



8.0 Building Design Standards General to All Zones

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8.1. Purpose/Intent: The Building Design Standards for the Volcano Heights Sector Development Plan shall establish a coherent urban character and encourage enduring and attractive development. All development plans shall comply with the standards below.

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

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

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

8.2. Building Orientation

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

8.2.2. Primary entrances to buildings shall be located on the street along toward which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.

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

8.2.4. Garages, carports, or new surface parking for Residential Buildings shall be located and accessed from **'B' Streets** or **alleys** at the rear of residential buildings.

8.2.5. Service entrances shall be screened from **abutting** single-family residences as well as the public **ROW** as per **Section 8.8.1** in this Plan.

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8.3. Building Massing and Scale

- 8.3.1. Commercial and mixed-use buildings shall be simply massed with flat or low pitched roofs with **parapets**, projecting roofs, or both. Commercial and mixed-use buildings located on a corner have flexibility for corner treatments but must adhere to the frontage requirements in the Site Development Standards in **Section 6**.
- 8.3.2. Residential Buildings shall have relatively flat fronts and simple roofs with most building wing **articulations** set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.

8.4. Building Color

- 8.4.1. In order to minimize the visual impact of development, colors shall be regulated per NWMEP.
- 8.4.2. Stucco, block, and/or brick shall have integral color other than the standard grey.
- 8.4.3. In keeping with New Mexico tradition, accent colors on front doors, window sashes, trim, and other incidental elements are allowed.

8.5. Design of Parking Structures

- 8.5.1. All frontages of parking structures located on **'A' Streets** or Civic Spaces shall not have parking uses on the ground floor to a minimum depth of 30 feet along the street frontage.
- 8.5.2. The amount of street frontage devoted to a parking structure shall be minimized by placing the shortest dimension along a street edge or by lining the ground floor with retail or other uses.
- 8.5.3. Parking structure **façades** on all **'A' Streets** or Civic Spaces shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal (aligning with horizontal elements along the block) **articulation**.
- 8.5.4. Where above-ground structured parking is located at the perimeter of a building with frontage along an **'A' Street** or Civic Space, it shall be screened in such a way that cars on all parking levels are completely screened from view from all **adjacent** public streets. Parking garage ramps shall not be visible from any public street. Ideally, ramps should not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the **façade**, hide parked vehicles, and shield lighting.
- 8.5.5. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrances, signage, and glazing.



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

8.6.3. Front-loading three-car garages are not permitted on **lots** equal to or less than 70 feet wide. Three-car garages on lots greater than 70 feet wide shall have a third garage setback of 3 feet minimum from the primary garage **façade**.

8.6. Design of Residential Garages

8.6.1. Garages shall not dominate the front **façade**. Street-fronting garages shall be per the requirements of **Table 8.1**. Garages shall not exceed 50% of the total front façade.

8.6.4. Property owners intending to build garages on the property **lot** line shall submit a platted and filed maintenance easement agreement signed by the **abutting** property owners prior to being issued a **building permit**.

8.6.2. Garage doors shall be set back a minimum of 1 foot from the garage **façade** to create a “shadow box” that minimizes the prominence of the garage door.

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

8.6.6. See **Table 8.1** for additional garage requirements.

TABLE 8.1 - GARAGE TYPES

Lot Width	Allowable Garage Types*	Front Garage Setback from Main Façade	Side Garage Setback from Property Line	Rear Garage Setback from Property Line
40+ Feet	A,B,C,D,E,F	10 ft. Minimum	5 ft. Minimum	2 ft. Minimum 5 ft. Maximum
Less than 40 Feet	A,B,C,D	10 ft. Minimum	None	2 ft. Minimum 5 ft. Maximum

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

Note 2: Garage Type F may be accessed from either front or side.

Note 3: Driveway access from ‘B’ Street, including curb cut, is limited to 12 feet for Garage Types B, C, D, E, and F except where providing access from **alleys**.

Note 4: Where **alleys** are available, residential garages shall be accessed via the **alley**.

Note 5: Where there is no **setback** from the property line, gutters and downspouts shall drain to the street or **water harvesting** area to avoid impact to **abutting lots**.

* See Exhibit 8.1 – Garage Type Diagrams

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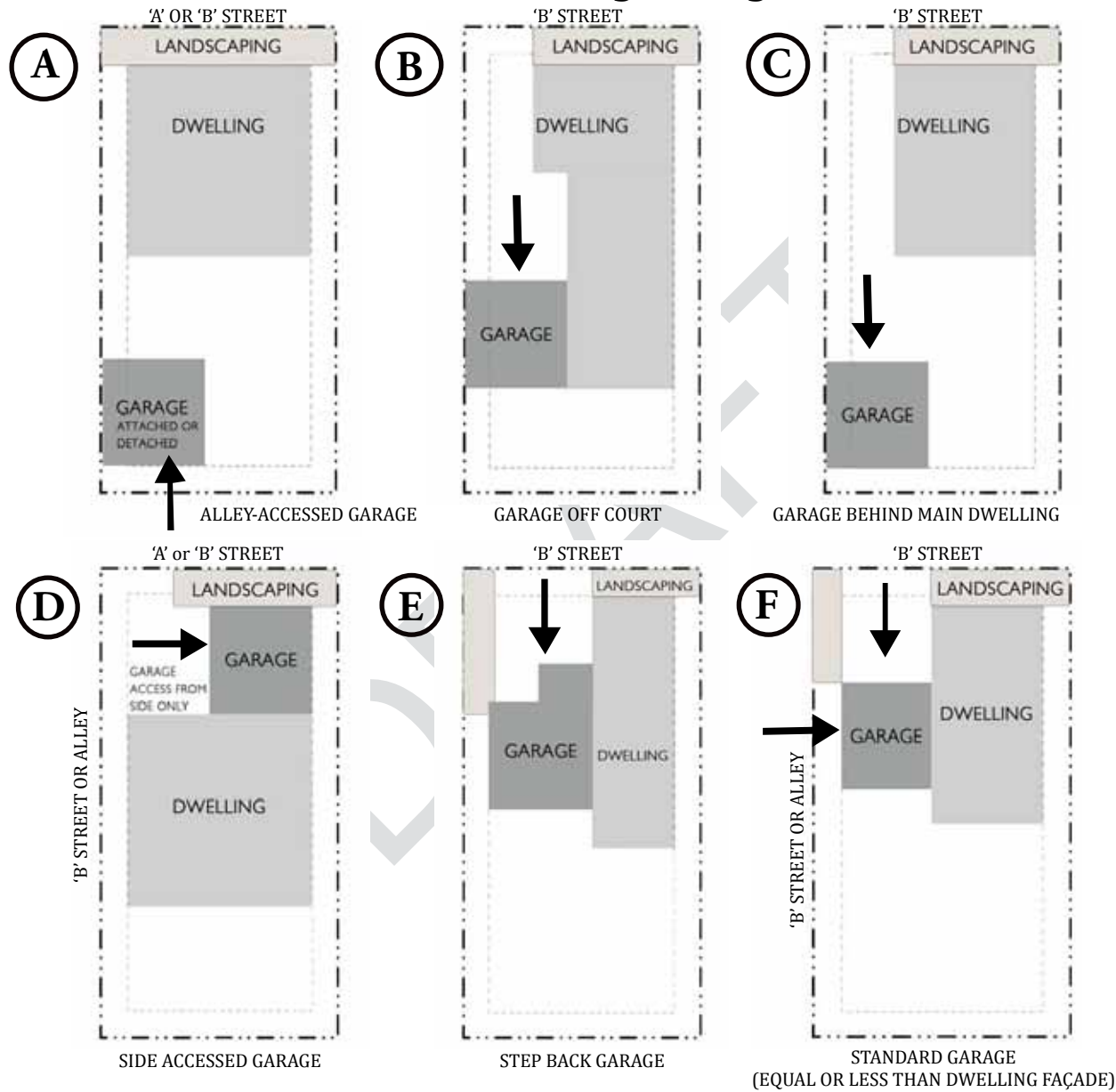


Exhibit 8.1 – Garage Types Diagram

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8.7. Design of Automobile Related Building Site Elements

- 8.7.1. Drive-through lanes for commercial uses shall not be located along **'A' Streets**, Paseo del Norte, Unser Boulevard, or non-mandatory **'B' Streets**. No more than 50% of a lot's frontage along a **'B' Street** shall be occupied by gas pumps, canopies, and/or service bays.
- 8.7.2. Any buildings associated with any automobile related use shall also have a pedestrian entrance on an **'A' Street**.
- 8.7.3. Outdoor **storage** of vehicles or other products sold shall not be permitted along any **'A' Street**. Along **'B' Street**, outdoor storage of vehicles or other products sold shall not exceed 50% of a lot's frontage.
- 8.7.4. All off-street loading, unloading, and trash pick-up areas shall be located along **'B' Streets** or **alleys** unless permitted in the specific Site Development Standards in **Section 6**.

8.8. Street Screens

- 8.8.1. Any off-street loading, unloading, or trash pick-up areas shall be screened using a **street screen** at least as tall as the trash containers and/or service equipment it is screening at the BTZ. The street screen shall be made up of (a) the same material as the principal building or (b) a living screen or (c) a combination of the two.
- 8.8.2. Parking visible from the public **ROW** along an **'A'** or **'B' Street** shall have a **street screen** of masonry, metal railing, vegetation or a

combination of these. This street screen shall be a minimum of 3 feet and no more than 6 feet tall.

8.8.3. **'B' Street** drive-through lanes shall be hidden behind the building or a **street screen**.

8.8.4. Utility equipment, including electrical transformers, gas meters, etc., shall be screened with a **street screen** at least as high as the equipment being screened.

8.9. Wireless Telecommunications Facilities (WTFs)

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

8.9.2. Concealed, free-standing WTFs are not permitted. Free-standing, array WTFs are not permitted, consistent with 14-16-3-17, the Wireless Telecommunications Regulations.

8.9.3. Collocation on existing structures, including but not limited to public utility structures, is encouraged.

8.10. Rainwater Harvesting Equipment

8.10.1. Not permitted on any **'A' Street**.

8.10.2. On all other frontages, they shall be screened with a **street screen** at least as high as the equipment being screened.