EAST ATRISCO SECTOR DEVELOPMENT PLAN

Municipal Development Department
Planning Division

As adopted by the City Council
October 29, 1984

CITY OF ALBUQUERQUE

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Frank Kleinhenz, Chief Administrative Officer

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EXECUTIVE SUMMARY

The *East Atrisco Sector Development Plan* responds to multiple requests from property owners for annexation of this portion of the Northwest Mesa to the City of Albuquerque and establishment of City zoning. East Atrisco is bounded by Interstate 40 on the south, Coors Boulevard on the east, and El Rancho Atrisco subdivision on the north and west. The sector development plan recommends that the county areas be annexed.

The plan also recommends the development of a transportation system in the area which will 1) provide access to and among uses in the plan area, and 2) provide safe connections across major roadways to link the plan area with other neighborhoods. The specific recommendations include the vacation of certain streets, realignment and creation of cul-de-sacs, development of a bikeways system for the area and evaluation of two over-grade facilities when traffic volumes indicate the possibility of justification.

Because specific drainage solutions for the area are presently under study, sector development plan recommendations for drainage allow for the probable construction of a drainage channel along the northern right-of-way of Interstate 40. Recommendations include the rezoning of some adjacent properties to SU-1 to allow integration of site and channel design, control of runoff, special assessment of drainage improvement costs, and the integration of the channel with open space amenities.

Parks and open space recommendations include the creation of a greenway along the north side of Interstate 40, development of small park nodes adjacent to the greenway, and use of open space cash-in-lieu funds for acquisition of both the greenway and a portion of the nine percent slope of the Atrisco Terrace escarpment.

The plan specifies that the area be primarily residential and zoned R-D. Proposed or mapped residential densities are a maximum of 15 dwelling units per net acre. The land use pattern is delineated and sited.

The final section of the plan provides subdivision guidelines for the area necessary to assure coherent platting despite the multiple ownership of the area.

CITY of ALBUQUERQUE
SIXTH COUNCIL

COUNCIL BILL NO. R-185 ENACTMENT NO. 196-1984

SPONSORED BY: Patrick J. Baca

RESOLUTION

ADOPTING THE EAST ATRISCO 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 the City, County, and other agencies and individuals to ensure orderly development and effective utilization of resources; and

WHEREAS, the East Atrisco area as shown on the attached maps and described in the attached text is under multiple ownership and needs a plan to assure coherent development; and

WHEREAS, the Albuquerque/Bernalillo County Planning Division has prepared a Sector Development Plan to guide future development and establish development standards for the plan area; and

WHEREAS, the East Atrisco Sector Development Plan has been developed with the assistance of property owners in accordance with their interest and needs as expressed through public meetings; and

WHEREAS, the adoption of the East Atrisco Sector Development Plan will lead to the implementation of the Albuquerque/Bernalillo County Comprehensive Plan and the Northwest Mesa Area Plan; and

WHEREAS, THE Environmental Planning Commission in its advisory role on all matters related to planning, zoning, and environmental

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protection has approved and recommended the adoption of the East Atrisco Sector Develoment Plan at a public hearing June 28, 1984.

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

Section 1. The East Atrisco Sector Development Plan, attached hereto, is hereby adopted as a rank three plan, consistent with and leading to the implementation of both the Albuquerque/Bernalillo County Comprehensive Plan and the Northwest Mesa Area Plan.

Section 2. All development activities within the plan area, including those of the public and private sectors, shall be guided by the Sector Development Plan.

Section 3. The land use plan shown on Map 14, page 28, attached hereto, 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 East Atrisco Sector Development Plan and will serve as a guide for future zoning within the plan area.

Section 4. The major street network shown on Map 6, page 10, attached hereto, is hereby recommended for adoption by the Urban Transportation Planning and Policy Board as an amendment to the Long Range Major Street Plan.

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PASSED AND ADOPTED THIS 29th DAY OF OCTOBER, 1984

BY A VOTE OF 7 FOR AND 0 AGAINST.

YES: 7
EXCUSED: MATHER, SCHULTZ

Thomas W. Hoover, President
City Council

APPROVED THIS 21st DAY OF November, 1984.

Harry E. Kinney, Mayor
City of Albuquerque

ATTEST:

City Clerk

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/dc

INTRODUCTION

PURPOSE FOR THE STUDY

The sector development plan for East Atrisco has been developed because the area involved is in a prime location for development and the property owners have made many requests to the City for annexation and zoning. The Planning Division of the City of Albuquerque is responding to such pre-development activity by the formulation of the sector development plan. A development plan is required for this area to assure coherent development despite the present platting configuration and multiple ownership of the property.

GENERAL INTRODUCTION

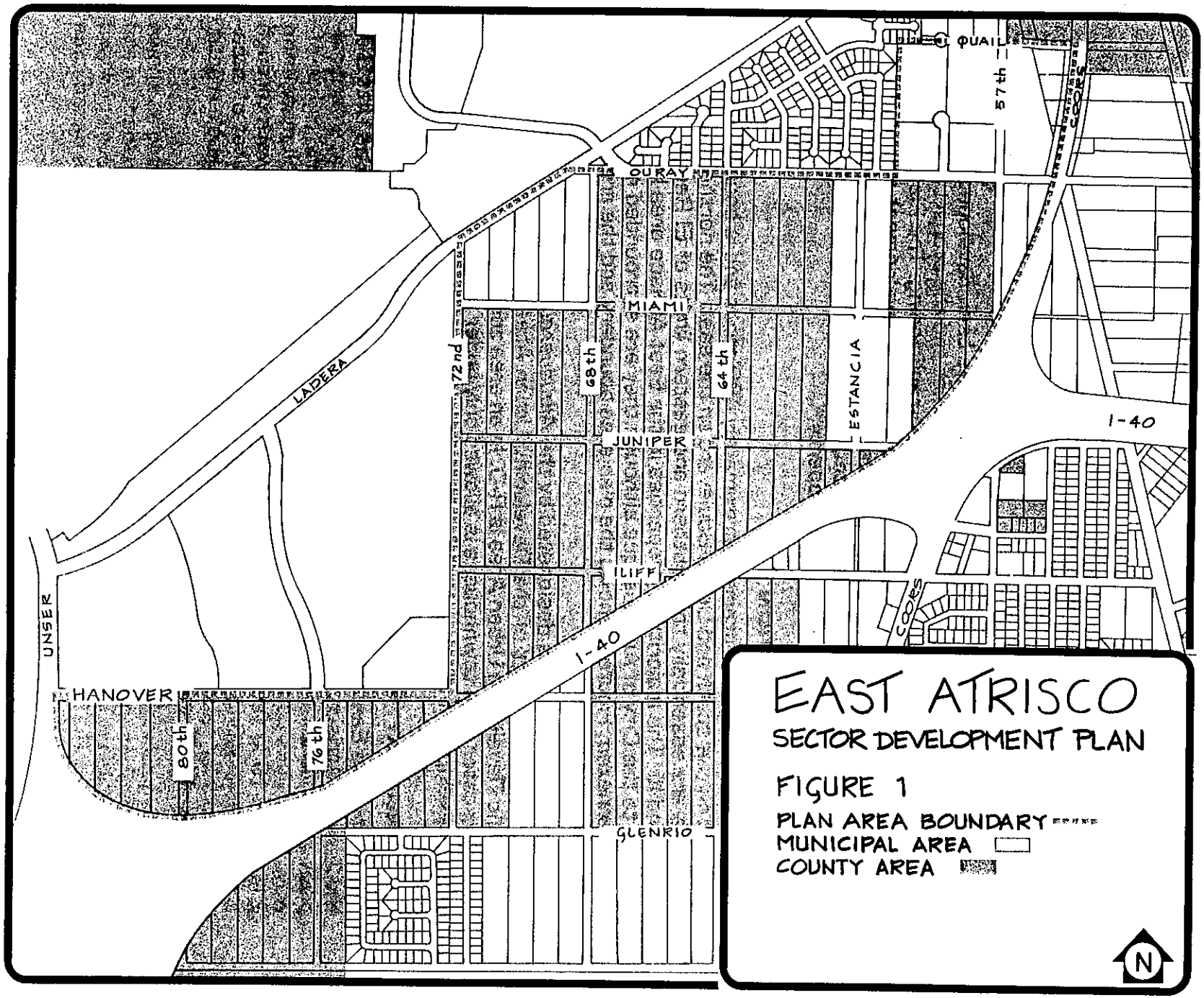
The East Atrisco area contains approximately 400 acres and is bounded by Interstate 40 on the south and Coors Boulevard on the east. The northern and western limits are essentially the southern and eastern limits of El Rancho Atrisco, Units I and III. The majority of properties in the East Atrisco area have not been annexed to the City of Albuquerque although they are surrounded mostly by land already annexed. Figure 1 shows the plan area boundary and the areas presently in the City and the County.

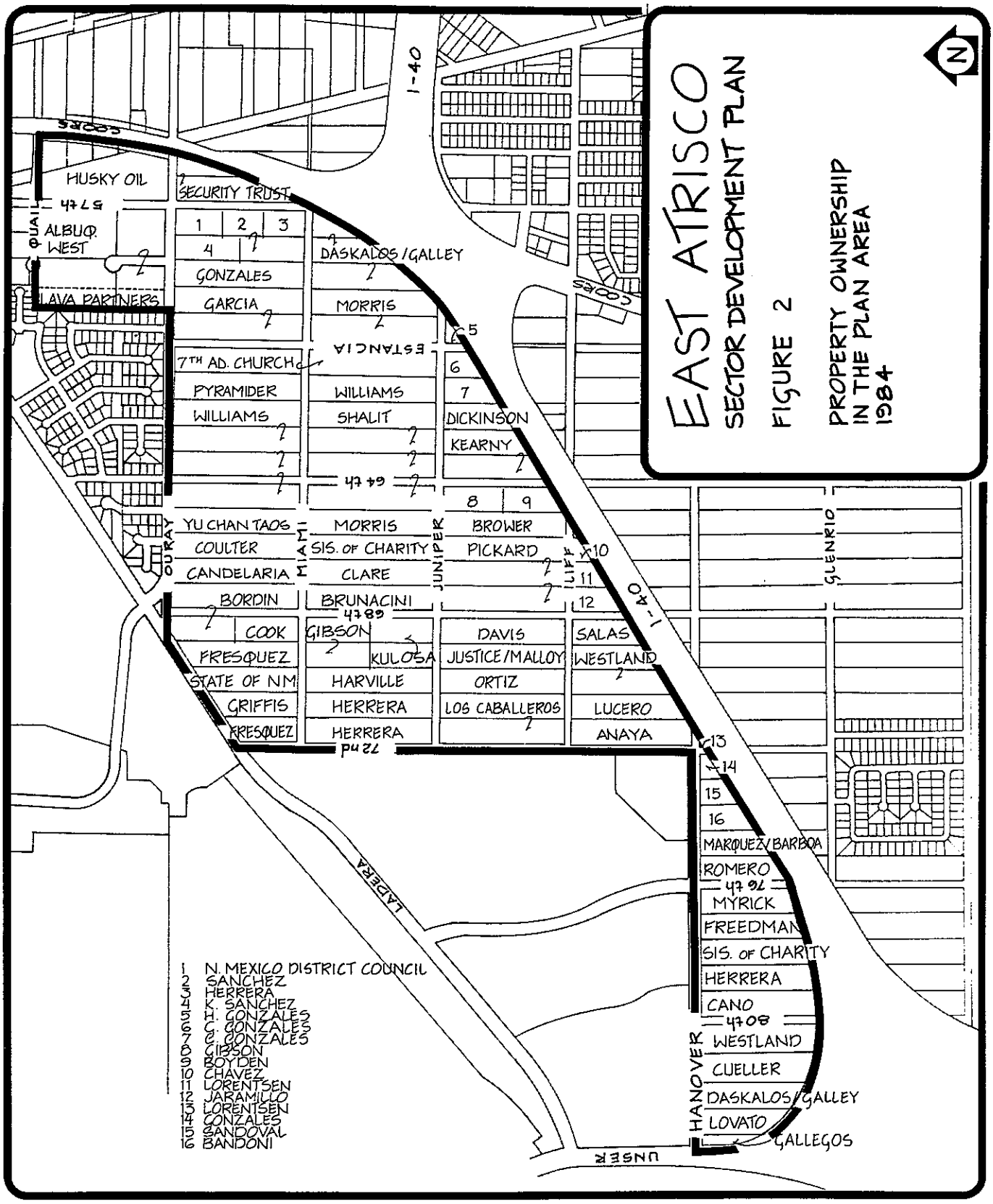
The East Atrisco area is designated by the *Albuquerque/Bernalillo County Comprehensive Plan* as part of the Developing Urban Area. The primary residential zone in the Developing Urban Area is R-D. In an area zoned R-D, any development density greater than townhouses is allowed only under the control of an adopted sector development plan.

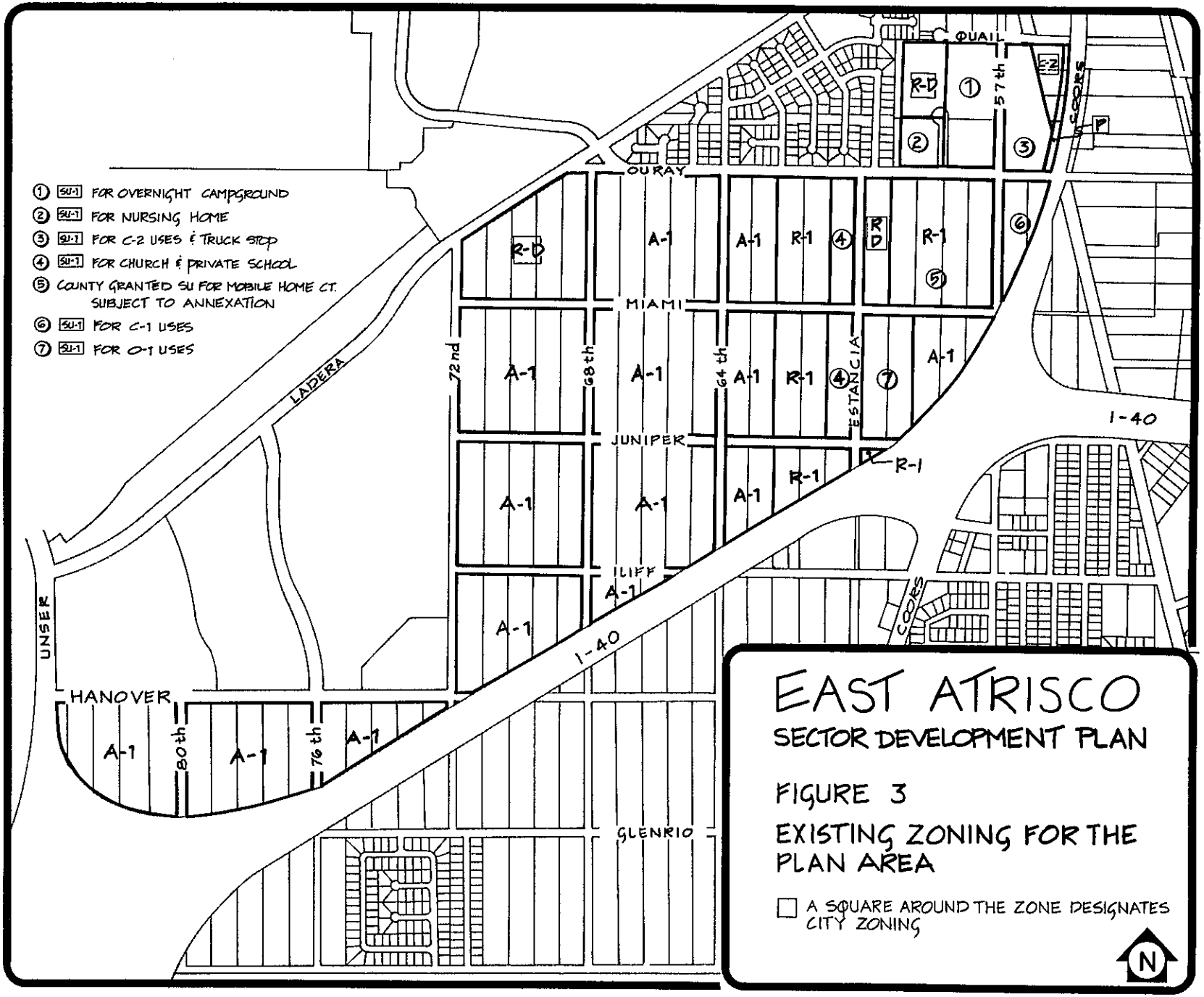
EXISTING PLATTING AND ZONING

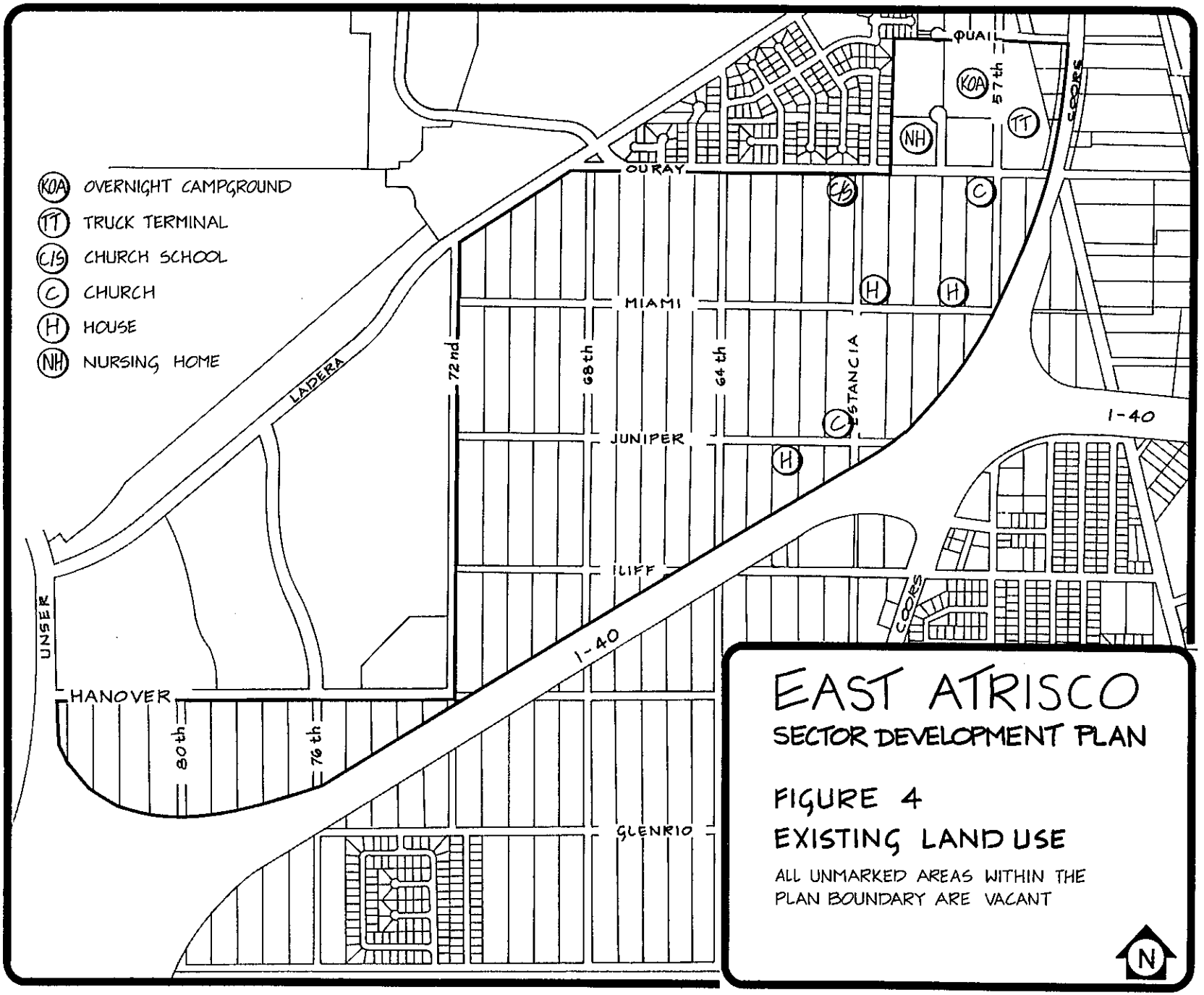
The land in the East Atrisco area was originally subdivided in 1943 as Unit 8 of the Town of Atrisco Grant. This original subdivision divides the land on a cardinal-point grid into 25-acre blocks separated by 60-feet dedicated public rights-of-way. Each block contains five rectangular parcels of five acres, each measuring 210 feet x 1037 feet. In the 1960's, Interstate 40 cut a diagonal swath through the original platting. The general ownership pattern of the area is that of separate owners for each five-acre tract although some individuals own multiple tracts. The ownership is shown in Figure 2.

The existing zoning in the area is a combination of City and County zoning as shown in Figure 3. Present zone-change requests are for higher-density residential and commercial zoning. The area is generally undeveloped, with uses of developed land conforming to the existing zoning. Figure 4 shows existing land uses based upon a field survey of April 1982.


QUAIL
57th
CORE
OURAY
MIAMI
72nd
68th
64th
ESTANCIA
LADERA
I-40
JUNIPER
ILIFF
UNSER
Coors
I-40
HANOVER
80th
76th
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 1
PLAN AREA BOUNDARY
MUNICIPAL AREA
COUNTY AREA
N


EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 2
PROPERTY OWNERSHIP IN THE PLAN AREA 1984
N
I-40
COORS
HUSKY OIL
SECURITY TRUST
57th
QUAIL
ALBUQ. WEST
LAVA PARTNERS
1 2 3
4
GONZALES
GARCIA
DASKALOS/GALLEY
MORRIS
ESTANCIA
5
6
7
7TH AD. CHURCH
PYRAMIDER
WILLIAMS
WILLIAMS
SHALIT
DICKINSON
KEARNY
64th
8 9
YU CHAN TAOS
COULTER
CANDELARIA
BORDIN
MORRIS
SIS. OF CHARITY
CLARE
BRUNACINI
BROWER
PICKARD
10
11
12
OURAY
MIAMI
JUNIPER
LIFF
GLENRIO
68th
COOK
FRESQUEZ
STATE OF NM
GRIFFIS
FRESQUEZ
GIBSON
KULOSA
HARVILLE
HERRERA
HERRERA
DAVIS
JUSTICE/MALLOY
ORTIZ
LOS CABALLEROS
SALAS
WESTLAND
LUCERO
ANAYA
72nd
13
14
15
16
MARQUEZ/BARBOA
ROMERO
76th
MYRICK
FREEDMAN
SIS. OF CHARITY
HERRERA
CANO
80th
WESTLAND
CUELLER
DASKALOS/GALLEY
LOVATO
GALLEGOS
HANOVER
LADERA
UNSER
1 N. MEXICO DISTRICT COUNCIL
2 SANCHEZ
3 HERRERA
4 K. SANCHEZ
5 H. GONZALES
6 C. GONZALES
7 C. GONZALES
8 GIBSON
9 BOYDEN
10 CHAVEZ
11 LORENTSEN
12 JARAMILLO
13 LORENTSEN
14 GONZALES
15 SANDOVAL
16 BANDONI


① SU-1 FOR OVERNIGHT CAMPGROUND
② SU-1 FOR NURSING HOME
③ SU-1 FOR C-2 USES & TRUCK STOP
④ SU-1 FOR CHURCH & PRIVATE SCHOOL
⑤ COUNTY GRANTED SU FOR MOBILE HOME CT. SUBJECT TO ANNEXATION
⑥ SU-1 FOR C-1 USES
⑦ SU-1 FOR O-1 USES
QUAIL
OURAY
MIAMI
JUNIPER
ILIFF
HANOVER
GLENRIO
LAPERA
UNSER
ESTANCIA
57th
72nd
68th
64th
80th
76th
COORS
I-40
R-D
A-1
R-1
C-2
P
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 3
EXISTING ZONING FOR THE PLAN AREA
☐ A SQUARE AROUND THE ZONE DESIGNATES CITY ZONING
N


KOA OVERNIGHT CAMPGROUND
TT TRUCK TERMINAL
C/S CHURCH SCHOOL
C CHURCH
H HOUSE
NH NURSING HOME
QUAIL
57th
COORS
OURAY
MIAMI
72nd
68th
64th
LADERA
STANCIA
JUNIPER
1-40
ILIFF
UNSER
HANOVER
80th
76th
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 4
EXISTING LAND USE
ALL UNMARKED AREAS WITHIN THE PLAN BOUNDARY ARE VACANT
N

POLICY FRAMEWORK

Two major plans impact the East Atrisco area: The *Albuquerque/Bernalillo County Comprehensive Plan* and the *Northwest Mesa Area Plan*. Two elements of the *Comprehensive Plan* are pertinent to the study area.

The *Comprehensive Plan's Policies Plan* includes the following three goals:

> [to provide] "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.
>
> "to enhance recreational opportunities and provide visual relief to urbanization by setting aside accessible and usable open spaces within each neighborhood.
>
> "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 the use of mass transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."

The *Comprehensive Plan's Metropolitan Areas and Urban Centers Plan* designates the sector plan area as Developing Urban, with three to six dwelling units per gross acre. The *Plan* also designates an urban center, the University of Albuquerque Urban Center, about one mile north of the East Atrisco area. Principal recommended uses in this urban center are educational, residential and technical services. About one mile south of the sector plan area is the area designated by the *Plan* as the Coors/Central Urban Center. Principal recommended uses in this urban center are light industrial, commercial and residential.

The *Northwest Mesa Area Plan*, adopted by the City of Albuquerque and the County of Bernalillo, states:

> The area near the University of Albuquerque should continue as a center with primary emphasis on mixed use development such as offices, services, and multiple unit residential. This area and the portion of Coors Boulevard north of I-40 to the University area will receive special review under the proposed Coors Corridor Study with consideration for intensive mixed use development. (p. 25)
>
> Generally, densities should be in accordance with the *Comprehensive Plan* categories shown for the west side. Depending on the site and specific location, cluster housing and multiple units with higher densities may be appropriate. (p. 29)

GOVERNING CONCEPTS

The process of creating the sector development plan for East Atrisco is undertaken with appropriate consideration of East Atrisco's environment and surroundings, the capacity to provide infrastructure and service systems to accommodate growth, and its desired character. Therefore, four governing concepts for development of the East Atrisco area are established:

1. *Annexation to Albuquerque of the portions of East Atrisco not presently within the City is recommended to allow the coordination of public infrastructure improvements with development.*
2. *Recognize that East Atrisco is contained within major roadways which isolate the plan area. Develop means to connect East Atrisco with other neighborhoods while mitigating the deleterious effects of these major roadways upon the plan area.*
3. *Recognize that the intersection of Coors Boulevard and Ouray Road and the intersection of Ladera and Unser Blvd. are limited in their effectiveness to handle peak hour traffic satisfactorily, due primarily to their proximity to the Interstate interchanges. Maximize the potential for area access at points other than these intersections while protecting adjacent neighborhoods from through-traffic.*
4. *Major physical improvements for an area larger than the plan area will be built in East Atrisco. Integrate the physical improvements into the plan area to create features which will enhance the quality of life for residents.*

The *East Atrisco Sector Development Plan* was developed in accordance with these governing concepts, and carries out the policies contained in the *Comprehensive Plan* and the *Northwest Mesa Area Plan.* It is a detailed plan consistent with and leading to implementation of the *Albuquerque/Bernalillo County Comprehensive Plan.* The Land Use and Zoning Section of the plan is adopted as a constituent part of the *City Zoning Code,* and has the force of law for properties within the City of Albuquerque at the time of adoption of the *East Atrisco Sector Development Plan.*

TRANSPORTATION

EXISTING AREA SYSTEM

Major access to the area is presently from Coors Boulevard at Ouray Road. All of the interior streets of the plan area are dedicated, with 60-feet rights-of-way. However, two of the plan boundary streets, 72nd Street and Hanover, were not dedicated on the 1943 plat. Adjacent annexations have required the dedication of sufficient property to establish an 86-feet right-of-way along Ouray between 68th Street and Coors Boulevard. The *Long Range Major Street Plan* designates Coors Boulevard and Unser Boulevard as principal arterials, Ladera Drive as a minor arterial, and Ouray Road as a collector.

Interstate 40 effectively blocks the area from the neighborhoods to the south and southeast. The majority of the crosstown access to the plan area is now via Coors Boulevard and from Interstate 40 via the Coors exit. The Interstate 40 interchange at Unser Boulevard will provide a second Interstate access point at the southwest corner of the plan area. The Unser interchange will serve the East Atrisco area via Unser Boulevard and Ladera Drive. Figure 5 shows the major-street system which serves the plan area. The system is either in place or approved for development with necessary rights-of-way negotiated.

PROPOSED AREA SYSTEM

The transportation system proposals presented here have two primary objectives: 1) to provide access proportionate to future needs as reflected in the land use plan for East Atrisco and uses adjacent to the plan area, and 2) to provide safe access connections across the major roadways to link the plan area with other neighborhoods. To achieve these objectives, the following transportation improvements shall be made.

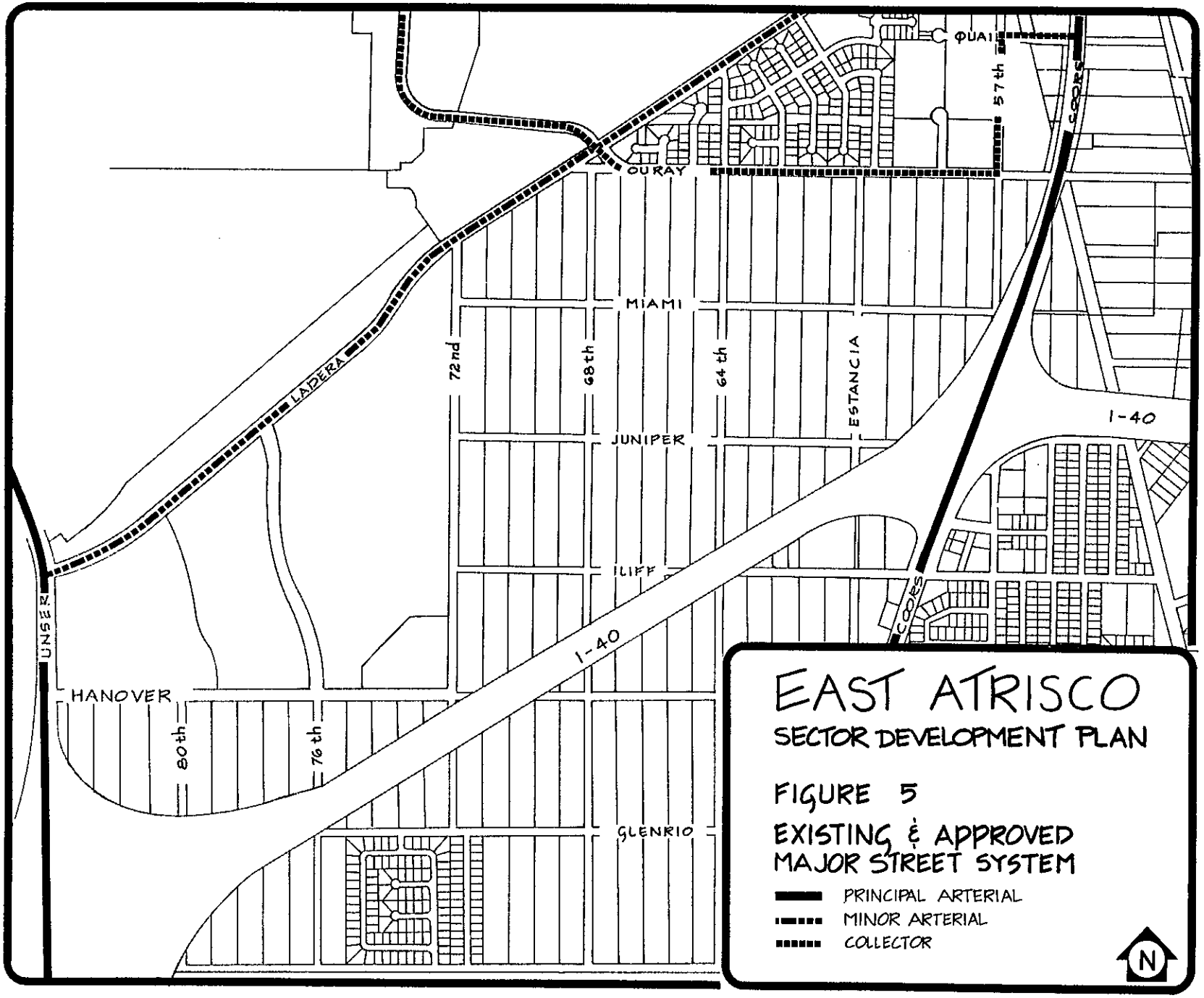
RECOMMENDATION:

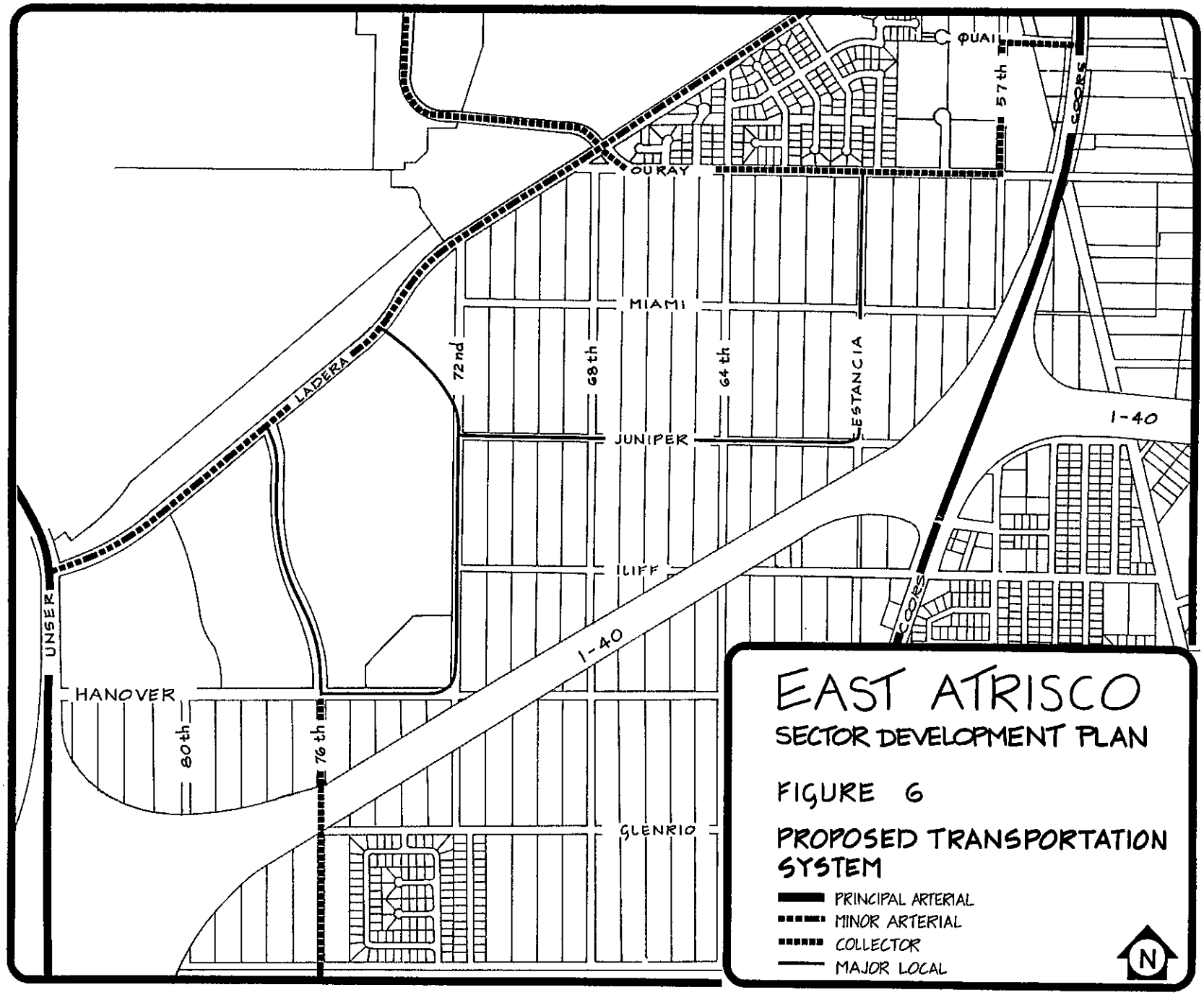
1. *Develop a system that will link the plan area with the established arterial and collector system.*

Figure 6 shows the proposed transportation system and how it will link into existing and approved roadways. Since not all of the major road system serving the area is immediately adjacent to the area, a portion of the system proposed to link the area to the arterials and collectors is outside of the plan area.

IMPLEMENTATION:

a. A grade-separated ramp shall be developed when needed to accomodate the left-turn demand from Ladera Drive to Unser Boulevard during the A.M. peak hour traffic flow.


QUAY
57th
CORRS
MIAMI
72nd
68th
64th
ESTANCIA
LADERA
JUNIPER
1-40
UNSER
HANOVER
80th
76th
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 5
EXISTING & APPROVED
MAJOR STREET SYSTEM
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR
N


QUAI
57th
CORRS
OURAY
MIAMI
72nd
68th
64th
ESTANCIA
LADERA
JUNIPER
I-40
ILIFF
UNSER
HANOVER
80th
76th
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 6
PROPOSED TRANSPORTATION SYSTEM
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR
MAJOR LOCAL
N

Until substantial employment centers are developed on the west side of the Rio Grande, the residential portions of the plan area will generate traffic that will move to and from Interstate 40 during peak hour flows. Two intersections will handle the majority of the peak flows: Coors/Quail and Ladera/Unser. The intersection of Coors/Quail is limited in its effectiveness to handle this traffic satisfactorily, primarily due to the heavy traffic flows along Coors and the proximity of the intersection to the interchange. Consequently, while some of the traffic generated by the plan area will access the Interstate via the Coors interchange, the majority of the traffic will access via the Unser interchange.

Projected traffic flows indicate that the intersection of Ladera/Unser will not be able to handle the left-turn demand at the A.M. peak hour if a conventional at-grade intersection is used. A breakdown of the intersection is expected with the recommended residential densities in the plan area and general area. A technical evaluation shall be made of the grade-separated ramp before the traffic exceeds an acceptable level of service. When the proposal is justified, the facility shall be built.

b. Realign 72nd to provide safer access to the 2.5 acre planned commercial area at the northernmost corner of El Rancho Atrisco, Unit III, Phase 2 (shown on Figure 7).

Vacation of 72nd Street shall be from a point approximately mid-block between Miami and Juniper north to Ladera Drive, and shall be realigned to curve to the west intersecting Ladera Drive at the southwest corner of the planned commercial area. Miami shall be extended to intersect with 72nd Street at a 90° angle.

c. Establish Estancia, Juniper, 72nd, and the portion of Hanover between 72nd and 76th as major local streets. To improve the traffic flow between the east/west and north/south major local streets, the intersections of Estancia/Juniper and 72nd/Hanover shall be replatted to smooth the radius (See Implementation 2 e).

d. Establish 76th Street south of Hanover as a collector street.

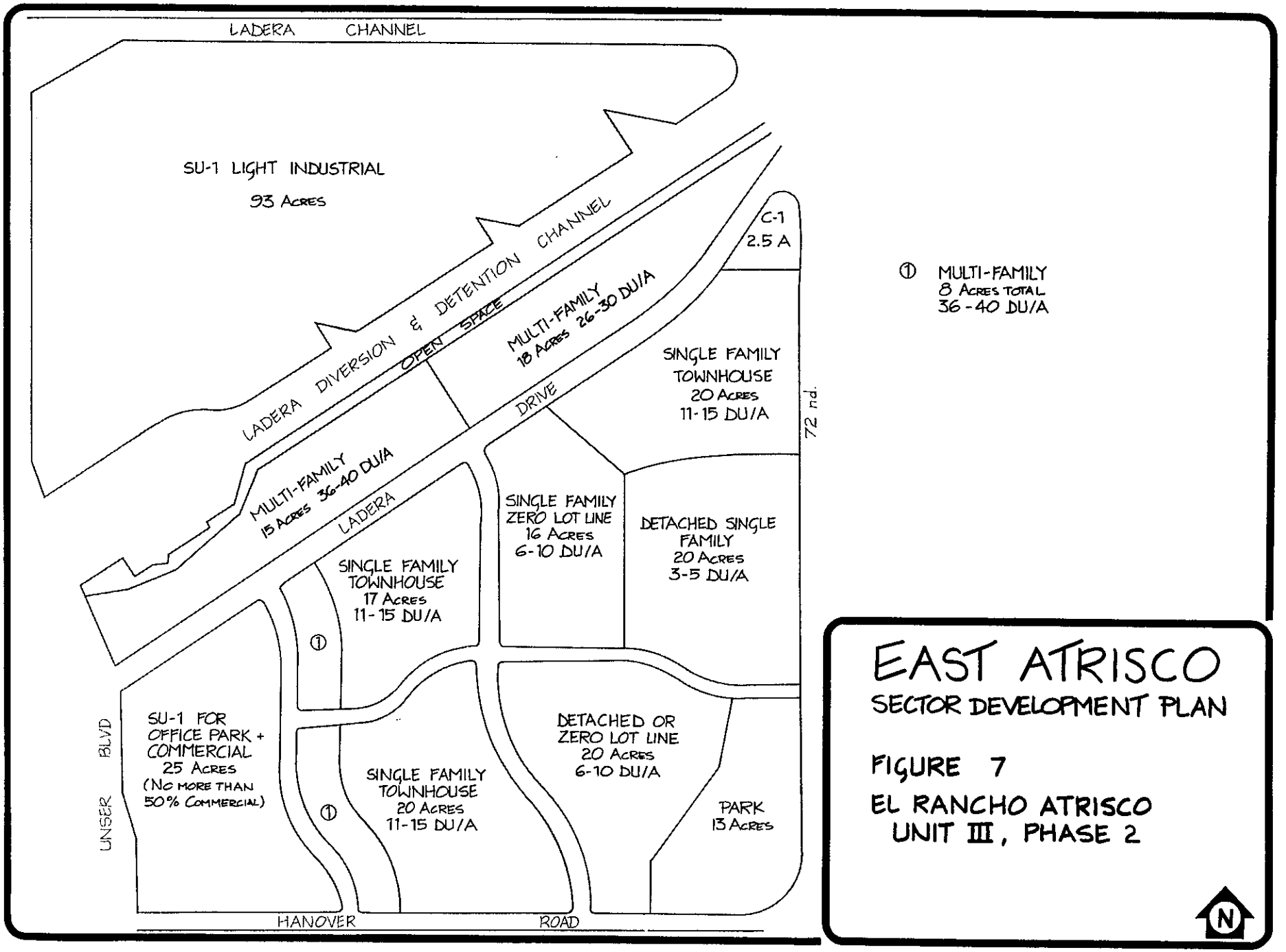
RECOMMENDATION:

2. *Eliminate intersections, control access and cul-de-sac dead ends to provide for the safe and efficient handling of traffic.*

IMPLEMENTATION:

a. No access shall be allowed from Coors between Ouray and the Interstate.

Due to the heavy traffic flow on Coors and the proximity of the Interstate interchange, access along Coors between Ouray and the Interstate shall not be allowed. Satisfactory alternate access exists for the affected property on 57th Street.


LADERA CHANNEL
SU-1 LIGHT INDUSTRIAL
93 ACRES
LADERA DIVERSION & DETENTION CHANNEL
OPEN SPACE
MULTI-FAMILY
18 ACRES 26-30 DU/A
C-1
2.5 A
SINGLE FAMILY
TOWNHOUSE
20 ACRES
11-15 DU/A
72 nd.
DRIVE
MULTI-FAMILY
15 ACRES 36-40 DU/A
LADERA
SINGLE FAMILY
ZERO LOT LINE
16 ACRES
6-10 DU/A
DETACHED SINGLE
FAMILY
20 ACRES
3-5 DU/A
SINGLE FAMILY
TOWNHOUSE
17 ACRES
11-15 DU/A
①
UNSER BLVD
SU-1 FOR
OFFICE PARK +
COMMERCIAL
25 ACRES
(NO MORE THAN
50% COMMERCIAL)
SINGLE FAMILY
TOWNHOUSE
20 ACRES
11-15 DU/A
DETACHED OR
ZERO LOT LINE
20 ACRES
6-10 DU/A
PARK
13 ACRES
HANOVER
ROAD
① MULTI-FAMILY
8 ACRES TOTAL
36-40 DU/A
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 7
EL RANCHO ATRISCO
UNIT III, PHASE 2
N

b. 68th Street shall not be allowed to access Ouray Road. The portion of Ouray which intersects 68th Street shall be vacated to vehicular traffic.

Ouray Road west of Coors Boulevard has been designated a collector with a proposed connection to Unser Boulevard at a point north and west of the plan area. Ouray Road is the most direct link between Coors Boulevard and Ladera Drive and is the northernmost through-street in the plan area. It will carry a majority of the traffic to and from the northeast corner of the plan area. Due to the anticipated traffic volumes at the intersection of Ouray and Ladera and the proximity of 68th Street to this intersection, 68th Street shall not be allowed to access Ouray Road.

c. Due to its proximity to the Unser interchange, and the existence of satisfactory alternate access to affected property, Hanover shall not be allowed to access Unser.

Figure 7 shows the approved development plan for El Rancho Atrisco Unit III, Phase 2. Three major streets are shown connecting Ladera Drive with Hanover Road: 72nd Street, a realigned 76th Street (renamed Laurelwood), and a realigned 80th Street. The southern section of the East Atrisco area will be served by these three streets and by Hanover Road. Since Hanover will not immediately connect to Unser, traffic from the Hanover area east of Unser will flow to and from Ladera Drive via these three north/south streets.

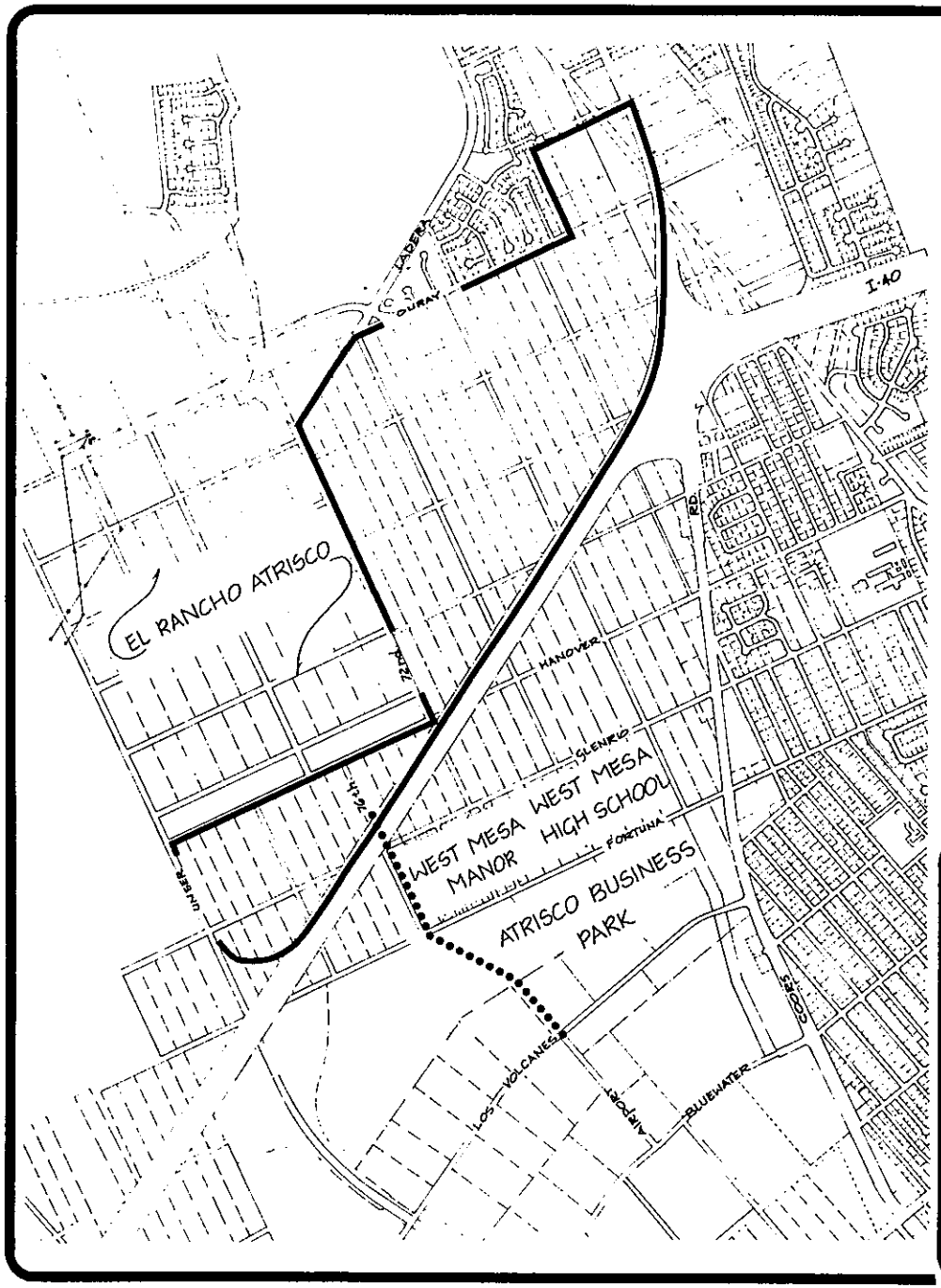
d. 64th shall be platted as a cul-de-sac north of the Interstate; 68th shall be platted as a cul-de-sac north of the Interstate and south of Ouray; 80th shall be platted as a cul-de-sac north of the Interstate; and Hanover shall be platted as a cul-de-sac east of Unser. (See Figure 6.)

e. The points at which Miami meets 57th, Juniper meets Estancia, and Hanover meets 72nd shall have larger than standard curve radii to expedite traffic flow. The extensions of these streets to the south and the east of the points of juncture shall be vacated (See Figure 6).

RECOMMENDATIONS:

3. *A connection to the area south of Interstate 40 shall be developed when needed to allow movement across the Interstate at other than the Unser or Coors interchanges.*

Since West Mesa High School, West Mesa Park, and the Atrisco Business Park are located south of the Interstate, a connection over the Interstate is needed to accommodate anticipated local traffic from the plan area to these areas. A connection with Airport Road would be the most desirable. Both 72nd and 76th (Laurelwood) Streets are candidates for extension. Because West Mesa Manor residential area lies between 72nd Street and Airport Road, a connection between these two streets would have a circuitous alignment. (See Figure 8.)



PROPOSAL REQUIRES NEW RIGHT-OF-WAY BETWEEN FORTUNA AND LOS VOLCANES

EAST ATRISCO

SECTOR DEVELOPMENT PLAN

FIGURE 8

PROPOSED INTERSTATE CROSSING .....

N

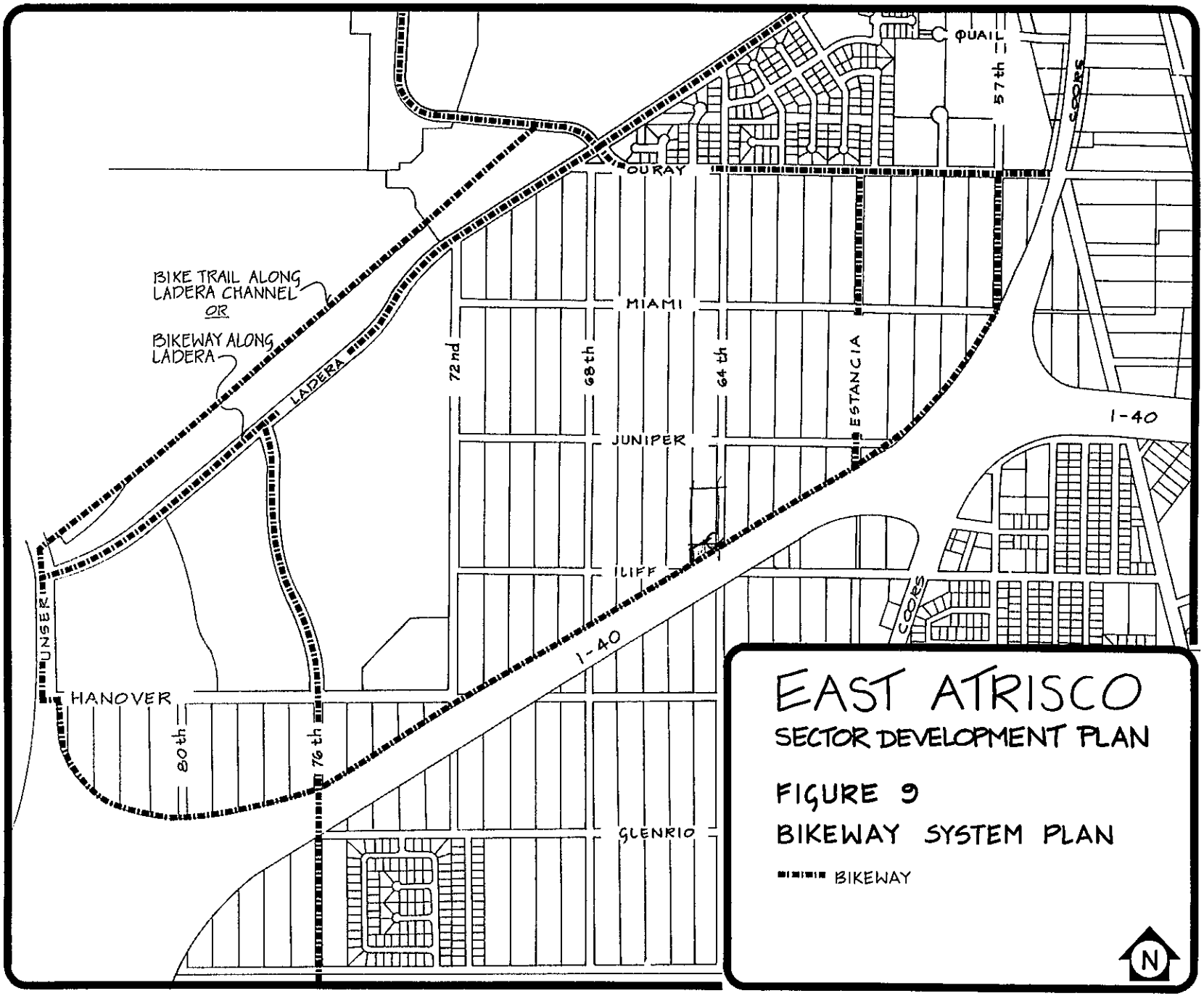
76th Street is a more direct connection and would allow direct local access to Airport Road as well as to Glenrio and Fortuna Roads. Optimally, the cross-over shall handle vehicular as well as bicycle and pedestrian traffic. A technical evaluation shall be made of the cross-over facility. When development to the north and the south of the Interstate justifies the facility, the proposal shall be submitted for review to both the State Highway Department and the Federal Highway Administration.

4. *Establish street locations and widths adequate for the servicing of the area.*

Minimum right-of-way widths of 156-feet and 100-feet, respectively, have been established for Unser and Ladera Boulevards. The right-of-way established for Ouray and for the segment of Quail east of 57th is 86 feet. All other collectors shall have 68-feet minimum right-of-way. All of the major local streets shall have 60-feet minimum rights-of-way. None of the existing rights-of-way shall be vacated unless acceptable alternate access is platted or unless recommended in this plan.

5. *Create a bikeways system integral to the transportation system.*

Bikeways illustrated in Figure 9 should be incorporated into the *Bikeways Master Plan* as an amendment. This system will link open space, commercial, educational and residential land uses, and shall tie into the larger Northwest Mesa system. Routes have been chosen to provide the safest and most pleasant passage for bicyclists.


QUAIL
57th
SOORS
OURAY
BIKE TRAIL ALONG LADERA CHANNEL
OR
BIKEWAY ALONG LADERA
LADERA
MIAMI
72nd
68th
64th
ESTANCIA
I-40
JUNIPER
ILIFF
COORS
UNSER
I-40
HANOVER
80th
76th
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 9
BIKEWAY SYSTEM PLAN
BIKEWAY
N

DRAINAGE

EXISTING CONDITIONS

Drainage for the plan area is to the east. The major drainage facility near the plan area is the Ladera Diversion and Detention Channel, just north of and parallel to Ladera Drive. However, none of the plan area drains to this facility.

The East Atrisco plan area presently has no outfall for drainage. The I-40/Coors Boulevard interchange is situated in a historic lake, and the interchange effectively blocks all natural drainage from west of the facility to the Rio Grande. Drainage management for construction presently consists of on-site ponding.

When Interstate 40 was constructed, box culverts were built under the Coors interchange just north of Miami Road and just north and east of Iliff Road. These structures were planned to provide outfall under the interchange, east across the property known as the Lands of E. H. Sloan to the Rio Grande. Figure 10 shows the location of the culverts and outfall.

PROPOSED DRAINAGE SYSTEM

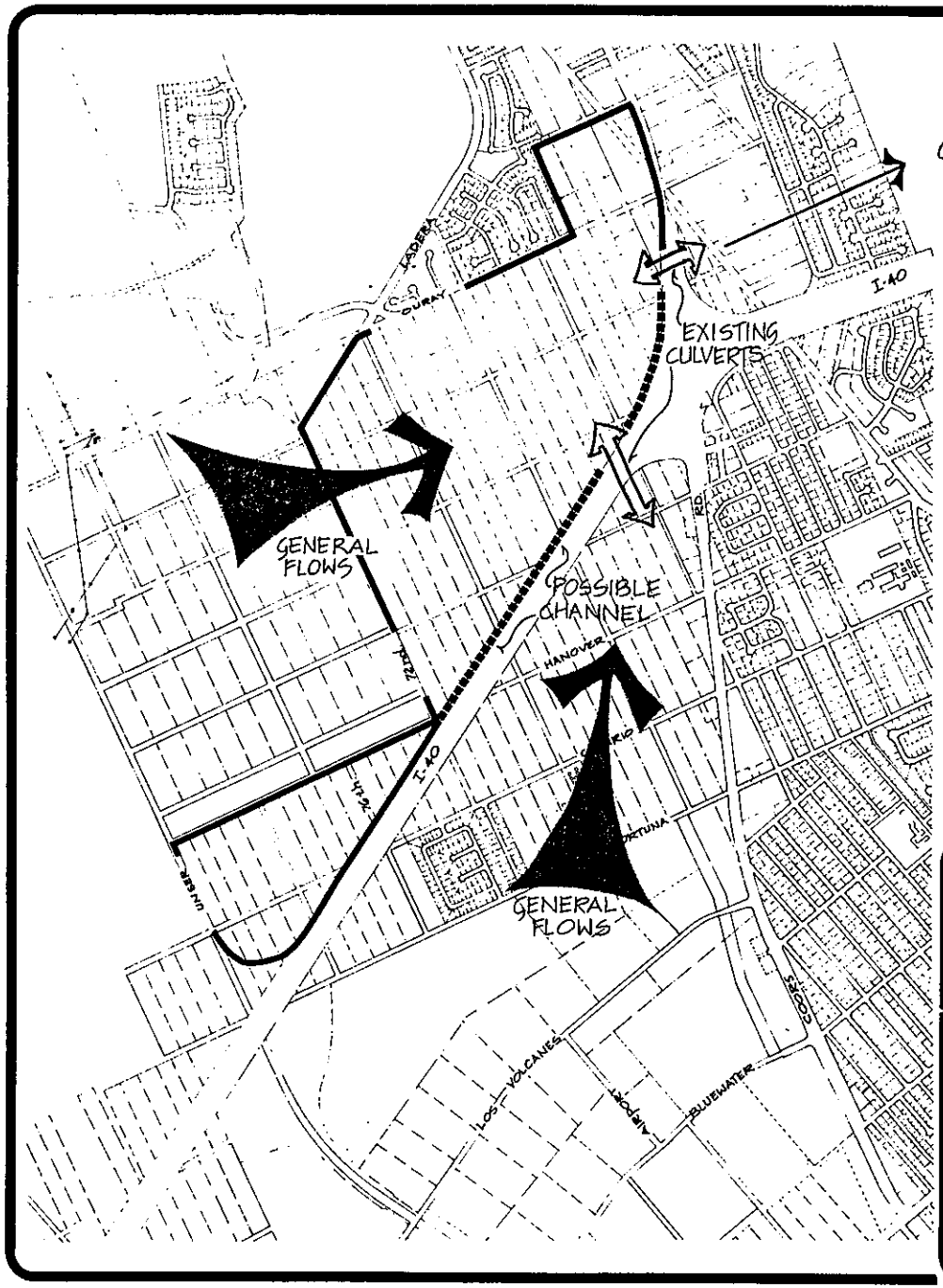
Drainage solutions for the East Atrisco plan area will begin with an area study of properties from the Atrisco Business Park north, including the East Atrisco plan area. The City has contracted for a study of drainage solutions for the area. Since the box culverts are in place, they will probably be used. If so, a diversion and detention channel may be placed on the north side of Interstate 40. Because of the depth of the northern box culvert, the eastern portion of the channel could be underground. Due to platting and configuration of properties cut off by the interchange, some unusable, small tracts of land may remain after the placement of the drainage facility. (See Figure 10.) In addition, more land will probably be needed for desilting basins. Completion year for the drainage study is 1984.

Since major physical improvements for an area larger than the plan area will be built in East Atrisco and since a portion of these improvements will directly provide drainage for East Atrisco, the following policies are established.

RECOMMENDATIONS:

1. *Zone properties adjacent to the Miami Road/57th Street and Juniper/Estancia Drive intersections SU-1.*

If the channel is built, the Miami/57th intersection will be affected and the Juniper/Estancia intersection may be affected. The properties adjacent to these intersections shall be zoned SU-1 so that the possible redesign of these intersections can be handled at the time of site development plan approval.



EAST ATRISCO
SECTOR DEVELOPMENT PLAN

FIGURE 10

CULVERT LOCATION AND
POSSIBLE OUTFALL
TO RIVER

2. *Reserve adequate lands for channels, detention basins, and desilting basins.*

Maximum possible and/or desirable flows of the box culvert and river outfall should be determined early so that adequate lands for channels, detention basins, and desilting basins can be set aside.

3. *Control increased runoff due to development.*

Increased runoff due to development shall be strictly controlled so that maximum flows determined for the major drainage system are not exceeded.

4. *Assess property owners in East Atrisco for their fair share of drainage improvement costs.*

Provision of drainage improvements through a special assessment district is recommended for the larger area with property owners in the East Atrisco area being assessed for their fair share of cost of the improvements.

5. *Allow temporary drainage provisions in the plan area only when they are designed to City standards, designed to tie into the ultimate facilities, and if each developer who is allowed interim drainage solutions agrees to participate in special assessment districts for their fair and equitable share of the ultimate facilities.*

WATER AND SEWER

EXISTING CONDITIONS

Water resource planning for the plan area is a part of a larger water resources planning area with the approximate boundaries of Ouray Road, Coors Boulevard and Fortuna Road and Unser Boulevard, including El Rancho Atrisco Unit III. Although the basic major capital facilities are in place for service to the general area, capacity does not exist for service to the entire area. Service to all portions of the water resources planning area requires construction of currently unprogrammed master-plan lines for sewer and master-plan lines for each of the two water-pressure zones in the plan area.

PROPOSED SYSTEMS

Since system capacity is not committed geographically, service availability to the East Atrisco area shall be studied immediately prior to its intended development.

The City will require sites within the water resources plan area for future water facilities such as wells, reservoirs, pump stations and chlorination stations. Locations of these facilities and alignments of master-plan lines shall be determined when land-use and projected service needs are determined.

City policies for the financing of water and sewer improvements provide for the apportionment of costs. Financing through a special assessment district is recommended for the East Atrisco area to provide for equitable, systematic and timely expansion of City facilities.

PARKS AND OPEN SPACE

EXISTING FACILITIES

Although there is no existing park or dedicated open space within the East Atrisco plan area, the general area is served by several recreational facilities. (See Figure 11.)

To the northwest of the plan area are the Volcano Open Space and Recreation Area and La Boca Negra Park which serve the entire city and provide recreational opportunities for the region. Although now undeveloped, Volcano Park will be a recreational/educational facility when completed. La Boca Negra Park is partially developed with motocross runs, model airplane pads and the horsemen's complex.

Ladera Golf Course lies one-half mile north of the East Atrisco area and will be easily accessible to East Atrisco residents when the transportation network is completed.

Smaller parks in the surrounding area include West Mesa Park adjacent to West Mesa High School, West Bluff Park between Ouray Road and Interstate 40 overlooking the river, and the small neighborhood park, El Rancho Atrisco Park north of the plan area. (This park is meant to serve the residential neighborhood of El Rancho Atrisco north of Ouray Road.) Additionally, El Rancho Atrisco Unit III has dedicated an undeveloped ten-acre parcel at the corner of Hanover and 72nd Street for use as a park and as a part of their drainage management plan. Laurelwood Park is its proposed name.

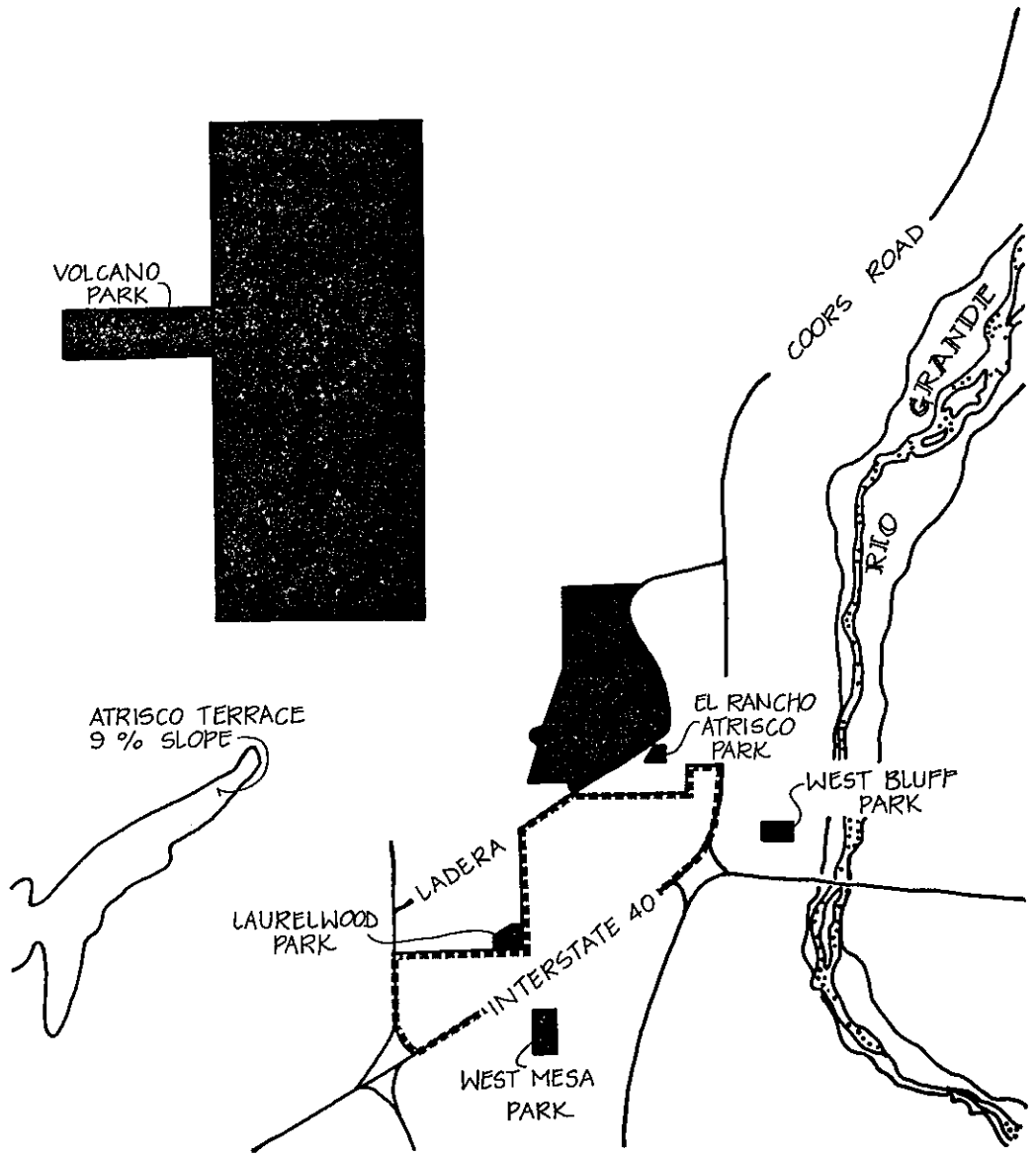
PROPOSED FACILITIES

The parks and open space proposals presented here have three primary objectives: 1) to provide recreational opportunities for East Atrisco residents, 2) to mitigate adverse environmental conditions, and 3) to integrate physical improvements into the plan area to create features which enhance the quality of life for residents. To achieve these objectives, the following policies are established.

RECOMMENDATION:

1. *Develop an open space greenway along the north side of Interstate 40.*

The East Atrisco plan area is designated as Developing Urban in the *Albuquerque/ Bernalillo County Comprehensive Plan.* In the Developing Urban area, required open space may consist of tracts separate from the dwellings for which the open space is requested. Such detached open space need not be directly accessible to the residents of the related dwellings. It can preserve open space, which, under the terms of a comprehensive plan, is important to the whole community as well as to the residents of the related dwellings. Therefore, open space can be used to ameliorate environmental difficulties in an area and provide greenbelts that benefit the community.



EAST ATRISCO
SECTOR DEVELOPMENT PLAN

FIGURE 11

APPROVED PARKS AND OPEN SPACE

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The adjacent interstate highway is a major environmental feature of the plan area. While provision of access is beneficial, the traffic noise and pollution associated with the Interstate are detrimental to the use of adjacent properties. Since residential use is proposed for some of the tracts near the Interstate, this greenway shall be created to reduce these negative effects and to provide visual relief for travelers on the Interstate. (See Figure 12.)

IMPLEMENTATION:

a. Acquire and develop the greenway in coordination with other public needs and facilities in the area.

Development of the greenway and the adjacent drainageway will involve aquisition of approximately 25 acres along the north side of Interstate 40 between Coors Boulevard and Unser. If the State grants approval to use the Interstate right-of-way for some of the facilities, either the purchased acreage can be decreased or the recreational facilities can be increased. Design of greenway shall be coordinated with the State Highway Department.

Land acquisition shall occur as soon as possible. Acquisition of the greenway shall be coordinated with acquisition for the drainageway. The property needed for the greenway shall be obtained with funds and through dedications generated by the open space requirements of the R-D zone. Installation of amenities and landscaping shall be financed through capital improvement and general funding.

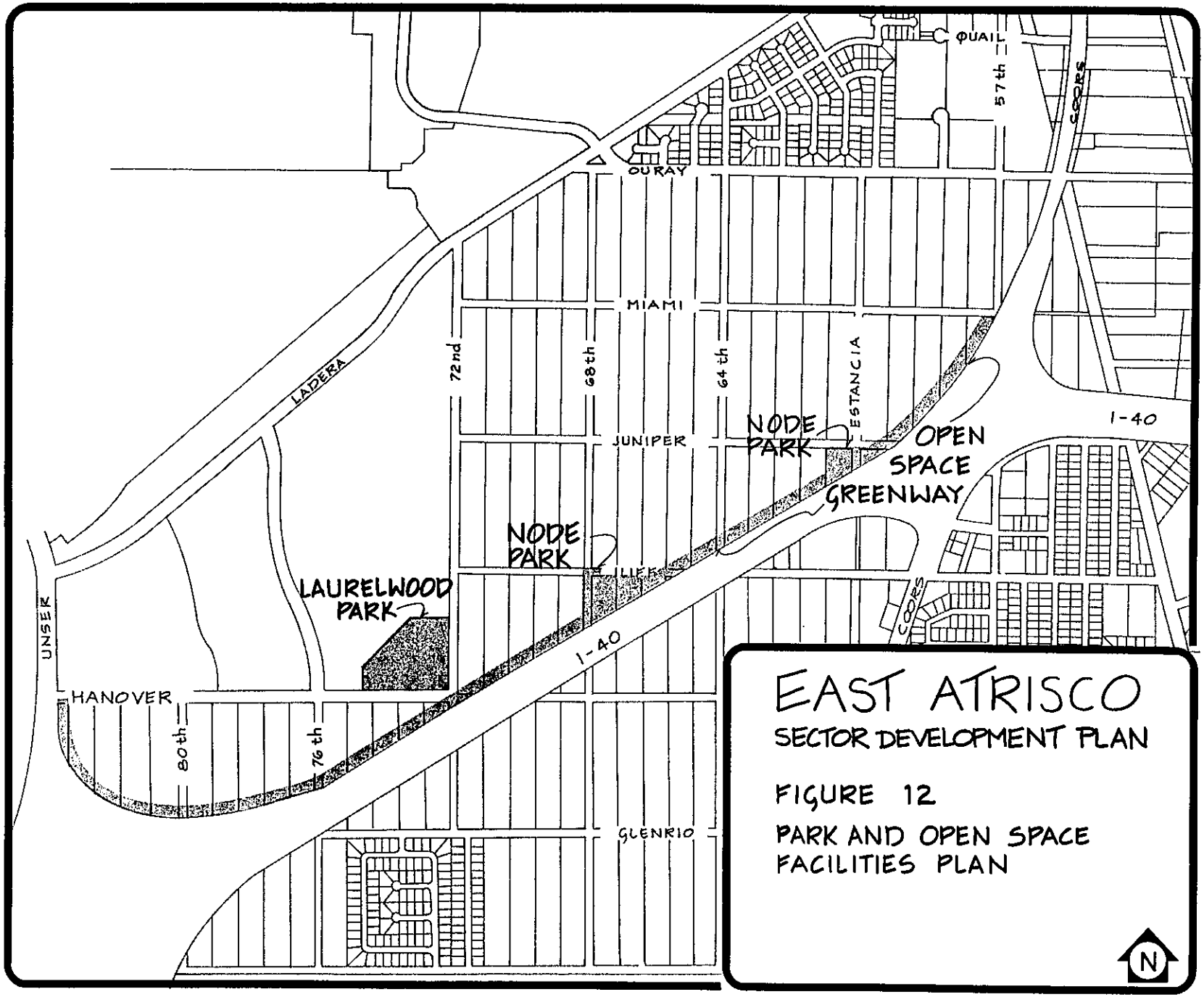
b. Design the greenway to incorporate recreational uses, sound buffering and adjacent drainage facilities.

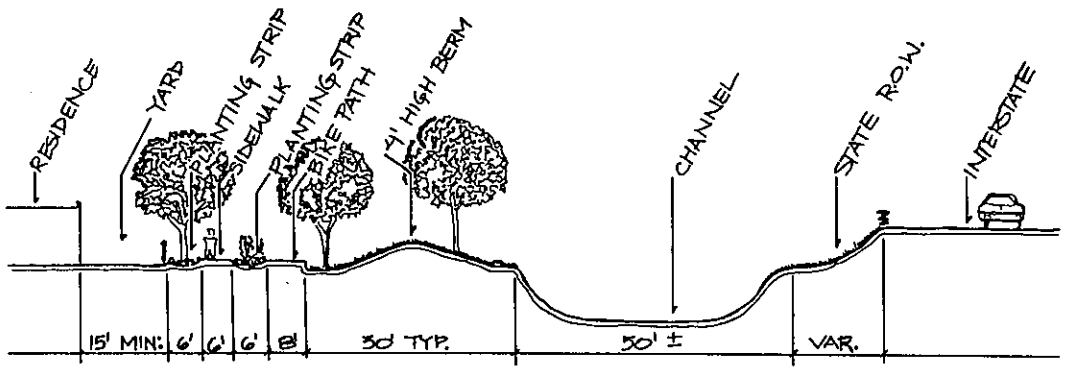
The greenway shall be a strip of detached open space running the length of the Interstate frontage. The buffer will reduce high volume traffic effects upon the development in the plan area and shall be designed to positively incorporate any necessary drainage facilities. It shall contain bike and jogging trails, as well as an urban forest of sufficient density to visually and acoustically screen the residential area from the Interstate. If it is determined that noise generated by the Interstate traffic warrants sound barriers, these will be incorporated between the Interstate and the trails. Figure 13 shows a diagrammatic greenway section. If any portion of the drainage channel is placed underground, the open space amenities shall be placed over as well as adjacent to the facilities.

RECOMMENDATION:

2. *Channel open space cash-in-lieu funds to acquisition of areas already established by the City as desirable for open space acquisition.*

The *Northwest Mesa Area Plan* states that the nine percent slope of the Atrisco Terrace escarpment is particularly appropriate for aquisition through the detached open space provisions of the R-D zone. (See Figure 11.) Since the projected detached open space that would be generated by the mean densities recommended in the *East Atrisco Plan* is approximately 200 acres, the aquisition of the greenway shall be the first priority met with the open space requirements. Any additional open space funds shall be channeled to major open space aquisition of the Atrisco Terrace nine percent slope area.


QUAIL
57th
COORS
OURAY
MIAMI
LADERA
72nd
68th
64th
ESTANCIA
JUNIPER
NODE PARK
OPEN SPACE GREENWAY
I-40
NODE PARK
LAURELWOOD PARK
UNSER
HANOVER
80th
76th
GLENRIO
I-40
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 12
PARK AND OPEN SPACE FACILITIES PLAN
N



PLANTING STRIPS SLIGHTLY DEPRESSED TO CATCH RAINWATER FROM BIKE PATH AND SIDEWALK

BERM CREATED FROM DIRT EXCAVATED FROM CHANNEL

EAST ATRISCO

SECTOR DEVELOPMENT PLAN

FIGURE 13

DIAGRAMATIC GREENWAY DESIGN

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RECOMMENDATION:

3. *Develop park nodes to further enhance the greenway as a positive recreational area and to make use of difficult-to-develop land.*

General neighborhood park activities are needed in the plan area. Although Laurelwood Park is adjacent to the plan area, approximately 7.5 acres of park facilities should be located in the East Atrisco area. The facilities should be located next to the greenway to further buffer the negative effects of the Interstate. Since some difficult-to-develop, small tracts of land may remain after the placement of the drainage facility and greenway, the parks shall be placed in nodes of approximately two to three acres incorporating these small leftover tracts. The ultimate width of the greenway and the location of the park nodes are dependent upon the placement and configuration of drainage facilities.

Acquisition of land for the park nodes and their development shall be financed through park acquisition and park development fees paid by developers in the plan area per existing City ordinances. Residential development at townhouse densities will generate approximately $158,000 in park development fees and 7.5 acres of park dedication. Figure 12 shows the park and open space facilities plan.

LAND USE AND ZONING

LAND USE AND ZONING

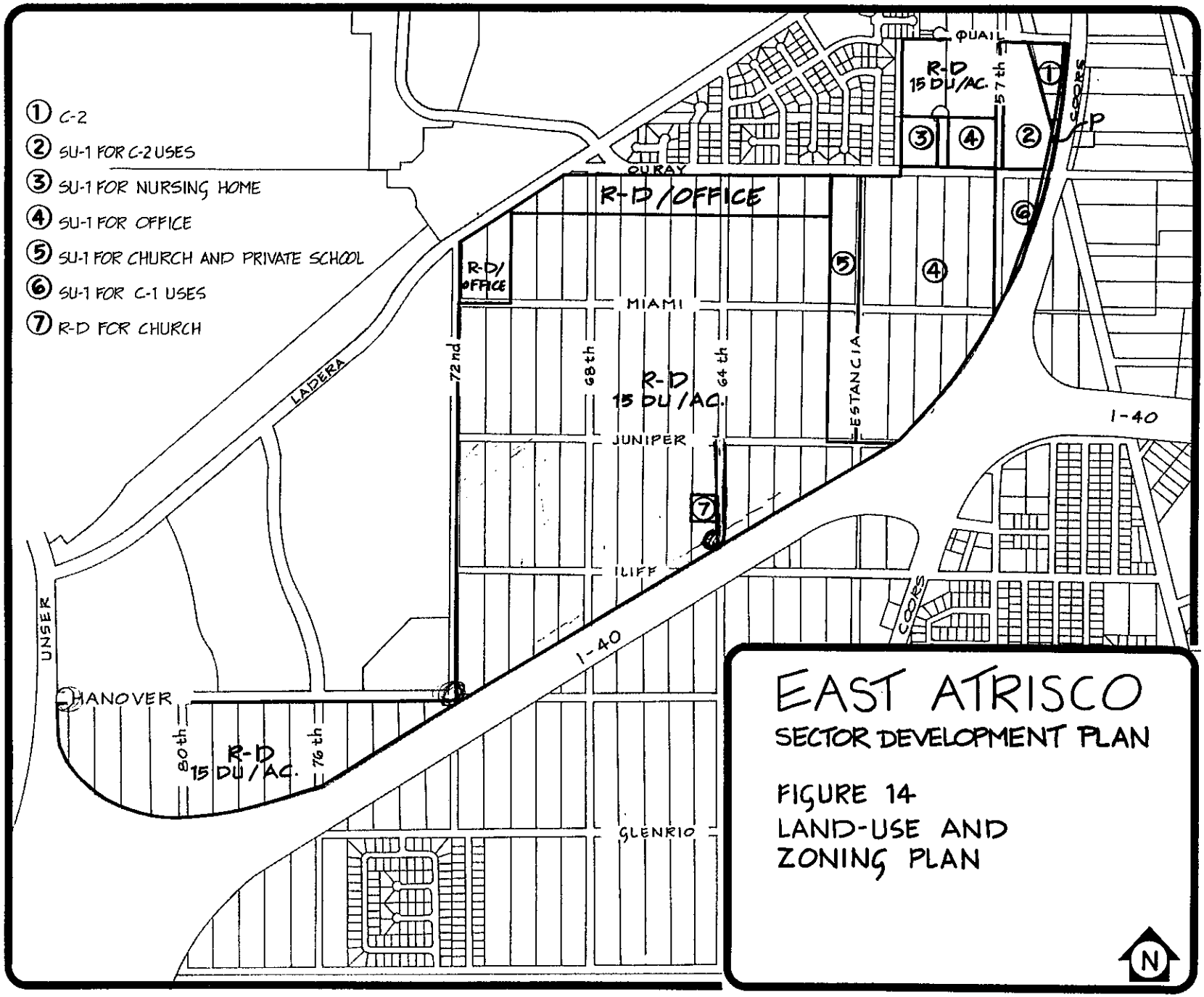
The existing land use and zoning in the East Atrisco area are discussed briefly in the introduction to this plan. The *Comprehensive Plan* calls for development of three to six dwelling units per acre in this area; however, the *Northwest Mesa Area Plan* states that cluster housing and multiple units with higher densities may be appropriate depending upon the site and specific location. Because of the Developing Urban designation, R-D should be the primary residential zone within East Atrisco.

Figure 14 shows the land use plan and zoning proposed for East Atrisco. As property is annexed to the City, it should be zoned to conform to the land use and zoning plan. Designations are based upon adjacent existing uses and zoning recently approved, reinforced by transportation networks and limitations, and other systems proposed and in place. The intent of the land use plan is to encourage the creation of stable neighborhoods, consisting of a mix of townhouse and low-density apartment uses.

Because of the limitations of the transportation system in relation to peak hour traffic flows (See Transportation in this plan), a mix of land uses is proposed to encourage dual-directional flows which offset the impacts of mono-directional flows during peak hours.

Under the plan, non-residential uses are concentrated close to the intersection of 57th Street and Ouray, and along Ouray. The area zoned R-D for Office Use along Ouray shall be 400 feet deep. The area which shall be zoned R-D for Church use on Tract 292 is the northern one acre of the southern two and one-half acres of Tract 292. Due to the 25 acres of office and commercial in the approved master plan for El Rancho Atrisco Unit III, and the general surplus of commercial zoning defined in the *Northwest Mesa Area Plan*, no commercial or office use is recommended for the southwest portion of the plan area. Light industrial uses in the general area should be concentrated in the Atrisco Business Park to the south of the plan area.

The following uses and restrictions shall apply to areas zoned R-D in East Atrisco. Whenever the stipulations of this plan are more restrictive than those of the R-D zone, this plan shall be followed.


① C-2
② SU-1 FOR C-2 USES
③ SU-1 FOR NURSING HOME
④ SU-1 FOR OFFICE
⑤ SU-1 FOR CHURCH AND PRIVATE SCHOOL
⑥ SU-1 FOR C-1 USES
⑦ R-D FOR CHURCH
QUAIL
R-D 15 DU/AC.
57th
COORS
QURAY
R-D/OFFICE
R-D/ OFFICE
MIAMI
72nd
68th
64th
R-D 15 DU/AC.
ESTANCIA
I-40
LADERA
JUNIPER
ILIFF
UNSER
HANOVER
80th
76th
R-D 15 DU/AC.
GLENRIO
EAST ATRISCO
SECTOR DEVELOPMENT PLAN
FIGURE 14
LAND-USE AND
ZONING PLAN
N

1. *R-D for Office Use* (± 24 acres total)
   - Permissive Uses—uses permissive in the O-1 zone as controlled in that zone with the following exceptions:
     —dwelling units are not a permissive use
     —structure height shall not exceed 26 feet
   - Conditional Uses—uses conditional in the O-1 zone when controlled by a site plan filed with the application for conditional use with the following exceptions:
     —dwelling units are not a conditional use
     —structure height shall not exceed 26 feet

2. *R-D, Maximum 15 Dwelling Units Per Net Acre* (± 235 acres total)
   - Permissive Uses—uses permissive in the R-T zone as controlled in that zone; uses permissive in the R-2 zone when no building is higher than 26 feet and when controlled by a site development plan approved by the Environmental Planning Commission.
   - Conditional Uses—uses conditional in the R-1 zone; day care center when controlled by a site plan filed with the application for conditional use.
   - Open space as required in the R-D zone.

   Note: Net acres, as used to establish density in this plan, means acres not in public right-of-way on the date of adoption of this plan, October 29, 1984.

3. *R-D, Church* (1 acre total)
   - Permissive Uses—church and related facilities when controlled by a site development plan approved by the Environmental Planning Commission.

PLATTING

The City of Albuquerque has planning and platting jurisdiction within five miles of the municipal boundary. Applicants for subdivision within the East Atrisco sector development plan area should not only be familiar with the design standards of the City, but also be cognizant of the difficulties involved with resolving the multiple ownership and the existing platting pattern. The size of the existing blocks (approximately 1050 feet x 1037 feet) will permit division into smaller blocks. Coordination of street location and lot layout among the multiple property owners is required.

Functionally sensitive subdivision design is necessary to effectively integrate uses within East Atrisco. Therefore, subdivision review and site development plan review will emphasize the effects that the proposed plat design will have on adjacent properties. Although cul-de-sacs, loops, and other forms of non-through streets may be used, it is the intent of this plan that no one area be "protected" from another area by segregation. This means that the various uses, residential densities, and platting applied for should provide logical and sound connections, both physical and psychological, to previously approved areas.

Therefore, in addition to applicable governing standards, the following guidelines shall be followed when platting property in East Atrisco. Exceptions to these guidelines for unique situations shall be considered on their merits by the approving body.

1. *Every plat approved shall conform to the requirements of this plan.*
2. *No street within the plan area platted at the time of adoption of this plan shall be vacated unless recommended in this plan or unless satisfactory alternate access is platted.*
3. *Individual residential driveway cuts along major-local streets in the plan area shall be discouraged.*
4. *Lots adjacent to all arterial and collector streets shall be platted so as to provide space for street trees.*
5. *No street within the plan area platted at the time of adoption of this plan shall have unrelieved rear yards facing on it.*
6. *Double frontage lots shall be discouraged.*
7. *Multi-family areas shall be platted so that parking can be placed in pockets or to the side or rear of the lots rather than directly to the front of the lots. This may entail larger lot sizes or alley access.*
8. *Natural site amenities shall be recognized. Lots shall front or side rather than back on the greenway.*
9. *Retention of natural slope and topography shall be encouraged.*
10. *Every plat approved shall provide logical and sound connections to previously platted areas.*