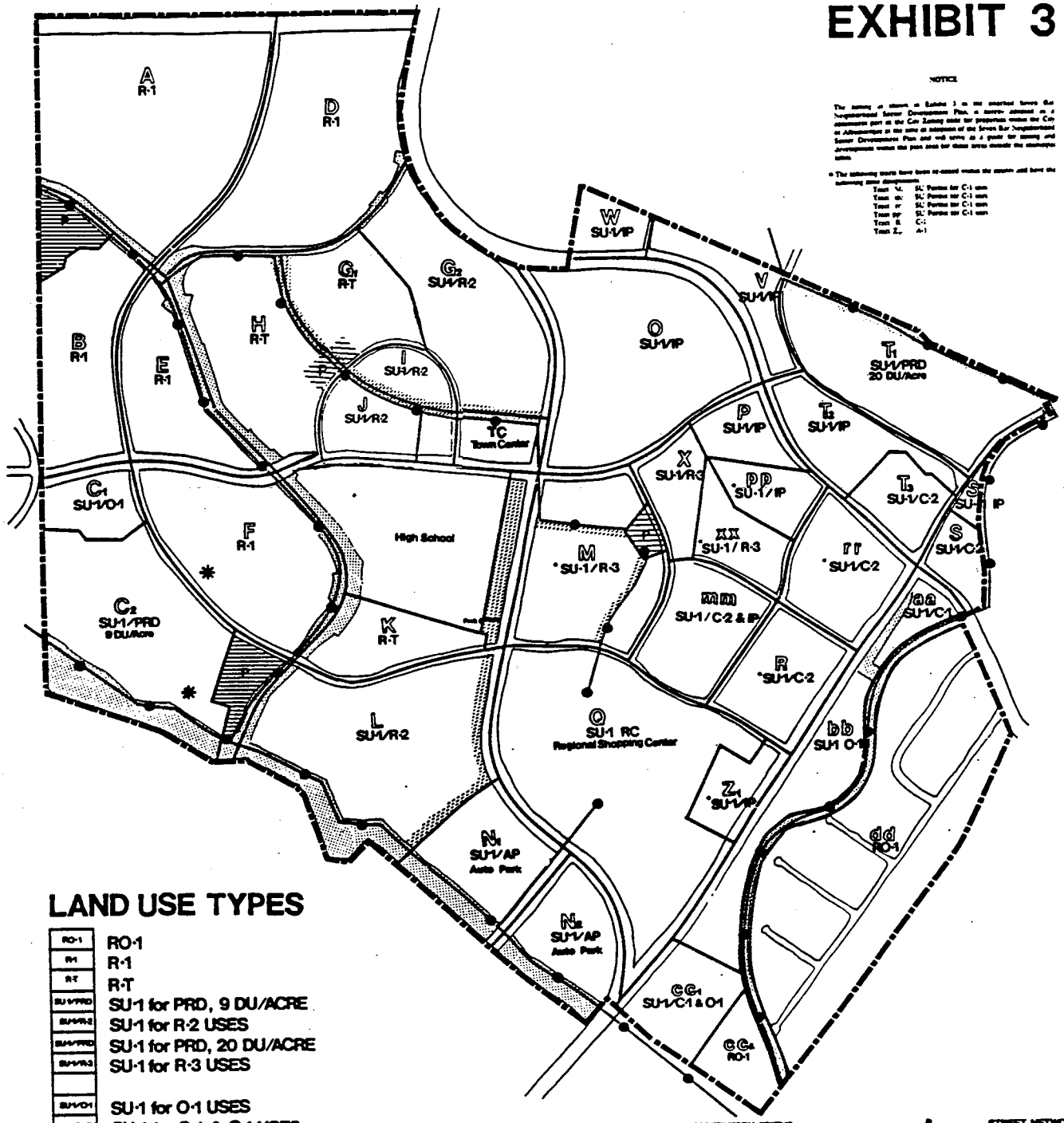
The Seven Bar Sector Development Plan has undergone minor revisions from its adoption on April 1, 1985. As of October 1990, only two modifications have been made, the rest of the document has remained the same since its last revisions in 1985. Please note the following changes:

> **EXHIBIT #3 - LAND USE MAP,** from the 1985 Sector Development Plan has been deleted and substituted by the 1990 revision, as stated on the exhibit.
>
> **EXHIBIT #4 - LAND OWNERSHIP BY THE SEVEN-BAR LAND AND CATTLE COMPANY,** from the original plan has been deleted and substituted by the October 1990 revision, as stated on the exhibit.

This document was modified and reproduced on January 4, 1990 by the firm of Herbert M. Denish & Associates.

EXHIBIT #3 - LAND USE MAP, from the 1990 revision, was modified on October 6, 1994, through an Administrative Amendment (AA-94-114) to place the park at a new location between parcels H and G.

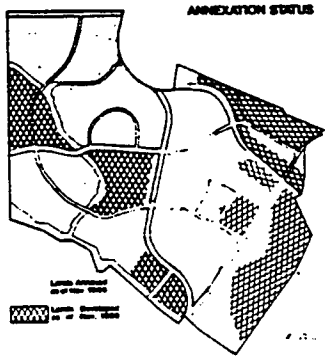
EXHIBIT 3

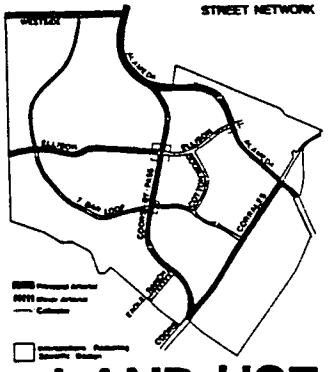


LAND USE TYPES

- RO-1
- R-1
- R-T
- SU-1 for PRD, 9 DU/ACRE
- SU-1 for R-2 USES
- SU-1 for PRD, 20 DU/ACRE
- SU-1 for R-3 USES
- SU-1 for O-1 USES
- SU-1 for O-1 & C-1 USES
- SU-1 for IP USES
- SU-1 for AUTO PARK
- SU-1 for TOWN CENTER
- SU-1 for C-2 & IP (C-2 not to exceed 8 acres)
- SU-1 for C-1 USES
- SU-1 for C-2 USES
- SU-1 for REGIONAL SHOPPING CENTER
- PARK
- DRAINAGE RIGHT-OF-WAY
- OPEN SPACE
- SCHOOL POTENTIAL SITE
- BIKEWAY

0 400 800





LAND USE

SEVEN-BAR RANCH SECTOR DEVELOPMENT PLAN

1994 Revision

LANDS OWNED OR CONTROLLED BY SEVEN-BAR LAND & CATTLE COMPANY

LAND USE/ZONING*	PARCEL	GROSS AREA	NET AREA
R-I*	A	91.6	76.5
R-I*	B	36.8	34.0
R-I*	D	70.8	55.9
R-I*	E	32.9	24.0
R-I*	F	54.8	44.5
Subtotal:		**286.9**	**234.9**
SU-I PRD-9*	C_2	64.1	48.2
Subtotal:		**64.1**	**48.2**
R-T*	H	44.5	35.7
R-T*	G_1	23.9	20.0
R-T	K	19.9	16.4
Subtotal:		**88.3**	**72.1**
SU-I for R-2 Uses*	G_2	50.0	42.5
SU-I for R-2 Uses*	I	11.5	8.5
SU-I for R-2 Uses*	J	17.7	12.7
SU-I for R-2 Uses	L	71.7	58.1
Subtotal:		**150.9**	**121.8**
SU-I PRD-20*	T_1	44.9	35.3
Subtotal:		**44.9**	**35.3**
SU-I for R-3 Uses	M	45.2	38.2
SU-I for R-3 Uses	X	19.8	16.9
Subtotal:		**65.0**	**55.1**
Residential*	City	543.5	437.8
Residential	County	156.6	129.6
TOTAL:		**700.1**	**567.4**
SU-I for C-2 Uses*	S	7.5	6.5
SU-I for C-2 Uses*	T_3	12.5	12.0
Subtotal:		**20.0**	**18.5**
SU-I for Town Center	TC	10.4	6.0
(Public Institutional Uses)		(5.2)	(3.0)
(Neighborhood Commercial FAR .27)		(5.2)	(3.0)
Subtotal:		**10.4**	**6.0**
Commercial*	City	25.2	21.5
Public Institutional Uses*	City	5.2	3.0

* Property Annexed
** Requirements of 524 H.1, H-2, H-3 do not apply

October 1990 Revision

LANDS OWNED OR CONTROLLED BY SEVEN-BAR LAND & CATTLE COMPANY

LAND USE/ZONING*	PARCEL	GROSS AREA	NET AREA
SU-I for O-I Uses*	C_1	12.6	10.0
SU-I for IP Uses**	O	75.8	62.0
SU-I for IP Uses*	P	11.2	10.5
SU-I for IP Uses*	S_1	2.6	2.2
SU-I for IP Uses*	T_2	21.0	16.5
SU-I for IP Uses*	V	17.9	14.0
SU-I for IP Uses*	W	8.0	7.0
Office/Employment	City	149.1	122.2
Office/Employment	County	------	------
Total:		**149.1**	**122.2**
Schools		------	------
Parks		24.9	18.2
Open Space		9.0	18.6
Drainage Right-of-Way		------	65.2
Streets		------	96.2
TOTAL:		**913.5**	**912.3**

PARCELS WEST OF CORRALES ROAD NOT OWNED BY SEVEN-BAR

SU-I/R-3 Uses	xx	12.1	11.8
SU-I/C-2 Uses	rr	21.6	20.7
SU-I/C-2 Uses	R	19.3	18.9
SU-I/C-2 & IP Uses*	mm	20.2	19.4
SU-I/IP Uses	pp	10.7	10.1
SU-I/IP Uses	Z_1	9.4	8.8
SU-I/AP (Auto Park)*	N_1	29.3	21.2
SU-I/AP (Auto Park)*	N_2	27.0	16.2
SU-I for Regional Center*	O	97.9	88.9
Schools		48.3	43.4
Parks		------	------
Open Space		------	------
Drainage Right-of-Way		------	------
Streets		------	35.8
TOTAL:		**295.8**	**295.2**

PARCELS EAST OF CORRALES

RO-I Uses	CC_2	17.8	17.8
RO-I Uses	dd	125.7	108.0
SU-I/C-I Uses	aa	7.3	5.3
SU-I/O-I Uses	bb	30.0	27.0
SU-I/O-I, C-I Uses	CC_1	11.5	10.0
Streets		------	11.2
Canals		------	------
TOTAL:		**192.3**	**190.1**
TOTAL ALL PARCELS		**1,401.6**	**1,337.6**

EXHIBIT 4

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NOTE: Exhibit 3 has been reproduced at 1:400 scale and is available from the graphics section of the City/County Planning Division.

APPENDICES

1. Definitions
2. List of Related Documents
3. Original Land Use Plan, from Sector Plan dated December 14, 1982
4. Street Network Map IV
5. Long Range Major Street Plan, May 1984
6. Seven-Bar Ranch Design Guidelines
7. New Mexico Utilities Inc. Availability Letter
8. Drainage Narrative from Sector Plan dated December 14, 1982
9. Proposed Drainage Improvements Map
10. Executive Summary from Simons and Li Report
11. Far Northwest Activity Center Travel Demand Study
12. Dust Control in Albuquerque

SD-78-3-1
Seven-Bar Ranch
Sector Development Plan

I certify that this document is in accordance with the recommendations of the Environmental Planning Commission dated October 18, 1984; and with the approval granted by the City Council on April 1, 1985.

Richard Dwe 6-25-85
for Planning Director Date

Jon E. Ertsgaard 6-25-85
Water Resources Department Date

Fred J. Aguirre 6-25-85
City Engineer Date

Robert A. Fennaugh 6-25-85
Traffic Engineer Date

Mark Caldy 6-25-85
Parks and Recreation Department Date

CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-184 ENACTMENT NO. R-2007-028

SPONSORED BY: Michael Cadigan

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RESOLUTION

SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN ZONE/LAND USE MAP AMENDMENT (SECTOR DEVELOPMENT PLAN EXHIBIT 3, PORTION OF TRACT N1), 06EPC-01318 (PROJECT #1005133), FOR 17 ACRES MORE OR LESS, LOCATED AT THE NORTHWEST CORNER OF COORS BYPASS NW AND EAGLE RANCH ROAD, FROM SU-1 FOR AUTO PARK TO SU-1 FOR C-2 PERMISSIVE USES.

WHEREAS, the subject site is located within the boundaries of the Seven Bar Ranch Sector Development Plan; and

WHEREAS, the Seven Bar Ranch Sector Development Plan established the zoning for the area; and

WHEREAS, the City Council, the governing Body of the City of Albuquerque, has the authority to adopt and amend master plans for the physical development of areas with the planning and platting jurisdiction of the City as authorized by State statute, Section 3-19-3 NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Seven Bar Ranch Sector Development Plan in 1985 through Council Resolution R-309, Enactment Number 74-1985; and

WHEREAS, on 16 November 2006, the Environmental Planning Commission (EPC), in its advisory role on land use and planning matters, recommends approval to the City Council an amendment to the Seven Bar Ranch Sector Development Plan Zone/Land Use Map for the subject site from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses; and

WHEREAS, the EPC finds that the applicant has demonstrated compliance with applicable Goals and Policies of the Master Plan (Comprehensive Plan,

West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan); and

WHEREAS, the EPC finds that the Sector Development Plan Zone/Land Use Map Amendment is justified as per the policies and criteria of R-270-1980.

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

Section 1. THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN ZONE/LAND USE MAP IS HEREBY AMENDED. The Sector Development Plan Land Use / Zoning Map, Exhibit 3 is amended to reflect a change of zoning on an approximately 17-acre portion of Tract N1 from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses. The owners of the area hereby presented a properly signed application to amend the Sector Plan's zone/land use map for the following territory, approximately 17 acres, more or less, located at the intersection of Coors Bypass NW and Eagle Ranch Road, and more particularly described as follows:

A. Tract N1B2, Seven Bar Ranch.

Section 2. FINDINGS ACCEPTED. The Council adopts the following Sector Development Plan zone/land use map amendment findings recommended by the Environmental Planning Commission on 16 November 2006:

1. This is a request for a Sector Development Plan map amendment from SU-1 for Auto Park to SU-1 for C-2 Permissive Uses, for Tract N1B2, Seven Bar Ranch subdivision, located on the NW corner of Coors Bypass Boulevard NW and Eagle Ranch Road NW. The site contains approximately 17 acres and is currently vacant.
2. This request is accompanied by a request for approval of a site development plan for subdivision and a site development plan for building permit (06EPC-01316 and 06EPC-01317).
3. Section 14-16-4-3-C (3), Sector Development Plan Procedures, City Zoning Code, establishes that the City Council has final approval of the proposed zone map amendment within the SBRSDP area due to the fact that the subject site is larger than one block.

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4. The request supports the Established Urban Goal and policies of the Comprehensive Plan in part because the requested SU-1 zone requires site development plan review by the EPC. The proposed zoning, in conjunction with the layout and design of the subject site, with modifications as recommended by staff, will support Policies d, e, i, j, k, l, and m:
   a. The SU-1 zone requires site plan review and approval by the EPC, which ensures adequate screening and buffering from adjacent residential uses (Policy d).
   b. The requested zoning will facilitate new development on vacant land that is adjacent to existing road and utility infrastructure (Policy e).
   c. The requested zoning will facilitate new development and employment opportunities in close proximity to residential areas (Policy l).
   d. The requested zoning will facilitate new commercial development in an area with existing commercial development of a similar scale (Policy j).
   e. The requested zoning will facilitate new development with a site design that does not draw vehicular traffic through existing residential areas (Policy k).
   f. The requested zoning will facilitate new development with a quality site design that enhances its surroundings (Policies l and m).
5. The request supports the Centers and Corridors Component of the Comprehensive Plan in that the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will further the Activity Centers Goal and Policies a and c:
   a. The subject site and the requested zoning will allow commercial uses within an existing Regional Activity Center that is located along major roadways (Activity Centers Goal and Policy a).

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b. The proposed zoning and the accompanying site development plan will locate a structure whose height, mass and volume in an existing Regional Activity Center (Activity Centers Policy c).

6. The request supports the Centers and Corridors Component of the Comprehensive Plan in that the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support the Transportation and Transit Goal and Policies a, g, o, p and q:

   a. The subject site is in close proximity to an Enhanced Transit Corridor (Coors Blvd.), which through the site development plan review process necessitates pedestrian connections to and throughout the site (Transportation and Transit Goal and Policies a, g and p).

   b. The recommended conditions for bicycle and pedestrian amenities and roadway improvements will help bring the requests into compliance with the Transportation and Transit Goal and applicable policies g, h and i.

   c. The submitted Traffic Impact Study (T.I.S.) and it recommended traffic mitigation strategies will help to address peak hour demands on the circulation system while emphasizing mobility needs and choice among modes in regional and intra-city movement of people and goods (Transportation and Transit Policies o and q).

   d. Also, development of the proposed, popular retailer will help to mitigate the need for travel across the Rio Grande on the limited bridge system (Transportation and Transit Policy o).

7. The requested SU-1 zone furthers the applicable policies of the Economic Development Goal of the Comprehensive Plan:

   a. The proposed zone map amendment, and accompanying site development plans for subdivision and building permit, propose a use that contribute to diversity in employment and business opportunities, as well as accommodating a range of occupation skills and salary levels on the west side where additional job opportunities are needed (Goal and policies a and c).

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b. The applicant states and Planning Dept. staff agrees that the proposed Costco retailer (outside firm) and the potential space for possible development of local businesses furthers Policy b.

c. The potential for gross receipts tax revenue and impact fees related to the development of the project furthers Policy e.

d. Changing the zone category from the limited "Auto Park" designation to a more flexible "Permissive C-2 Uses" designation will remove an obstacle to growth management and economic development on the west side, furthering Policy f.

e. Additional retail, service and employment opportunities on the subject site, in a designated Activity Center will help to balance jobs with housing and population and reduce the need to travel across the City's limited number of bridges (Policy g).

8. Comprehensive Plan, Air Quality:

a. The applicant demonstrates and Planning Department staff agrees that the zone change and site development plans to allow Costco, a popular retailer, to locate on the west side will reduce automobile trips across the Rio Grande, helping to balance the land use/transportation system (Policy b).

b. The subject site's location near existing transit corridors and lines gives employees and customers an option to use alternate means of transportation (Policies d and i).

9. The zone change and site development plans will further the Open Space Goal and applicable policies by improving the opportunities for connections to the Calabacillas Arroyo and its trail with a design that respects the corridor and surrounding neighborhoods (Policies c, f and h).

10. The requested SU-1 zone is for a site located within the existing West Side Strategic Plan designated Regional Activity Center:

a. The Requested zoning that will present an opportunity to further cluster commercial uses and to provide adequate buffering from and connections to adjacent development (Policies 1.3 and 1.4).

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b. The requested SU-1 zone and the accompanying site development plan provides for pedestrian and bicycle access to this key activity area with trail access and pedestrian access between buildings on the site (Policy 1.5).

c. The requested SU-1 zone will create new employment opportunities in the Seven Bar Ranch area (Policy 1.6).

d. The processes for and the allowances of the requested SU-1 zone and the accompanying site development plan encourages the private sector to develop the Activity Center in line with the policies of this plan, including pedestrian connections, site and building design and transit accessibility (Policy 1.11).

e. The requested SU-1 zone and the accompanying site development plan propose a development that will be in scale with pedestrians, while providing shared, off-street parking between buildings and uses along with pedestrian amenities (Policy 1.12).

f. The requested SU-1 zone and the accompanying site development plan propose a development that will add to the variety of commercial uses within the Regional Activity Center (Policy 1.13).

g. The subject site is accessible by major streets, transit service, pedestrian trails and sidewalks and bikeways (Policy 1.14).

11. The request supports the policies for the Seven Bar Ranch Community Area of the West Side Strategic Plan (WSSP) in that the SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Policies 3.1, 3.3, 3.5, and the WSSP Commercial Development Design Guidelines:

a. The requested zoning and the accompanying site development plan proposes new, large-scale commercial development in an existing Regional Activity Center (Policy 3.1).

b. The requested zoning and the accompanying site development plan will allow for connections to bicycle and pedestrian trails and linkages surrounding and within the subject site (Policy 3.3).

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c. The requested zoning and the accompanying site development plan provide for sensitive site planning adjacent to the Calabacillas Arroyo (Policy 3.5).

12. The request supports the policies of the Facility Plan for Arroyos (FPA) because the requested SU-1 zone requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support FPA Sections B. General Policies, Policy 5, F. Design Guidelines for Development Adjacent to Major Open Space Arroyos and Major Open Space Links, Policy 3:

    a. The requested zoning and the accompanying site development plan proposes uses adjacent to the Calabacillas Arroyo trail that can be a destination for people using the trails (Policy B.5).

    b. The requested zoning and the accompanying site development plan will provide landscaping adjacent to the arroyo (Policy F.3).

    c. The requested zoning and the accompanying site development plan allow for support of topsoil preservation and reseeding (Policy C.4), provision of an earth berm for parking areas adjacent to the arroyo and access to the Calabacillas Arroyo trail (Policy F.1.).

13. The request supports the policies in the Coors Corridor Sector Development Plan (CCSDP), in that the SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Issue 4, Visual Impressions and Urban Design Overlay Zone, B. Site Planning and Architecture, Policies 2, 3, and 9.

14. The request supports the policies for the Seven Bar Ranch Sector Development Plan (SBRSDP) in that SU-1 zone requested for approval by the City Council requires site development plan review by the EPC. The proposed design of the subject site, with modifications as recommended by staff, will support Appendix 6, Architectural Design Guidelines, in the SBRSDP.

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15. The applicant has submitted a valid justification for the zone change as per the criteria and policies of R-270-1980:

a. Section A: The request incorporates all elements of approved plans and policies and is therefore consistent with the health, safety, and general welfare of the city;

b. Section B: The current SU-1 for Auto Park zoning is an anomaly in that an auto park is a permissive use in the C-2 zone, and that the specific use characteristic of the existing zoning is a limitation on development of the site;

c. Section C: The request does not significantly conflict with applicable policies of the Comprehensive Plan, West Side Strategic Plan, Facility Plan for Arroyos, Coors Corridor Sector Development Plan, or the Seven Bar Ranch Sector Development Plan;

d. Section D: The existing, single-use SU-1 zone is counterproductive for infill development in a designated Activity Center. The applicant has demonstrated that the new, proposed SU-1 for C-2 Permissive Uses zoning will be more advantageous to the community as articulated by the citation and demonstration of compliance with a preponderance of Master Plan Goals and policies. The proposed zoning is more advantageous to the community as articulated by the Comprehensive Plan, West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan;

e. Section E: The request for SU-1 for C-2 Permissive Uses, as modified by staff, limits application of only C-2 permissive uses under a site development plan, and that the applicant is willing to further restrict proposed C-2 uses where it can be demonstrated that any permissive C-2 use is harmful to the area;

f. Section F: The proposed development requires no capital expenditures on the part of the City. The applicant will be required to provide improvements for key intersections and vehicular access points throughout the area;

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g. Section G: The applicant makes no arguments for economic considerations regarding the request;

h. Section H: The subject site is already zoned for a commercial use, albeit a very limited use of auto sales;

i. Section I: The request for SU-1 zoning is a spot zone that is justified because the applicant has demonstrated realization of the Comprehensive Plan, West Side Strategic Plan, Seven Bar Ranch Sector Development Plan, the Facility Plan for Arroyos and the Coors Corridor Sector Development Plan;

j. Section J: The request is for SU-1 zoning and does not contribute to the creation of "strip zoning."

16. The applicant has held two meetings with the Paradise Hills Neighborhood Association regarding this request. The neighborhood association has no objections to this request, and there is no known opposition to this request.

Section 3. 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.

Section 4. EFFECTIVE DATE AND PUBLICATION. This resolution shall take effect five days after publication by title and general summary.

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PASSED AND ADOPTED THIS 19th DAY OF March, 2007
BY A VOTE OF: 9 FOR 0 AGAINST.

Debbie O'Malley, President
City Council

APPROVED THIS 30th DAY OF March, 2007

Bill No. R-07-184

Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
SIXTEENTH COUNCIL

COUNCIL BILL NO. R-05-351 ENACTMENT NO. R-2005-154

SPONSORED BY: Michael Cadigan, by request

RESOLUTION

AMENDING THE LAND USE MAP OF THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN, EXHIBIT 3, TRACT MM, 05EPC 00354 AND AMENDING THE CITY'S OFFICIAL ZONE MAP FOR TRACT H, SEVEN BAR RANCH, 05EPC 00353, FROM SU-1/C-2, IP & BUMPER BOATS TO SU-1/PRD FOR 14 ACRES AND SU-1/C-2 & IP FOR 2 ACRES.

WHEREAS, the subject site is located on Seven Bar Loop Road NW between Cottonwood Drive and Coors Boulevard and contains approximately 16 acres; and

WHEREAS, the Zone Map Amendment is tied to the Sector Plan Amendment; and

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City of Albuquerque adopted the Seven Bar Ranch Sector Development Plan in 1985 through Council Resolution R-309, Enactment Number 74-1985; and

WHEREAS, the Seven Bar Ranch Sector Plan represents an intensification of commercial and residential land uses to help minimize automobile travel and to encourage a heterogeneous community appealing to a broad spectrum of desires, eventually leading to a relatively self-sufficient "community within a community"; and

WHEREAS, on May 19, 2005, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the Seven Bar Ranch Sector

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Development Plan and a Zone Map Amendment to change the zoning designation on the subject site from SU-1/C-2, IP & Bumper Boats to SU-1/PRD for 14 acres and SU-1/C-2 & IP for 2 acres; and

WHEREAS, the Environmental Planning Commission found that the above Sector Development Plan Amendment and Zone Map Amendment will further the applicable goals and policies of the Comprehensive Plan, the West Side Strategic Plan, the Coors Corridor Plan, and the Seven Bar Ranch Sector Development Plan; and

WHEREAS, the Environmental Planning Commission found that the above Sector Plan and Zone Map Amendments are consistent with the provisions of Resolution 270-1980.

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

SECTION 1. THE SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN IS HEREBY AMENDED. The Sector Development Plan Land Use Map, Exhibit 3 is amended to reflect a change of zoning on Tract mm from SU-1/C-2, IP and Bumper Boats to SU-1/PRD on 14 acres and to SU-1/C-2 & IP on two acres.

SECTION 2. FINDINGS ACCEPTED. The following findings for the Sector Development Plan amendment are hereby adopted by the City Council and subject to Section 5 herein:

1. This is a request to amend the Land Use Map of the Seven Bar Ranch Sector Development Plan, Exhibit 3, dated 1994, for a 16-acre portion of Tract "mm" from SU-1/C-2 & IP to SU-1/PRD (14 acres) and SU-1/C-2 & IP (2 acres), located north of Cottonwood Mall between Coors Blvd. and Cottonwood Drive NW.
2. The existing zoning, SU-1 for C-2 and IP, allows dwelling units as a permissive use, but limits it to a total of eight acres (City Council Enactment No. 27-1986).
3. The subject request is associated with a request for a Zone Map Amendment from SU-1/C-2 & IP & Bumper Boats to SU-1/PRD and SU-1/C-2 & IP and a request for approval of a site plan for subdivision for the same 16-acre parcel. The applicant proposes development of approximately 434 multi-family dwelling units on the site. The applicant requests that the

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codification and the issuance of a zoning certificate be contingent on final sign off of the site development plan for subdivision by the Development Review Board (DRB). The Zoning Code allows a delay of the issuance of a zoning certificate for six months after City approval of zoning. The Planning Director may extend this time limit up to an additional six months at the request of the applicant.

4. The subject site is within a designated Major Activity Center and is located in the area designated "Established Urban" per the *Comprehensive Plan.* The request for SU-1/PRD zoning furthers the general goal for Established Urban Areas to encourage quality urban development that offers variety and maximum choice in housing, transportation, work areas, and life styles. In particular, the request is consistent with *Policy 5h* because the zone will allow higher density housing in a designated Activity Center that has excellent access to the major street network. The request for SU-1/PRD zoning will further the goal for Activity Centers to create mixed-use developments that promote transit and pedestrian access both to and within the Activity Center. The request will allow multi-unit housing with net densities above 30 dwelling units per acre within a designated Major Activity Center *(Policies b and i, Section II.B.7, Activity Centers)*.
5. The subject request to allow higher density housing may exacerbate overcrowding at Cibola High School based on comments from APS, thereby not respecting existing neighborhood values or resources of social concern; however, the applicant has provided evidence that the addition of students to Cibola High School will be minimal (*Comprehensive Plan, Established Urban Area, Policy d*).
6. The subject request will allow new growth to be accommodated through development in an area where vacant land is contiguous to existing urban facilities and services, (*Comprehensive Plan, Established Urban Area, Policy e*).
7. The subject request will allow for an intense use in an Activity Center located away from the nearest low-density residential development and buffered from those residential uses by existing commercial development (*Comprehensive Plan, Activity Centers, Policy f*).

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8. The subject site is within the West Side Regional Center (Cottonwood Mall area) as designated per the *West Side Strategic Plan* (WSSP). This Regional Center is intended to include the largest commercial and highest density development of anywhere on the West Side *(Policy 3.1, WSSP).* The request for SU-1/PRD zoning, pursuant to the R-3 zoning standards of the Zoning Code, will allow high-density, multifamily development that is appropriate in or near the Regional Center to encourage multi-modal transportation systems (*Policies 3.2 and 3.3, WSSP*).
9. The applicant has indicated that approximately 30%- 40% of the units in this proposal will be one-bedroom units, 60% will be two-bedroom units and there will be no three-bedroom units. The applicant forecasts a maximum of approximately 75 school-age children would be generated by the complex at any given time. An apartment complex of this type is expected to generate fewer school-age children than apartment complexes that have a mix of units that include three or more bedrooms. The proposed development would create the potential for approximately 13 more school-age children than could occur with the existing zoning (WSSP Policy 2.5).
10. The subject site is located within the *Seven Bar Ranch Sector Development Plan* (Plan) with a goal to create a self-sufficient "community within a community." When the Plan was proposed in 1985, the subject site was designated SU-1/R-3 to provide high-density condominiums and apartments in order to achieve this goal. The site was rezoned to SU-1/C-2 & IP by the City Council when they adopted the Plan. Reintroduction of SU-1/PRD zoning on the subject site, pursuant to the R-3 zoning standards of the Zoning Code, will further the original intent and purpose of the Plan to create a self-sufficient, mixed-use community that will help minimize automobile travel and encourage development of a heterogeneous community *(Goal 1, page 6).*
11. The applicant has adequately justified the request for Sector Plan Amendment pursuant to Resolution 270-1980 as follows:
    - The proposed zone change will contribute to the health, safety and general welfare of the City by facilitating development of a mixed

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income housing development on the City's West Side that will offer variety and choice in housing, transportation, and life styles, which is the primary goal for Established Urban Areas in the Comprehensive Plan. *(Section A)*

- The proposed zone change will not destabilize surrounding land use and zoning since the proposed zoning is consistent with applicable goals and policies of the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. *(Section B)*
- The proposed zone change is not in significant conflict with adopted elements of the Comprehensive Plan, the West Side Strategic Plan or the Seven Bar Ranch Sector Development Plan and will further the preponderance of goals and policies of all three Plans to provide high-density housing in designated activity centers to help minimize automobile travel and encourage development of a heterogeneous community. *(Section C)*
- The proposed zone change is more advantageous to the community as articulated in the analysis for each ranked plan above. *(Section D(3)*
- The proposed SU-1/PRD zone will not be harmful to adjacent property, the neighborhood or the community per *Section E* because this zone requires EPC approval of a site development plan with specific design requirements to ensure compatible design with adjacent properties; but, the proposed use may create additional stress on already overcrowded High school in the community, however, a new high school is proposed in the area for 2007.
- The proposed change does not require any major or unprogrammed capital expenditures by the City (*Section F*).
- The cost of land or other economic considerations pertaining to the applicant is not a determining factor for the proposed change (*Section G*).
- The site's location on a collector or major street is not in itself the only justification for the proposed apartment zoning (*Section H*).
- The proposed SU-1/PRD zoning is considered a "spot" zone because it is different from surrounding zoning. However, this spot zone is

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justified because it will facilitate development of a mixed-use Activity Center as recommended in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Plan *(Section I(1).*

12. A preliminary Air Quality Impact Analysis (AQIA) is required for this sector development plan amendment per Zoning Code Section 14-16-3-14. A preliminary AQIA was submitted to the Environmental Health Department on May 6, 2005.

13. Notification has been provided as per City Ordinance. No public comments have been received regarding this request. There is no known neighborhood or other opposition to this request.

SECTION 3. THE OFFICIAL ZONE MAP IS HEREBY AMENDED. The Zone Map is amended to reflect a change of zoning on Tract H, Seven Bar Ranch from SU-1/C-2, IP and Bumper Boats to SU-1/PRD on 14 acres and to SU-1/C-2 & IP on two acres.

SECTION 4. FINDINGS ACCEPTED. The following findings for the Zone Map Amendment are hereby adopted by the City Council and subject to Section 5 herein:

1. This is a request for a Zone Map Amendment from SU-1/C-2 & IP and Bumper Boats to SU-1/ PRD and SU-1/C-2 & IP for approximately 16 acres located north of Cottonwood Mall between Coors Blvd. and Cottonwood Drive NW.
2. The existing zoning, SU-1 for C-2 and IP, allows dwelling units as a permissive use, but limits it to a total of eight acres (City Council Enactment No. 27-1986). An application for SU-1 zoning requires a plan that includes, at a minimum, all of the elements of a site plan for subdivision, which the applicant has provided.
3. The applicant requests that the codification and the issuance of a zoning certificate be contingent on final sign off of the site plan for subdivision by the Development Review Board (DRB). The Zoning Code allows a delay of the issuance of a zoning certificate for six months after City approval of zoning. The Planning Director may extend this time limit up to an additional six months at the request of the applicant.

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4. The subject site is within a designated Major Activity Center and is located in the area designated "Established Urban" per the *Comprehensive Plan.* The request for SU-1/PRD zoning furthers the general goal for Established Urban Areas to encourage quality urban development that offers variety and maximum choice in housing, transportation, work areas, and life styles. In particular, the request is consistent with *Policy 5h* because the zone will allow higher density housing in a designated Activity Center that has excellent access to the major street network. The request for SU-1/PRD zoning will further the goal for Activity Centers to create mixed-use developments that promote transit and pedestrian access both to and within the Activity Center. The request will allow multi-unit housing with net densities above 30 dwelling units per acre within a designated Major Activity Center *(Policies b and i, Section II.B.7, Activity Centers)*.
5. The subject request to allow higher density housing may exacerbate overcrowding at Cibola High School based on comments from APS, thereby not respecting existing neighborhood values or resources of social concern; however, the applicant has provided evidence that the addition of students to Cibola High School will be minimal (*Comprehensive Plan, Established Urban Area, Policy d*).
6. The subject request will allow new growth to be accommodated through development in an area where vacant land is contiguous to existing urban facilities and services (*Comprehensive Plan, Established Urban Area, Policy e*).
7. The subject request will allow for an intense use in an Activity Center located away from the nearest low-density residential development and buffered from those residential uses by existing commercial development (*Comprehensive Plan, Activity Centers, Policy f*).
8. The subject site is within the West Side Regional Center (Cottonwood Mall area) as designated per the *West Side Strategic Plan* (WSSP). This Regional Center is intended to include the largest commercial and highest density development of anywhere on the West Side *(Policy 3.1, WSSP).* The request for SU-1/PRD zoning, pursuant to the R-3 zoning standards of the Zoning Code, will allow high-density, multifamily development that is

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appropriate in or near the Regional Center to encourage multi-modal transportation systems (*Policies 3.2 and 3.3, WSSP*).

9. The applicant has indicated that approximately 30% - 40% of the units in this proposal will be one-bedroom units, 60% will be two-bedroom units and there will be no three-bedroom units. The applicant forecasts a maximum of approximately 75 school-age children would be generated by the complex at any given time. An apartment complex of this type is expected to generate fewer school-age children than apartment complexes that have a mix of units that include three or more bedrooms. The proposed development would create the potential for approximately 13 more school-age children than could occur with the existing zoning (WSSP Policy 2.5).

10. The subject site is located within the *Seven Bar Ranch Sector Development Plan* (Plan) with a goal to create a self-sufficient "community within a community." When the Plan was proposed in 1985, the subject site was designated SU-1/R-3 to provide high-density condominiums and apartments in order to achieve this goal. The site was rezoned to SU-1/C-2 & IP by the City Council when they adopted the Plan. Reintroduction of SU-1/PRD zoning on the subject site, pursuant to the R-3 zoning standards of the Zoning Code, will further the original intent and purpose of the Plan to create a self-sufficient, mixed-use community that will help minimize automobile travel and encourage development of a heterogeneous community *(Goal 1, page 6).*

11. The applicant has adequately justified the request for Zone Map Amendment pursuant to Resolution 270-1980 as follows:

- The proposed zone change will contribute to the health, safety and general welfare of the City by facilitating development of a mixed income housing development on the City's West Side that will offer variety and choice in housing, transportation, and life styles, which is the primary goal for Established Urban Areas in the Comprehensive Plan. *(Policy A)*
- The proposed zone change will not destabilize surrounding land use and zoning since the proposed zoning is consistent with applicable

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goals and policies of the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. *(Policy B)*

- The proposed zone change is not in significant conflict with adopted elements of the Comprehensive Plan, the West Side Strategic Plan or the Seven Bar Ranch Sector Development Plan and will further the preponderance of goals and policies of all three Plans to provide high-density housing in designated activity centers to help minimize automobile travel and encourage development of a heterogeneous community. *(Policy C)*
- The proposed zone change is more advantageous to the community as articulated in the analysis for each ranked plan above. *(Policy D)*
- The proposed SU-1/PRD zone will not be harmful to adjacent property, the neighborhood or the community per *Policy E* because this zone requires EPC approval of a site development plan with specific design requirements to ensure compatible design with adjacent properties; but, the proposed use may create additional stress on already overcrowded High school in the community, however, a new high school is proposed in the area for 2007.
- The proposed change does not require any major or unprogrammed capital expenditures by the City (*Section F*).
- The cost of land or other economic considerations pertaining to the applicant is not a determining factor for the proposed change (*Section G*).
- The site's location on a collector or major street is not in itself the only justification for the proposed apartment zoning (*Section H*).
- The proposed SU-1/PRD zoning is considered a "spot" zone because it is different from surrounding zoning. However, this spot zone is justified because it will facilitate development of a mixed-use Activity Center as recommended in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Plan *(Section I(1).*

12. Notification has been provided as per City Ordinance. No public comments have been received regarding this request. There is no known neighborhood or other opposition to this request.

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SECTION 5. For 20 years from the date the first rent-paying occupant takes possession of a rental unit at the site, the following restrictions shall apply to the six-acre "Tract 1" as shown on the Site Development Plan for Subdivision submitted to the City by the Applicant in 05EPC-00352 (and depicted on page 77 of the Council record):

(a) Each of the occupied Units of the six-acre "Tract 1" shall be occupied by at least one person who is 55 years of age or older;

(b) No occupant of any occupied Unit shall be under the age of 19 years except as provided below;

(c) Applicant shall publish and adhere to policies and procedures that demonstrate Applicant's intent to operate the six-acre tract as housing for persons 55 years old or older;

(d) Applicant shall comply with rules and regulations issued by the United States Department of Housing and Urban Development for verification of occupancy and ages of occupants through reliable and regular surveys and affidavits;

(e) Occupants of the Units are permitted to have temporary occupants under the age of 19 years for no more than a cumulative total of 90 days out of any 12-month period;

(f) The Applicant shall establish and enforce occupancy requirements and restrictions consistent with this Section; and

(g) Within 30 days following a written request from the City, the Applicant shall provide to the City written confirmation of compliance with the foregoing.

SECTION 6. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect ninety days after publication by title and general summary.

SECTION 7. 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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PASSED AND ADOPTED THIS 19th DAY OF September, 2005
BY A VOTE OF: 7 FOR 1 AGAINST.

No: Griego

Excused: O'Malley

Brad Winter

Brad Winter, President
City Council

APPROVED THIS 28th DAY OF September 2005

Bill No. R-05-351

Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
SIXTH COUNCIL

COUNCIL BILL NO. R-309 ENACTMENT NO. 74-1985

SPONSORED BY: Patrick J. Baca

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RESOLUTION

ADOPTING THE SEVEN BAR NEIGHBORHOOD SECTOR DEVELOPMENT PLAN.

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt plans for physical development within the planning and platting jurisdiction of the City as authorized by New Mexico Statutes and by the City Charter as allowed under home rule provisions of the Constitution of New Mexico; and

WHEREAS, the Council recognizes the need for Sector Development Plans to guide City, County, and other agencies and individuals to ensure orderly development and effective utilization of resources; and

WHEREAS, the Seven Bar Plan area as shown on the attached maps (exhibit 3) and described in the attached text is under multiple ownership and needs a plan to assure coherent development; and

WHEREAS, through the adoption of the Seven Bar Neighborhood Sector Development Plan, the conditions imposed by Council Enactment 67-1981 are hereby fulfilled; and

WHEREAS, the proposed Seven Bar Neighborhood Sector Development Plan is a result of changes in the location of the proposed regional shopping center; and

WHEREAS, the proposed Seven Bar Neighborhood Sector Development Plan represents an intensification from the original plan of commercial and residential land uses; and

WHEREAS, the proposed Seven Bar Neighborhood Sector Development Plan has been expanded to include an additional approximately 322 acres, which lands are not owned by Seven Bar Land and Cattle Company; and

WHEREAS, according to the Far Northwest Activity Center Travel Demand Study, the regional transportation network for this area is projected to fail, this failure is not solely the result of the proposed Seven Bar Neighborhood Sector Development Plan; and

WHEREAS, the issues related to the projected transportation network failure are the result of many individual decisions, many of which were not within the jurisdiction nor supported by the City of Albuquerque; and

WHEREAS, the identified regional transportation issues cannot be resolved through the single action of the proposed Seven Bar Neighborhood Sector Development Plan and requires a cooperative effort involving several jurisdictions at the design level; and

WHEREAS, aside from the overall transportation issues, ingress and egress to Bosque del Acres Subdivision is of serious and immediate concern and design alternatives should be incorporated into the design phase of the Corrales crossing; and

WHEREAS, the amendment to the Northwest Mesa Area Plan and the proposed Seven Bar Neighborhood Sector Development Plan raise issue with the Comprehensive Plan and development of the west side (including Rio Rancho and Corrales), which are significant with regard to proposed land uses, road networks and urban form, and which may be appropriately addressed as an Urban Center; and

WHEREAS, the Environmental Planning Commission in its advisory role on all matters related to planning, zoning, and environmental protection has recommended approval of the Seven Bar Neighborhood Sector Development Plan at a public hearing on October 18, 1984.

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

Section 1. The Seven Bar Neighborhood Sector Development Plan, attached hereto, is hereby adopted as a Rank III Plan, consistent with and leading to the implementation of the Northwest Mesa Area Plan, as amended.

Section 2. All development activities within the plan area,

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including those of the public and private sector, shall be guided by the Seven Bar Neighborhood Sector Development Plan.

Section 3. The zoning as shown in Exhibit 3 in the attached Seven Bar Neighborhood Sector Development Plan, is hereby adopted as a constituent part of the City Zoning Code for properties within the City of Albuquerque at the time of adoption of the Seven Bar Neighborhood Sector Development Plan and will serve as a guide for zoning and development within the plan area for those areas outside the municipal limits.

PASSED AND ADOPTED THIS 1st DAY OF APRIL, 1985.

BY A VOTE OF 9 FOR AND 0 AGAINST.

Thomas W. Hoover, President
City Council

APPROVED THIS 3rd DAY OF May, 1985.

Harry E. Kinney, Mayor
City of Albuquerque

ATTEST:

City Clerk

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/mt

INTRODUCTION

A Sector Development Plan is defined in the Development Process Manual[1] of the City of Albuquerque as:

> "A plan . . . which covers a large area satisfactory to the Planning Commission and specifies standards for the area's and sub-area's character, allowed uses, structure height and dwelling units per acre; the plan may specify lot coverage, floor-area-ratio, major landscaping features, building massing, flood water management, parking, signs, provisions for transportation, and other such features. Such plan constitutes a detailed part of the master plan and must be essentially consistent with the more general elements of the master plan: The Albuquerque/Bernalillo County Comprehensive Plan."

In summary, a Sector Development Plan is a statement of proposed land uses and improvements for use by both local governing agencies and landowners in the control and direction of future physical development.

The plan contained herein is a revision of the original Seven-Bar Ranch Sector Development Plan[2] submitted by Seven-Bar Land & Cattle Company in September 1981, as it was revised according to Design Review Board (DRB) comments, and approved by the DRB in December, 1982. The term "original" or "existing" Sector Development Plan refers to the 1982 document.

This plan also provides land use guidance for approximately 330 acres outside the ownership and control of Seven-Bar Land & Cattle Company. This property was included in this plan at the request of the City of Albuquerque, and the planning of this area was done by the Planning Division of the City.

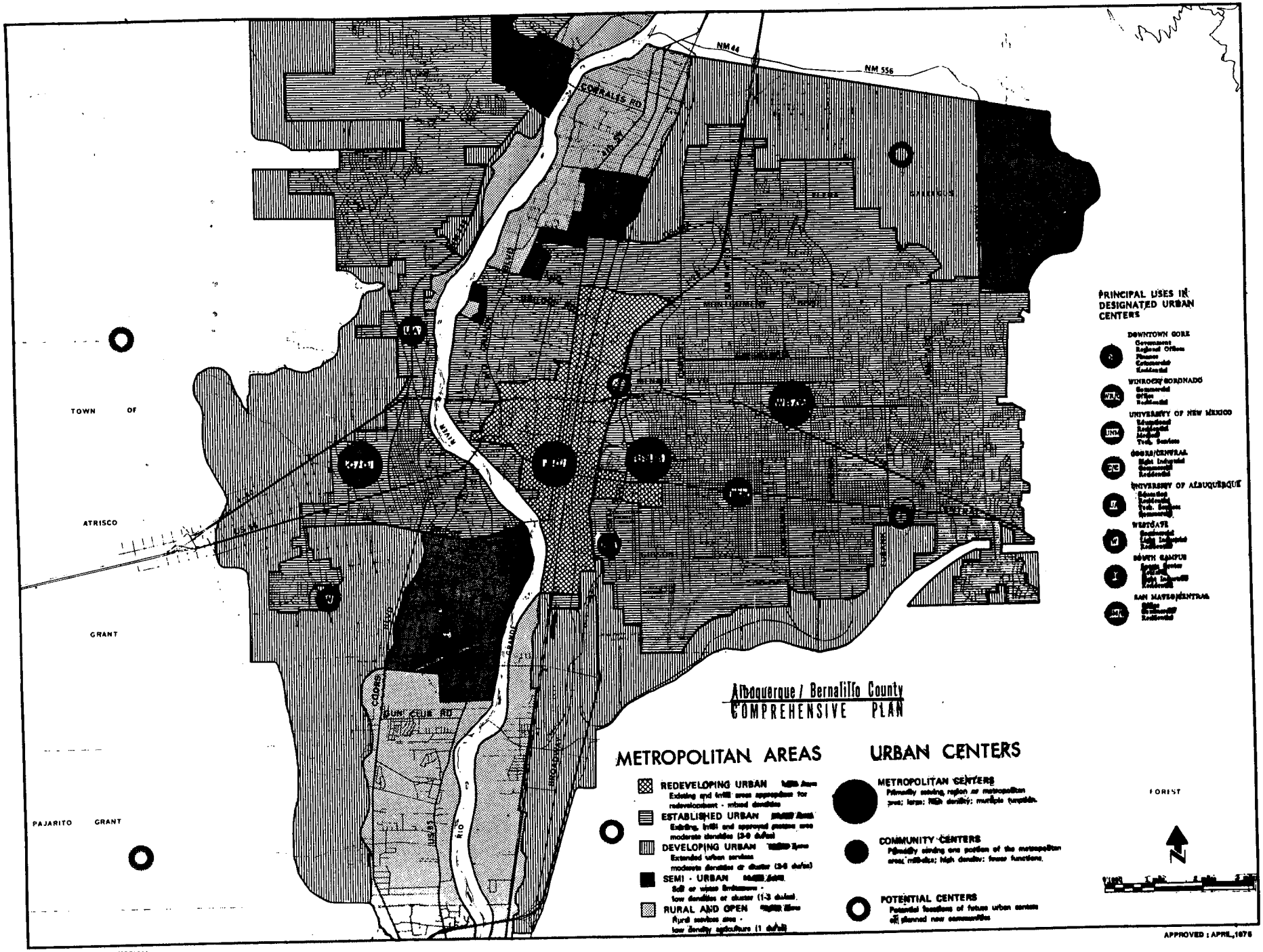


EXHIBIT 1

APPROVED : APRIL, 1975

REPRODUCED BY PERMISSION

The changes reflected in this plan result primarily from the relocation of the Regional Shopping Center from the northwest corner of the Coors-Corrales intersection to a site generally occupied by the Seven-Bar Airport. This relocation was accomplished by the annexation and simultaneous zoning of the new site (Council Ordinance #11-1984) and resulted in the following critical changes in the plan:

1. Rezoning of the old regional shopping center site for 44.9 gross acres of Planned Residential Development and 21.0 gross acres of SU-1 for IP Uses. An existing 12 acre Community Commercial site is retained.
2. An increase from 50 acres to 85 acres in the size of the regional shopping center on its new site.
3. Realignment of the Coors Road/State Road 528 Bypass.
4. Location of High Density Residential uses east of the Bypass Road, separate from other, lower intensity residential areas in the plan.
5. Provision for secondary access to Corrales through the old shopping center site.
6. Change in the classification and alignment of Ellison Drive east of the Bypass Road to serve the new regional shopping center.

Additional factors reflected in this revised Sector Plan include:

1. Construction of a hospital site adjacent to, but outside, the Plan Area at the intersection of Ellison Drive and Golf Course Road.
2. Approval of a second regional shopping center site at the intersection of Paradise Boulevard and Coors, predicating a need for a major arterial (Eagle Ranch Road) connecting the two regional center sites.
3. A change in market conditions (i.e., from single-family detached to attached and apartment dwellings)resulting in an increase in the intensity and total number of units of residential development within the Plan Area.
4. Development of Double Eagle II Airport, allowing Seven-Bar Airport to be phased out of operation sooner than expected.
5. The development and expansion of the Intel Manufacturing facility in Rio Rancho.

This revision of the Sector Plan is accompanied by simultaneous minor amendments to the Northwest Mesa Area Plan.[3] Those amendments include:

1. The development of the Double Eagle II General Aviation Airport allows the Seven-Bar Airport to be phased out sooner than the five years provided in the Area Plan. A portion of the airport site has already been rezoned for a regional shopping center.
2. The regional center node previously located at the Coors Road/Highway 528 intersection has been relocated at the northwest corner of the intersection of Coors Road and intersection has been relocated at the northwest corner of the intersection of Coors Road and the proposed Coors Road Bypass. The size of this center has been increased from 50 acres to 85 acres. This results in an increase in the total number of acres designated for commercial land use in the Area Plan.

LOCATION AND SETTING

The Seven-Bar Ranch encompasses approximately 1,070 acres of rangeland combining rolling hills and level areas, criss-crossed by roads, drainage channels, and utility easements. It is accessed from the south by Coors Boulevard, from the west by McMahon Boulevard; from the north by State Road 528 and Corrales Road; and from the east by Alameda Road and the Corrales crossing of the Rio Grande. Current development consists of Cibola High School, the Seven-Bar General Aviation Airport; several office buildings on the northern perimeter; an 80 acre single-family subdivision; and a cluster of commercial development at the intersection of Coors Boulevard and Corrales Road. Adjacent areas of development at the boundaries of the Plan Area are the Incorporated City of Rio Rancho; the Incorporated Village of Corrales; Eagle Ranch, and the Paradise Hills Special Zoning District. An unincorporated area between Coors Road and the Rio Grande River and certain out-parcels west of Coors Boulevard totalling approximately 330 acres are included in the Sector Plan area but are not controlled by Seven-Bar Land & Cattle Company.

The Sector Plan area is the northwestern hub of the transportation network for the northwest mesa and should consequently serve as an area of relatively intense land use providing services to the less intense development areas which surround it. It also provides an opportunity for development of relatively intense residential densities, supporting the proposed average densities of the Established Urban Area, and Comprehensive Policy Plan[4] goals for conservation of land, energy, and the airshed.

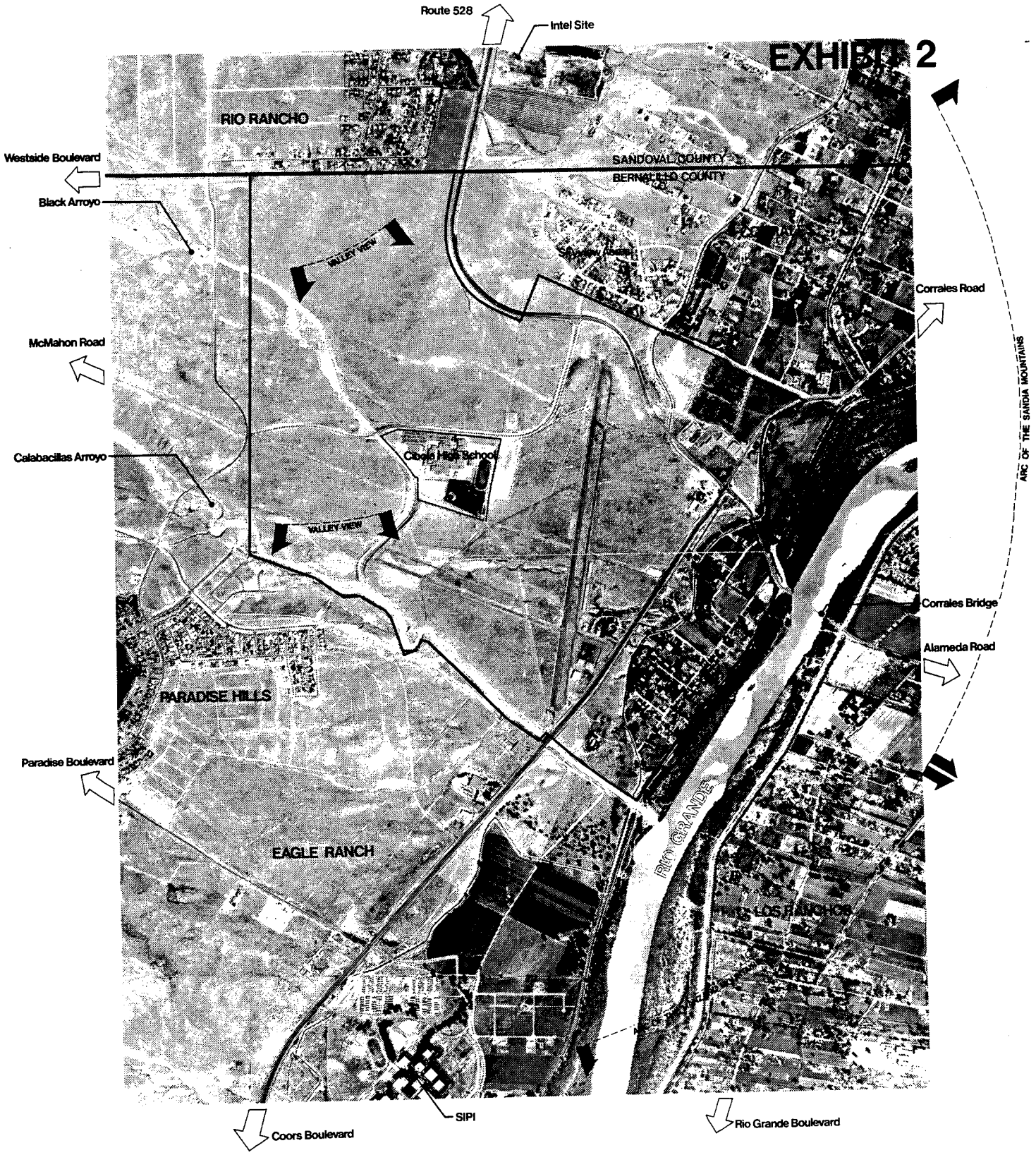
PLANNING POLICIES AND GOALS

The Northwest Mesa Area Plan contains goals and objectives for development which have been identified as essential to the proper implementation of the City's Comprehensive Plan. The efforts resulting in this Sector Plan maintained coordination with the City staff to ensure the formulation of a Plan consistent with these two major city policy documents. The following is a summary of key goals and their counterparts in the Seven-Bar Sector Plan.

The Albuquerque/Bernalillo County Comprehensive Plan designates the area of the plan as Established Urban. The goal of the Comprehensive Plan in such an area is "to preserve the unique natural features of the Metropolitan area by achieving a pattern of development and open space respecting the river lands, mesas, mountains, volcanos and arroyos."

The Northwest Mesa Area Plan specifically guides developers in reaching this objective for sites on the West Mesa. Under the "Land Use" heading, the Northwest Mesa Plan identifies key goals set forth in the Comprehensive Plan which the Sector Plan seeks to implement:

A2: "The goal is a quality urban environment which perpetuates the tradition of identifiable individualistic communities within the metropolitan area and offers variety and maximum choice in housing, work areas, and life styles, while creating visually pleasing architecture, landscaping, and vistas to enhance the appearance of the community."



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SITE VICINITY

SEVEN-BAR RANCH SECTOR DEVELOPMENT PLAN

April 1, 1985 Revision

A4: "The goal is to enhance recreational opportunities and provide visual relief to urbanization by setting aside accessible and usable open spaces with the neighborhood."

A5: "The goal is to minimize transportation requirements through efficient placement of employment and services convenient to people, and to provide a balanced circulation system through encouragement of bicycling, walking, and use of mass transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."

B1: "The goal is the improvement of air quality in order to attain and maintain local and national ambient air quality standards.
a. Automobile travel shall be reduced and travel by transit, bicycle, and walking encouraged as travel alternatives."

In compliance with these goals the Seven-Bar Ranch Sector Development Plan proposes:

1. The location of major commercial, institutional and employment centers in immediate proximity to a wide diversity of housing densities and types. This should help minimize automobile travel, encourage a heterogeneous community appealing to a broad spectrum of desires, and hence, should lead to a relatively self-sufficient "community within a community."
2. The provision of strategically placed parks, open spaces, and landscaped roadway "buffers" to create a unified visual image as well as a highly landscaped "streetscape" image. Major usable park facilities are placed with regard to their proximate residential areas.
3. The placement, alignment and separation of vehicular circulation systems, biking/pedestrian trail systems, and open space/park systems to allow for encouragement of non-vehicular travel, while at the same time providing for adequate vehicular arteries which will efficiently carry anticipated traffic loads generated within the Plan Area in accordance with guidelines set forth by the Long Range Major Street Plan of the Comprehensive Plan.

Policies:

The following policies, (from the Policies Plan[5] of the Comprehensive Plan adopted April 1975 by the City of Albuquerque) are considered applicable to this development:

1a. The mesas offer the best sites for urban development. Development which is harmonious with natural features should be encouraged on suitable portions of the west, northeast and southeast mesas.

1g. The City and County shall create a multi-purpose network of recreational trails and open space along the arroyos and appropriate irrigation ditches. Designated arroyo flood plains shall retain their flood control functions so as to minimize the cost to public works, and allow infiltration of storm water.

4a. Park facilities within one-half mile of every home shall be the objective for existing, redeveloping and developing areas.

4d. Open space design at the neighborhood level should tie into major community open space where appropriate to create a major open space network.

4g. Pedestrian ways and bicycle paths, on separate rights-of-way where appropriate, shall be integrated into subdivision and planned unit developments to create safe and pleasant non-motorized travel conditions.

In summary, this project plan seeks to effectively meet the growing demand for jobs and housing in the area and to harmonize effectively with City policies, goals, and planning programs.

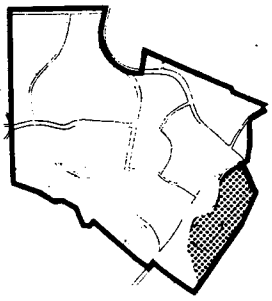
The Seven-Bar Ranch Sector Development Plan contains six major categories of development: Residential (which includes rural and open, zoned RO-1; low density, zoned R-1; medium density, zoned R-T and SU-1 for R-2 uses; and high density, zoned SU-1 for R-3 uses; as well as two Planned Residential Development areas zoned SU-1 for densities of 9 dwelling units per acre and 20 du/acre respectively); Employment/Office Uses, (zoned SU-1 for O-1 Uses or SU-1 for IP Uses); Commercial (divided into Community and Regional categories); a Town Center; and Recreational areas including public parks & open space. These land uses have been arranged to facilitate efficient communication between residential, employment and service sectors and to create a perceivable physical and aesthetic order within the plan area. [see exhibit 3] The following describes each of the categories and their relation to each other within the Plan Area. For comparative purposes, a copy of the Land-Use Plan from the original Sector Development Plan approved by the Development Review Board in December, 1982 has been included as Appendix 3.

The land use designations herein rezone property previously annexed to the City of Albuquerque and serves as a recommendation for appropriate zoning of land yet to be annexed. After the closing of the Seven-Bar Airport, Seven-Bar Land & Cattle Company will petition for annexation of all lands in their ownership within the Sector Development Plan area.

Residential

Approximately 927 gross acres (including an apportionment of parks, open space, public rights-of-way and easements) are devoted to residential uses of varying intensity. There are six residential land designations used in the Sector Plan.

RO-1 Rural Residential
143 acres

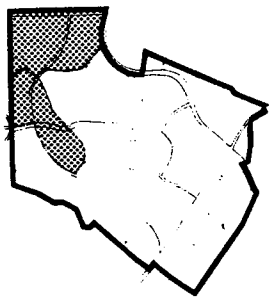


These areas are located east of Coors Boulevard, extending to the bosque area and form the eastern boundary to the Sector Plan area. These parcels are not owned or controlled by Seven-Bar Land & Cattle Company. The ownership of these parcels is diverse since the majority is the existing Bosque del Acres subdivision. This designation is intended to insure that this area retains its rural nature and remains largely unchanged by surrounding development. No Site Development Plan approval is required on these parcels. Any further development will be controlled by applicable subdivision procedures.

R-1 - Low Density Residential

295 acres

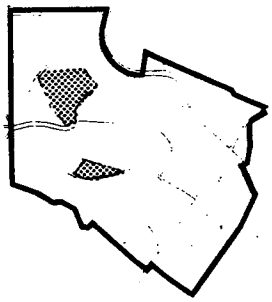
These parcels are intended for development as single-family detached and zero-lot-line dwelling units, equivalent to that allowed in the R-1 zone (minimum lot size: 6,000 square feet). It is anticipated that this acreage will be developed in the density range of two to six dwelling units per acres. The low density residential areas are located at the periphery of the planned area, removed from the central activity core and proximate to adjacent planning areas such as Rio Rancho and Paradise Hills which are also essentially low density in nature. These parcels do not require Site Development Plan approval and will be processed through appropriate subdivision procedures.



RT Medium Density Residential

88 acres

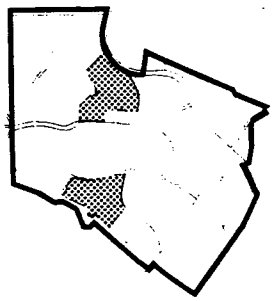
These parcels are intended for development as single-family attached townhouses and condominiums. This acreage should be developed at a minimum of seven dwelling units per acre. The maximum allowable density of these parcels shall be controlled by the regulations governing the R-T zone. These parcels do not require Site Development Plan approval and will be processed through appropriate subdivision procedures. These parcels are generally located between parcels designated R-1 and SU-1 for R-2 uses to provide a gradual transition of density, and have been given maximum access to the internal pedestrian open space system.



SU-1 for R-2 Uses - Medium Density Residential

151 acres

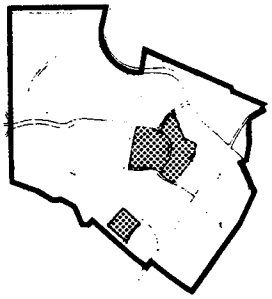
These parcels are intended for development as condominiums and low rise apartments. This acreage should be developed at a minimum density of 10 dwelling units per acre. The maximum allowable density for these parcels shall be controlled by the Floor Area Ratio (FAR) restriction in the R-2 zone. These parcels require Site Development Plan approval. These areas are arranged as a transition between commercial and employment areas and lower density residential areas. They, too, have been given maximum access to the internal pedestrian open space system.



SU-1 for R-3 Uses - High Density Residential

141 acres

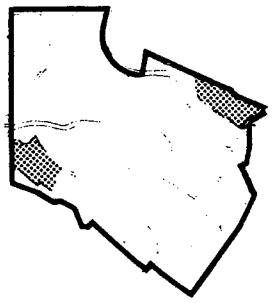
This designation provides for the development of high density condominiums and high density apartments. This acreage should be developed at a minimum of thirteen dwelling units per acre. The Floor-Area-Ratio restriction of the equivalent R-3 zone shall serve as the maximum density allowable on these parcels. These parcels require Site Development Plan approval. The high density areas are centrally located to provide easy access to commercial facilities, public services, employment areas and other urban activity centers.



Planned Residential Development Areas

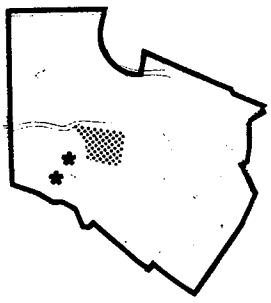
109 acres

SU-1/Planned Residential Development areas have been designated to address specific problems inherent to two specific sites. The first, in the southwest corner of the Sector Plan area, is constrained by an area of severe slopes, by the alignment of the Calabacillas Arroyo and by a combined park and school site; it is designated for a mixture of low and medium density residential uses limited to a maximum of 9 dwelling units per gross acre. The second, located at the northeastern corner of the Sector Plan area, occupies a majority of the land originally proposed for the expansion of the Regional Shopping Center, and forms a transition between the existing shopping center and the low-intensity residential uses of Baja Corrales. It has been designated for 20 dwelling units per acre. On this site there shall be a building setback requirement of 150 feet from the southerly right-of-way of Cabezon Road.



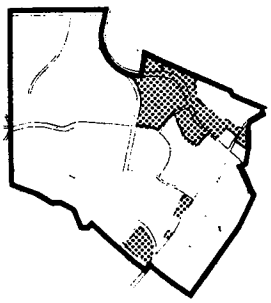
PUBLIC SCHOOLS:

As part of the Residential Development Plan, allowance has been made for a future elementary school site. Two possible sites have been identified; specific size, student population, and land requirements will be determined in coordination with the Albuquerque Public Schools system.



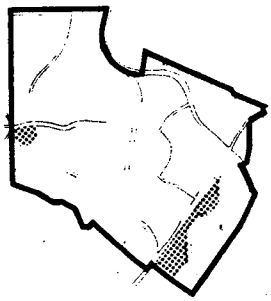
Employment/Office

SU-1 for IP Uses:
186 acres



In keeping with the general goal of the Comprehensive Plan concerning the development of relatively self-sufficient sub-areas within the municipality and more specifically in keeping with the goal of reducing energy consumption by the intermixture of residential and employment uses the Seven-Bar Ranch Sector Plan includes approximately 186 acres of property zoned SU-1 for IP Uses which would encompass a diversity of uses ranging from large single unit land consumers (such as corporate headquarters) to highly diverse small-scale complexes of light industrial office or warehousing uses. The intensity control on these uses is an average Floor-Area-Ratio of .33 for all employment/office uses, yielding approximately 2,600,000 net leasable square feet. The maximum FAR on a given site would be .5; the minimum .27. Site Development Plan approval by Environmental Planning Commission is required.

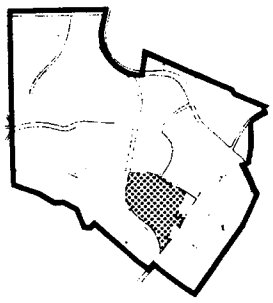
SU-1 for O-1 Uses:
48 acres



The Sector Plan includes 48 acres of property zoned SU-1 for O-1 uses. These parcels are located in two separate areas. The first is east of the existing coors Boulevard and west of the Bosque del Acres Subdivision. The second location is a 12.6 acre site at the west boundary of the Plan area and proximate to St. Joseph Hospital's recently constructed 125 bed facility. It is anticipated that the latter parcel will develop to help support the hospital site.

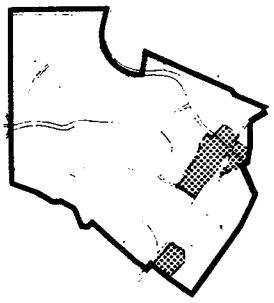
Commercial

159 acres



In response to community concerns expressed during the original Sector Plan hearings in 1981 and 1982, and also in consideration of the growing traffic congestion at the Coors and Corrales intersection, Seven-Bar Land & Cattle Company has annexed and zoned a new 85-acre Regional Shopping Center site in the southeast corner of the plan area. A 1-million square foot GLA shopping mall is proposed for this site. The existing community-level shopping center of about 12 acres will be retained; the 50 acre site originally proposed for expansion of the regional shopping center has been converted into residential and employment/office uses.

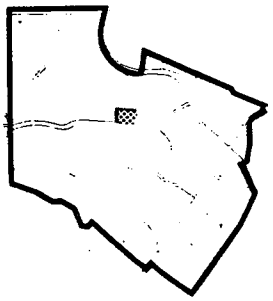
A specialty shopping center combining retail and restaurant uses (Las Tiendas) occupies a 7.5 acre site on the northeast corner of the Coors/Alameda intersection.



The plan area includes an additional 41 acres designated SU-1 for C-2 uses. These two parcels are currently zoned C-2 in the County. One is occupied by the Alameda West Shopping Center which opened in August 1984. The other is partially occupied by a variety of businesses, including Albuquerque National Bank and Wendy's. Also included in the plan area is approximately 13 acres designated SU-1 for C-1 uses. These parcels are located east of existing Coors. One is occupied by McDonalds. The other, which combines commercial and office uses is located in Tract CC_1 at the intersection of existing Coors and the Callabacillas Arroyo. The latter site also allows O-1, or a combination of C-1 and O-1 uses.

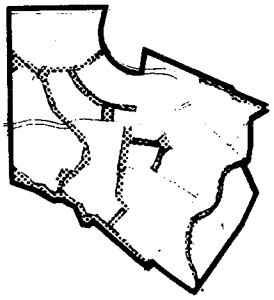
Town Center

6 acres



The Sector Plan includes a six acre site be used as a "Town Center" - an area where community activity takes place whether of a civic or commercial nature. Located at the intersection of Ellison Road and the Coors Bypass Road it is central to all activities in the planned area and highly visible, and hence will have a symbolic function, being identified as the focal point of the new community. The specific function may only become apparent after the majority of development has occurred. Typical uses might be police and fire substations, a public library, public health or arts facilities, and convenience commercial uses related to these activities, e.g. a gasoline service station, outdoor restaurants, flower shops, etc.. The convenience commercial uses shall be limited to 3 acres at a FAR of .27.

Parks and Open Space



A network of parks connected by open space trails internally links the residential areas together and provides pedestrian access to the City's regional trail system along the Calabacillas Arroyo and the Black Arroyo. It should be noted that in addition to regional project wide open space trail systems, each of the residential parcels will have its own open space facilities to serve its residents. These spaces will be defined as each parcel is platted in the future. Exhibit 3 identifies both onstreet and offstreet bikeway locations and how they tie in with offstreet facilities.

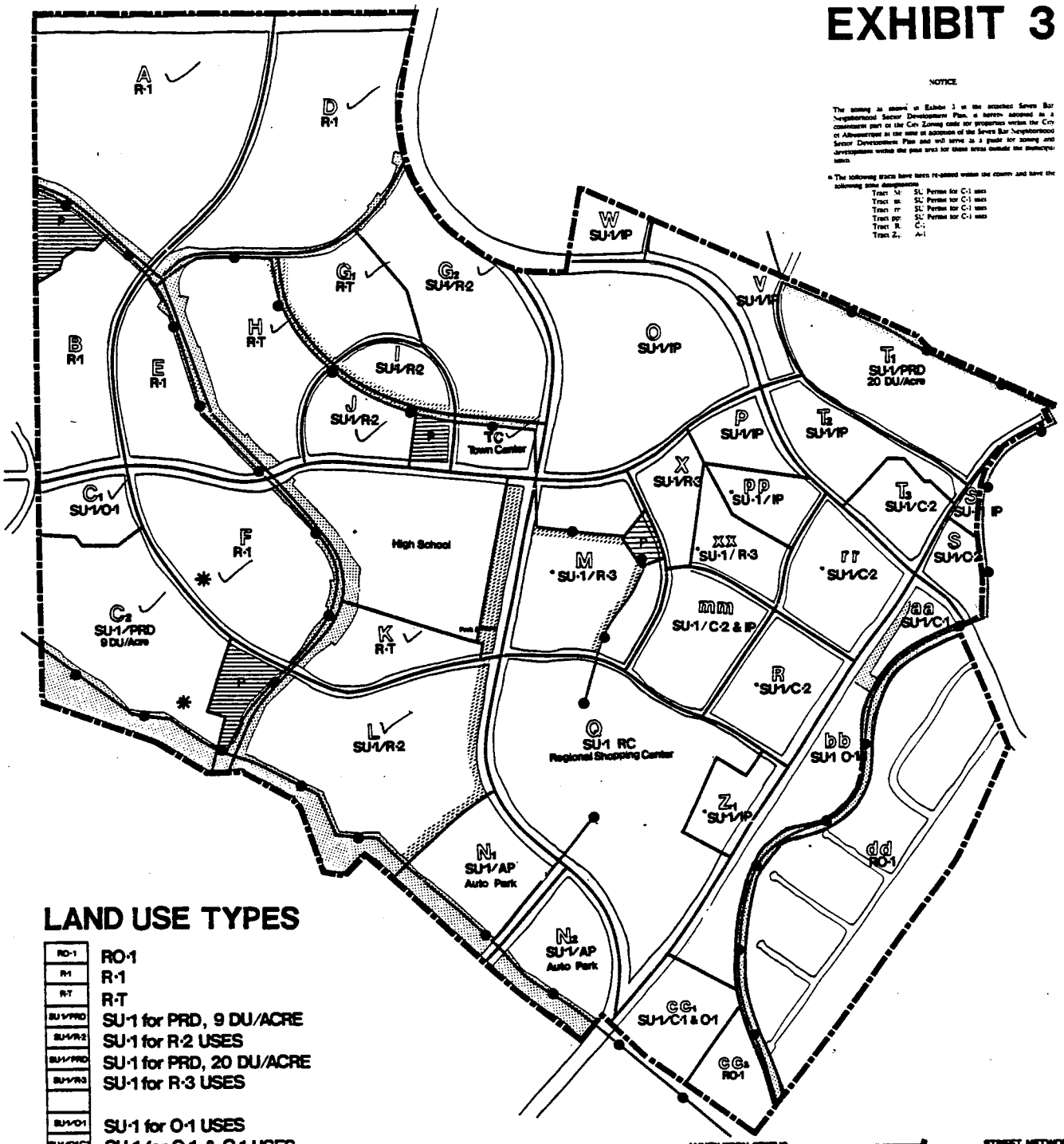
EXHIBIT 3

NOTICE

The zoning as shown in Exhibit 3 in the attached Seven Bar Neighborhood Sector Development Plan, a portion received as a consistent part of the City Zoning code for properties within the City of Albuquerque at the time of adoption of the Seven Bar Neighborhood Sector Development Plan and will serve as a guide for zoning and development within the plan area for those areas outside the municipal limits.

* The following areas have been re-zoned within the county and have the following zone designations

Tract M	SU Permits for C-1 uses
Tract ss	SU Permits for C-1 uses
Tract rr	SU Permits for C-1 uses
Tract pp	SU Permits for C-1 uses
Tract R	C-1
Tract Z1	A-1

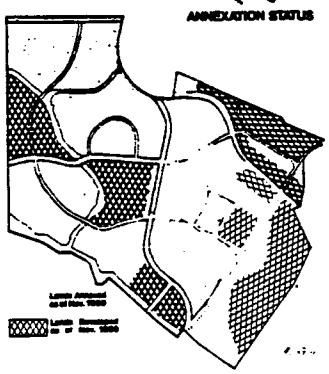


LAND USE TYPES

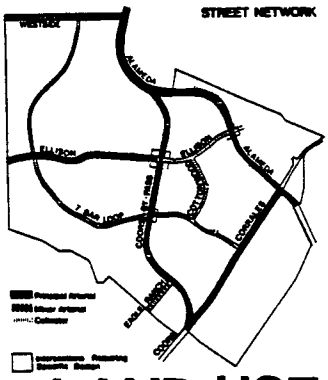
RO-1	RO-1
R-1	R-1
R-T	R-T
SU-1/PRD	SU-1 for PRD, 9 DU/ACRE
SU-1/R-2	SU-1 for R-2 USES
SU-1/PRD	SU-1 for PRD, 20 DU/ACRE
SU-1/R-3	SU-1 for R-3 USES
SU-1/O-1	SU-1 for O-1 USES
SU-1/O-1/C-1	SU-1 for O-1 & C-1 USES
SU-1/IP	SU-1 for IP USES
SU-1/AP	SU-1 for AUTO PARK
TC	SU-1 for TOWN CENTER
SU-1/C-2 IP	SU-1 for C-2 & IP (C-2 not to exceed 8 acres)
SU-1/C-1	SU-1 for C-1 USES
SU-1/C-2	SU-1 for C-2 USES
SU-1/RC	SU-1 for REGIONAL SHOPPING CENTER
	PARK
	DRAINAGE RIGHT-OF-WAY
	OPEN SPACE
*	SCHOOL POTENTIAL SITE
	BIKEWAY

0 400 800

ANNEXATION STATUS



STREET NETWORK



LAND USE

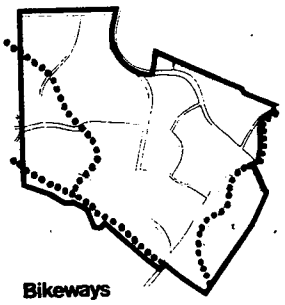
SEVEN-BAR RANCH SECTOR DEVELOPMENT PLAN

1990 Revision

Section 3-A of City Ordinance 7-1976 (Park Dedication Ordinance) specifies that: "The developer shall provide 170 square feet of park space for each house, townhouse and mobile home," and "85 square feet of park space for each apartment and multi-family dwelling." The configuration of land acreage and unit intensity proposed in this Sector Plan yields a park area requirement ranging from 12.2 to 20.1 acres. The Sector Plan proposes that the acreage required to satisfy this ordinance be dedicated at four (4) locations. The 18.2 acres shown should satisfy the requirements for the number of units actually anticipated to be built. If the total requirement for units actually built exceeds this amount, subsequent development will be subject to the "cash-in-lieu-of" land requirements of the Park Dedication Ordinance.

It is anticipated that each public park in the Sector Plan will be dedicated by the developer of the individual tract or tracts in accordance with the City's published requirements and standards. In lieu of the City constructing the parks required in each sub-area, each developer may, at its discretion, develop the parks required within their sub-area in accordance with city standards. Maintenance of a dedicated park will be performed by the City of Albuquerque.

In addition to public parks, open space trail areas connecting the parks to the regional open space system defined in the Plan For Major Open Space[6] will be reserved as part of the platting process for each tract as development occurs. Construction, of these areas will be at the expense of the developer and shall conform to standards mutually acceptable to both the City and the developer. [see Design Guidelines, appendix 6] Open space trails will be constructed and maintained by the City. In general, open space trails will be accomplished to result in minimum maintenance costs, i.e., combined bicycle-pedestrian paths and natural vegetation will predominate. Formal sidewalks will be used only where associated with public rights-of-way and formal landscaping will be used only where required for drainage purposes.


Bikeways

Design Standards

In order to create a unified community structure incorporating the diversity of land uses under the residential land uses proposed, it is necessary to establish a set of design standards for the specific zoning designations established by the Sector Development Plan. These standards are divided into two major categories. The first governs overall development standards and constitutes a "zoning ordinance" for the property; it is described in Exhibit 4. Except where otherwise specified in this Sector Plan, each land use category will be subject to the regulations of its equivalent City zoning code designation.

The second describes specific design standards for architecture, landscape architecture and public improvements and is contained in Appendix 6.

LANDS OWNED OR CONTROLLED BY SEVEN-BAR LAND & CATTLE COMPANY

LAND USE/ZONING*	PARCEL	GROSS AREA	NET AREA
R-I*	A	91.6	76.5
R-I*	B	36.8	34.0
R-I*	D	70.8	55.9
R-I*	E	32.9	24.0
R-I*	F	54.8	44.5
Subtotal:		**286.9**	**234.9**
SU-I PRD-9*	C_2	64.1	48.2
Subtotal:		**64.1**	**48.2**
R-T*	H	44.5	35.7
R-T*	G_1	23.9	20.0
R-T	K	19.9	16.4
Subtotal:		**88.3**	**72.1**
SU-I for R-2 Uses*	G_2	50.0	42.5
SU-I for R-2 Uses*	I	11.5	8.5
SU-I for R-2 Uses*	J	17.7	12.7
SU-I for R-2 Uses	L	71.7	58.1
Subtotal:		**150.9**	**121.8**
SU-I PRD-20*	T_1	44.9	35.3
Subtotal:		**44.9**	**35.3**
SU-I for R-3 Uses	M	45.2	38.2
SU-I for R-3 Uses	X	19.8	16.9
Subtotal:		**65.0**	**55.1**
Residential*	City	543.5	437.8
Residential	County	156.6	129.6
TOTAL:		**700.1**	**567.4**
SU-I for C-2 Uses*	S	7.5	6.5
SU-I for C-2 Uses*	T_3	12.5	12.0
Subtotal:		**20.0**	**18.5**
SU-I for Town Center	TC	10.4	6.0
(Public Institutional Uses)		(5.2)	(3.0)
(Neighborhood Commercial FAR .27)		(5.2)	(3.0)
Subtotal:		**10.4**	**6.0**
Commercial*	City	25.2	21.5
Public Institutional Uses*	City	5.2	3.0

* Property Annexed
** Requirements of 524 H.1, H-2, H-3 do not apply

October 1990 Revision

LANDS OWNED OR CONTROLLED BY SEVEN-BAR LAND & CATTLE COMPANY

LAND USE/ZONING*	PARCEL	GROSS AREA	NET AREA
SU-I for O-I Uses*	C_1	12.6	10.0
SU-I for IP Uses**	O	75.8	62.0
SU-I for IP Uses*	P	11.2	10.5
SU-I for IP Uses*	S_1	2.6	2.2
SU-I for IP Uses*	T_2	21.0	16.5
SU-I for IP Uses*	V	17.9	14.0
SU-I for IP Uses*	W	8.0	7.0
Office/Employment	City	149.1	122.2
Office/Employment	County	-----	-----
Total:		**149.1**	**122.2**
Schools		-----	-----
Parks		24.9	18.2
Open Space		9.0	18.6
Drainage Right-of-Way		-----	65.2
Streets		-----	96.2
TOTAL:		**913.5**	**912.3**

PARCELS WEST OF CORRALES ROAD NOT OWNED BY SEVEN-BAR

SU-I/R-3 Uses	xx	12.1	11.8
SU-I/C-2 Uses	rr	21.6	20.7
SU-I/C-2 Uses	R	19.3	18.9
SU-I/C-2 & IP Uses*	mm	20.2	19.4
SU-I/IP Uses	pp	10.7	10.1
SU-I/IP Uses	Z_1	9.4	8.8
SU-I/AP (Auto Park)*	N_1	29.3	21.2
SU-I/AP (Auto Park)*	N_2	27.0	16.2
SU-I for Regional Center*	Q	97.9	88.9
Schools		48.3	43.4
Parks		-----	-----
Open Space		-----	-----
Drainage Right-of-Way		-----	-----
Streets		-----	35.8
TOTAL:		**295.8**	**295.2**

PARCELS EAST OF CORRALES

RO-I Uses	CC_2	17.8	17.8
RO-I Uses	dd	125.7	108.0
SU-I/C-I Uses	aa	7.3	5.3
SU-I/O-I Uses	bb	30.0	27.0
SU-I/O-I, C-I Uses	CC_1	11.5	10.0
Streets		-----	11.2
Canals		-----	-----
TOTAL:		**192.3**	**190.1**
TOTAL ALL PARCELS		**1,401.6**	**1,337.6**

EXHIBIT 4

TRANSPORTATION SYSTEM

The Street Network Map included here as Appendix 4 was jointly developed by the Seven-Bar Land & Cattle Company and the Planning, Traffic Engineering and Transportation Divisions of the City of Albuquerque for the purpose of network testing by the Middle Rio Grande Council of Governments (COG). It is not identical to or determinative of the final land use plan. COG's analysis of the regional network is appended to this Sector Development Plan. [see Appendix 11]

The Transportation Network is composed of three parts: an arterial system: a collector system; and an internal access sub-system. There are three principal arterial roads, which interconnect with and are part of the regional transportation system:

- Coors Bypass Road: Bisects the plan area along the north-south axis and connects the portions of Coors Boulevard south of the Calabacillas Arroyo to State Road 528 at a point proximate to the Incorporated Town of Rio Rancho.

- Ellison Road: Bisects the Plan Area on the east-west axis carrying traffic from the employment and commercial functions east of the Bypass Road to the residential areas west of the Bypass Road.

- Coors Road (old alignment): Retained to connect the Coors Road/Coors Bypass intersection to the existing commercial sites at the Coors/Corrales intersection, to the Village of Corrales, and to the Corrales river crossing. [see Note 7 of Appendix 1]

The Plan Area is further divided by a collector system, the primary purpose of which is the distribution of traffic within the Plan Area. Its major components are:

- Seven-Bar Loop Road: Bisects all residential areas west of the Bypass Road between its intersections with Westside Boulevard on the north and the Coors Bypass Road on the east.

- Ellison Road: To the east of the Bypass Road it is split into two segments: a northern segment diverting traffic to Route 528 and the Coors Corrales intersection and a southern segment which diverts traffic to the regional shopping center site.

In addition to these larger systems several smaller internal access systems have been provided where required. The most significant of these is an east-west collector road with connection to both Alameda and Corrales Road which bisects the original regional shopping center site and is intended to provide a secondary access route for the Village of Corrales should it be required by that jurisdiction.

Right-of-way for an extension of Eagle Ranch Road north of the Calabacillas Arroyo has been shown, but will not be dedicated prior to resolution of alignment concerns south of the Arroyo.

The right-of-way requirements for each of these roadways is as shown on the 1984 Long Range Major Street Plan and is reflected in the proposed Network Map. Eagle Ranch Road right-of-way is 86 feet. Street right-of-way will be dedicated by the developer in the course of platting or site development plan approval. The developer shall reserve interchange right-of-way for the three potential interchanges shown on the 1984 Long Range Major Street Plan, as "urban" interchanges. These reservation areas shall be prepared by the developer's engineer and approved by the City Traffic Engineer and the State Highway Department.

The developer and the public sector will bear financial responsibility for construction in accordance with the City's Development Process Manual, Special Assessments Policies, and other City policies. On the Coors Bypass, as on other major streets, owners of adjacent land will bear construction costs for 48 feet of moving lane plus curb, gutter and sidewalk.

No site development plans shall be approved in the sector plan area on land potentially affected by City policy on (1) interchange right-of-way acquisition and (2) funding of interchange construction, until the Council has set policy on such points. However, this limitation shall not extend beyond September 1, 1985.

PHYSICAL CHARACTERISTICS

Topography:

A series of low rolling hills along a line running generally northeast from the southwest corner of the Plan Area divides the site into two relatively flat areas: The slopes in this hilly area average between 10% and 15% and sometimes exceed 20%. The area northwest of the hill line slopes generally to the south at approximately 5% of grade; some areas have slopes as high as 8%. The area east of the hilled area or escarpment slopes generally to the east at approximately 3%. There is approximately a 200 foot difference in elevation from the sites higher elevations to the river.

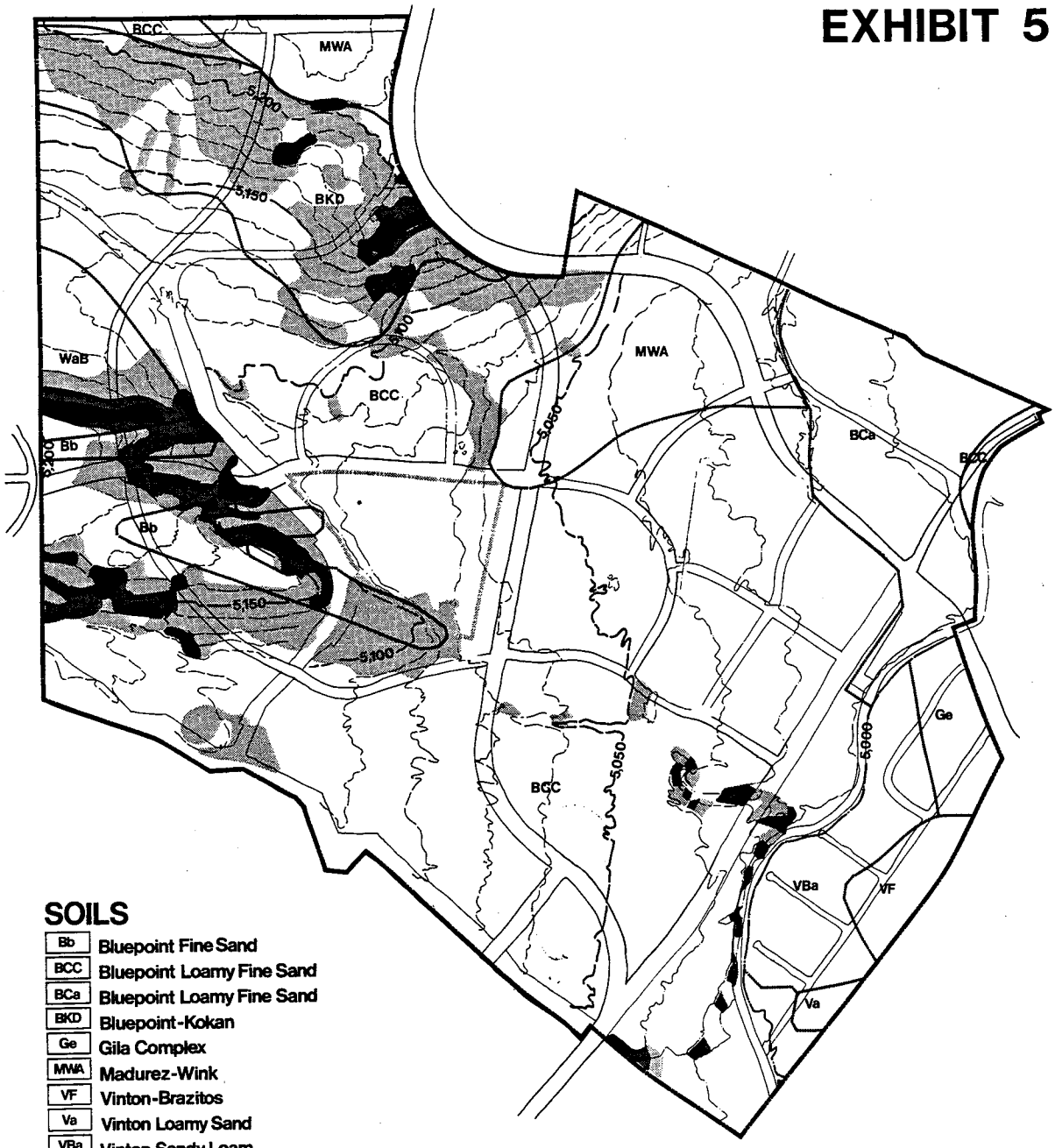
Soils:

The soils in the majority Plan Area are formed of partially consolidated wind-deposited sediments overlain in areas by loose wind blown sand. The parent material has also historically been carried by two major arroyos which cross the site, and by sheet-flow on the sloping terraces. The imposition of engineered controls on the arroyos and portions of the up-land areas has slowed and confined the transport process.

The major soil types are the Wink, Madurez-Wink, and Blue-Point associations. The Wink and Madurez-Wink soils are located in relatively level areas above and below the hill line and have slight limitations for community development. They occupy only about 20% of the Plan Area.

The majority of the site is composed of Blue-Point soils, having a high proportion of fine sand. The limitations on development by these soil types[8] increase with slope; limitations are considered slight on slopes up to 8%; and moderate on slopes up to 15%. Moderate limitations require special attention to gradients on roadways, the use of retaining walls, and soil-holding landscape techniques. Areas above 15% in slope should be considered ex-

EXHIBIT 5



SOILS

- Bb — Bluepoint Fine Sand
- BCC — Bluepoint Loamy Fine Sand
- BCa — Bluepoint Loamy Fine Sand
- BKD — Bluepoint-Kokan
- Ge — Gila Complex
- MWA — Madurez-Wink
- VF — Vinton-Brazitos
- Va — Vinton Loamy Sand
- VBa — Vinton Sandy Loam
- WaB — Wink Fine Sandy Loam

SLOPE

- 0 - 5%
- 5 - 10%
- 10-15%
- OVER 15%

ELEVATION

- 5,100 — 50' CONTOUR ELEVATION

0 400 800

SOILS·SLOPE·ELEVATION

SEVEN-BAR RANCH SECTOR DEVELOPMENT PLAN

April 1, 1985 Revision

cluded from development. The relationship between slope and soils is shown in Exhibit 5.

Soil Erosion - Control Plan:

Soil erosion and dust control are recognized as significant problems associated with construction and development within the Sector Plan area. This area shall be subject to Albuquerque/Bernalillo County Air Quality Control Board regulations and ordinances enacted by the City of Albuquerque (as amended) regarding soil erosion and dust control during development and construction. Topsoil disturbance permits with specific dust control plans and dust control measures will be required for each parcel. A description of dust control problems and their possible resolution is contained here as Appendix 12.

INFRASTRUCTURE

The major water and sewer lines which serve or are planned to serve the Seven-Bar Ranch Development are shown on the Infrastructure Plan (Exhibit 6). The Seven-Bar Ranch Development lies totally within the franchise area of, and is provided water and sewer service by New Mexico Utilities Inc.. A general statement of availability is included as Appendix 7.

Water:

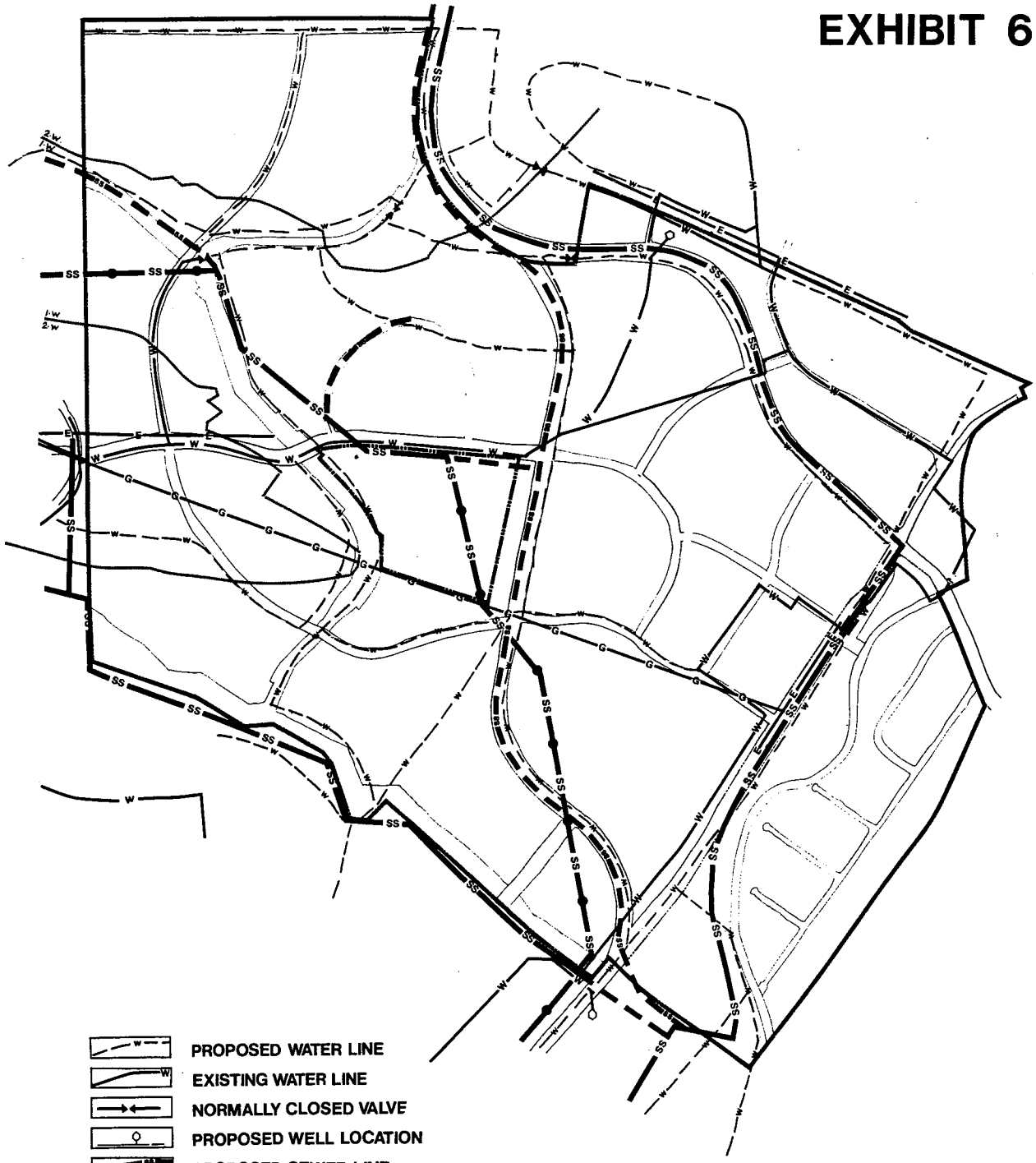
The Seven-Bar Ranch lies within two zones of the City's 1982 Water Master Plan[9]: Zones 1W, and 2W. Of these zones, only the system development necessary to provide service to Cibola High School and the Corrales Shopping Center has taken place.

The system shown on the Infrastructure Plan was developed as a continuation of the Paradise Hills Water Master Plan [10] prepared by Bohannan-Huston, Inc. dated 1980. This system is designed to serve the development in this Sector Plan; and alignments have been slightly revised in response to changes in roadway alignments.

Sewer:

The Infrastructure Plan shows the schematic diagram of proposed sewer lines to be constructed to serve the proposed development. The existing Intel Trunk Sewer is the outfall for sewage generated in the Sector Plan area. Sewer lines shown on the Infrastructure Plan are existing or proposed major trunk lines; the alignments shown are preliminary and subject to final design requirements. Final design of individual parcels will require more branch and main lines to serve individual lots. It should be noted that the downstream capacity required to provide sewer service to the entire Sector Plan area does not currently exist. The lines and lift stations that lack capacity are owned and operated by the City of Albuquerque, and the City of Albuquerque Water Resources Department should be consulted concerning the availability of downstream capacity for each development proposal. This should be done by making a formal request to the Water Resources Department for a "Sewer Capacity Availability Statement" at the same time a request for water and sewer availability is submitted to New Mexico Utilities Inc..

EXHIBIT 6



PROPOSED WATER LINE
EXISTING WATER LINE
NORMALLY CLOSED VALVE
PROPOSED WELL LOCATION
PROPOSED SEWER LINE
EXISTING SEWER LINE
EXISTING SEWER LINE (TO BE REMOVED)
EXISTING GAS LINE
EXISTING OVERHEAD POWER LINE
WATER PRESSURE ZONE BOUNDARY

0 400 800

INFRASTRUCTURE

SEVEN-BAR RANCH SECTOR DEVELOPMENT PLAN

April 1, 1985 Revision

Gas:

The Gas Company of New Mexico supplies natural gas to the Sector Plan area. Ten-inch and fourteen-inch gas pipelines currently cross the property in a 50' wide easement. The alignment of this facility is shown on Exhibit 4. The area should be served from these facilities. Currently, gas service is limited to the existing Corrales Shopping Center, to Cibola High School and to development along Coors Road.

Under optimum conditions, new service from the gas company can be obtained in 4 1/2 to 6 months. This time does not include the time required for the owner or his agents to prepare site plans, plats, and calculations of the load requirements.

The gas company has no planned future facilities in the Sector Plan area. It will respond to request for service on a case-by-case basis.

Electricity:

The Public Service Company of New Mexico provides electricity to the Sector Plan area. Detailed information concerning the existing facilities is available from the Public Service Company.

The time between a request for service and a service connection varies depending upon scheduling, material availability, and distance involved. Usually, the Public Service Company can provide temporary construction power within 90 days of a formal request. Permanent service can take six months or longer to provide. The Public Service Company will process a work order for new service once they have received a filed plat or a deposit from the sub-area developers, who must pay for the initial cost of installing the lines. If there eventually are intermediate users along the route, then the developer will receive pro-rated compensation from the Public Service Company as others connect.

Telephone:

The Mountain Bell Telephone Company provides telephone service to the area. At the present time, telephone conduits are in Coors Road and New Mexico 528. Cibola High School is served by a single cable line.

New service requests will have to be processed for this area. The service lead time could be from 6 months to a year from the date of receipt of the required information. This information includes, but is not limited to, site plans and plats of the service areas.

DRAINAGE CONSIDERATIONS

The original Sector Development Plan provided a framework for how land use, transportation, and infrastructure elements were established. Since 1982, each of these elements have been modified to respond to the changing needs of the owners, the City, and the probable future residents of the Plan Area.

This section concentrates specifically on the drainage element of the plan as it relates to the earlier document and how it should be modified to meet current needs. It is not intended to be a detailed engineering report, but a vehicle for formulating a new conveyance plan. A copy of the original drainage narrative is attached as Appendix 8.

Drainage/Flood Control:

Two existing arroyos carry the major storm water runoff through or by this area. The Calabacillas Arroyo is a natural channel which carries runoff from upland areas (including Paradise Hills and Rio Rancho) in addition to site runoff. Black Arroyo is a partly natural and partly concrete-lined diversion channel which merges with the Calabacillas Arroyo in the southwestern quadrant of the Plan Area. The Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) has recently constructed the Skyview Channel, which will carry storm water from Rio Rancho along Highway 528 and then empty into the existing Black Arroyo diversion. AMAFCA is also planning a channel which will run parallel to Cabezon Road and carry storm waters from both within the Plan Area, and from Corrales.

In general (as in the original plan) runoff generated on street surfaces will be directed to existing and proposed channels, greenbelt drainage ways, and detention facilities. When necessary, storm sewer systems will be constructed in order that street capacities are not exceeded as outlined in the City of Albuquerque Drainage Ordinance 1972-2 and Development Process Manual.

Since December, 1982, two detailed drainage plans have been prepared for sites within the Sector Plan boundaries:

a. Tracts V and W located north of Highway 528 and extending from the Bernalillo/Sandoval County Line to immediately west of the Jemez Professional Building.
b. Salida del Sol, a residential subdivision located southeast of Westside Boulevard and northeast of the Paradise Hills development.

Each of these plans is discussed in greater detail below:

Tracts V & W

This plan utilized detention ponding throughout the 26 acre site. The amount of ponding on an individual tract is primarily a function of topography. Sites with relatively flat slopes are afforded with ponds capable of handling 50 to 100 percent of the 100-year runoff. Sites with steeper slopes pond lesser amounts of the 100-year runoff.

The ultimate outfall for this parcel is a detention pond located on the northeast corner of Tract B. Design is currently underway for the Cabezon Channel which will transport runoff from the pond to the Middle Rio Grande Conservancy District Riverside Drain and eventually into the Rio Grande. Runoff from individual ponds will be conveyed along an existing channel north of highway 528 to the temporary holding area in the northeast corner of Tract W.

Residential Subdivision

This development (Salida del Sol) is situated in the northwest corner of the Sector Plan Area. Runoff will be directed through a street and storm sewer network to a concrete channel located at the site's south boundary. Runoff reaching the channel is conveyed to the existing Black Diversion Channel, west of Cibola High School.

A detention pond management approach, such as that applied for Tracts V and W, can significantly reduce the size of conveyance and detention facilities. In general, peak runoff rates to the downstream system can be reduced 25% to 30% when at least 50% of the 100-year runoff is ponded on-site. In areas with relatively shallow slopes, this type of analysis should be considered when the detailed Drainage Master Plan is prepared for the entire Seven-Bar area.

Considerable attention has been focused on sites for large shopping centers within the Sector Plan boundary. City Planning and Council directives have permitted planning of such a center immediately west of Coors Boulevard and north of the proposed Bypass Road. The site is also bounded on the north by the proposed Seven-Bar Loop Road. The outfall for runoff generated on the tract is the Calabacillas Arroyo, located south of the Bypass Road.

Direct discharge to the arroyo is not possible due to topography limitations and the location of proposed streets. However, by constructing a drainage channel or storm sewer along the east boundary of the site, runoff can be directed to the south and into the arroyo. Due to the minimal grades from the east boundary of the project to the arroyo, the channel or storm sewer will probably require a 40-60 foot easement. A viable location for such a facility is between the shopping center site and a commercial buffer adjacent to Coors Boulevard. In order to reduce the size of such a conveyance facility, detention ponds can be utilized throughout the landscaped areas within the shopping center. The actual size of such ponds can be evaluated when greater detail becomes known about the project. Culverts will be required under the proposed Bypass Road to convey this runoff to the arroyo. A preliminary map of proposed improvements is attached as Appendix 9.

In summary, the 1982 Drainage Management Plan provides a framework for determining the necessary drainage infrastructure within the 1985 Sector Plan Revision Area with minor modification as it relates to the relocation of the shopping center site, proposed increases in residential density, and the subsequent realignment of streets. Through the use of detention ponding on individual tracts, the extent of conveyance facilities can be reduced. It is recommended that this approach be used as the basis of the Sector Plan, and applied in greater detail as future site development studies are prepared.

An updated master drainage study is currently being prepared by Bohannan-Huston, Inc..

Drainage Systems:

Construction phasing of these systems will be implemented as follows:

1. Black Arroyo improvements from Cibola High School to the Calabacillas Arroyo - existing and in service.
2. Upper Skyview Channel to the Black Arroyo - existing and in service.
3. Cabezon Road Channel - currently under design, right-of-way easement will be granted by the Owners. Construction anticipated in 1985.
4. Black Diversion Channel Arroyo from west boundary to the existing Black Arroyo - existing and in service.
5. Facilities east of Black Arroyo will be constructed as adjoining properties develop.

The Cabezon Road Channel will be funded by AMAFCA, with possible contribution by the Middle Rio Grande Conservancy District (MRGCD) and other involved parties. The Upper Black Diversion and facilities east of Black Arroyo will be funded by the developers of adjoining parcels unless public funding is available at the time they are needed. Maintenance and operation of the minor conveyance systems within the Plan Area will be the responsibility of the City of Albuquerque; maintenance and operation of the upper and lower Black Arroyo Channels, the upper Skyview Channel and (possibly) the Cabezon Channel will be the responsibility of AMAFCA. The Cabezon Road Channel may be operated and maintained by the City and/or the MRGCD in consideration of its potential joint use function.

AMAFCA further commissioned the firm of SIMONS & LI to prepare a study of the stability of the Calabacillas Arroyo and establish a "pundent line" defining a prudent set-back from the Calabacillas for development. The Executive Summary from this report is included as Appendix 10.

Sewer System:

Construction phasing is tabulated below:

1. The existing line through the Cibola High School property will continue in operation until its capacity is exceeded. At that time, the trunk lines dictated by the proposed development as shown on the infrastructure plan will be constructed.
2. The Intel sewer line is existing and in service.
3. Branch sewers will be provided as adjoining parcels are developed to serve individual lots.
4. Downstream capacity of the City of Albuquerque lines must be verified when the development of a project is contemplated.

Funding of construction will be provided by the developers of the adjoining properties served by the trunk lines. This funding outlay may be subject to a payback from the New Mexico Utilities Inc..

Maintenance and operation of the sewer facilities will be the responsibility of the New Mexico Utilities Inc..

Water Service:

Construction phasing will be implemented as the needs for service arise. Adjoining developers will construct the systems shown on the infrastructure plan to provide adequate capacity for present and future developments.

Funding of construction will be provided by the developers of the adjoining properties served by the lines. This funding outlay may be subject to a payback from the New Mexico Utilities Inc..

Maintenance and operation of the water facilities will be the responsibility of the New Mexico Utilities Inc..

Major Streets:

A. Construction Phasing, right-of-way dedication, and financial responsibility, assuming the needs for major streets are generated solely by the project's development schedule and that no change in the Sector Plan's approved land use element occurs:

1. Existing - Coors Road, State Road 528 and portions of Ellison Road
2. The By-Pass Road remains to be constructed. This construction will take place only after abandonment of the Alameda Airport and when its need is dictated by development within the project.
3. The realigned portion of Ellison Road from the By-Pass Road to New Mexico 528 remains to be constructed. This construction will take place only after abandonment of the Alameda Airport and when its need is dictated by development within the project. The portion of Ellison that is abandoned will be vacated and deeded back to the Owner of the adjacent tracts at no cost.
4. The residential loop road, Westside Boulevard, and interior streets to serve individual developments must be constructed as each development dictates, in accordance with the requirements of the Traffic Engineer.

Reservation or dedication of rights-of-way for public roadways will occur at the time of platting of adjoining parcels or when required to service the development. Staging of construction for these roads will occur as the area develops and as parcels are phased for development. As development of the property progresses, the need for road construction to efficiently accommodate the project will be determined and accomplished.

Funding for the construction of the residential collector and local interior streets will be borne by the developers of the adjoining property in accordance with applicable City policies. The City of Albuquerque will participate in the construction cost of arterial streets in accordance with City policies. Maintenance and operation of all dedicated streets will be the responsibility of the City of Albuquerque.

B. Construction phasing, right-of-way dedication, and financial responsibility, assuming the needs for major and minor arterial streets are generated by regional needs, apart from project needs:

1. The streets involved include the Bypass Road, the realigned portion of Ellison Road and Westside Boulevard.
2. Under no circumstances will the dedication of right-of-way and the construction of improvements on the By-Pass Road or the realigned portion of Ellison be accomplished until the Alameda Airport Use is abandoned.
3. Should the regional needs dictate the development of any of the major or minor arterials (listed in Item 1 above) through the project before the internal needs of the project so dictate; should the Alameda Airport use be abandoned; and, should the feasibility of constructing the regional center on Tract "Q" of amended Exhibit 3 not be impaired, then the developer of the Sector Plan Area agrees to the following:

(a) Dedicate the right-of-way for the major and/or minor arterial, or portion thereof, that is required to relieve the regional problems.

(b) Included in a Special Assessment District formulated to insure the construction of the major and/or minor arterial, or portion thereof, to be constructed in the right-of-way dedicated above.

4. If the Bypass Road or the Ellison realignment cannot be constructed at the time regional needs dictate, and the other interim street improvements are indicated to fulfill these needs, then the City and the developer of the Sector Plan agree to negotiate a cost-sharing agreement for the construction of the interim improvements, excluding grade separations and/or interchanges.

PUBLIC SERVICES

Police:

The area is presently served by the Bernalillo County Sheriff's Department and the City of Albuquerque Police Department (APD). APD serves the existing developments from their Valley Substation located at Central and Atrisco S.W.

Fire:

The area is served by both the Bernalillo County Fire District No. 11 and the City of Albuquerque Taylor Ranch Substation No. 18 under a joint service agreement. The County station is located at 10009 Lyon Blvd. N.W. and the City Substation is located at 6100 Taylor Ranch N.W.

Refuse Disposal:

The Corrales Shopping Center and office park are presently served by the City of Albuquerque. The City will serve parcels in the Sector Plan as they are annexed and developed.

APPENDICES

APPENDIX 1

DEFINITIONS

1. "Appropriate Governmental Agency" refers to the agency of municipal, county or state government having jurisdiction over the development of a particular site or improvement. Developers should be aware that various governmental agencies may have rules, regulations and restrictions that apply to the development of a particular site or improvement, in addition to those contained in this Sector Development Plan.

2. "Development Review Committee" means a committee established by the Owner or a Sub-Area Developer and at least consisting of a representative of the Owner, a registered engineer, and a registered architect, for the purpose of reviewing design submittals and codes, covenants, and restrictions proposed for each sub-area development.

3. "Owner" means the Seven-Bar Land and Cattle Company or its assigns, when in an ownership position of unimproved, undeveloped land.

4. "Seven-Bar Ranch Sector Plan" refers to the definition contained in the City of Albuquerque's Development Process Manual.

5. "Sub-Area Developer" or "Developer(s)" means any entity involved in the development of unimproved land into improved parcels for subdivision or resale or engaged in the development of structures on improved land.

6. "Sub-Area Development Site" means a parcel of land contiguously bounded by public rights-of-way, including publicly dedicated drainage rights-of-way but excluding other easements, which may be further subdivided.

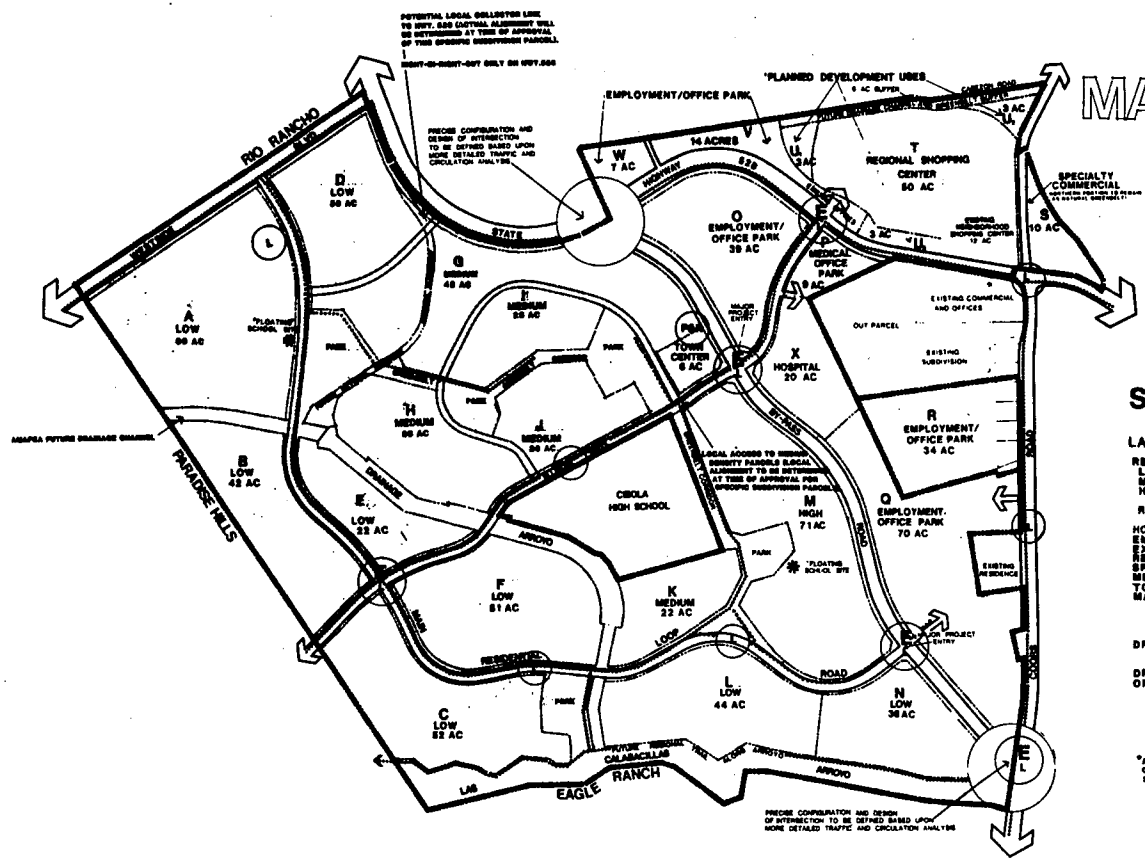
7. Various streets are occasionally referenced by different names due to changes in the Long Range Major Street Plan. The street names shown on Exhibit 3 are correct as of this revision date. The equivalencies are:
   a. The Bypass Road has been renamed Coors Boulevard
   b. [Old] Coors Road has been renamed Corrales Road
   c. Ellison Avenue (west of the Bypass) has been renamed Black Boulevard
   d. Ellison Avenue (east of the Bypass) has been split and named Black Loop & North Black Loop
   e. NM Highway 528 has been named Alameda Boulevard

APPENDIX 2

RELATED DOCUMENTS

1. Development Process Manual, Volume I, "Procedures"
2. Seven-Bar Ranch Sector Development Plan, December 14, 1982
3. Northwest Mesa Area Plan, May 5, 1981
4. Metropolitan Areas & Urban Centers Plan (an element of the Comprehensive Plan)
5. Policies Plan (an element of the Comprehensive Plan)
6. Plan for Major Open Space (an element of the Comprehensive Plan)
7. Sub-Division Ordinance, City of Albuquerque, Article 7-11, R.O. 1974
8. Soil Survey of Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico, United States Department of Agriculture, June, 1977
9. City of Albuquerque Water Master Plan, 1982 (unpublished)
10. Paradise Hills Water Master Plan

SECTOR PLAN



MASTER PLAN

LEGEND

- PARCEL BOUNDARY
- MAJOR ROAD R.O.W.
- GREENBELT BUFFER
- EXPRESS TRANSIT STOP
- LOCAL TRANSIT STOP
- PARK AND RIDE FACILITY
- PROPOSED REGIONAL BIKEWAY
- ANNEXED LANDS

STATISTICAL SUMMARY

LAND USE	DENSITY	UNITS	ACRES
RESIDENTIAL			
LOW	2-6 DU/AC	770-3310	388
MEDIUM	7-12 DU/AC	1036-1776	149
HIGH	13-25 DU/AC	823-1776	71
RESIDENTIAL TOTALS		2729-5861	604
HOSPITAL			20
EMPLOYMENT/OFFICE PARK			143
EXISTING SHOPPING CENTER			13
REGIONAL SHOPPING CENTER			50
SPECIALTY COMMERCIAL			10
MEDICAL OFFICE PARK			9
TOWN CENTER			6
MAJOR ROADS			107
HWY. 528		37	
N. COORS ROAD		31	
CORRALES ROAD		6	
OTHERS		44	
DRAINAGE CHANNELS(EXISTING)			61
CALABACILLAS ARROYO		39	
FLOOD DIVERSION #3		22	
DRAINAGE CHANNELS(PROPOSED)*			91
OPEN SPACE, PARKS, BUFFERS			11
TOTAL ACRES			1114
TOTAL UNITS		2729-5861	
AVG. RESIDENTIAL DENSITY(GROSS)		3.7-7.8 DU/AC	

*ALIGNMENTS AND RIGHTS-OF-WAY FOR PROPOSED CHANNELS NOT YET DETERMINED--ACREAGES SUBJECT TO CHANGE

7-BAR RANCH

*PROPOSED LAND USE PATTERN
PLATE IX
JOB NO. 11283
SCALE: 1"=500'

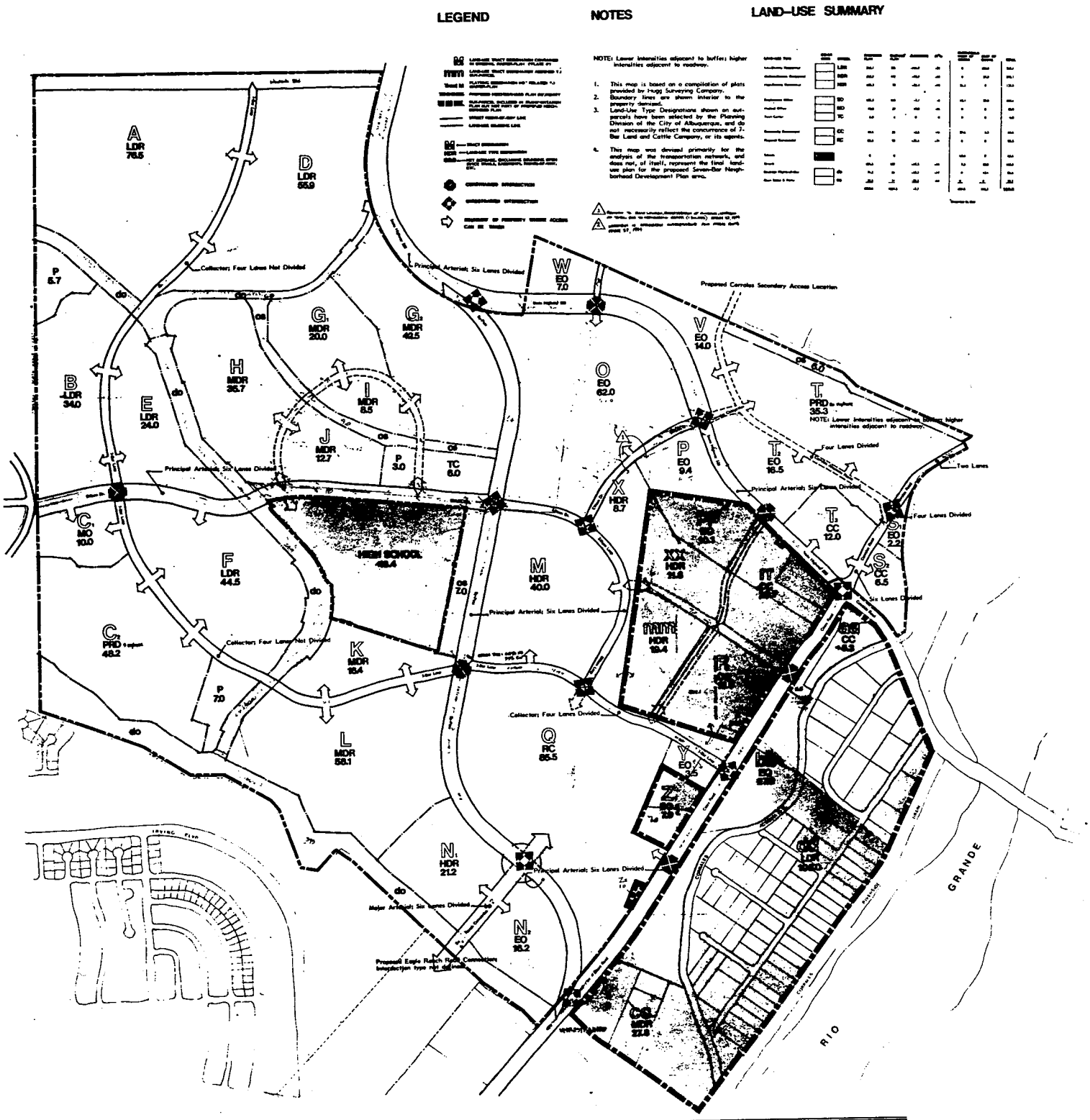
*FROM MASTER PLAN PREPARED BY PHILLIPS, BRANDT & REDDICK, INC. NOV. 6, 1980.

7-BAR RANCH

BY L.B. NELSON CORP. & THE BLACK FAMILY

APPENDIX 3

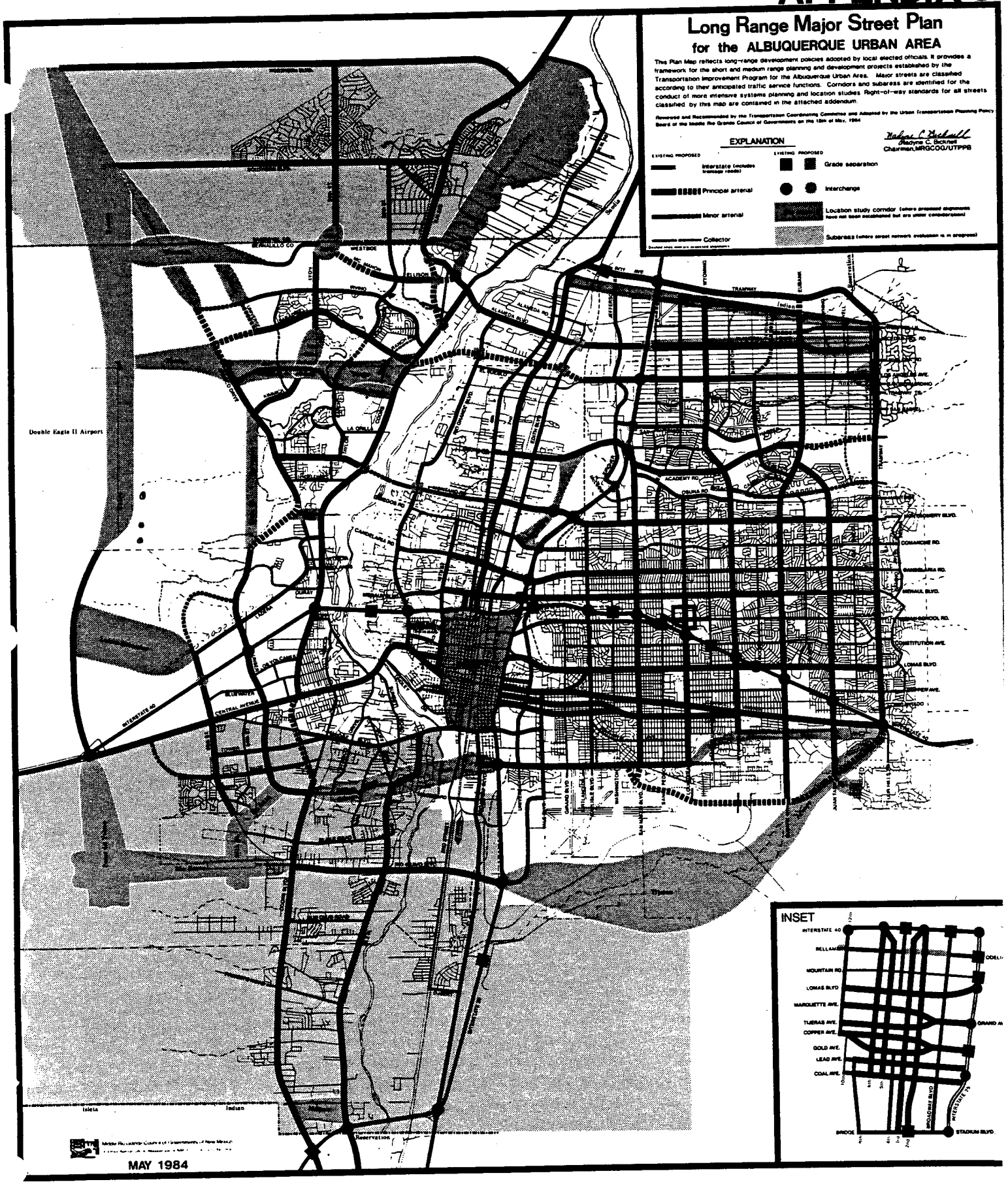
APPENDIX 4



Seven-Bar Ranch Neighborhood Development Plan

Street Network Map IV

APPENDIX 5


Long Range Major Street Plan
for the ALBUQUERQUE URBAN AREA
This Plan Map reflects long-range development policies adopted by local elected officials. It provides a framework for the short and medium range planning and development projects established by the Transportation Improvement Program for the Albuquerque Urban Area. Major streets are classified according to their anticipated traffic service functions. Corridors and subareas are identified for the conduct of more intensive systems planning and location studies. Right-of-way standards for all streets classified by this map are contained in the attached addendum.
Reviewed and Recommended by the Transportation Coordinating Committee and Adopted by the Urban Transportation Planning Policy Board of the Middle Rio Grande Council of Governments on the 12th of May, 1984
Madeline C. Bickwell
Madeline C. Bickwell
Chairman, MRGCOG/UTPPB
EXPLANATION
EXISTING PROPOSED
Interstate (includes frontage roads)
Principal arterial
Minor arterial
Collector
EXISTING PROPOSED
Grade separation
Interchange
Location study corridor (where proposed alignments have not been established but are under consideration)
Subareas (where street network evaluation is in progress)
Double Eagle II Airport
INSET
INTERSTATE 40
BELLAMAH
MOUNTAIN RD.
LOMAS BLVD
MARQUETTE AVE.
TUERAS AVE.
COPPER AVE.
GOLD AVE.
LEAD AVE.
COAL AVE.
BRIDGE
STADIUM BLVD.
MAY 1984

APPENDIX 6

SEVEN-BAR RANCH DESIGN GUIDELINES

DESCRIPTION OF THE PROPERTY

The Seven-Bar Ranch is a 1,150 acre master-planned community located on the Northwest Mesa of the City of Albuquerque. The Seven-Bar Ranch Sector Plan encompasses five major categories of land use: diverse residential, office/employment, commercial, town center and open-space/recreational uses. These land uses will be arranged to facilitate the efficient operation of the living/working environments, and to encourage a self-sufficient "community with a community."

OBJECTIVES OF THE GUIDELINES

The overall goal of the Seven-Bar Ranch Sector Plan is to provide a satisfactory living and working environment through a series of orderly, integrated, and aesthetically pleasing developments. The basic policies for achieving these ends are:

Respect for the topographical features of the site
Preservation of views
Preservation of an integrated system of natural landscaping
Development within styles indigenous or reflective of the southwestern landscape

The size of the development dictates that development will occur on separate sites at separate times. Each development will therefore need to be integrated with others, implying the need for a perpetually established reviewing body whose purpose is to administer guidelines and assure accomplishment of their intent.

Further, since the specific requirements for a given land use type will change over time in response to market forces, these Guidelines should not attempt to predict development in toto; they should be organic, growing with each development. For this reason, each development will be required to be servant to restrictions, reflecting agreement with the general intent of the guidelines and explaining clearly responses to the specific problems with a given project on a given site.

DEVELOPMENT REVIEW

The Owner shall establish or cause to be established a Development Review Committee to receive, review, and approve plans, specifications, and covenants and restrictions for all private and public improvements and Sub-Area Developments contemplated within the area of the Seven-Bar Ranch Sector Plan.

The Owner will ensure implementation of its goals and objectives for orderly development by requiring as a condition of land-sales contracts, that all sub-area developers shall impose on their projects a set of Covenants and Restrictions in conformance with the Guidelines.

Sub-Area developments will be processed and approved by the Committee in accordance with the following general procedures:

1. Each prospective sub-area developer shall receive a copy of these Guidelines for study and incorporation into their preliminary design.

2. A pre-design conference with Development Review Committee will be held to discuss compliance with these guidelines.

3. The Sub-Area developer must submit draft Codes, Covenants and Restrictions indicating how the Sub-Area developer intends to carry out the guidelines; said Codes, Covenants and Restrictions may include a provision whereby the Sub-Area developer established its own Development Review Committee, which must include a representative of the Owner. Said Committee shall complete all further review hereunder unless the Owner representative determines in his sole discretion that the Development Review Committee should conduct any part of the review.

4. The Sub-Area developer must submit to the Development Review Committee a Preliminary Design, including site development plans and subdivision plats if required. Sub-Area developers shall be encouraged to review plats and plans with the Development Review Board of the City of Albuquerque, in order to provide early awareness of potential technical problems in the development of the sub-area, and shall further be required to process plans and plats according to applicable governmental procedures. Preliminary design must reflect awareness of hypothetical or actual neighboring developments; the Sub-Area developer must demonstrate, visually or in writing, in what way the proposed development is in conformance with the Design Guidelines.

5. The Preliminary Design must include the Sub-Area developer's plan for providing and maintaining public infrastructure.

6. Final plan submittals shall be in accordance with the Preliminary Design and shall also include a complete Code, Covenant, and Restriction documentation which will be appended to the Guidelines document.

7. The Development Review Committee shall state in writing that the development is in conformance with the Guidelines prior to the onset of construction.

8. In those instances where strict compliance with the specific terms, rules, conditions, standards and policies of the Development Review Committee would create an undue hardship or where, in the opinion of the Committee there are unusual characteristics which affect the property in question which would make strict compliance with such rules or standards unfeasible, the Committee may grant the Sub-Area developer a variance from these standards as long as the general intent of the rules and standards is maintained. Any variance granted shall only be applicable to the specific site and conditions for which the variance was granted.

GUIDELINES

SECTOR DEVELOPMENT PLAN REQUIREMENTS

The requirements for the development of guidelines for directing development within the Seven-Bar Ranch Sector Plan Area is cited on page 12 of the Sector Development Plan dated and approved by the City's Design Review Board on December 12, 1982. This document states that "the standards will be divided into two major categories: 1) General overall standards which will constitute the equivalent of a "zoning ordinance" for the property; 2) Specific design (architectural, landscape architectural, etc.) guidelines to be applied on a project wide basis . . ." The second [category] involves design parameters around which the community "theme" or "character" will be built. It would deal with such items as community-wide and parcel-wide signage, streetscape design, plant pallettes, materials, trail system design, etc.."

This document embodies the specific Design Guidelines, and is appended to and made part of the Seven-Bar Ranch Sector Development Plan approved by the City Council on April 1, 1985.

APPLICABILITY

These Guidelines are hereby appended to and made part of the Seven-Bar Sector Development Plan, and shall be enforceable by the Development Review Committee. They shall apply to all improvements public or private within the Sector Plan area.

ARCHITECTURAL DESIGN

The lower limit of design continuity shall be achieved by the use of consistent designs for the street and open-space systems. Further integration shall be accomplished through a basic consistency of certain architectural elements; yet the temporal and spatial separation of developments is a factor which cannot be overcome by rigid design guidelines.

There are three basic integrating architectural elements which are identified here. The Development Review Committee shall encourage that each proposed Sub-Area Development be in conformance with:

1. Preservation of a ground plane adjacent to the street right-of-way which is defined by a consistent style of landscaping integrating the public streetscape and public open-space system with private landscaped areas.

2. Consistent treatment of vertical building planes with regard to color, material, architectural details and trim materials, or conformance with an indigenous architectural style;

3. Consistency of major architectural elements such as roof-line, articulation of building fenestration, and articulation of massing.

The Development Review Committee shall further encourage internal consistency of design through application of the following principles:

RESIDENTIAL SUB-AREA DEVELOPMENTS

The Development Review Committee shall review proposals for residential Sub-Area Developments with consideration of two general recommendations:

1. Each Sub-Area Development Site for single-family attached or multiple tenant (apartment) uses shall contain within it a single style of architecture generally consistent with an architectural style indigenous to the Southwest, or of a more contemporary style derived therefrom.

2. In those situations where adherence to a specific consistent style or its derivatives is contrary to market requirements (such as in the customized development of individual residential lots) the various builders to whom land sales are made should be encouraged to select a unifying element which will be consistently applied within the Sub-Area development architectural site.

In residential areas the Review Committee shall also encourage adherence to the following specific guidelines:

The primary building mass should be of an earth-tone color, regardless of materials; colors other than the earth-tone pallette should be used only for decorative elements, for marking of changes in plane, or for the emphasis of pedestrian amenities, such as building entries, pedestrian seating areas, and trail link nodes.

Materials should generally be non-reflective, cementitious in visual quality, and no more than three materials should be combined in a given building elevation;

Trim details such as bond beam, lintels, string courses, etc., should be of a material consistent with the architectural style and should be finished in a consistent manner within the Development Site.

Extraneous building equipment such as risers, solar equipment, communications equipment, and mechanical equipment should be hidden by parapet walls or roof sections so that they are substantially obscured to vision from the public right-of-way;

Traffic safety signs should be installed by the appropriate governmental agency in accordance with standard procedures, with the additional requirement that the poles be of uniform material and color;

Informational signs shall be of a material consistent with material used in sub-area development.

NON-RESIDENTIAL SUB-AREA DEVELOPMENTS

Non-residential structures of all types shall be encouraged to follow the same general guidelines as residential developments.

In addition developers of non-residential areas shall be encouraged to:

Appropriately scale building massing, articulation and materials to the relative scale of the site;

Provide for defined pedestrian linkages and building entry points;

Integrate the landscaping type of adjacent street right-of-way with landscaping designs on site;

Adhere to a consistent style and application of signage within each sub-area development, and mark entrances to sub-area developments with a style of signage that is consistent with the Seven-Bar non-residential development as a whole.

Provide access links to the public open-space trail system in accordance with the guidelines for that system.

STREETSCAPES AND OPEN-SPACE SYSTEMS

The primary internal physical and visual linkages are:

The Internal Street System, consisting of a single type of streetscape system within the plan area.

The Internal Public/Open-Space System

INTERNAL STREET SYSTEM

Design

The establishment of street paving width, design sections, sidewalk and median requirements shall be in accordance with the appropriate governmental agency accepted policies and procedures. The streetscape system, which shall encompass the landscaping of required medians and park strip plantings will be designed to reflect the natural vegetative state of the land. It shall be provided with an irrigation system appropriate to the germination and early growth of the native species employed.

Construction and Maintenance

The Sub-Area Developer shall be responsible for the construction, paving, sidewalk, park-strip, and median improvements adjacent to the property in accordance with the practices of the appropriate governmental agency. Landscaping improvements will be constructed by the Sub-Area Developer and maintained by them in a manner consistent with and approved by the appropriate government agency in accordance with the Sector Development Plan.

Street Furniture

The Sub-Area Developer shall cause to be installed in accordance with the appropriate governmental agency's accepted practice, street furniture (traffic signs, light standards, traffic signals, bus-benches and shelters, etc.) of a design acceptable to both the Owner and the appropriate governmental agency. The design shall be constant throughout the Sector Development Plan area.

PUBLIC OPEN-SPACE SYSTEM

The approved Sector Development Plan (pp. 8-9) requires the development of "greenbelt corridors and a trail system . . . planned to internally link the various residential parcels."

This linkage system shall be composed of four basic elements:

Dedicated public recreational parks
Public Open-space trails associated with drainage right-of-way
Public Open-space trails on separate rights-of-way
Access links internal to Sub-Area development sites

Public Parks

Public Parks shall be dedicated by either the Owner of the Sub-Area Developer to the appropriate governmental agency as appropriate during the land subdivision phase. Parks shall generally be designed, and constructed by the developer of the property, but dedicated to and maintained by the appropriate governmental agency in accordance with the Seven-Bar Sector Development Plan.

Open-Space Trails on Drainage Rights-of-Way

Where a link is associated with and placed within drainage easements granted to the appropriate governmental agency (including but not limited to the Calabacillas Arroyo, the Black Arroyo and the Skyview Channel) these areas will be landscaped by the Sub-Area Developer and maintained in a manner consistent with the practices of the appropriate governmental agency and maintained at public expense.

The primary function of drainage rights-of-way is drainage; all other functions are wholly subsidiary. Bikeway and pedestrian improvements within drainage rights-of-way shall be installed at public expense by the appropriate governmental agency. With regard to improvements and the treatment of aligned private lands, each Sub-Area Developer is encouraged to refer to the "Arroyo Study" published by the City of Albuquerque in 1983.

Open-Space Trails Separate From Public Rights-of-Way

Where an open-space trail is located on a private easement for trail purposes, said easement shall be granted to the appropriate governmental agency; the Sub-Area Developer shall construct all landscaping and improvements except bicycle and pedestrian pathways, which will be constructed by the appropriate governmental agency and shall perform all maintenance in a manner consistent with the practices of the appropriate governmental agency until such time as the improvements are conveyed to the appropriate governmental agency for maintenance at the public expense.

Access Links

Access links constitute the smallest parts of the trail system and shall connect individual Sub-Area developments to the main trail system. Access easements will be granted to the appropriate governmental agency by the Sub-Area Developer; improvements therein will be constructed by the Sub-

Area Developer and maintained in a manner consistent with the appropriate governmental agency's practice until such time as the improvements are conveyed for maintenance at public expense.

Open Space Trail Design

Landscaping:

Each open space trail, segment or link shall be defined by a construction barrier prior to the onset of development on an adjacent site in order to preserve existing vegetation and soil integrity; in the alternative the Sub-Area Developer may submit and have approved prior to any construction a plan for the control of erosion and the substantial replacement of native ground-cover within the trail, segment, or link.

The predominant landscaping technique shall be the organization and reinforcement with new plantings of the natural topography and ground cover with the following exceptions:

Where formal turf grasses are required for erosion control and drainage management;

Each intersection of trail, segment, or link, shall be visually reinforced by the installation of major plantings, boulders, benches, and lighting bollards;

The trail system shall be designed in accordance with the appropriate governmental agency's accepted standards for the design and installation of bicycle/pedestrian ways. Trails on secondary links shall be of similar material, and of a size appropriate to the scale of the individual link;

The use of natural gravel in a non-asphaltic cementitious matrix for pedestrian and bicycle surfaces (e.g., soil cement) is encouraged;

Design should respect the privacy and protect the property of adjacent land-owners;

Each access link entrance is a terminus of the public system and should be distinguished by features common to the open-space system, e.g., the provision of a different paving material, clustered landscaping more intense than that in the trail system itself, street furniture, and lighting fixtures.

AMENDMENT

The Owner shall have the right to amend these Design Guidelines from time to time to conform to changes in the Sector Plan which have been adopted by the City of Albuquerque or other appropriate governmental agencies, or otherwise to respond to various market conditions when such proposed amendments have been approved by the Development Review Board.

APPENDIX 7

New Mexico Utilities Inc.
10001-A Coors Rd. N.W.
Albuquerque, New Mexico 87114
(505) 898-2661

December 13, 1983

Mr. John F. Black
Managing Partner
Seven Bar Ranch
A New Mexico Corporation
3615 Rio Rancho Blvd., N.W., Suite 203-B
Albuquerque, New Mexico 87048

Dear Mr. Black:

You have asked me to give you a statement regarding water and wastewater availability for Black Ranch Properties and, more specifically, for the proposed Regional Shopping Center to be located north of the Calabacillas Arroyo and adjacent to Coors Road. The availability of wastewater (sewer effluent) will be discussed first.

New Mexico Utilities owns all of the collector lines and interceptor lines including the City's Master Plan line north of the southern boundary of the Town of Alameda Grant to the Bernalillo/Sandoval County line. In addition, this company developed a wastewater Master Plan that was engineered by Bohannan-Huston Inc. in April, 1982. The Master Plan covers an area from the southern boundary of the Town of Alameda Grant on the south to the Bernalillo/Sandoval County line on the north and from the Rio Grande and the Corrales main canal on the east to about Unser Boulevard on the west. The City of Albuquerque Water Resources Department reviewed the preliminary plan and the final Master Plan has their comments incorporated into it.

Four years ago or more I discussed the future need of upgrading the City of Albuquerque's interceptor line from the south boundary of the Town of Alameda Grant - south with officials of the Water Resources Department, and was assured that the line and lift stations would be upgraded in time to meet future demands.

On June 18, 1973, the chairman of the City Commission, acting for the City of Albuquerque, entered into an agreement with this company stating in part that the City of Albuquerque would accept, process and dispose of all of the sewer effluent originating from this company's franchise area. The franchise was granted by the County of Bernalillo in 1961 and is shown on Exhibit A attached hereto.

The original franchise area included areas now known as Eagle Ranch, Black Ranch, Paradise Valley (American Services Properties), Horizon Corporation Properties, Paradise Hills, and numerous other properties.

In 1980 the franchise area was extended on the east to the Rio Grande accept for the Bosque Del Acres subdivision.

Water availability discussion: On April 3, 1961, the County of Bernalillo granted a water and sewer systems franchise and right-of-way to this company and/or its predecessors. Also in 1961 the Public Service Commission of the State of New Mexico granted Certificates of Convenience and Necessity and when the company was reformed in 1969, the Certificates of Convenience and Necessity were re-issued to this company. The franchise area that was granted by the County of Bernalillo in 1961 is the same as shown on Exhibit A attached hereto.

On June 1, 1979, the State Engineer granted this company the right to use twelve existing and/or permitted wells and to appropriate 10,000 acre feet per annum of water for domestic, commercial, industrial, housing subdivision, and related purposes within the Town of Alameda Grant, west of the Rio Grande and surrounding areas of Bernalillo and Sandoval Counties. Proposed wells were to be approximately 1500 feet deep with 16 inch casing. Presently there are three existing wells capable of producing in excess of about 2500 gallons per minute each.

In 1980 Bohannan-Huston Inc. developed a Water Master Plan for New Mexico Utilities' service area. The Plan shows existing and proposed wells and reservoirs and zone boundaries along with transmission lines. The zone boundaries dovetail with those of the City of Albuquerque. All line extensions that have occurred since that time correspond to the Master Plan. The Water Resources Department of the City of Albuquerque has reviewed the plan.

On July 6, 1983, this company signed a Water and Wastewater Agreement with Seven Bar Ranch stating in part how the necessary water and wastewater facilities would be financed (This agreement is on file with the Public Service Commission.), and that this company would take responsibility of service for water and wastewater within the Black Ranch properties.

Under the rules of the Public Service Commission an investor-owned company, such as New Mexico Utilities, cannot earn on plant until it is used and useful. Therefore, it is the policy of all prudent investor-owned companies to install new plant when it is needed. We are unable to charge existing customers for plant put in place for future development. This practice is common throughout the United States and has proved satisfactory. An example is the main line extension that will be started during the first week of January, 1984, to supply the needed capacity of water to Alameda West and Las Tiendas Shopping Centers along Coors Road and at the northeast corner of Coors Road and NMH 528. This line and the required capacity for the two shopping centers will be in place prior to the shopping centers being completed.

Enclosed is the 1982 Annual Report of Southwest Water Company. The principal business of Southwest Water Company is the production and sales of its wholly-owned public utility operating subsidiaries, Suburban Water Systems and New Mexico Utilities Inc. Suburban Water Systems has in excess of 65,000 water connections, the service areas being parts of West Covina, Valinda, and La Mirada in Southern California. New Mexico Utilites now has 1900 connections within its service area.

I believe that a study of the Annual Report will demonstrate the strength of the parent company and its subsidiaries which should leave little doubt that we are in a position to service an area the size of the Black Ranch.

Sincerely,

J. L. Williams
President and
General Manager

JLW/bwb

Enclosures (2)

cc: Anton C. Garnier

APPENDIX 8

DRAINAGE MASTER PLAN

FOR

THE SEVEN BAR RANCH DEVELOPMENT

PURPOSE AND SCOPE

This Master Plan summarizes a study of the existing drainage characteristics of the Seven Bar Ranch area and the ultimate drainage character of the site when the development is completed. The plan will outline the procedures and methods used to obtain the above characteristics. The flow rates and runoff volumes produced by a 10-year and 100-year frequency rainfall event will be tabulated. Finally, proposals for the control of these flows will be presented and discussed. As each parcel of the Master Plan (see Plate IV) develops, detailed drainage reports will be required. These reports will elaborate upon the required drainage improvements for the preparation of final design documents.

SITE LOCATION AND DESCRIPTION

The Seven Bar Ranch Development consists of approximately 1,100 acres and is situated in the West Mesa area. The site is generally west of State Road 448 (Coors Road) and southwest of the State Road 528. The Arroyo De Las Calabacillas forms the southerly boundary and the Sandoval/Bernalillo County line forms the northerly boundary. Onsite, slopes range from 1% to 20% with the steeper areas predominantly in the westerly portions of the site. The soils on the site consist of loamy fine sands and fine sandy loams. For the purpose of this report, the soils were assumed to have a uniform SCS hydrologic classification of "B." Onsite vegetation consists of native grasses, cacti and desert annuals. The site was classified as range land in fair to good condition for analysis purposes.

DEVELOPMENT PLAN

The Seven Bar Ranch will be developed as a planned community (see Plate IV). This plan designates areas of single family residences, multi-family residences, commercial use, employment/office parks, schools, park lands and open space.

Proposed alignments of the major streets is shown on Plate IV. All of the residential use areas are located west of the by-pass road. The non-residential use areas west of the by-pass road are the Town Center, schools, parks and green belt corridors. The areas east of the by-pass road are designated as employment/office park, hospital and commercial uses. The alignments of the streets, channels and the locations of the ponding areas depicted on the plates in this report are conceptual in nature.

HYDROLOGY

The computer model for the drainage characteristics of the developed and undeveloped site was constructed using a modified version of the USDA Agricultural Research Service's HYdrologic MOdeling program "HYMO." This program uses the U.S. Soil Conservation Service's (SCS) "Runoff Curve Number Method," outlined in the SCS National Engineering Handbook Number 4, entitled "Hydrology." Hydrograph shape parameters are derived from watershed area, slope, length and hydrologic characteristics. 10-year and 100-year rainfall events of 6 hour duration were used to determine the runoff volumes and flow rates generated by each area of the site. The hydrologic data used in the analysis is shown on Tables III and IV. The "HYMO" program uses a method of channel routing known as "Variable Travel Time Routing" to compute the routing times used to combine hydrographs at convergence points. Standard reservoir routing techniques were used in the analysis.

Black's Arroyo enters the site at the westerly boundary draining a watershed area of approximately 10 square miles (see Plate I). A hydrograph of the flow character-

istics of this watershed was computed and routed to Analysis Point AP 101 (see Plate II).

The proposed Skyview Channel enters the site at the northerly boundary draining a tributary area of approximately 2.3 square miles (see Plate I). An analysis of the flows in the Skyview Channel is contained in the report entitled "Skyview Channel Feasibility Study," dated October 1980, prepared by Bohannan–Huston, Inc. for the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA). The flood hydrograph from this report was routed to Analysis Point AP 101 and combined with the flood hydrograph from Black's Arroyo to produce a composite hydrograph. This flood hydrograph shows the total flows entering Black's Diversion Channel and was used in the "HYMO" model for the onsite drainage patterns.

UNDEVELOPED SITE

To construct the computer model, the undeveloped site was divided into 6 drainage basins (designated by Roman Numerals). Each drainage basin was further divided into subbasins (designated by Arabic Numerals). Thus, subbasin Number 4 of drainage basin Numeral I was designated as I-4. Points of discharge from one subbasin to another were designated by analysis points. For example, the point of discharge from Area I-4 is designated as AP 104. The areas and analysis points are shown on Plate II. The hydrographs generated for each area were computed at the analysis points. These hydrographs were then routed through the next area to that area's analysis point and added to the hydrograph for that area. Thus, the routing proceeds downstream to the points of discharge from the site. The results of the analysis of the undeveloped site are tabulated in Table I.

The following assumptions were made to analyze the undeveloped site:

- Uniform rainfall covers the entire site.

- The site is range land in fair condition (an SCS curve of 70 was used).
- The Upper Skyview Channel is constructed and in operation.
- The Soil Survey of Bernalillo County is accurate for the soils in the area. A uniform hydrologic group classification of "B" was assumed for the purpose of this analysis.
- Black's Diversion Channel has the capacity to carry the runoff from a 100-year storm.
- The Arroyo De Las Calabacillas has the capacity to carry the runoff from a 100-year storm within its banks.
- The Kirpitch Equation is accurate for this analysis. The Kirpitch Equation is:

$$t_c = \frac{.00013\ L^{.77}}{S^{.385}}$$

Where: t_c = time of concentration

L = length of the drainage pathway in feet

S = slope of the drainage pathway in feet/foot

DEVELOPED SITE

To construct the computer model, the developed site was divided into drainage basins and subbasins using the same method used for the undeveloped site. The areas and analysis points for the developed site are depicted on Plate III. The procedures outlined for the analysis of the undeveloped site were used to route runoff through the existing channels, proposed conveyance structures and ponding areas of the developed site to the proposed discharge points from the developed site. The locations of these improvements are shown on Plate III. The results of the analysis are tabulated in Table II.

In addition to the assumptions made for the analysis of the undeveloped site, the following assumptions were made for the analysis of the developed site:

- The land use plan will be implemented as shown on Plate IV.
- The open space areas will be in fair condition (CN value of 69).
- Dense single family (greater than 7 dwelling units per acre) have the same impervious area and consequently, the same CN value as commercial areas (CN equal to 92).
- The values of CN for the various categories of development are tabulated in Table V.
- Roads and other improvements constructed will increase the lengths of the drainage pathways by approximately 75% with a corresponding increase in the times of concentration.
- The runoff generated from the Rio Rancho area will be conveyed by the proposed Skyview Channel to the Black's Diversion Channel. The runoff which enters the site north of Westside Boulevard will be conveyed by streets to the Upper Skyview Channel (see Plates I and III).
- Runoff will be routed through the street network and will not flow overland to any significant extent during 10-year and 100-year storms.

EXISTING CONDITIONS

The values for the runoff volumes and peak flow rates are shown on Table I. The major carriers of runoff through the site are Black's Arroyo and the Upper Skyview Channel (when constructed). These two carriers discharge into Black's Diversion Channel at Analysis Point AP 101. This channel then collects and conveys runoff from Areas I-2, I-3 and I-4 to the Arroyo De Las Calabacillas. A majority of the runoff generated west of the Alameda Airport's north-south runway is directed to and re-

tained in a ponding area at the north end of the runway. The residual flows generated east of the runway are discharged into the Corrales Main Canal or under Coors Road through an existing 27" x 43" arch pipe (see Plate I).

ON-SITE DRAINAGE - DEVELOPED SITE

For the developed site, the following measures are proposed to control the runoff generated by the land uses shown on Plate IV:

- Construct a graded earth channel with riprap side slopes or a concrete lined channel to convey the runoff in Black's Arroyo from the westerly boundary of the site to the existing concrete lined Black's Diversion Channel. Figure I depicts cross sections of the two alternatives.
- The street networks within the parcels north and west of the Upper Skyview Channel and Black's Diversion Channel will be used as much as possible to carry runoff from these areas to the Black's Arroyo and Upper Skyview Channel (see Plates I and III). Detailed analyses of the runoff from these areas will be performed as they are developed. If it is determined that the street capacities are exceeded, then supplemental conveyance systems will be required.
- Establish grass lined channels within the green belt corridors to convey runoff to the parks. These channels will be designed as parcels adjacent to the green belt corridors develop. If the design velocities in the channels exceed 5 feet per second, protection of the inverts will be required.
- Construct detention pond facilities in the park sites to detain runoff generated from areas upstream (AP 201 and AP 202). These ponds will provide for controlled discharge to a downstream detention pond facility in the location shown on Plate III (see Detention Pond Volumes).

- Construct a detention pond to detain runoff generated from area V-1 and controlled discharge from the detention ponding facilities in the park site. This pond will discharge runoff at a controlled rate under State Road 528 to the old alignment of the Corrales Main Canal (see Plate III and Detention Pond Volumes).
- Construct a detention pond facility to detain runoff from Area VI-1 and discharge this runoff at a controlled rate under State Road 528 to the old alignment of the Corrales Main Canal (see Plate III and Detention Pond Volumes).
- Construct a retention pond facility to retain runoff from Area XI-1 at analysis point AP 1101. When downstream facilities are constructed to provide greater capacities, this pond may be converted to a detention pond to allow controlled discharge into the Corrales Riverside Drain.
- Regrade the Corrles Main Canal or construct an underground conduit in its location to convey runoff northward to the Cabezon Channel.
- The regional shopping center and employment/office park areas north of State Road 528 (Area VIII-1) shall discharge at an uncontrolled rate to the Cabezon Channel.
- Drainage from Areas IV-1and VII-1 will be retained in retention pond facilities as shown on Plate III. Future detailed studies of these areas may investigate the possibility of controlled discharge through the 27" x 43" arch pipe under Coors Road into the Corrales Main Canal. If this is feasible, then the retention ponds will be converted to detention pond facilities.
- Drainage from Area IX-1 will be discharged to the Arroyo De Las Calabacillas on the south boundary by regrading the parcel at the time it is developed to drain to the south.

- Drainage from Area X-1 will be detained in a detention pond and discharged at a controlled rate into the Corrales Main Canal (see Plate III and Detention Pond Volumes).

- The design of the Cabezon Channel is currently being contemplated by the AMAFCA. The crossing of Coors Road and the point of discharge are in the planning stages with several alternative solutions being considered.

OFF-SITE DRAINAGE – DEVELOPED SITE

Uncontrolled off-site drainage enters the site along the northerly boundary west of the Upper Skyview Channel and along the westerly boundary between Black's Arroyo and the point where the westerly boundary intersects Golf Course Road. The following improvements are proposed to control these discharges:

- Westside Boulevard right-of-way (see Plate III) will be graded as an earth channel of a size required to carry flows to the major street connection as adjacent parcels are developed. The flows west of the crest of the right-of-way will be conveyed in a similar earth channel to a connection with the internal street systems in the adjacent parcels when they develop. When Westside Boulevard is improved, the street pavement will replace the earth channel and will carry the flows to the points of connection described above.
- As it presently exists, Black's Arroyo just west of the site, is very poorly defined. During a major storm, it is possible that the flows from the arroyo may inundate the relatively flat area south of Black's Arroyo as it enters the site. To allow development of this area, the runoff from the off-site areas to the west will be conveyed in a temporary graded earth diversion channel to Black's Arroyo (see Plate III). When the arroyo upstream of the

site is improved, the diversion channel will be removed. Runoff originating west of the site in Basin I-2 will be directed to a low point by small earth channels within drainage easements along the west boundary of the site. From this point, the runoff will be conveyed through the development by using the street and storm sewer systems to Black's Arroyo.

SUMMARY

This Master Drainage Plan proposes a system of drainage control facilities to handle the runoff which flows through the project. All flows generated west of Black's Arroyo and Diversion Channel and north of the proposed Skyview Channel will be routed and discharged into these facilities. The runoff generated easterly of these improvements will be directed through detention ponds or retained on-site. The detention facilities will allow for controlled discharge into the Cabezon Channel or under Coors Road to the Corrales Main Canal. These facilities will meet or exceed the requirements of AMAFCA Resolution 1980–15. Detailed drainage reports prepared for each parcel, as they are developed, will elaborate upon these facilities and complete the design requirements for each parcel. It is felt that if the recommendations outlined in this Master Plan are implemented, they will provide for satisfactory treatment of all on-site and off-site flows affecting the project.

1" = 500'

LEGEND

P	TRACT
62.5 PP 9 / 8,7,6,5	ACREAGE; RECOMMENDED MANAGEMENT APPROACH (PARTIAL PONDING-PP OR FREE DISCHARGE-FD); INITIAL DRAINAGE OUTFALL; INITIAL DRAINAGE OUTFALL LINKED WITH CALABACILLAS ARROYO BY SYSTEMS
	TRACT BOUNDARY
(OP)	OUT PARCEL
4	DRAINAGE SYSTEM NUMBER
	PROPOSED ROAD NETWORK
30	STORM DRAIN
(DDP)	DETAILED DRAINAGE PLAN
9	DETENTION POND

APPENDIX 9

APPENDIX 10

EXECUTIVE SUMMARY

An erosion study has been conducted of the Arroyo de las Calabacillas (hereafter Calbacillas Arroyo) to develop criteria for future development adjacent to the arroyo in the lower reach. The project area was the mainstem of Calabacillas Arroyo from Coors Road west to the confluence of the north and west forks of the arroyo, thence along the north fork to the Bernalillo-Sandoval County line. The specific result of the study was a map delineating boundaries, referred to as offset tangents, along both sides of the arroyo beyond which development would not be prudent.

Definition of the term "prudent" for purposes of this study is based on the concepts of hydrologic uncertainty. The offset tangents are based on a consideration of the erosion potential of both a single, large-scale hydrologic event (short term) and the cumulative impact of a series of smaller events over the long term. In this context the operational definition of the term prudent is to avoid any risk associated with the single-event erosion and flooding potential of a 100-year flood, or the cumulative erosion potential of a series of smaller flows extending over a 25-year period, whichever is greater.

For the short-term event it is important to realize that both erosion and flooding potential are considered. Consequently the study results are in accordance with FEMA guidelines. The 100-year flood plain boundaries for Calabacillas Arroyo were established previously by another engineering firm, and their results were adopted in this study. Additionally, available hydrologic information was accepted as-is; however, hydrologic data were adjusted to reflect the influence of the proposed 7-Bar channel entering Black's Diversion, which is a tributary to the Calabacillas Arroyo in the lower portion of the study reach.

The basic erosion analysis involves the first two levels of the Simons, Li & Associates, Inc. (SLA) three-level approach. Level I is a qualitative geomorphic analysis and Level II is a basic engineering analysis. The more complex water and sediment routing techniques of Level III were not considered necessary for this study. Level I analysis is based primarily on available data, observations and information collected during a three-day site reconnaissance, historical aerial photographs, and SLA's extensive experience in the analysis of ephemeral streams and arroyos. Level II analysis involves

primarily an application of the sediment continuity principle based on hydraulic data generated for the flood insurance study. Results of Level I analysis provide valuable information and insight for Level II analysis.

Calabacillas Arroyo is a steep, relatively straight channel with a large width-to-depth ratio. Characteristics of the watershed and the large alluvial fans present at the mouths of tributaries indicate that a large sediment load is delivered to the system. Typical of many streams and arroyos in the southwest, Calabacillas Arroyo is a dynamic system with significant potential for lateral and vertical instability.

Old meander scars in the middle third (see Figure 3.3) of the study reach document the long-term historical lateral instability that is possible. More recent activities, as documented by aerial photographs spanning 45 years, have included straightening of the channel in the lower third (see Figure 3.4) and significant disturbance due to man in the upper third (see Figure 3.2). Excavation of a large borrow pit at the confluence of the north and west forks will impact the entire system for many years to come. The most significant impact will be degradation downstream of the borrow pit as the pit refills with sediment. Lateral stability in the reach immediately below the borrow pit (middle third) can be documented historically and suggests that the channel is strongly influenced by the steeply sloping mesa edge to the south.

Data available for the lower third are adequate for a longitudinal profile analysis. Changes in the thalweg elevation over the last eight years in this reach suggest significant vertical instability is possible over relatively short time periods. Degradation of four to five feet along the thalweg was documented with both degradation and aggradation occurring over a relatively short reach of the channel. The observed headcut in the vicinity of Black's Diversion channel was well documented by this analysis.

Level II analysis provides quantitative estimates of aggradation/degradation (changes in the vertical direction) and lateral migration (changes in the horizontal direction). The analysis was based on available hydraulic data, the sediment continuity principle and the slip circle principle for evaluating soil and bank stability. Initial results indicated that it would require over 40 years to refill the borrow pit excavation. Consequently, the borrow pit was assumed to remain throughout the 25-year period defined for long-term analysis. In degradational subreaches such as the subreach below the borrow pit, maximum lateral migration potential was estimated by assuming

the required volume of erosion came entirely from the channel banks. Furthermore, in the absence of geological controls the entire erosion amount was first assumed to come from one bank and then the other, since it is not possible to precisely determine the direction the channel will meander. Degradational reaches that have not shown significant lateral movement historically, for example the subreach upstream of Coors Road, were evaluated by a slip circle analysis to estimate the maximum bank height possible before failure from vertical incision and bankline undercutting.

Offset tangents were then evaluated considering results of both Level I and II analyses and the established flood plain boundary. The governing physical processes were considered in establishing the mode of lateral migration most applicable to a given subreach of the study area. For example, in the subreach below Golf Course Road, historical evidence as established in Level I analysis indicated significant lateral migration potential. Consequently, the historical meander belt was used to define the offset tangents in this subreach. In the subreach above Coors Road the slip circle analysis defined the offset tangents, and in the subreach below the borrow pit the assumption that all erosion occurred from the bankline established offset tangents. In all cases, the 100-year flood plain boundary was used as the minimum possible offset tangent.

The resulting offset tangents defined the boundaries beyond which it was not considered prudent to develop without channel improvements. The results indicate that beyond the 100-year flood plain boundary approximately 100 acres of land should not be developed without channel improvements. Based on proposed platting, approximately 150 lots are contained within the offset tangents; however, about thirty-five percent of these lots are also located within established 100-year floodway boundaries defined on FEMA Flood Boundary and Floodway maps. Adoption of FEMA guidelines prohibits all development within the floodway. An additional twelve percent of the total lots impacted by offset tangents are situated within the 100-year flood plain and can only be developed if a floodway is constructed. The recommended offset tangents were established using the best information available and state-of-the-art analysis techniques and represent limits for development that are neither overly conservative, nor subject to excessive risk.

APPENDIX 11

TR-94

FAR NORTHWEST ACTIVITY CENTER

TRAVEL DEMAND STUDY

November 1984

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MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO
924 PARK AVENUE, S. W., ALBUQUERQUE, NEW MEXICO 87102

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I - EXECUTIVE SUMMARY

The purpose of this summary is to provide an overview of the transportation impact study of the development of the Far Northwest Activity Center (FNAC), an area located on Albuquerque's northwest mesa (see FIGURE 1). The impetus for the study was a request from the City of Albuquerque Municipal Development Department (see APPENDIX A) to evaluate the transportation impacts of the proposed Seven-Bar Ranch Sector Development Plan (SBRSDP). The FNAC study area was created to evaluate the impacts of the SBRSDP and other development proposals in the immediate vicinity not included in previous transportation studies. The participation of the Middle Rio Grande Council of Governments (MRGCOG) in this study was provided for through the Unified Planning Work Program, Activity 84-5: Technical Services.[1]

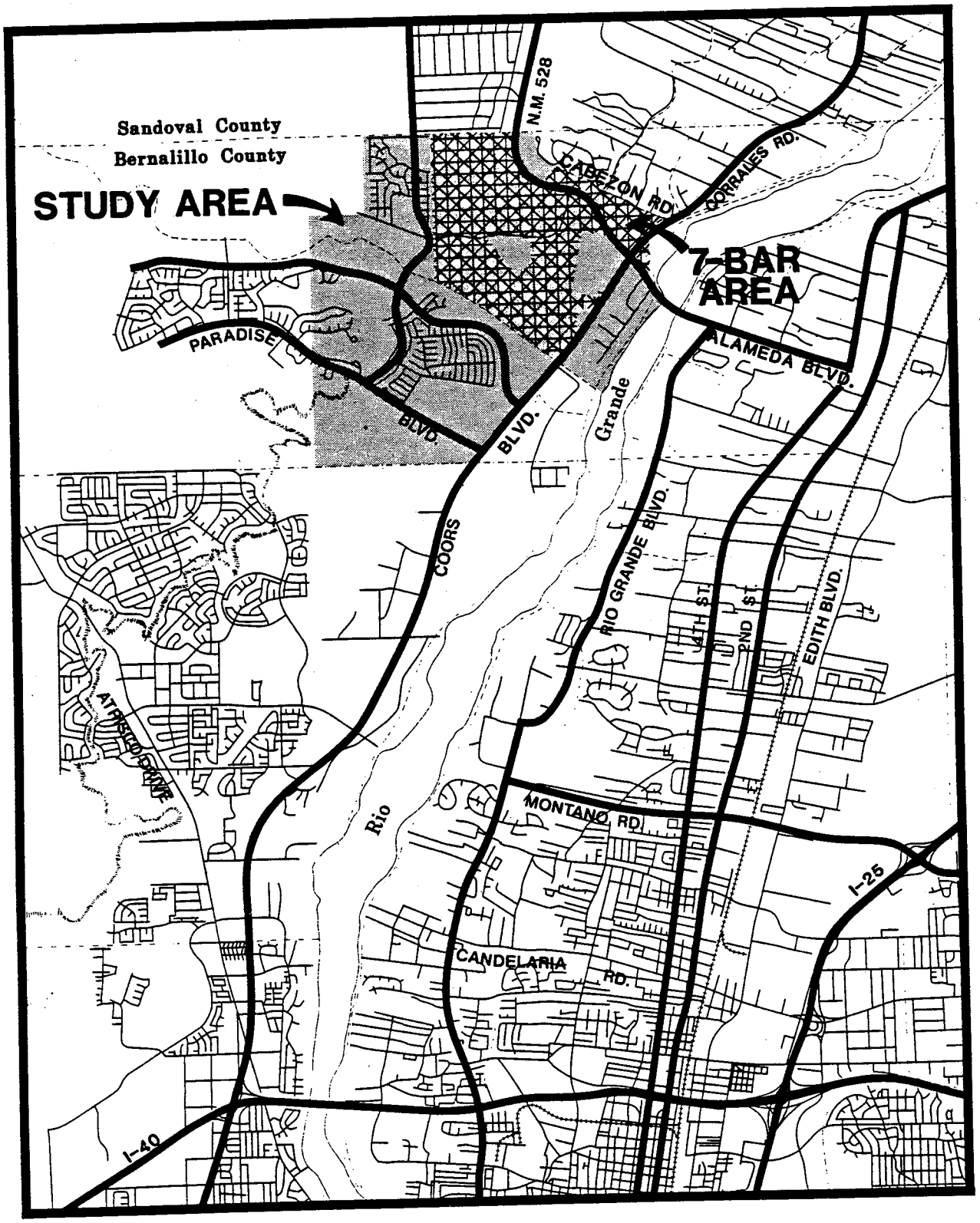
In July 1981, the MRGCOG Board of Directors' Urban Transportation Planning Policy Board (UTPPB) designated a major street network for the northwest mesa on the Long Range Major Street Plan (LRMSP) based on transportation analyses provided by the MRGCOG staff.[2,3] In response to the 1981 Seven Bar Ranch Master Plan, which proposed higher intensity development than had been previously forecast, the Albuquerque City Council and the Mayor of the Village of Corrales requested the MRGCOG staff to evaluate the transportation impacts of the Seven Bar land use plan. The MRGCOG analysis indicated that congestion would be experienced if the Seven Bar area was fully developed as proposed in the 1981 plan.

Conduct of the FNAC analysis required coordination among the MRGCOG, the City of Albuquerque Municipal Development and Transportation Departments, the Village of Corrales, and landowners in the study area. Several meetings among study participants were held to discuss and define the purpose of the study, land use forecasts for the area, and a proposed transportation network for evaluation. The City of Albuquerque Municipal Development Department (MDD) provided land use projections for ultimate development of the FNAC area. The Municipal Development Department's projections included three regional shopping centers: one west of Coors Boulevard and north of the Calabasillas Arroyo; a second west of Coors Boulevard and south of Irving

1 Unified Planning Work Program, MRGCOG, ST-100, July 1984.

2 Northwest Mesa Arterial System Evaluation - Executive Summary, MRGCOG, SPR-162, November 1980.

3 Corrales Center Traffic Analysis - Technical Report, MRGCOG, TR-80, April 1981.



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FAR NORTHWEST ACTIVITY CENTER STUDY AREA

FIGURE 1

Boulevard; and a third west of Eagle Ranch Road and south of Paradise Boulevard. Other major developments projected by MDD included an office park near the NM528-Ellison Drive intersection, a hospital/medical office complex near the Golf Course Road-Ellison Drive intersection and high density residential development adjacent to the Coors Bypass Road.

Traffic analyses were performed for two different scenarios for this study - "Full Build-out" and "Year 2010". The traffic analyses were based on two specialized socio-economic data sets. The "Full Build-out" analysis used the land use projections provided by MDD for the FNAC area and the adopted year 2010 socioeconomic forecasts[1] for the remainder of the urban area. The "Year 2010" analysis used a socioeconomic data set which concentrated future growth in the FNAC area, leaving land west of Unser Boulevard sparsely developed. The "Year 2010" data set was developed solely for this study and does not represent a most likely land use scenario. Both sets of traffic analyses assumed that all major streets shown on the Long Range Major Street Plan were fully developed. The traffic analyses were based on the assumption that congestion in the urban area would not inhibit access to or from the study area.

Four major findings of this study are:

1. Travel demand far exceeds capacity south and east of the Far Northwest Activity Center (FNAC) area under the "Year 2010" scenario. After the "Year 2010", travel demand is anticipated to increase as the FNAC area is more fully developed.

2. The proposed development of the FNAC area will also cause travel demand to exceed capacity on the regional transportation network east of the river crossings and south of the FNAC area (e.g., 2nd Street, 4th Street, Coors Boulevard and I-40).

3. The travel demand for the "Year 2010" scenario is significantly greater than the travel demand which was used to define the planned northwest mesa major street network on the LRMSP.

4. Since roadway capacity at the southern and eastern boundaries of the FNAC area is substantially exceeded by travel demand, analysis of the street system within the FNAC area was deemed impractical and inappropriate.

1 Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations MRGCOG, TR-92, October 1983.

TABLE 1 presents a summary of trips generated by proposed development within the FNAC area for the "Full Build-out" scenario. Approximately one third of the trips generated by FNAC development is generated by land parcels within the Seven-Bar Ranch Sector Development Plan area. Over half of the total FNAC trips are generated by commercial development.

TABLE 1

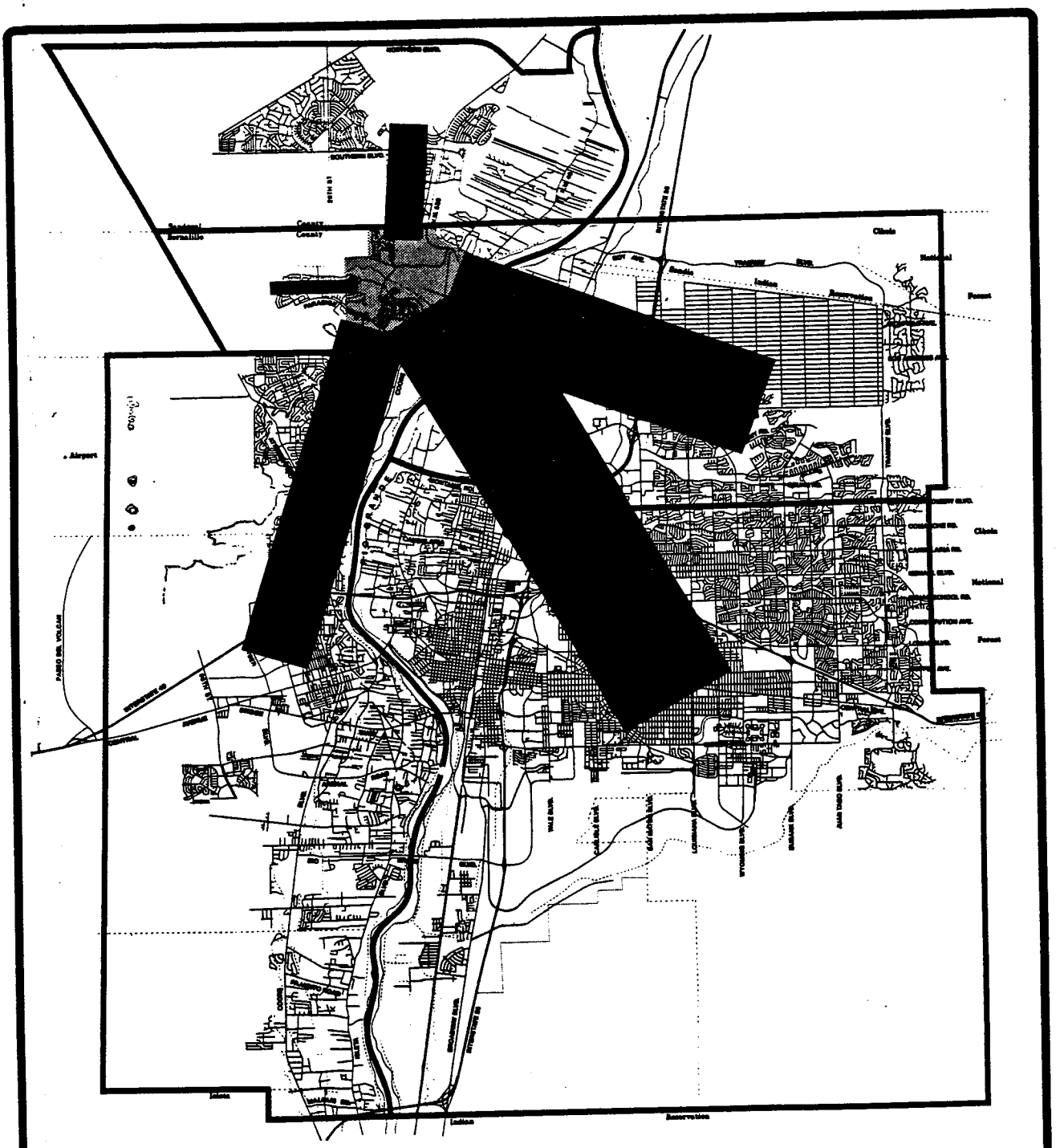
FULL BUILD-OUT TRIP GENERATION[1]
Far Northwest Activity Center

	SEVEN BAR RANCH SECTOR DEVELOPMENT PLAN	OTHER AREAS	TOTAL
Residential	43,200	57,000[2]	100,200
Office	44,900	29,900	74,800
Commercial	47,400	186,100	233,500
Total	135,500	273,000	408,500

[1]Based on Institute of Transportation Engineers (ITE) trip generation rates.

[2]Includes trips generated by Cibola High School.

FIGURE 2 illustrates travel demand for the "Year 2010" scenario. Eighty-six percent of the trips which desire to leave or enter the study area are anticipated to come from or go to the south and east. Travel demand forecasts for the "Year 2010" and "Full Build-out" scenarios at the periphery (cordon) of the FNAC area are illustrated on FIGURE 3. FIGURE 3 also includes projections of roadway capacity assuming all major facilities on the LRMSP are fully developed according to current policy.



FAR NORTHWEST ACTIVITY CENTER 2010 TRAVEL DEMAND

EXPLANATION

100 — 30000

One-way Trip Volumes

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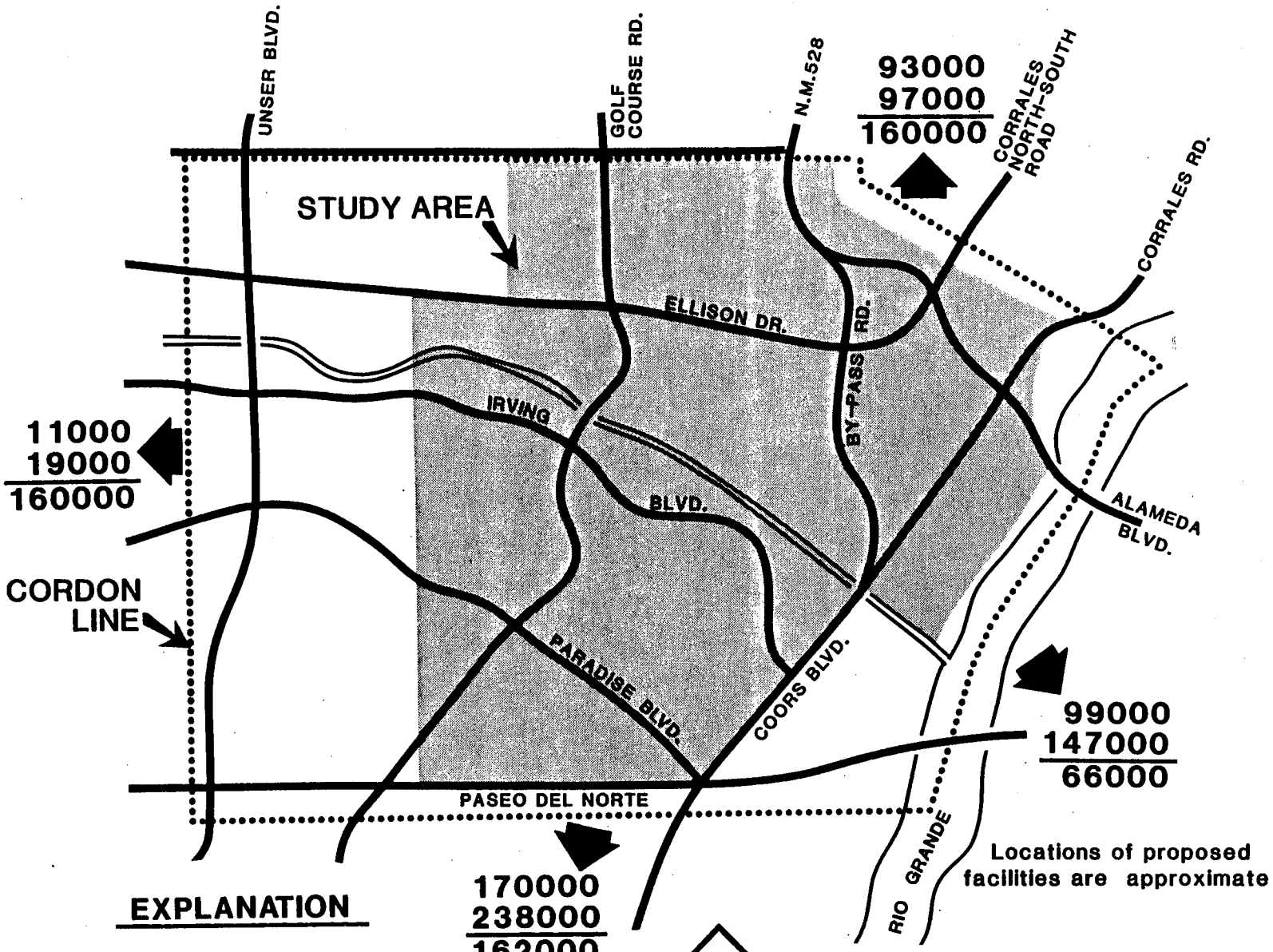
FIGURE 2



EXPLANATION

Year 2010 Volumes
Full Build-out Volumes
Roadway capacity*

*See Table 2

FAR NORTHWEST ACTIVITY CENTER TRAVEL DEMAND PROJECTIONS

FIGURE 3

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TABLE 2

POTENTIAL CAPACITY SERVING STUDY AREA[1]
Far Northwest Activity Center

	NUMBER OF LANES	CAPACITY PER LANE	DAILY CAPACITY
To/From the South			
Coors Boulevard	8	8,250	66,000
Golf Course Road	6	8,000	48,000
Unser Boulevard	6	8,000	48,000
To/From the East			
Alameda Crossing	2	10,000	20,000
Paseo del Norte Crossing	4	11,500	46,000
To/From the North			
NM 528	6	8,000	48,000
Golf Course Road	4	8,000	32,000
Corrales Road	2	8,000	16,000
Unser Boulevard	6	8,000	48,000
Corrales N/S Road	2	8,000	16,000
To/From the West			
Ellison Drive	6	8,000	48,000
Irving Boulevard	4	8,000	32,000
Paradise Boulevard	6	8,000	48,000
Paseo del Norte	4	8,000	32,000

[1]Based on all roadways being built to their maximum cross-section as expressed in the Long Range Major Street Plan and supporting policy documents. Congestion occurs when travel demand reaches 80 to 90 percent of capacity.

II - INTRODUCTION

In the late 1970's, concerns about development of the northwest mesa of the Albuquerque Urban Area resulted in planning guidelines for the area. The Urban Transportation Planning Policy Board (UTPPB) of the Middle Rio Grande Council of Governments (MRGCOG), in June 1979, designated the portion of the Albuquerque Urban Area north of I-40 and west of the Rio Grande as a subarea for street network evaluation on the Long Range Major Street Plan (LRMSP). In October 1980, the Municipal Development Department (MDD) of the City of Albuquerque released a document, titled Planning Guidelines: Northwest Mesa Area, which contained a proposed arterial network for the northwest mesa. Subsequently, the Albuquerque City Council requested the MRGCOG to make traffic projections for the northwest mesa, assess the viability of the arterial system proposed by MDD, and propose changes to the LRMSP as deemed necessary to accommodate projected northwest mesa traffic. In 1981, the UTPPB designated a network for the northwest mesa on the LRMSP based on recommendations of the MRGCOG staff.[1,2] The northwest mesa network continues to be refined as a result of ongoing planning activities.

In January 1981, the Mayor of the Village of Corrales and the Albuquerque City Council requested the MRGCOG staff to examine traffic impacts of the proposed Seven Bar Ranch Master Plan (SBRMP). The analysis area for that study, entitled the "Corrales Center Traffic Analysis", was bounded by Coors Boulevard, the Calabasillas Arroyo, Golf Course Road, the Sandoval County Line (Golf Course Road to NM528) and an imaginary line extension of Cabezon Road (NM528 to Corrales Road). The land use intensities proposed in the SBRMP were significantly greater than land use expectations used to forecast traffic volumes for the northwest mesa analysis. Results of the Corrales Center study indicated that congestion would be experienced when the study area was fully developed as proposed. Recommendations to mitigate this congestion included reserving right-of-way for high capacity (possibly grade separated) intersections, improved commuter oriented transit service to the area, locating park-and-ride lots in the area and encouraging private sector incentives for car- and van-pool use. However, the study concluded that the above measures would not totally eliminate congestion in the area.

1 Northwest Mesa Arterial System Evaluation-Technical Report, MRGCOG, SPR-167, March 1981

2 Corrales Center Traffic Analysis-Technical Report, MRGCOG, TR-80, April 1981.

In correspondence dated April 23, 1984, (see APPENDIX A), the MDD requested that the MRGCOG staff update the Corrales Center Traffic Analysis. Reasons to update the analysis included:

1. changes in location and intensity of land uses within the Seven Bar Ranch Sector Development Plan area including the relocation and increase in square footage of the proposed regional shopping center;

2. the development of the Eagle Ranch Master Plan;

3. adoption of new socioeconomic forecasts for the urban area for the year 2010;[1] and

4. court action concerning a regional shopping center near the intersection of Paradise Boulevard and Coors Boulevard.

Initial analysis of the revised Seven Bar Ranch Sector Development Plan indicated that the geographic boundaries of the Corrales Center Study were too limited to properly and completely evaluate the impact of the proposed land uses on the regional transportation system. Meetings with pertinent individuals in both the public and private sectors were held to define parameters to be used in this study (see APPENDIX B). An expanded study area which included the Corrales Center study area and land parcels to the south, west and northeast was agreed upon (see FIGURE 1). The study area was named the Far Northwest Activity Center (FNAC).

This study is being coordinated with an evaluation of alternative north-south roadways between the Thompson Fence Line and the Corrales Main Canal north of the study area. MRGCOG's participation in this study is provided for through the Unified Planning Work Program, Activity 84-5: Technical Services.[2]

1 Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations, MRGCOG, TR-91, September 1983.

2 Unified Planning Work Program, MRGCOG, ST-100, July 1984.

III - ASSUMPTIONS AND METHODOLOGY

The technical analyses undertaken to evaluate the transportation impact of proposed development in the FNAC area included: definition of a transportation network for testing; forecasts of socioeconomic data for the FNAC area and the remainder of the urban area for the "Full Build-out" and "Year 2010" scenarios; forecasts of traffic volumes for the FNAC area for the two scenarios; and estimation of roadway capacity anticipated to serve the FNAC area. Each of these analysis components is described in this chapter.

TRANSPORTATION NETWORK

The transportation network used for traffic forecasting for this study is based on full development of the Long Range Major Street Plan (LRMSP) for the Albuquerque Urban Area (see FIGURE 4) and is the result of discussions among MRGCOG staff, City of Albuquerque Planning Division staff, and private sector study participants. In addition to those roadways specified on the LRMSP, the FNAC area network, shown on FIGURE 5, includes the following:

1. Seven-Bar Loop Road from Bypass Road to Coors Boulevard;

2. Eagle Ranch Road from Irving Boulevard to the Bypass Road;and

3. New circulation streets in the area bound by Seven-Bar Loop Road, Bypass Road, Ellison Drive, NM528, and Coors Boulevard.

Two corridors on the LRMSP were further defined for purposes of the FNAC network. The arterial facility within the Paseo del Norte corridor was assumed to follow the Alameda Grant line westward from an intersection with Coors Boulevard at Paradise Boulevard (see APPENDIX C). The Corrales North-South Road was assumed to start at the NM528-Ellison Drive intersection and proceed north along the Corrales Main Canal. A connection between the Corrales North-South Road and Corrales Road was assumed between NM528 and Cabezon Road (see FIGURE 5). Several alternative Corrales North-South Roads are being evaluated in a separate study for the Village of Corrales. The alternative along the canal terminating at Ellison Drive was chosen because it appeared to be the worst case.

Concern was expressed during transportation network development that intersection capacity at key locations would prevent adequate testing of the remainder of the transportation network. To address this concern, thirteen intersection locations were specified as unrestrained intersections (see FIGURE 5). An unrestrained intersection allows traffic to flow through it without being slowed by

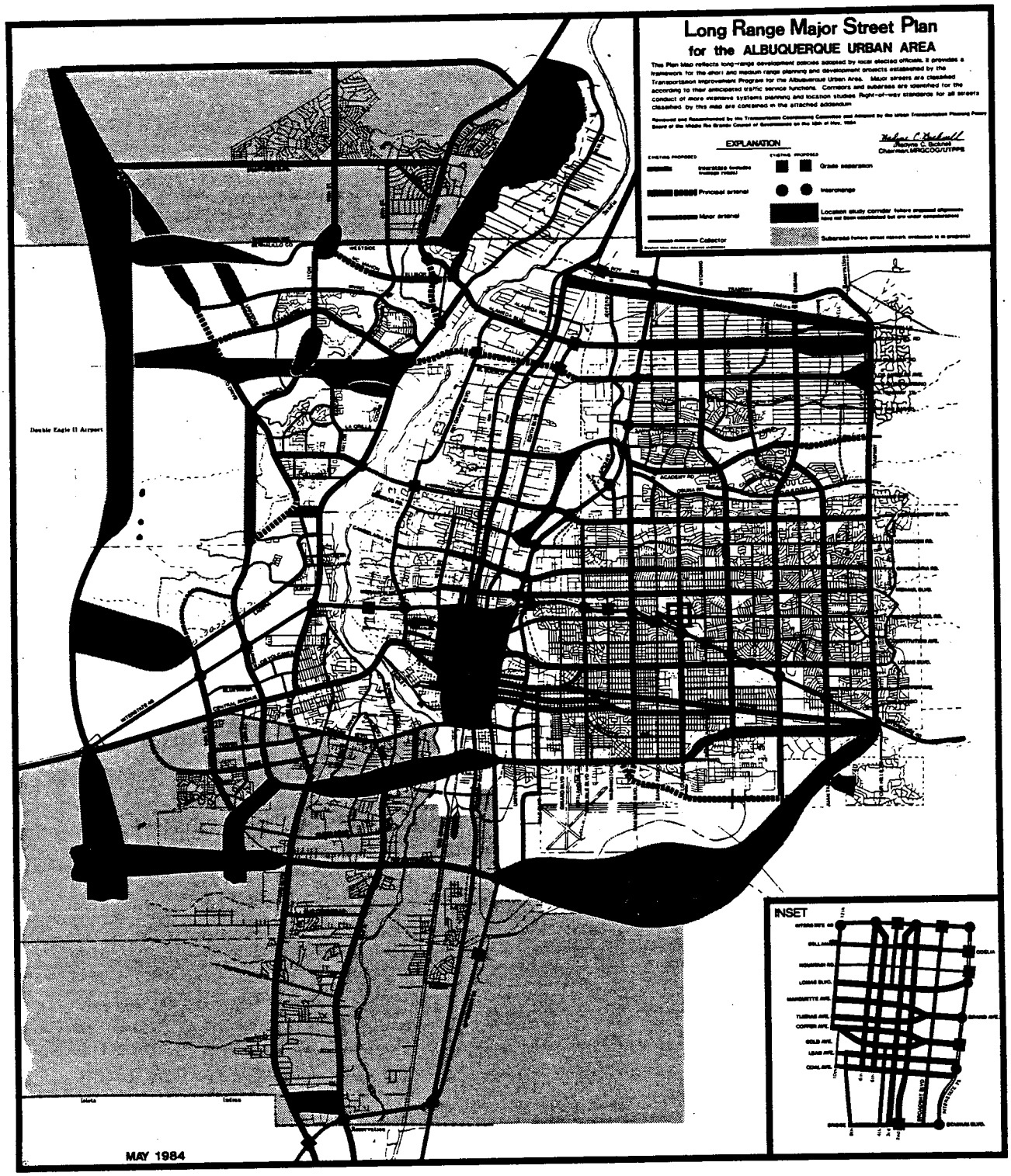

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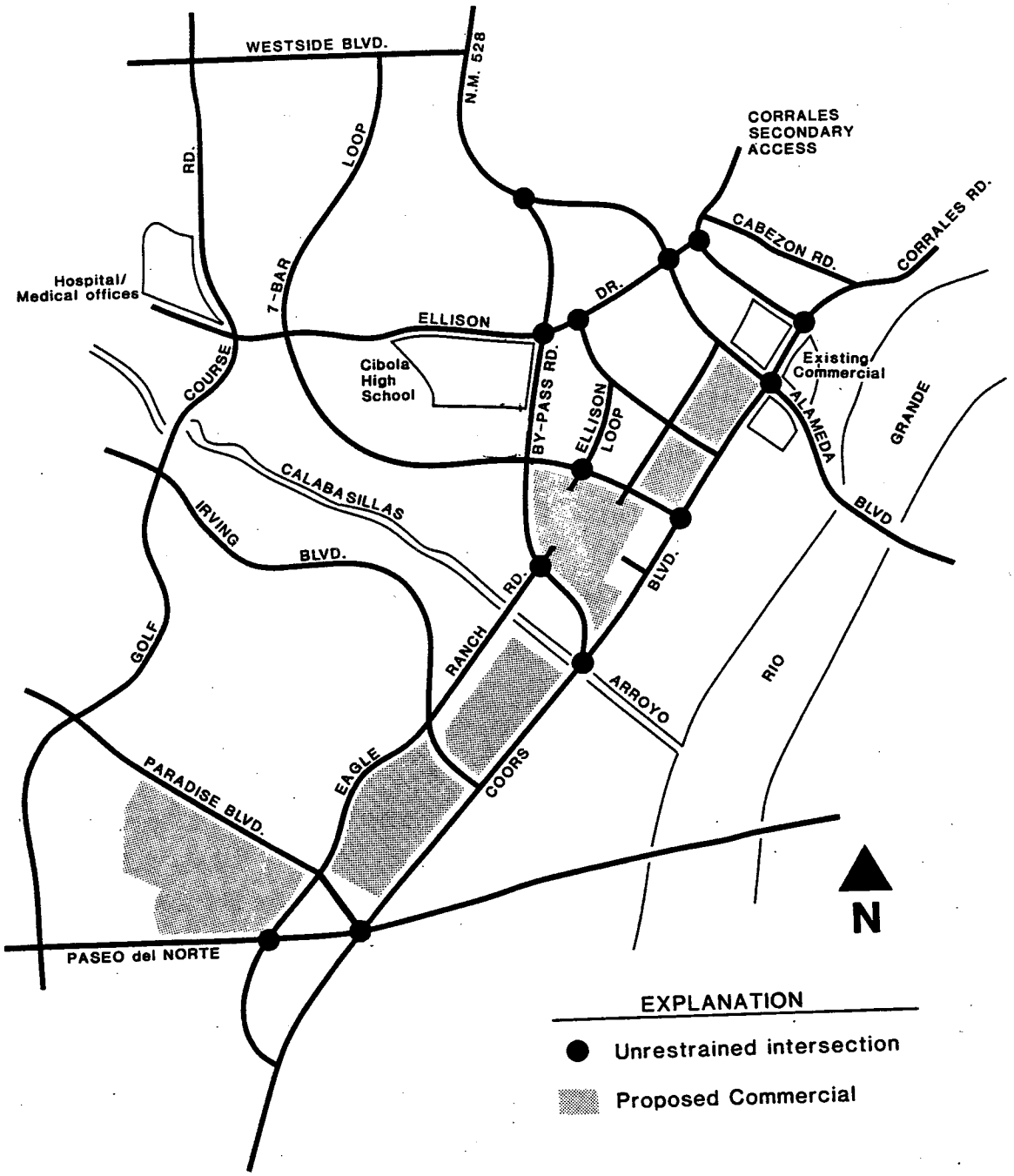
FIGURE 4



Locations of proposed facilities are approximate

Far Northwest Activity Center

PROPOSED NETWORK

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5/84

FIGURE 5

intersection congestion. Unrestrained intersections are a diagnostic tool and are specified for analysis purposes only.

SOCIOECONOMIC FORECASTS

Land use forecasts for the "Full Build-out" scenario for the FNAC area were provided by the City of Albuquerque Municipal Development Department (see APPENDIX A). FIGURES 6 and 7 illustrate the FNAC area with numbers and letters assigned to each land parcel. Land use forecasts for each parcel shown on FIGURES 6 and 7 are presented in APPENDICES D and E. Residential land use forecasts presented in APPENDIX D were modified to reflect updated information provided by the Municipal Development Department (See APPENDIX F). The land parcels assigned letters A through Q and S through Y on FIGURE 7 comprise the Seven-Bar Ranch Sector Development Plan (SBRSDP) area. The parcels assigned letters R, Z, and aa through xx on FIGURE 7 and all numbered parcels on FIGURE 6 are not part of the SBRSDP and are referred to as "Other Areas". Cibola High School (see FIGURE 7) is included in the "Other Areas" grouping for summary purposes. The land use forecasts for the "Full Build-out" scenario are summarized in TABLE 3.

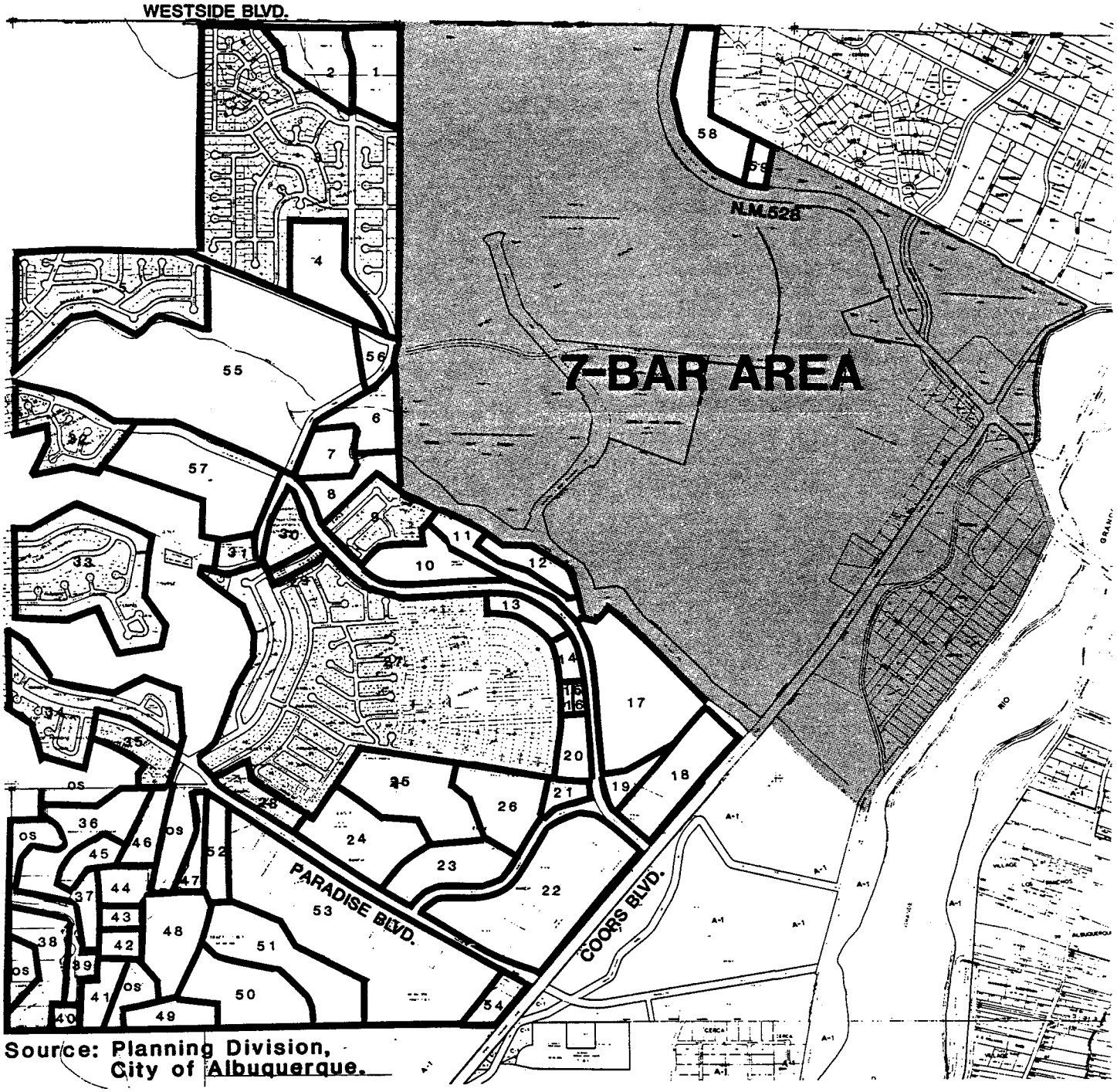
TABLE 3

FULL BUILD-OUT LAND USE FORECASTS[1]
Far Northwest Activity Center

LAND USE	SEVEN BAR SECTOR DEVELOPMENT PLAN	OTHER AREAS	TOTAL
Residential Units	5,750	6,440	12,190
Office (1000 sq. ft.)	1,990	1,300	3,290
Commercial (1000 sq. ft.)	1,240	3,670	1,910

[1]Source: City of Albuquerque Municipal Development Department.

Travel demand forecasting models used in the Albuquerque Urban Area utilize population, automobile ownership, and employment data. To derive these data items, socioeconomic constants were develop d for the FNAC area based on average values for the Albuquerque area as well as national averages. These constants, presented in TABLE 4, were applied to the land use forecasts presented in APPENDICES D and E to forecast "Full Build-out" population, automobile ownership, and employment statistics for each land parcel. "Full Build-out" socioeconomic forecasts for the FNAC area are summarized in TABLE 5. The FNAC area is forecast to have a population of over 27,000 and total employment of over 25,000.

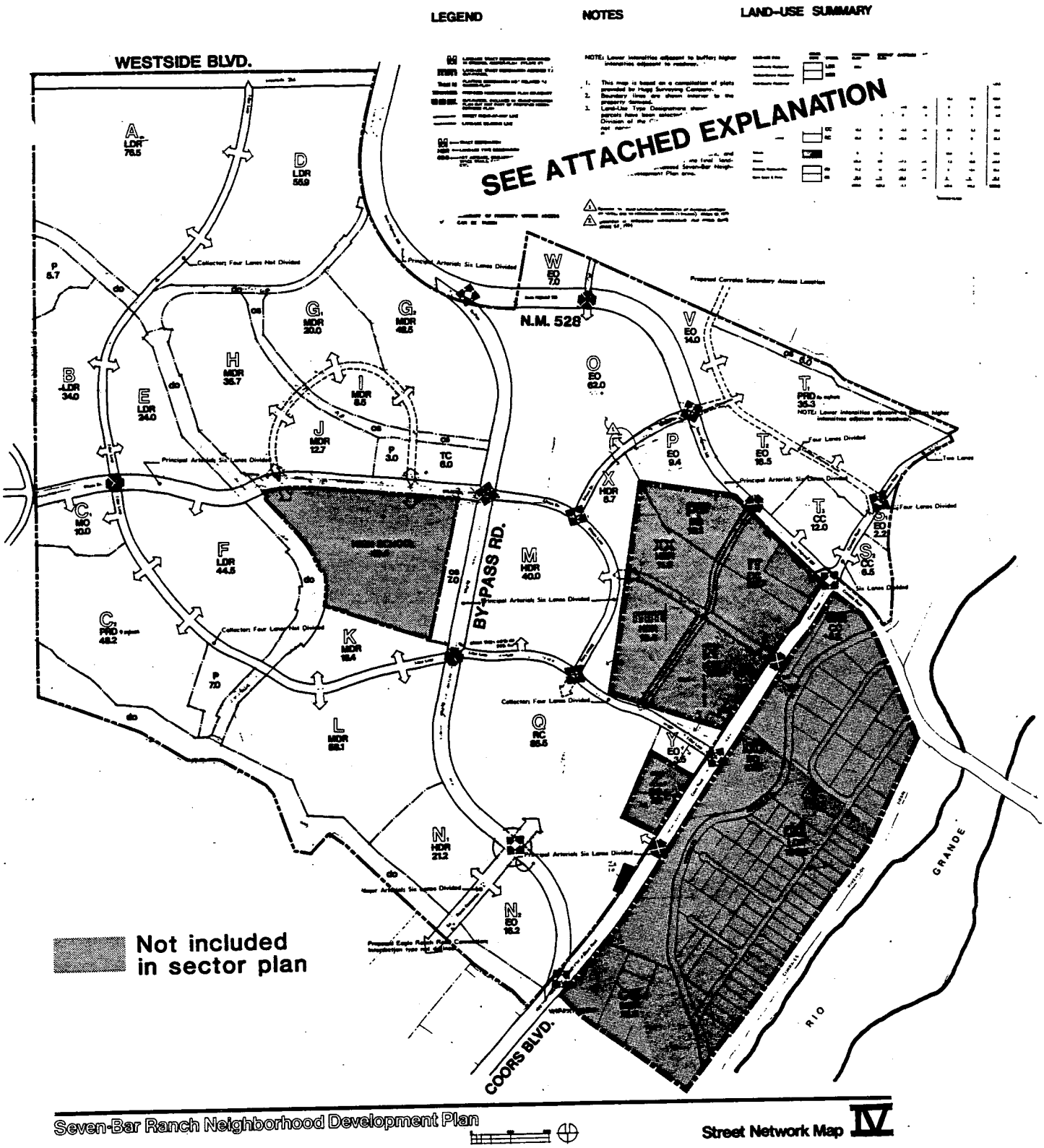


Source: Planning Division, City of Albuquerque.

Parcel numbers refer to land use data in Appendix

FAR NORTHWEST ACTIVITY CENTER LAND USES

FIGURE 6



Source: Planning Division, City of Albuquerque.

FAR NORTHWEST ACTIVITY CENTER 7-BAR AREA LAND USES

FIGURE 7A

LEGEND

- **M** — LAND-USE TRACT DESIGNATION CONTAINED IN ORIGINAL MASTER-PLAN ("PLATE 6")
- **mm** — LAND-USE TRACT DESIGNATION ASSIGNED TO OUT-PARCEL
- **Tract M** — PLATTING DESIGNATION NOT RELATED TO MASTER-PLAN
- PROPOSED NEIGHBORHOOD PLAN BOUNDARY
- OUT-PARCEL INCLUDED IN TRANSPORTATION PLAN BUT NOT PART OF PROPOSED NEIGHBORHOOD PLAN
- STREET RIGHT-OF-WAY LINE
- LAND-USE DEMISING LINE

M — TRACT DESIGNATION
HDR — LAND-USE TYPE DESIGNATION
00.0 — NET ACREAGE, EXCLUDING BOUNDING OPEN SPACE TRAILS, EASEMENTS, RIGHTS-OF-WAY, ETC.

CONSTRAINED INTERSECTION

UNRESTRAINED INTERSECTION

BOUNDARY OF PROPERTY WHERE ACCESS CAN BE TAKEN

NOTES

NOTE: Lower intensities adjacent to buffer; higher intensities adjacent to roadway.

1. This map is based on a compilation of plats provided by Hugg Surveying Company.
2. Boundary lines are shown interior to the property demised.
3. Land-Use Type Designations shown on out-parcels have been selected by the Planning Division of the City of Albuquerque, and do not necessarily reflect the concurrence of 7-Bar Land and Cattle Company, or its agents.
4. This map was devised primarily for the analysis of the transportation network, and does not, of itself, represent the final land-use plan for the proposed Seven-Bar Neighborhood Development Plan area.

1 REVISION TO ROAD LOCATION; REDISTRIBUTION OF ACREAGE; INCREASE OF TOTAL DUE TO MEASURING ERROR (+3 ACRES) MARCH 23, 1984

2 INDICATION OF INTERSECTION CLASSIFICATIONS AND ACCESS POINTS MARCH 28, 1984

LAND-USE SUMMARY

LAND-USE TYPE	COLOR CODE	SYMBOL	PROPOSED PLAN	EXISTING* PLAN	ΔACREAGE	Δ%	OUTPARCELS: WEST OF COORS	EAST OF COORS	TOTAL
Low-Density Residential		LDR	240.1	385	-144.9	-38	0	108.0	348.1
Medium-Density Residential		MDR	242.9	152	+90.9	+60	0	27.8	270.7
High-Density Residential		HDR	108.3	73	+35.3	+48	31.2	0	139.5
Employment Office		EO	135.3	143	-7.7	-5	18.1	27.0	180.4
Medical Office		MO	10.0	29	19.0	-66	0	0	10.0
Town Center		TC	6.0	6	0	0	0	0	6.0
Community Commercial		CC	18.5	22	-3.5	-16	39.6	5.3	63.4
Regional Commercial		RC	85.5	50	+35.5	+71	0	0	95.5
Schools			0	0			43.4	0	43.4
Streets			124.5	107	+17.5	+16	7.5	10.8	142.8
Drainage Rights-of-Way		do	71.2	61	+10.2	+17	0	13.4	84.6
Open Space & Parks		OS	37.5	71	-33.5	-44	0	0	37.5
			1079.8	1087.5	-7.7		139.8	192.3	1411.9

*December 14, 1982

EXPLANATION TO FIGURE

FIGURE 7B

TABLE 4

SOCIOECONOMIC CONSTANTS
Far Northwest Activity Center

LAND USE	POPULATION	AUTOMOBILE OWNERSHIP	RETAIL EMPLOYMENT	TOTAL EMPLOYMENT	ITE CODE[1]
Residential (per dwelling unit)					
Low Density	3.0	1.8	0	0	210
Medium Density	2.2	1.7	0	0	270
High Density	1.5	1.5	0	0	220
Office (per 1000 sq. ft.)					
General	0	0	0	5.00	710-713
Medical, Office Park	0	0	0	3.33	720,750
Commercial (per 1000 sq. ft.)					
Neighborhood	0	0	2.50	2.50	821
Community	0	0	2.20	2.20	822-825
Regional	0	0	1.75	1.75	826-827
Manufacturing (per 1000 sq. ft.)					
General	0	0	0	2.00	130,140
High School (per 1000 students)					
Cibola	0	0	0	87.50	530

[1]Refers to Institute of Transportation Engineers (ITE) land use code provided for each land parcel in APPENDICES D and E.

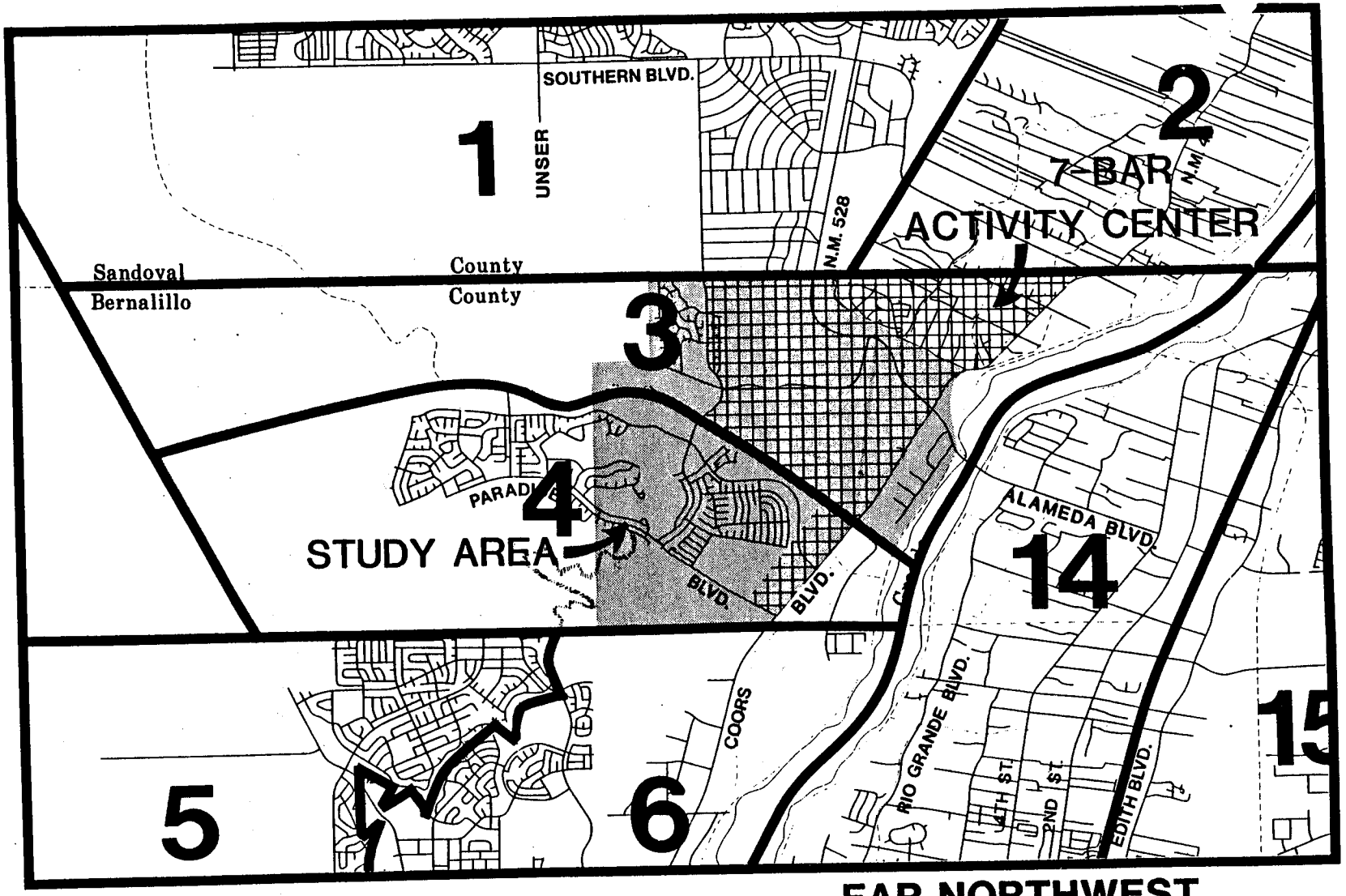
TABLE 5

FULL BUILD-OUT SOCIOECONOMIC FORECASTS[1]
Far Northwest Activity Center

SOCIOECONOMIC DATA VARIABLE	SEVEN BAR RANCH SECTOR PLAN	OTHER AREAS	TOTAL
Population	11,890	5,460	27,350
Automobile Ownership	8,710	11,180	19,890
Retail Employment	1,990	11,440	9,430
Total Employment	9,610	15,780	25,390

[1]Derived from land use variables provided by City of Albuquerque Municipal Development Deparment and socioeconomic constants presented in TABLE 4.

Land use forecasts for the "Year 2010" scenario for the FNAC area were based on adopted year 2010 forecasts for the Albuquerque area. Adopted year 2010 forecasts in the vicinity of the FNAC area are presented in TABLE 6. Also presented in TABLE 6 are land use forecasts for the "Full Build-out" scenario of the FNAC area based on data provided by the City of Albuquerque Municipal Development Department. Geographic boundaries used for the adopted year 2010 forecasts and for the FNAC area are shown on FIGURE 8. The FNAC area includes parts of superzones 3 and 4 and most of the 7-Bar Activity Center. Socioeconomic data for the FNAC area for the "Year 2010" scenario was derived by reducing the "Full Build-out" scenario land use data (see APPENDICES D and E) on a parcel by parcel basis until the totals for superzones 3 and 4 and the 7-Bar Activity Center matched the adopted year 2010 totals.



FAR NORTHWEST ACTIVITY CENTER 2010 SUPERZONES & 7-BAR ACTIVITY CENTER

FIGURE 8

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TABLE 6

COMPARISON OF ADOPTED YEAR 2010 AND FULL BUILD-OUT SOCIOECONOMIC FORECASTS
Far Northwest Activity Center

AREA[3]	ADOPTED 2010[1] FORECASTS		FULL BUILD-OUT[2] FORECASTS	
	TOTAL POPULATION	EMPLOYMENT	POPULATION	TOTAL EMPLOYMENT
7-Bar Ranch Activity Center	8,500	9,000	14,540	15,670
Superzone 3[4]	15,732	9,807	20,030[5]	17,180[5]
Superzone 4[4]	27,103	7,289	24,330[5]	11,110[5]

[1]Source: Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations, MRGCOG, TR-92, October 1983.

[2]Derived from land use data provided by City of Albuquerque MDD and socioeconomic constants presented in TABLE 4.

[3]See FIGURE 8 for geographic boundaries.

[4]Includes part of 7-Bar Ranch Activity Center.

[5]Superzones 3 and 4 extend far west of the western boundary of the FNAC. The "Full Build-out" forecast only includes areas within the FNAC.

The resulting socioeconomic forecasts for the "Year 2010" scenario, summarized in TABLE 7, project significantly higher intensity development within the FNAC area than within the areas west of the FNAC area. These forecasts do not necessarily represent a most likely land use allocation for the northwest mesa and were solely derived for the transportation analyses described in this report.

TABLE 7

YEAR 2010 SOCIOECONOMIC FORECAST[1]
Far Northwest Activity Center

SOCIOECONOMIC DATA VARIABLE	SEVEN BAR RANCH SECTOR PLAN	OTHER AREAS	TOTAL
Population	6,470	10,930	17,400
Automobile Ownership	3,890	7,230	11,120
Retail Employment	1,080	5,220	6,300
Total Employment	4,680	8,920	13,600

[1]Based on adopted year 2010 forecasts, "Full Build-Out" land used data provided by City of Albuquerque MDD, and socioeconomic constants presented in TABLE 4. These forecasts do not necessarily represent a most likely land use allocation for the northwest mesa.

Socioeconomic forecasts for the remainder of the urban area (not within the FNAC area) were derived from the adopted year 2010 socioeconomic forecasts and were held constant for both the "Year 2010" and "Full Build-out" analyses.

TRAFFIC FORECASTS

Traffic was forecast for trips passing through the FNAC area and for trips to and from the FNAC area based on the "Year 2010" and "Full Build-out" land use scenarios. Traffic forecasts for trips passing through the FNAC area (through trips) were developed using the regional traffic forecasting model maintained by the MRGCOG. Traffic forecasts for trips to and from the FNAC area (internal-external trips) were projected using a traffic forecasting model developed for this study based on locally and nationally accepted parameters and procedures. The forecasted volumes of through trips and internal-external trips were summed to determine the total traffic volume projected to use the regional transportation system. The regional traffic forecasting model used to project through trips for this study is documented elsewhere.[1] These standard procedures for forecasting traffic were followed with one exception. Trips originating from and destined to the FNAC

[1] Howell, Kenneth M., Building a Trip Table Using Albuquerque Transportation Models, MRGCOG, Procedural Manual No. 6, May 1973.

area were removed from the through trip analysis. The adopted year 2010 socioeconomic forecasts were used in the projection of through trips for both the "Year 2010" and "Full Build-out" scenarios.

The traffic forecast methodology used to project internal-external trips for the "Full Build-out" scenario is summarized in FIGURE 9 and includes the following steps:

1. Projection of trip ends (each trip has two ends, an origin and a destination) for each land parcel within the FNAC area using land use descriptors (e.g. residential dwelling units and commercial, office and industrial floor area) and nationally accepted (Institute of Transportation Engineers) trip making rates (see APPENDIX F).

2. Projection of trip productions and attractions (each trip has one production and one attraction) for each land parcel within the FNAC area and for the remainder of the urban area using socioeconomic variables (employed residents, auto ownership, total employment and retail employment) and trip rates from the regional travel demand models.

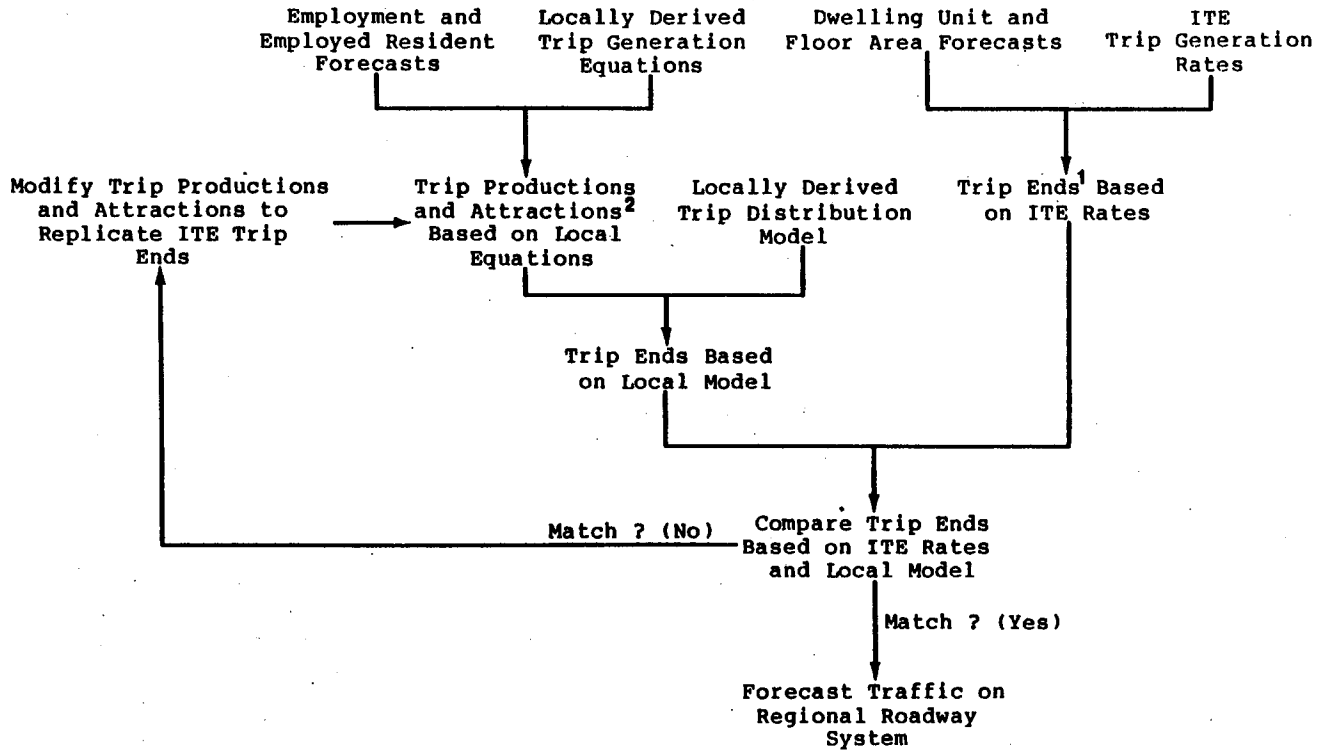
3. Projection of trip ends for each land parcel within the FNAC area using a traffic forecasting methodology similar to the regional traffic forecasting model and the trip productions and attractions.

4. Comparison on a parcel by parcel basis of the trip ends projected using the Institute of Transportation Engineers (ITE) generation rates (step 1) and using the locally derived production and attraction equations (step 3).

5. Modification of trip productions and attractions in step 2 to duplicate trip end values projected using the ITE rates.

6. Repetition of steps 3, 4, and 5 until the trip ends projected by the locally derived model approximate trip ends projected by application of the ITE rates.

7. Projection of traffic on the regional roadway system using the trip productions and attractions developed in steps 1 through 6, the locally derived trip distribution model, and the transportation network described earlier.



[1]Each trip has two ends, an origin and a destination.
[2]Each trip has one production and one attraction.

FAR NORTHWEST ACTIVITY CENTER INTERNAL-EXTERNAL TRAFFIC FORECAST METHODOLOGY

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FIGURE 9

CAPACITY ESTIMATES

Daily traffic carrying capacity was estimated for roadways entering the FNAC area. Daily capacity is affected by roadway geometry, intersection signalization, distribution of travel demand throughout the day, and directional distribution of travel demand among other factors. Daily capacity for most of the arterial streets entering the FNAC area was estimated to be 8,000 vehicles per lane. Coors Boulevard was estimated to have a slightly higher daily capacity of 8,250 vehicles per lane based on its proposed limited access characteristics. The capacity of the Alameda and El Pueblo river crossings was estimated at 10,000 and 11,500 vehicles per lane per day respectively based on their limited access characteristics. By comparison, the most heavily traveled section of arterial street (San Mateo north of I-40) in Albuquerque currently serves approximately 42,000 vehicles each weekday or 7,000 vehicles per lane.

The number of lanes assumed for each roadway was based on the development of the maximum cross-section as expressed in the Long Range Major Street Plan and supporting policy documents. The laneage assumed includes 8 lanes on Coors Boulevard, 6 lanes on Unser Boulevard and NM528, 4 lanes on the El Pueblo river crossing and 2 lanes on the Alameda Boulevard river crossing.

IV - RESULTS

The results of this study include projection of: trips generated by the proposed development within the FNAC area; distribution of these trips throughout the urban area; and resulting travel demand for roadways entering the FNAC area. These results are based on assumptions and methodoloy presented in chapter III.

TRIP GENERATION

Daily trip generation projections for the "Full Build-out" and "Year 2010" scenarios are 408,500 and 248,000 trip ends, respectively. These projections are based on nationally recognized Institute of Transportation Engineers (ITE) trip end generation rates. Each trip taken consists of two ends, an origin and a destination. Trip generation statistics for the "Full Build-out" scenario are presented in TABLE 8. Approximately one third of the trips generated by FNAC development is generated by land parcels within the Seven-Bar Ranch Sector Development Plan area. Over half of the total FNAC trips are generated by commercial development.

TABLE 8

FULL BUILD-OUT TRIP GENERATION[1]
Far Northwest Activity Center

	SEVEN BAR RANCH SECTOR PLAN	OTHER AREAS	TOTAL
Residential	43,200	57,000[2]	100,000
Office	44,900	29,000	74,800
Commercial	47,400	186,100	233,500
Total	135,500	273,000	408,500

[1]Based on Institute of Transportation Engineers (ITE) trip generation rates.

[2]Includes trips generated by Cibola High School.

TRIP DISTRIBUTION

Trips generated by development within the FNAC area either travel within the FNAC area or leave the FNAC area. For the "Full Build-out" scenario, approximately 300,000 trips (73 percent of total trip ends) leave or enter the FNAC area. Fifty-four thousand trips have both their origin and destination within the FNAC area. The 54,000 trips within the FNAC area account for 108,000 trip ends.

For the "Year 2010" scenario, twenty-four thousand trips have both their origin and destination within the FNAC area. The 24,000 trips within the FNAC area account for 48,000 trip ends. The remaining 200,000 trips (80 percent of the total trip ends) have either an origin or a destination outside the FNAC area. The distribution of these 200,000 trips throughout the urban area is shown on FIGURE 2. Eighty-six percent of the trips which leave or enter the FNAC area are anticipated to come from or go to the south and east.

TRAFFIC FORECASTS

Daily traffic volume forecasts for trips which pass through the FNAC area but do not stop are presented in TABLE 9. Each trip through the FNAC area was counted twice - once for the direction from which it enters the FNAC area and once for the direction to which it leaves the FNAC area.

TABLE 9

THROUGH TRAFFIC VOLUMES USED WITH FULL BUILD-OUT AND YEAR 2010 SCENARIOS[1]
Far Northwest Activity Center

DIRECTION	TWO-WAY DAILY TRIPS[2]
To/From the NORTH	51,000
To/From the EAST	58,000
To/From the SOUTH	25,000
To/From the WEST	8,000

[1]Based on adopted Year 2010 socioeconomic forecasts and regional traffic forecasting models.

[2]A trip from the Village of Corrales to the I-40/Coors Boulevard Interchange was counted in the To/From the NORTH and To/From the SOUTH categories.

Daily travel demand projections at the periphery (cordon) of the FNAC area are presented in FIGURE 3 for the "Full Build-out" and "Year 2010" scenarios. These projections include the through traffic projections presented in TABLE 7 and projections of traffic generated by development within the FNAC area. For the "Full Build-out" scenario, a travel demand of 238,000 vehicles per day (vpd) is forecast to cross the cordon line south of the FNAC area. The

238,000 vpd is projected to use Coors Boulevard, Golf Course Road and Unser Boulevard. A travel demand of 147,000 vpd is forecast to cross the Rio Grande on the Alameda Boulevard and Paseo del Norte bridges. Projected travel demand to and from the north and west is forecast to be 97,000 and 19,000 vpd, respectively.

For the "Year 2010" scenario, travel demand to and from the east, south, west and north is forecast to be 99,000; 170,000; 11,000; and 93,000 vpd, respectively.

V - CONCLUSIONS

Examination of FIGURE 3 indicates that travel demand far exceeds capacity south and east of the FNAC area for both the "Full Build-out" and "Year 2010" scenarios. Even with complete development of the currently planned roadways listed in TABLE 2, which include Coors Boulevard (8 lanes), Golf Course Road (6 lanes), Unser Boulevard (6 lanes) and and two river crossings (6 lanes total), travel demand approaching the FNAC area could not be served. To serve travel demand to and from the north, road widenings would be required on NM528, Golf Course Road and Unser Boulevard. Travel demand to and from the west could easily be accommodated by currently planned facilities.

East and south of the FNAC area, travel demand is anticipated to be even greater than travel demand entering/exiting the FNAC area. Adverse traffic impacts of the development of the FNAC area are anticipated to be experienced on Coors Boulevard south to I-40, on I-40 crossing the Rio Grande, east of the Alameda and Paseo del Norte river crossings and on north-south arterials in the north valley. This list of streets identified as being impacted is not all inclusive. Development of the FNAC area is anticipated to impact many segments of the regional transportation system.

Travel demand projections shown on FIGURE 3 are significantly greater than travel demand projections used to define the planned northwest mesa network on the Long Range Major Street Plan (LRMSP). As a result, the proposed development within the FNAC area is incompatible with currently planned roadway facilities as expressed on the LRMSP.

Since travel demand far exceeds planned roadway capacity on routes approaching the FNAC area from the south and east, an analysis of the adequacy of the street system within the FNAC area was deemed technically impractical and of limited usefulness. Detailed analysis of peak hour conditions and vehicle turning movements at key locations was also deemed of limited usefulness for the same reason.

Travel demand as projected by this study cannot be served by the regional transportation system as currently planned. No small changes in proposed land use, travel behavior or available roadway capacity will change this conclusion.

APPENDIX A

Letter to Mr. Albert I. Pierce, MRGCOG, from
Mr. Carl P. Rodolph, City of Albuquerque

April 23, 1984

CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

April 23, 1984

INTER-OFFICE CORRESPONDENCE

REF. NO._____

TO: Albert I. Pierce, Director, Middle Rio Grande Council of Governments

FROM: Carl P. Rodolph, Director, Municipal Development Department

Vern C. Hagen for

SUBJECT: 7-Bar Ranch Transportation Analysis

As you are aware, recent changes in the 7-Bar Ranch area have established the need to update the Corrales Center Traffic Analysis prepared by your office in April 1981. Major changes from the original study include the relocation and increase in square footage of the proposed regional shopping center, the development of the Eagle Ranch Master Plan and changes to the location and intensity of land uses within the 7-Bar Ranch Sector Development Plan. All of these changes have also dictated that the 7-Bar Ranch Sector Development Plan be updated/amended.

As part of the process to update/amend the 7-Bar Ranch Sector Development Plan the Municipal Development Department requests that your office prepare an analysis of the adequacy of the transportation network, specifically for the 7-Bar Ranch Sector Development Plan area. As per our conversations with Rick Marshment of your office, we hereby transmit the following information:

<u>7-Bar Ranch Sector Development Plan</u>

- Six plain copies of the land use/transportation map
- One 8 1/2" x 11" reproduceable of the land use/transportation map
- Six copies of the trip generation chart

RECEIVED
24 APR 1984
COUNCIL OF GOVT.

<u>Background Information</u>

- Six copies of the land use plan
- Six copies of the land use and ITE code assignments

Specific analysis and data on the following items are requested:

1. AWDT (Average Weekday Traffic) on major street network (S.H. 528, existing Coors Rd., Coors By-Pass, Ellison and its continuation to the shopping center (Ellison Loop) and to S.H. 528 (Ellison Dr.), proposed Corrales by-pass (Alternate Rd.), Corrales Rd., Alameda Rd., 7-Bar Loop, Westside Blvd., and the Eagle Ranch connection.

2. Peak hour turning movements at the intersections of the above mentioned facilities

3. Percent of the AWDT that occurs during the peak period

4. Percent of the AWDT that is heavy commercial vehicles, and percent of AWDT that is medium commercial vehicles

5. Traffic split on the Corrales By-Pass (Alterate Rd.) as to whether it is from the Alameda river crossing or from the south on Coors.

If you have any further questions, please contact Randy Traynor of the Planning Division at 766-7422.

REVIEWED: Jack E. Leaman

Jack E. Leaman, City/County Planner

cc: Fred Van Antwerp
John Black
Herb Denish
Andres Aragon-Viamonte
Joe David Montano

APPENDIX B

List of Participants and Summaries
May 23rd and August 23rd Meetings

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO

Far Northwest Activity Center Transportation Analysis
List of Participants - May 23rd Meeting
May 30, 1984

PARTICIPANT	ORGANIZATION
Albert I. Pierce Dale G. Glass Richard Marshment Barry Levine	Middle Rio Grande Council of Governments of New Mexico
Ken Bower	New Mexico State Highway Dept.
Leonard Greenspan Lynn Johnson	Albuquerque Public Schools
Dee Turner John Taschek	Village of Corrales
Jack Leaman Randy Traynor	City/County Planning
Bob Fosnaugh Joe David Montano	Albuq. Transportation Dept.
John F. Black	Seven Bar Ranch
Andres Aragon-Viamonte	Bohannon-Huston, Inc.
Herb Denish Lawrence Kline	Herb M. Denish & Associates
Bob Miller	Bellamah Corp.
Cliff Spirock	Community Sciences Corporation
Joe F. Fritz Fred Seebinger	Joe F. Fritz Company
Stan Zuris	Property Owner
W.F. Mann	
James Garvin	

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO

Far Northwest Activity Center Transportation Analysis
Summary of May 23rd Meeting
May 30, 1984

I. Purpose of Meeting - The purpose of the meeting was to coordinate the various interested groups and to gain a consensus on the following issues:

1. The study network to be tested.
2. The data to be used.
3. The number of alternatives to be tested.

II. Study Overview - Richard Marshment presented a brief summary of previous planning done in the study area. This planning included the Northwest Mesa Arterial System Network Evaluation (March 1981), the Corrales Center Traffic Analysis and the Coors Corridor Plan (April 1984). Mr. Marshment highlighted the great disparity between the land use plan used in the Corrales Center analysis and the current land use plan. He pointed out that the current land use plan resulted in a significantly different traffic network.

III. Presentation of Proposed Study Network - Mr. Marshment and Barry Levine presented an illustration which represented an assembly of tentative street networks, proposed major land uses and unrestrained intersections (see attached map). Four areas on the network which required group discussion were highlighted--the El Pueblo Crossing/Coors Boulevard area, the Eagle Ranch Road Extension, the southern terminus of a proposed north-south facility in the Village of Corrales and the Seven Bar Ranch Area. The use of unrestrained intersections to determine travel demand was explained.

IV. Consensus on Desired Network - Four features of the proposed study network were highlighted for discussion and a consensus was reached regarding the network. The issues raised concerning the consensus network are discussed in the following paragraphs:

1. The connection of the proposed El Pueblo river crossing to the Coors Boulevard area was a point of considerable discussion. Ken Bower indicated that the approved Environmental Impact Statement (EIS) analyzed a connection to Paradise Boulevard and any deviation from that geometry might result in the EIS being contested. Joe David Montano

stated that public opinion, as gathered during a series of public meetings in the area, was strongly in favor of the river crossing connecting to the proposed Paseo del Norte.

Jack Leaman indicated that the study network should include an unrestrained intersection between the proposed river crossing, Coors Boulevard and Paseo del Norte, with the southern section of Paradise Boulevard to be closed. Mr. Marshment indicated that the City Planning Division could alter the network before Friday, May 25. Following consultations after the meeting, the City Planning Division decided to reintroduce the Paradise Boulevard link between Eagle Ranch Road and Coors Boulevard. The study network was modified to include an unrestrained five leg intersection between the proposed river crossing, Coors Boulevard, Paseo del Norte and Paradise Boulevard (see attached map).

2. The extension of Eagle Ranch Road north across Irving Boulevard to the Coors Bypass Road was agreed upon without discussion.

3. Councillor Dee Turner from the Village of Corrales indicated that the proposed north-south roadway to the Village would best serve local traffic needs with a southern terminus at the NM 528-Bypass Road intersection. John Taschek added that a preferred location for the southern terminus had not been selected by the Village of Corrales. John Black and others pointed out that development north of NM 528 at the proposed Bypass Road intersection could prohibit a terminus in this area. Mr. Marshment suggested using a proposed southern terminus at Ellison Drive with an east-west connection to Corrales Road. Bob Fosnaugh indicated that this proposed location would have the greatest adverse traffic impact and, therefore, should be the location used. Mr. Marshment emphasized that all proposed alternatives for the new Corrales north-south road would be evaluated during a separate study for the Village of Corrales. The Ellison Drive/Corrales Road location was agreed upon as the southern terminus for the proposed network in the Seven Bar Ranch Master Plan area.

4. It was agreed upon, without discussion, that several circulation streets will serve the area bounded by the Bypass Road, Ellison Drive, NM 528, Coors Boulevard and 7-Bar Loop Road.

V. Discussion of Other Study Issues

a. Capacity calculations - Mr. Fosnaugh agreed to collaborate with the MRGCOG staff in developing capacity values for the restrained intersections.

b. Number of alternatives - There was general agreement among the group that the current analysis would be compared with the Corrales Center Traffic Analysis (April 1981). Mr. Marshment and others pointed out that land use, network, and boundary area conditions have all changed making any comparison inappropriate. Mr. Bower and Mr. Fosnaugh believed that a second alternative for comparison purposes was necessary. Mr. Leaman mentioned that if a second alternative was not developed that a good explanation for not doing one would be required. Al Pierce indicated that a second alternative land use plan was not available and, therefore, any second alternative would be academic. Mr. Black did not want his development blamed for all the area's traffic problems. There was considerable confusion as to how one might superimpose a no longer feasible land use scenario on the currently suggested network. The group decided to initially evaluate the currently proposed land use and street network scenario and to reconsider the question at the next meeting after the City Planning Division had an opportunity to examine the potential for developing a comparison land use scenario.

VI. Schedule

Mr. Black and others were very interested in a short study schedule. Mr. Marshment indicated that a first set of validated traffic projections would be available in four to six weeks. Mr. Bower indicated that he could not meet again until July. Several individuals expressed a desire to receive preliminary results in advance of the next meeting.

The validated preliminary traffic forecasts should be available by the end of June. Schedule conflicts dictate a review meeting the week of July 9.

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO

Far Northwest Activity Center Transportation Analysis

List of Participants - August 23rd Meeting

August 30, 1984

PARTICIPANT	ORGANIZATION
Albert I. Pierce Richard Marshment Barry Levine Steele Nowak	Middle Rio Grande Council of Governments of New Mexico
Ken Bower	New Mexico State Highway Department
Leonard Greenspan Lynn Johnson	Albuquerque Public Schools
Dee Turner John Taschek	Village of Corrales
Jack Leaman Randy Traynor	Albuquerque MDD - Planning Division
Bob Fosnaugh John Hickman Joe David Montano Matthew Trujillo	Albuquerque Transportation Department
John F. Black	Seven Bar Ranch
Andres Aragon Viamonte	Bohannon-Huston, Inc.
Herb Denish Lawrence Kline Bill Kramer	Herb M. Denish & Associates
Cliff Spirock	Community Sciences Corporation
James Leymon, Sr.	Horizon Corporation
Dave Millikan	Cambell and Company
W. F. Mann	Property Owner
James Garvin	Property Owner

APPENDIX C

Letter to Mr. Albert I. Pierce, MRGCOG,
from Mr. Carl P. Rodolph, City of Albuquerque

May 30, 1984

CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

INTER-OFFICE CORRESPONDENCE

May 30, 1984

REF. NO._____

TO: Albert I. Pierce, Director, Middle Rio Grande Council of Governments

FROM: Carl P. Rodolph, Director, Municipal Development Department

SUBJECT: Seven-Bar Ranch Transportation Analysis

This memo is in response to the meeting held May 23, 1984 in the COG conference room. For clarification, the intersections of El Pueblo, Coors Boulevard, and Paradise Boulevard (Paseo del Norte), within the Seven Bar Study Area, should be identified as a five-way intersection with interchange features (unrestrained movements).

If you need further clarification please contact Randy Traynor of the Planning Division at 766-7422.

cc: Jack Leaman
Fred Van Antwerp
Randy Traynor
Joe David Montano
Bob Fosnough

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APPENDIX D

Seven Bar Ranch Land Use Data

April 3, 1984

SEVEN BAR RANCH

STREET MAP NETWORK IV
TRIP GENERATIONS

APRIL 3, 1984

Land Use	Map Key	1,000 Sq. Ft. GLA or Acres or DU's	Avg. Daily Trip Ends/ Unit	PM Peak Trip Ends/ Unit	Avg. Daily Trip Ends	PM Peak Trip Ends	Code
LDR	A	76.5 ac 5 du/ac 383	10.0	1.0	3830	383	210
LDR	B	34.0 ac 2 du/ac 68	10.0	1.0	680	68	210
LDR	D	55.9 ac 5 du/ac 280	10.0	1.0	2800	280	210
LDR	E	24.0 ac 2 du/ac 48	10.0	1.0	480	48	210
LDR	F	44.5 ac 5 du/ac 223	10.0	1.0	2230	223	210
MDR	G_1	20.0 ac 10.75 du/ac 215	7.8	0.8	1677	172	270
MDR	G_2	42.5 ac 10.75 du/ac 457	7.8	0.8	3565	366	270
MDR	H	35.7 ac 10.75 du/ac 384	7.8	0.8	2995	307	270
MDR	I	8.5 ac 10.75 du/ac 91	7.8	0.8	710	73	270
MDR	J	12.7 ac 10.75 du/ac 137	7.8	0.8	1069	110	270
MDR	K	16.4 ac 10.75 du/ac 176	7.8	0.8	1373	141	270

Land Use	Map Key	1,000 Sq. Ft. GLA or Acres or DU's	Avg. Daily Trip Ends/ Unit	PM Peak Trip Ends/ Unit	Avg. Daily Trip Ends	PM Peak Trip Ends	Code
MDR	L	58.1 ac 10.75 du/ac 625	7.8	0.8	4875	500	270
HDR	N_1	21.2 ac 22 du/ac 466	6.1	0.7	2843	326	220
HDR	M	40.0 ac 22 du/ac 880	6.1	0.7	5368	616	220
HDR	X	8.7 ac 22 du/ac 191	6.1	0.7	1165	134	220
PRD	C_2	48.2 ac 8.7 du/ac 419	7.8	0.8	3268	335	270
PRD	T_1	35.3 ac 20 du/ac 706	6.1	0.7	4307	494	220
MO	C_1	10.0 ac FAR=.33 144	54.6	2.79	7862	402	720
EO	N_2	16.2 ac FAR=.33 233	20.65	2.38	4811	555	760
EO	O	62.0 ac FAR=.33 891	20.65	2.38	18,399	2121	760
EO	P	9.4 ac FAR=.33 135	20.65	2.38	2788	321	760
EO	T_2	16.6 ac FAR=.33 237	20.65	2.38	4894	564	760

Land Use	Map Key	1,000 Sq. Ft. GLA or Acres or DU's	Avg. Daily Trip Ends/ Unit	PM Peak Trip Ends/ Unit	Avg. Daily Trip Ends	PM Peak Trip Ends	Code
EO	V	14.0 ac FAR = .33 201	14.3	2.03	2874	408	712
EO	W	7.0 ac FAR = .33 101	14.3	2.03	1444	205	712
EO	Y	3.5 ac FAR = .33 50	14.3	2.03	715	102	712
CC	T_3	107,000 GLA	66.7	6.6	7137	706	822
NC	S_1 & S_2	10,400 GLA	74.9	10.35	779	108	831
		1,800 GLA	164.4	22.2	296	40	832
		32,800 GLA	40.7	2.25	1335	74	814
		25,000 GLA	12.3	2.2	308	55	710
		2,500 GLA	192.0	28.4	480	71	912
RC	Q	1,000,000 GLA	37.1	4.7	37,100	4700	827
TC	TC	2.0 ac FAR = .27 24	25.0	2.85	600	68	740
		4.0 ac FAR = .23 (Fitness Center) 40	11.7	0.8	468	32	492
			Subtotal		135,625	15,108	

Land Use	Map Key	1,000 Sq. Ft. GLA or Acres or DU's	Avg. Daily Trip Ends/ Unit	PM Peak Trip Ends/ Unit	Avg. Daily Trip Ends	PM Peak Trip Ends	Code
Cibola H.S.	High School	3000 Students	1.39	0.27	4170	810	530
			Subtotal		4170	810	
LDR	dd	108.0 ac 5 du/ac 540	10.0	1.0	5400	540	210
MDR	cc	27.8 ac 10.75 du/ac 299	7.8	0.8	2332	239	270
HDR	mm	19.4 ac 22 du/ac 427	6.1	0.7	2605	299	220
HDR	xx	11.8 ac 22 du/ac 260	6.1	0.7	1586	182	220
EO	Z_1	7.0 ac FAR = .33 101	14.3	2.03	1444	205	712
EO	Z_2	1.0 ac FAR = .33 14	14.3	2.03	200	28	712
EO	bb	27.0 ac FAR = .33 388	20.65	2.38	8012	923	750
EO	pp	10.1 ac FAR = .33 145	14.3	2.03	2074	294	712
CC	R	6,000 GLA 180,000 GLA 16,000 GLA	12.3 66.7 2.8	2.2 6.6 0.32	74 12,006 45	13 1188 5	710 822 151

Land Use	Map Key	1,000 Sq. Ft. GLA or Acres or DU's	Avg. Daily Trip Ends/ Unit	PM Peak Trip Ends/ Unit	Avg. Daily Trip Ends	PM Peak Trip Ends	Code
CC	aa	5.3 ac FAR = .27 62	66.7	6.6	4135	409	822
CC	rr	20.7 ac FAR = .27 243	66.7	6.6	16,208	1604	822
			Subtotal		56,121	5929	
Subtotal Inside Boundary					135,525	15,108	
Subtotal Outside Boundary					56,121	5929	
Subtotal Cibola H.S.					4170	810	
			GRAND TOTAL		195,816	21,847	

APPENDIX E

Land Use Data for Remainder of Study Area

LAND USE and ITE CODE ASSIGNMENTS

LAND USE	MAP KEY	1,000 SQ. FT. GLA or ACRES or DU's	ITE CODE
Community Commercial	1	188,000 sq. ft.	822
Community Commercial	2	271,000 sq. ft.	823
Single Family	3	458 units	210
Hospital/Medical Office	4	30 ac.	---
-Hospital		15 ac.	610
-Medical Office		15 ac./216,000 sq. ft.	720
Single Family	5	197 units	210
High Density Residential	6	13.20 ac./264 units	220
High Density Residential	7	16 ac./320 units	220
Medium Density Residential	8	15.39 ac./216 units	270
Single Family	9	73 units	210
Medium Density Residential	10	23 ac./276 units	270
Medium Density Residential	11	25 ac./375 units	270
Manufacturing	12	15 ac.	140
Low Density Residential	13	10.33 ac./83 units	270
Low Density Residential	14	6.13 ac./49 units	270
Low Density Residential	15	1.79 ac./14 units	270
Medium Density Residential	16	3.74 ac./45 units	270

LAND USE	MAP KEY	1,000 SQ. FT. GLA or ACRES or DU's	ITE CODE
SU-1 for IP, C-2 and R-2	17	62.59 ac.	---
I-P		20.86 ac.	130
C-2		20.86 ac./245,000 sq. ft.	823
R-2		20.86 ac./417 units	270
Community Commercial	18	35 ac./412,000 sq. ft.	825
Neighborhood Commercial	19	4.08 ac./48,000 sq. ft.	820
Medium Density Residential	20	5.36 ac./75 units	270
Neighborhood Commercial	21	8.0 ac./94,000 sq. ft.	821
Regional Shopping Center	22	74 ac./870,000 sq. ft.	826
SU-1 for R-2 & C-2	23	25.48 ac.	---
R-2		10.48 ac./210 units	270
C-2		15 ac./176,000 sq. ft.	822
SU-1 for R-T & O-1	24	33.68 ac.	---
R-T		24 ac./337 units	270
O-1		9.68 ac./139,000 sq. ft.	712
Single Family	25	34.02 ac./170 units	210
SU-1 for O-1 & R-T	26	28.12 ac.	---
O-1		18.12 ac./260,000 sq. ft.	713
R-T		10 ac./141 units	270

LAND USE	MAP KEY	1,000 SQ. . GLA or ACRES or DU's	ITE CODE
Single Family	27	955 units	210
Medium Density Residential	28	56 units	270
Medium Density Residential	29	19 units	270
High Density Residential	30	300 units	220
High Density Residential	31	120 units	220
Single Family	32	57 units	210
Single Family	33	131 units	210
Single Family	34	74 units	210
Medium Density Residential	35	63 units	270
Single Family	36	20.6 ac./124 units	210
Single Family	37	19.9 ac./119 units	210
Single Family	38	18.6 ac./112 units	210
Single Family	39	2 ac./12 units	210
Single Family	40	4 ac./24 units	210
High Density Residential	41	10 ac./200 units	220
Single Family	42	4 ac./24 units	210
High Density Residential	43	4 ac./80 units	220
High Density Residential	44	8 ac./ 160 units	220
Medium Density Residential	45	9.3 ac./130 units	270

LAND USE	MAP KEY	1,000 SQ. FT. GLA or ACRES or DU's	ITE CODE
Community Commercial	46	9.2 ac./108,000 sq. ft.	822
Manufacturing	47	7.3 ac.	140
Low Density Residential	48-51	95.44 ac./764 units	270
SU-1 for C-2 & M-1	52	8.67 ac.	---
C-2		4.335 ac./51,000 sq. ft.	821
M-1		4.335 ac.	140
SU-1 for I-P & C2	53	93 ac.	---
IP		46.5 ac.	130
C-2		46.5 ac./547,000 sq. ft.	826
Community Commercial	54	10 ac./118,000 sq. ft.	822
Single Family	55	200 ac./1320 units	210
Commercial/ Office	56	5 ac.	---
Commercial		2.5 ac./29,000 sq. ft.	820
Office		.5 ac./36,000 sq. ft.	711
Low Density/ Residential	57	45 ac./360 units	270
Medium Density/ Residential	58	25 ac./375 units	270
Church	59	6 ac.	560

* All commercial uses assumed FAR of .27
** All office uses assumed FAR of .33
*** Many of the uses were not determinable, given present information. Therefore, acreages were split proportionately with zoning designations.

APPENDIX F

Letter to Mr. Albert I. Pierce, MRGCOG, from
Mr. Carl P. Rodolph, City of Albuquerque,

July 24, 1984

CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

INTER-OFFICE CORRESPONDENCE July 24, 1984 REF. NO._____

TO: Albert I. Pierce, Director - Rio Grande Council of Governments

FROM: Carl P. Rodolph, Director/Municipal Development Department

SUBJECT: Seven-Bar Ranch Transportation Analysis

As a result of the discussion held on June 27, 1984 concerning the most probable development of the background study area for Seven-Bar Ranch, the Planning Division requests an amendement to its data submittal.

Please reduce the total number of residential units by a factor of 0.472. This amendement is a result of using "net" rather than "gross" acerages, and assuming 66 percent buildout of residential units by the year 2010.

Since our original submittal, we also understand that the year 2010 socioeconomic data is now available. We request that this data set be used to test this development scenario, as well as separately testing the adequacy of the transportation network against the forecasted 2010 socioeconomic variables in the study area.

Thank you for the assistance your agency is providing for this project. If you have further questions, or if we can be of further assistance, please contact Randy Traynor of the Planning Division at 766-7422.

cc: Jack Leaman
Fred Van Antwerp
Randy Traynor

Reviewed By:

Jack Leaman, City/County Planner

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26 JUL 1984

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APPENDIX G

Institute of Transportation Engineers (ITE)
Trip Generation Rates

TRIP GENERATION RATES[1]

Far Northwest Activity Center

LAND USE	DAILY TRIP ENDS	ITE LAND USE CODE
Residential (per DU)		
Single-Family	10.0	210
Apartment	6.1	220
Planned Unit Development	7.8	270
Office (per 1000 gross sq. ft.)		
General (less than 100)	17.7	711
General (greater than 100)	14.3	712
Medical	54.6	720
Office Park	20.7	750
Retail (per 1000 gross leasable sq. ft.)		
Less than 50	117.9	820
50-99	82.0	821
100-199	66.7	822
200-299	50.6	823
500-999	37.2	826
Greater than 1000	37.1	827

1 Sources: Trip Generation - An Information Report, Third Edition, Institute of Transportation Engineers (ITE), 1983.

DUST CONTROL IN ALBUQUERQUE

Prepared by
Air Pollution Control Division
City of Albuquerque
P. O. Box 1293
Albuquerque, New Mexico 87103
(505) 766-7432

A portion of Albuquerque's air pollution problem is dust and most of that dust results from human activity. While it has been assumed that deserts are naturally dusty, the assumption is not supported by research findings. Samples collected from remote, undisturbed sites have been compared with samples collected from other sites in inner city. Background levels were only about 20% as high as those obtained from the urban area. The inescapable conclusion is that humans, not nature, are responsible for many dust problems.

The dust cycle begins when particles escape from parent soil material to become "soil out of place." This occurs when soil is disturbed and exposed to erosion and/or vehicular activity. The following situations/conditions either initiate or accentuate the dust problem in Albuquerque:

+Soil disturbance accompanying construction;
+Cleared areas sites not stabilized by treatment or revegetation;
+Redisturbance of construction sites by vehicles;
+Entrainment of dust from eroded material deposited on streets by storm run-off;
+Entrainment of dust from excavated material that has not been stabilized;
+Entrainment of dust from excavated material allowed to fall onto driving lanes;

APPENDIX 12

Prevention at the source is the only viable approach to minimizing soil movement and thereby reducing this source of dust in the atmosphere. This means control of dust on roadways and construction areas where mechanical agitation starts the process, as well as on previously disturbed areas not yet stabilized.

CONTROL OF DUST IS REQUIRED UNDER THE FOLLOWING REGULATIONS/ORDINANCES:

Albuquerque/Bernalillo County Air Quality Control Board

Regulation No. 8, Airborne Particulate Matter:

8.01 General, is a requirement to prevent dust from commercial and industrial activity from becoming airborne and to prevent dust in quantities injurious, detrimental, nuisance or annoying to the public.

8.03 Soil Disturbance - requires that anyone disturbing, moving, removing from or placing soil onto an area 3/4 of an acre or larger must first obtain a Topsoil Disturbance Permit. The permit is issued by the Air Quality Control Section, Air Pollution Control Division, Environmental Health and Energy Department, on approval of Dust Control Plan. The application form specifies the information to be provided by the applicant in order to obtain the necessary permit. (The regulation requires control of dust during operation and site treatement to prevent post-operation dust emissions.)

CITY OF ALBUQUERQUE REVISED ORDINANCES:

Ordinance 7-9: Storm Drainage, Flood and Erosion Control

Section 7-9-3(D-2)

Intent re: public health, safety and convenience.

Section 7-9-5(S) Defines erosion control.

Section 7-9-12 Requires erosion control, prohibits damage from sedimentation to public facilities, including streets.

Ordinance 8-7: Street Excavation

Section 8-7-16

Care of Excavated Materials. Requires dust control per Albuquerque/Bernalillo County Air Quality Control Board Regulations; also, that excavated material be kept out of driving lanes.

Section 8-7-17

Cleanup. Requires that contractors cleanup all excavated material from any public place.

Section 8-7-27

Noise, Dust, Debris and Working Hours. Requires that contractors prevent unnecessary inconvenience and annoyance to the public. Stresses that compliance with Air Pollution Control Regulations is mandatory.

Ordinance 9-11: Subdivision Ordinance

Sections 5 & 6

Provide for the construction of all public improvements, including streets, within a specified area.

MDD/PLANNING DIVISION DEVELOPMENT PROCESS MANUAL:

The document incorporates the regulations/ordinances cited above by reference (Ch. 5), and sets forth street design and construction criteria (Ch. 23).

Other

Federally funded projects may include additional dust control requirements, described under "Mitigation Measures" in environmental assessments and impact statements. Federal Executive Order 12088 requires compliance by federal actions, facilities (installations, structures and public works) with federal, state, and local environmental requirements.

Architectural and engineering consultants and contractors are advised to check with the appropriate city department regarding federal funding and any special requirements. Consulting engineers and architects should include reference to dust control requirements in contract documents. Property owners should be aware that they have continuing responsibility to control dust for an indeterminate time after initial earthwork is completed.

CONTROL MEASURES INCLUDE, BUT ARE NOT LIMITED TO, A COMBINATION OF THOSE LISTED BELOW:

+Disturb the minimal area or only a portion of the site at any one time

+Water down the area disturbed during the period of work activity

+Water down the area disturbed to establish a stabilizing crust at the end of each workday and on completion of the job

+Maintain the integrity of all stabilized areas by restricting vehicle use or trespass; post accordingly

+Limit the speed of construction vehicles and restrict their use to the immediate project area; post accordingly

+Water down any stored excavated material

+Any excavated material should be kept out of active traffic lanes

+Contractors should immediately remove from streets any material deposited there by erosion from a site for which they are responsible

+Revegetate disturbed areas with native grasses and shrubs

+Entrainment of dust from unstabilized earth-fill areas; and,

+Vehicular travel over unpaved roads

+Construction site access and haul roads

Several of the above are occurring at any given time. Thus, there is always a source of dust and constant input to the environment. Dust from all of these sources settles out on every surface, including pavement. It is easily uplifted by traffic or wind and is ground finer and finer with each repetition.

Nature also contributes to the dust problem. Dry conditions and sustained winds exceeding 28 mph can result in dust storms. It should be noted, however, that conditions conducive to mass movement of dust occur less than ten percent of the time.

Once on the move, particle behavior is a function of size and weight and surface area. Very fine particles can remain suspended indefinitely as aerosols. Fine dust is easily suspended by natural processes and traffic and can become airborne, but settles slowly due to gravity. Fine sand rises only a few inches, skipping and bouncing along the surface, a process called saltation. Medium and coarse sand is too large and heavy to become airborne at all. Instead, it moves by rolling and tumbling along, or surface creep. Particles moving by saltation and surface creep contribute to the formation of finer particles through abrasion and the dislodging of material from compacted silt and clay soils, which can in turn become airborne for considerable periods.

Dust impacts the environment and ourselves in a number of ways. Finer airborne particles scatter light and reduce visibility significantly. Where scenic vistas of 80 miles were once common, we cannot see more than 20 miles on many occasions. Localized heavy dust can reduce the visibility of motorists to near zero, creating a serious accident hazard. Coarse material forms sand drifts on streets and covers landscaping on medians, parks and playing fields, and private property. Taxpayers experience irritation, inconvenience and the unnecessary burden of removal costs.

Dust affects our health adversely as well. Particles smaller than 10 microns in size can be inhaled deeply into the lungs with particle retention greatest for the 1-4 micron fraction. Inhalation of dust can cause lung damage as well as aggravating existing respiratory problems.

+Avoid performing grading or other earthwork during windy conditions when control is particularly difficult

+Cover the surface of disturbed areas with 3/4" gravel (crushed for slopes) 2-4" thick. This will provide erosion control as well as improving soil moisture, aiding in revegetation

+Use snow fences or similar windbreaks upwind, within, and downwind of disturbed areas to control saltation and surface creep. Fences should be placed 90 degrees to prevailing winds

+Use a slurry or tack coat to stabilize particularly sandy soil which will not form a crusted surface from water alone

+Treat disturbed areas with straw spread on surface and crimped in

+Development progressing from west to east is recommended in order to provide a "buffer layer" for the balance of the site

CONSULTATION/ASSISTANCE:

Local sources of assistance include:

Air Pollution Control Division, Environmental Health and Energy Department (766-7432) (Applications, Topsoil Disturbance Permits, Information)

Consulting Engineers - Consult Yellow Pages Directory (Drainage and Erosion Control Plans)

Environmental Consultants - Consult Yellow Pages Directory (Land Reclamation, Revegetation)

Municipal Development Department/Engineering 766-7467 (Excavation Permits, Information on Drainage and Erosion Control Requirements)

Soil Conservation Service - Contact Rio Grande District 766-2191 (Technical Assistance)

Water Resources Department 766-7211 (Water/Metering of Water for Dust Control)

ARE/kag 11/13/84

ID#0380A