Acknowledgements

Office of the Mayor/CAO

Jim Baca, Mayor
Lawrence Rael, Chief Administrative Officer
Vickie Fisher, Deputy Chief Administrative Officer
Connie Beimer, Deputy Chief Administrative Officer

Albuquerque City Council

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Alan Armijo, District 1, Vice President
Vincent E. Griego, District 2
Adele Baca-Hundley, District 3
Brad Winter, District 4
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Mike E. McEntee, District 7
Greg Payne, District 8

Environmental Planning Commission

Joe Chavez, Chair
Robert Heiser, Vice-Chair
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Susan Johnson
Elizabeth Begay
Mick McMahan
Tim Eichenberg
Charles Gara
Sandy Henderson

City of Albuquerque Planning Department

Robert R. McCabe, APA, AIA, Planning Director
Richard Sertich, AICP, Associate Director
Joel C. Wooldridge, FAICP, Advanced Planning Manager
Carmen Marrone, Community Planner, Project Manager

EPC Task Force

Commissioner Elizabeth Begay
Commissioner Bob Heiser
Ron Bohannan, Tierra West
Phil Garcia, Garcia Kraemer & Associates
Pat Verrelle, Vineyard Neighborhood Assn.
Fabrizio Bertoletti, Assoc. Director, Planning Department
Russell Brito, Planner, Development Services Division

La Cueva Advisory Committee

Ron Bohannan, Tierra West
Don Hoech, Hoech Real Estate
Walter Miller, Vineyard NA
Bob Prendergast, Nor Este NA
Dennis Olona, Property Owner

Consultant Team

Sites Southwest, LLC
Resource Technology, Inc.
Terry O. Brown, PE
Civitas, Inc.

A special thanks goes to the many volunteers (individuals and committees) who gave countless hours of their time and service in conceptualizing and developing the La Cueva Sector Development Plan. Through their dedication and commitment, this plan became a reality.

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LA CUEVA SECTOR DEVELOPMENT PLAN
Application No. 00450-00000-01348
Project No. 1000827

On June 19, 2000, the Environmental Planning Commission recommended and the City Council approved the La Cueva Sector Development Plan as outlined in Council Bill No. R-50, Enactment No. 65-2000. This Sector Plan replaces the La Cueva High School Land Use Guide, which was adopted in 1986.

LA CUEVA SECTOR DEVELOPMENT PLAN
Reviewed by
THE DEVELOPMENT REVIEW BOARD

Janet S.	12/15/00
City Planner, Planning Division, City of Albuquerque	**Date**
Lorenzo Mier	10/23/00
City Engineer, Engineering Division	**Date**
Rahul Bhatt	4 Oct 2000
Traffic Engineer, Transportation Department	**Date**
Adrienne E. Candelaria	10/23/00
Parks and Recreation	**Date**
Roger A. Green	10/4/00
Utility Department	**Date**
John P. Kelly	12-14-00
Albuquerque Metropolitan Arroyo Flood Control Authority	**Date**

CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-03-307 ENACTMENT NO. 103-2003

SPONSORED BY: Brad Winter, by request

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RESOLUTION

AMENDING CHAPTER 5 OF THE LA CUEVA SECTOR DEVELOPMENT PLAN, TO PROVIDE FURTHER CLARIFICATION OF EXISTING LANGUAGE.

WHEREAS, the City adopted the La Cueva Sector Development Plan in June of 2000 through Council Enactment 65-2000; and

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

WHEREAS, Chapter 5 of the La Cueva Sector Plan contains some unclear language that needs to be further clarified in order to provide consistent interpretation and application of the development and design regulations contained in the sector plan; and

WHEREAS, clarification of certain language in the La Cueva Sector Development Plan was presented t the Environmental Planning Commission on June 19, 2003 as text amendments to the sector plan; and

WHEREAS, on June 19, 2003, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of certain text amendments to Chapter 5 of the La Cueva Sector Development Plan to the City Council.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE THAT LA CUEVA SECTOR DEVELOPMENT PLAN, CHAPTER 5 is amended as follows:

SECTION 1. Section 5.2, RD Zone is amended to read:

The RD (developing residential) zone is the predominant residential zone in the plan area. Maximum densities for areas zoned RD are established in the Zoning Plan (Exhibit 12). Densities are based on gross acreage of the lot, which is

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measured from property line to property line, excluding existing public right-of-way and/or prescriptive roadway easements. The residential uses in the RD zone shall be regulated according to the City Zoning Code, subject to the density maximums shown in Exhibit 12.

Residential development more intense than what is typically allowed in the R-1 zone (i.e. lot size less than 5000 square feet) will be subject to site development plan for subdivision approval by the DRB.

Development in the RD zone that requires a site development plan must meet the design regulations in Section 5.4.6 of this plan.

SECTION 2. Section 5.4, SU-2 Zones, paragraph 5 is amended to read:

A site development plan and landscaping plan approved by the Environmental Planning Commission are required for all SU-2 zoned properties except that residential development on lots greater than 5,000 square feet will not require site development plan approval by the EPC.

SECTION 3. Section 5.4.5, SU-2/Mixed Use, Permissive Use #2 is amended to read:

2. Dwelling unit (house, townhouse, or apartment) constituting up to 25% of the gross floor area on the premises, pursuant to a site development plan. Usable open space shall be provided on site in an amount equal to 400 square feet for each efficiency or one-bedroom dwelling unit, 500 square feet for each two-bedroom dwelling unit, and 600 square feet for each dwelling unit containing three or more bedrooms. The total open space requirement of the R-D zone shall also be met.

SECTION 4. Section 5.4.5, SU-2/Mixed Use, Conditional Uses is amended to read:

Conditional Uses

1. Uses conditional in the C-1 zone except that the following are not allowed as a conditional use.

a. Auto, trailer, truck rental
b. Kennel
c. Watchman mobile home
d. Outdoor storage

SECTION 5. Section 5.4.6, Common Design Regulations, Regulation 8R-1 is amended to read:

8R-1: Open space, as provided in the RD zone, is required for residential development in the RD and SU-2/Mixed Use zone. Priority areas for open space dedications are:

First Priority: east/west arroyo trails or "pockets" adjacent to the trails.

Second Priority: north/south mid-block pedestrian ways.

SECTION 6. FINDINGS ACCEPTED. The following text amendment findings shall be adopted by the City Council:

1. This is a request for text amendments to Chapter 5 of the La Cueva Sector Development Plan for clarification purposes. The proposed text amendments will not change the context or intent of the plan, but will only provide further clarification of existing language in order to provide consistent application and interpretation of the regulations contained in Chapter 5 of the plan.

2. The La Cueva Sector Development Plan was adopted in June of 2000 to provide land use, zoning and development strategies to encourage urban development within the plan area. The proposed text amendments will not in any way alter these intentions.

3. The District 4 Coalition of Neighborhoods is in support of the proposed text amendments. No opposition to the request has been expressed by the La Cueva Community or any other interested parties.

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 8th DAY OF SEPTEMBER, 2003
BY A VOTE OF: 8 FOR 0 AGAINST.

Yes: 8

Excused: Payne

Vincent E. Griego

Vincent E. Griego, President
City Council

APPROVED THIS 19th DAY OF September, 2003

Bill No. R-03-307

Martin Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-03-257 ENACTMENT NO. 68-2003

SPONSORED BY: Brad Winter, by request

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RESOLUTION

AMENDING THE LA CUEVA SECTOR DEVELOPMENT PLAN, SECTION 5.4.5, SU-2/MIXED USE ZONE, PROVISION #7 TO ALLOW DRIVE-UP FACILITIES TO OCCUR ON LESS THAN 1.75 ACRES IF A CORNER LOT IS INVOLVED IN THE DEVELOPMENT SCHEME.

WHEREAS, the City adopted the La Cueva Sector Development Plan in June of 2000 through Council Enactment 65-2000; and

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

WHEREAS, the Sector Plan established SU-2/Mixed Use Zoning and land use guidelines for the plan area; and

WHEREAS, on March 20, 2003, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of a text amendment to Section 5.4.5 SU-2/Mixed Use Zone, Provision #7 of the La Cueva Sector Development Plan to the City Council; and

WHEREAS, the text amendment meets the requirements of and fulfills the policies of *Resolution 270-1980* because an oversight was committed when the 1.75 acre requirement was established by not considering corner lot acreage; and

WHEREAS, the Environmental Planning Commission found the sector plan amendment is not in conflict with any applicable plans including the Comprehensive Plan and the La Cueva Sector Development Plan.

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

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Section 1. LA CUEVA SECTOR DEVELOPMENT PLAN AMENDED. Sectio 5.4.5, SU-2/Mixed Use Zone, Provision #7 is amended to read as follows:

7. Drive-up facility, as permissive in the C-1 zone, provided that a minimum o 1.75 acres be provided for each drive-up facility. Where corner lots are involved, a minimum of 1.3 acres shall be provided for each drive-up facility du to additional right-of-way dedication requirements.

Section 2. FINDINGS ACCEPTED. The following zone map amendment findings shall be adopted by the City Council:

1. This is a request for a text amendment to the *La Cueva Sector Development Plan*, Section 5.4.5, Provision #7 under the SU-2 Mixed Use Zone which allows drive-up facilities as a Permissive Use "provided that a minimum o 1.75 acres be provided for each drive-up facility". The subject site is zoned SU-2/Mixed Use and is located at the southwest corner of Carmel and Wyoming NE. The site contains approximately 1.61 acres as a result of right-of-way dedication required for Wyoming Blvd. The applicant proposes to build a drive-up bank on the subject site.

2. The subject request is consistent with the Developing Urban goal of the *Comprehensive Plan* in that the proposed text amendment will allow necessary services to be built which will support urban growth in the area. The request is also consistent with Developing Urban policies d, e, i, j, and k in that the neighborhood values and integrity will not be compromised since the proposed use is appropriate under the current zoning and since development of the site wil require site plan review by the EPC which will assure minimal harmful effects of traffic, livability and safety.

3. The subject site is located within a *Community Activity Center*, as designated in the Comprehensive Plan. Wyoming Boulevard, which is adjacent to the site, is designated an *Enhanced Transit Corridor* per the Comprehensive Plan. The subject request does not jeopardize the goals and policies for *Centers and Corridors* per the Comprehensive Plan because the proposed use will be located at the edge of the Center and because development of the site will require EPC site plan approval, which will assure compliance with the goals and policies for *Centers and Corridors*.

4. Although the applicant does not propose to change the zoning district from SU-2/Mixed Use, the request does involve amending a provision under this zone, which essentially changes the zone. The applicant has fulfilled the requirements of *R-270-1980* because when the Sector Plan was approved, the City Council placed a 1.75 acre, or two-lot requirement for a drive-up facility, based on an average lot size of .88 acre. Since the City Council did not take into consideration that the corner lots are less than .88 acre, which means that three lots would be required in order to develop a drive-up facility, an oversight, or error was committed.

5. The subject request meets the requirements of the *La Cueva Sector Development Plan* and does not compromise the Plan because the applicant does not propose to change the zoning or the land use that would otherwise be permitted under the SU-2/Mixed Use zone.

6. Properties zoned SU-2/Mixed Use in the *La Cueva Sector Plan* are intended to be regulated per the C-1 zone in the City Zoning Code with some exceptions. The C-1 zone only allows drive-up banks as a Permissive Use. Other drive-up services are allowed as a Conditional Use in the C-1 zone. Provision #7 of the SU-2/Mixed Use Zone in the *La Cueva Sector Plan* allows all drive-up facilities provided 1.75 acres is provided for each facility. The subject request is more in line with what is required in the C-1 zone.

7. Staff recommends approval of the subject request, however, in order to preserve the integrity of the plan and to avoid the granting of special exceptions to the plan, it is recommended that Section 5.4.5, Provision #7 be amended to read as follows: "7. Drive-up facility, as permissive in the C-1 zone, provided that a minimum of 1.75 acres be provided for each drive-up facility. Where corner lots are involved, a minimum of 1.3 acres shall be provided for each drive-up facility due to additional right-of-way dedication requirements."

8. The District 4 Coalition of Neighborhoods supports placing a bank at this location.

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

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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.

PASSED AND ADOPTED THIS 9th DAY OF JUNE, 2003
BY A VOTE OF: 5 FOR 0 AGAINST.

Yes: 5

Excused: E. Griego, V. Griego, Mayer, Payne

Vincent E. Griego

Vincent E. Griego, President
City Council

APPROVED THIS 12th DAY OF June, 2003

Bill No. R-03-257

Martin Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. O-02-73 ENACTMENT NO. 10-2003

SPONSORED BY: Brad Winter, by request

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ORDINANCE

ANNEXATION, 02EPC-01353/02EPC-01354, ANNEXING 115 ACRES MORE OR LESS, INCLUDING 67 ACRES OF PASEO DEL NORTE R-O-W, LOCATED NORTH OF PASEO DEL NORTE BETWEEN VENTURA AND EUBANK, NE AND AMENDING THE ZONE MAP TO ESTABLISH RD AND SU-2/MIXED USE ZONING.

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

Section 1. AREA PROPOSED FOR ANNEXATION. The owner of the majority of the area proposed for annexation hereby presented a signed petition to annex the following territory: 115 acres, more or less, located north of Paseo del Norte between Ventura and Eubank, NE; and more particularly described as follows:

A. Lots 10-23, blocks 19 & 20, Tract 3, Unit 3, and lots 10-24, block 18, and lots 3-30, block 20, Tract 3, Unit 1, North Albuquerque Acres, for a total of 71 acres, 23 of which are located within the Paseo del Norte R-O-W;

B. All of the right-of-way adjoining the land described in A. of this Section to the extent it is not already in the City and also all of lots 6-16, block 21, and lots 1-16, block 31,Tract A, Unit A and lots 17-24, block 10, and lots 24-32, block 20, Tract 3, Unit 3, North Albuquerque Acres located within the Paseo del Norte R-O-W immediately west of the land described in A. of this section.

Section 2. ANNEXATION ACCEPTED. The petition and the area specified in Section 1 above meet the requirements of Resolution 54-1990 (Annexation Policy) because the property is contiguous to city boundaries, accessible to city

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Mary Herrera Bern Co. ORDN R13.00 BK-A51 PG-321

services, and will have convenient street access. Furthermore, the request for annexation fulfills the intention of Policy 3a of the Comprehensive Plan for Rural areas because density patterns and community goals have been more specifically defined through the development of a lower ranking plan and because the developer has agreed to pay for all infrastructure improvements. Therefore, the above territory is hereby annexed.

Section 3. ZONE MAP AMENDED. The annexation creates a changed community condition that justifies the zoning. The establishment of RD and SU-2/Mixed Use Zoning on the subject property is consistent with the current zoning of the property and will provide stability of land use and zoning. Therefore, the zone map adopted by Section 14-16-1-1 et. seq. R.O.A. 1994 is hereby amended, establishing RD 4 DU/acre, RD 6DU/acre and SU-2/Mixed Use zoning.

Section 4. FINDINGS ACCEPTED. The Council adopts the following zone map amendment findings recommended by the Environmental Planning Commission:

A. This is a request for the establishment of RD zoning for lots 10-23, block 19, Tract 3, Unit 3 and lots 10-24, block 18 and lots 7-26, block 20, Tract 3, Unit 1 and SU-2/Mixed Use zoning for lots 10-23, block 20, Tract 3, Unit 3, all in North Albuquerque Acres and located at Paseo del Norte and Holbrook NE.

B. This request meets the requirements of *Policy 3a* under the Rural designation of the *Comprehensive Plan* which states that density patterns shall be more specifically defined through lower rank planning. This was accomplished with the adoption of the *North Albuquerque Acres Sector Development Plan*, a Rank 3 plan, in February of 2001.

C. *R-270-1980*: The applicant has justified the request because the proposed zoning will offer stability since it will allow land uses and densities that are already assigned to the site and anticipated by the surrounding community.

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D. This request meets the goals and intentions of the *La Cueva Sector Development Plan* which designates the Paseo del Norte Corridor as suitable for higher density residential and mixed use development.

E. County-owned remnant lots along Paseo del Norte, which are included in the request for zoning, should receive zoning similar to that of the abutting properties.

F. Utility service, meeting established system standards, may require extraordinary off-site facilities, which would be at the developer's expense. Prior to the City Council hearing, the applicant should enter into a Pre-Annexation Agreement in order to ensure that the City does not incur unnecessary capital costs.

G. According to Bernalillo County comments, the proposed uses and densities appear to be consistent with those established for these sites by the Bernalillo County Paseo del Norte/North Albuquerque Acres Sector Development Plan.

Section 5. RD zoning at 6 du/acre is hereby established for Lots 3-6 and 27-30, block 20, Tract 3, Unit 1, North Albuquerque Acres which is consistent with established zoning for these lots.

Section 6. Remnant lots along Paseo del Norte, west of the municipal limit line shall be zoned as follows:

Lots 6-16, Block 21, Tract A, Unit A, North Albuquerque Acres shall be zoned RD;

Lots 1-12, Block 31, Tract A, Unit A, North Albuquerque Acres shall be zoned R-LT;

Lots 13-16, Block 31, Tract A, Unit A, North Albuquerque Acres shall be zoned SU-2/C-1;

Lots 17-24, Block 10, Tract 3, Unit 3, North Albuquerque Acres shall be zoned SU-2/Mixed Use;

Lots 28-32, Block 20, Tract 3, Unit 3, North Albuquerque Acres shall be zoned SU-1/C-1;

Lots 24-27, Block 20, Tract 3, Unit 3, North Albuquerque Acres shall be zoned SU-2/Mixed Use.

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Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance 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 ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

Section 8. EFFECTIVE DATE AND PUBLICATION. This ordinance shall take effect five days after publication by title and general summary and when a plat of the territory hereby annexed is filed in the office of the County Clerk.

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PASSED AND ADOPTED THIS 10 DAY OF FEBRUARY, 2003
BY A VOTE OF: 7 FOR 0 AGAINST.

Yes: 7

Excused: E. Griego, V. Griego

Vincent E. Griego

Vincent E. Griego, President
City Council

APPROVED THIS 26 DAY OF February, 2003

Bill No. O-02-73

Martin Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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Mary Herrera Bern. Co. ORDN R 19.00

Proposed annexation in Zone Maps C-20, C-21, D-19, D-20 and D-21
Project # 1002195

City of Albuquerque
Agency Geographic Information System
PLANNING DEPARTMENT
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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-185 ENACTMENT NO. 17-2003

SPONSORED BY: Brad Winter, by request

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RESOLUTION

SECTOR DEVELOPMENT PLAN AMENDMENT 02EPC-01355, AMENDING THE LA CUEVA SECTOR DEVELOPMENT PLAN TO INCORPORATE NEWLY ANNEXED PROPERTIES, LOTS 10-23, BLOCKS 19 & 20, TRACT 3, UNIT 3, AND LOTS 10-24, BLOCK 18 AND LOTS 3-30, BLOCK 20, TRACT 3, UNIT 1, NORTH ALBUQUERQUE ACRES AND ALL OF THE RIGHT-OF-WAY OF PASEO DEL NORTE INTO THE BOUNDARY OF THE PLAN; AND LIMITING LAND USES ON LOTS 10 – 16, BLOCK 20, TRACT 3, UNIT 3; AND LIMITING ACCESS TO CARMEL NE FROM LOTS 10 – 16, BLOCK 19, TRACT 3, UNIT 3, NORTH ALBUQUERQUE ACRES, AND FROM LOTS 10 – 16, BLOCK 18, TRACT 3, UNIT 1, NORTH ALBUQUERQUE ACRES.

WHEREAS, the City of Albuquerque originally adopted the La Cueva Sector Development Plan in June of 2000 through action on Council Resolution R-50, Enactment Number 65-2000; and

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

WHEREAS, the La Cueva Sector Plan was adopted as a land use control pursuant to the Comprehensive City Zoning Code; and

WHEREAS Exhibit 12 in the La Cueva Sector Development Plan and the text in Chapter 5, "ZONING" were adopted as an extension of the Zoning Code and its zone map; and

WHEREAS, on October 17, 2002, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of

an amendment to the La Cueva Sector Development Plan to the City Council; and

WHEREAS, the Environmental Planning Commission found the Sector Development Plan Amendment was not in conflict with any applicable plans including the Comprehensive Plan and the La Cueva Sector Development Plan; and

WHEREAS, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of the establishment of RD and SU-2/Mixed Use zoning for the newly annexed area.

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

Section 1. The La Cueva Sector Development Plan is amended. All maps of the La Cueva Sector Development Plan are amended to expand the boundaries of the plan area to incorporate the newly annexed area of Lots 10-23, Blocks 19 & 20, Tract 3, Unit 3, and Lots 10-24, Block 18 and Lots 3-30, Block 20, Tract 3, Unit 1, North Albuquerque Acres and all of the Right-of-Way of Paseo del Norte from Wyoming to the eastern edge of the municipal limits.

Section 2. The La Cueva Sector Development Plan, in its authority a land use control pursuant to the City's Comprehensive Zoning Code, is amended. Exhibit 12 in the Plan is amended to establish RD 4 DU/ACRE zoning for Lots 10-23, Block 19, Tract 3, Unit 3 and Lots 10-24, Block 18, Tract 3, Unit 1 and Lots 7-15, Block 20, Tract 3, Unit 1, North Albuquerque Acres; RD 6DU/ACRE zoning for Lots 3-6, Block 20, Tract 3, Unit 1, North Albuquerque Acres; and SU-2/MIXED USE zoning for Lots 10-15, Block 20, Tract 3, Unit 3, North Albuquerque Acres. The La Cueva Sector Development is further amended by inserting the following new paragraph in Section 5.4.5 SU-2/Mixed Use after Paragraph 12 on page 30: 13. Land uses on Lots 10 through 16, Block 20, Tract 3, Unit 3, North Albuquerque Acres are limited to the following:

a. Permissive and Conditional uses of the R-1 Zone;

b. Office and Institutional uses of the O-1 Zone;

c. Small animal clinic and enclosed lodge with an outdoor play yard, provided a solid wall at least six feet in height is erected on the northern,

eastern and western sides of the play yard. The La Cueva Sector Development Plan is further amended by inserting the following new subparagraph in Section 5.2 RD Zone on page 26 of the Plan: For Lots 10 through 16, Block 19, Tract 3, Unit 3, North Albuquerque Acres, and Lots 10 through 16, Block 18, Tract 3, Unit 1, North Albuquerque Acres, any lot that is less than three quarters of an acre in size will not have access to Carmel NE.

Section 3. FINDINGS ACCEPTED. The following Sector Plan amendment findings are adopted by the City Council:

(A) This is a request for an amendment to the *La Cueva Sector Development Plan* for approximately 63 acres located at Paseo del Norte and Holbrook NE.

(B) The boundaries of the *La Cueva Sector Development Plan* currently extend east, mid-block between Ventura and Holbrook NE. The applicant is requesting to extend the boundaries of the Sector Plan further eastward to include the subject site.

(C) This request meets the goals of Policy 3a under the Rural designation of the *Comprehensive Plan* which calls for higher density areas to be controlled by lower ranking plans and site development plans.

(D) Expanding the boundaries of the *La Cueva Sector Plan* to include the subject site will ensure development and design guidance per the regulations of the plan.

(E) This request meets the goals of the *La Cueva Sector Plan* which calls for higher density residential and mixed use development within the Paseo del Norte Corridor. The applicant is proposing similar land uses on the subject site.

(F) R270-1980: The applicant has shown that the proposed zoning of the *La Cueva Sector Plan* is appropriate for the subject site because it will be more beneficial to the neighborhood, as articulated in the *Comprehensive Plan* and the *La Cueva Sector Plan*.

(G) According to Bernalillo County comments, the proposed uses and densities appear to be consistent with those established for these

sites by the Bernalillo County *Paseo del Norte/North Albuquerque Acres Sector Development Plan*.

Section 4. 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 10TH DAY OF FEBRUARY, 2003
BY A VOTE OF: 7 FOR 0 AGAINST.

Yes: 7

Excused: E. Griego, V. Griego

Vincent E. Griego

Vincent E. Griego, President
City Council

APPROVED THIS 26 DAY OF February, 2003

Bill No. R-02-185

Martin Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. O-02-20 ENACTMENT NO. 17-2002

SPONSORED BY: Sally Maple, by request

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ORDINANCE

ANNEXATION, 01114-01090/01110 01105, ANNEXING 33 ACRES MORE OR LESS, LOCATED ON FLORENCE AVENUE BETWEEN LOUISIANA BOULEVARD AND WYOMING BOULEVARD, NE AND AMENDING THE ZONE MAP TO ESTABLISH RD 4DU/ACRE.

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

Section 1. AREA PROPOSED FOR ANNEXATION. The owner of the area proposed for annexation hereby presented a signed petition to annex the following territory: 33 acres, more or less, located on Florence Avenue between Louisiana Boulevard and Wyoming boulevard, NE; and more particularly described as follows:

A. Lots 8-25, Block 3, Tract 1, Unit 3, North Albuquerque Acres; Lots 9-23, Block 4, Tract 1, Unit 3, North Albuquerque Acres, projected Sections 7 and 18, Township 11 North, Range 4 East, NMPM

B. All of the right-of-way adjoining the land described in A. of this section to the extent it is not already in the City.

The above described territory is contiguous to the City of Albuquerque.

Section 2. ANNEXATION ACCEPTED. The petition and the area specified in Section 1 above are accepted and the above territory is hereby annexed.

Section 3. ZONE MAP AMENDED. The annexation creates a changed community condition that justifies the zoning. The zone map adopted by Section 14-16-1-1 et. seq. R.O.A. 1994 is hereby amended, establishing RD 4 DU/acre.

Mary Herrera Bern. Co. ANEX R 15.00 2002058825 5665939 Page: 1 of 5 05/06/2002 03:38P Bk-A35 Pg-8855

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Section 4. FINDINGS ACCEPTED. The Council adopts the following zone map amendment findings recommended by the Environmental Planning Commission:

A. This is a request for the establishment of RD 4 DU/acre zoning for Lots 8-25, Tract 1, Unit 3, Block 3, North Albuquerque Acres and Lots 9-23, Tract 1, Unit 3, Block 4, North Albuquerque Acres, containing approximately 33 acres.

B. The subject site is located in the Developing Urban area of the *Comprehensive Plan.* Under the Developing Urban designation, the requested RD 4 DU/acre furthers the applicable goal and polices of the *Comprehensive Plan* by allowing for an urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and choice in housing, transportation, and life styles with a location and intensity that shall respect existing neighborhood values, natural environmental conditions and carrying capacities, and scenic resources.

C. The applicant adequately justifies this request under the Developing Urban designation, as the proposed zoning does not conflict with any applicable city plan or policy, the annexation creates a changed community condition, the RD 4 du/acre zoning is consistent with zoning south of the subject site while also providing a transition to properties from the more intense development planned to the west on properties zoned County A-1 to the north and east.

D. Since the September 20, 2001 hearing the City Council voted to approve Resolution 01-304 amending the *Comprehensive Plan* designation for the unincorporated portion of North Albuquerque Acres from Developing Urban and Semi-Urban to Rural, but excluded an area which includes the subject site, allowing the subject site to maintain its Developing Urban designation.

E. The zoning recommendation is, in part, predicated upon the applicant's agreement with the North Albuquerque Acres Community Association dated October 12, 2001, therefore the site development plan for the

Mary Herrera Bern. Co. ANEX R 15.00 2002058825 5665939 Page: 2 of 5 05/06/2002 03:38P Bk-A35 Pg-8855

property should be consistent with the land use limitation of the neighborhood agreement.

Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance 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 ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

Section 6. EFFECTIVE DATE AND PUBLICATION. This ordinance shall become effective five or more days after publication in full when a copy of the ordinance and a plat of the territory hereby annexed is filed in the office of the County Clerk.

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Mary Herrera Bern. Co. ANEX R 15.00 2002058825 5665939 Page: 3 of 5 05/06/2002 03:38P Bk-A35 Pg-8655

PASSED AND ADOPTED THIS 15 DAY OF April, 2002
BY A VOTE OF: 9 FOR 0 AGAINST.

Brad Winter

Brad Winter, President
City Council

APPROVED THIS 23rd DAY OF April, 2002

Bill No. O-02-20

Martin J. Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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Mary Herrera Bern. Co. ANEX R 15.00 2002058825 5665939 Page: 4 of 5 05/06/2002 03:38P Bk-A35 Pg-8655

Proposed annexation in Zone Map B-19

Lots 8-25, Blk 3, & Lots 9-23, Blk 4

North Albuquerque Acres, Tract 1, Unit 3

MUNICIPAL LIMITS

AREA PROPOSED FOR ANNEXATION

GRAY SHADING

Map Scale: 1" = 400'

Map Printed January 10, 2002

City of Albuquerque
Albuquerque Geographic Information System
PLANNING DEPARTMENT

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Mary Herrera Bern. Co. ANEX R 15.00

CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-28 ENACTMENT NO. 23-200

SPONSORED BY: Brad Winter, by request

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RESOLUTION

SECTOR DEVELOPMENT PLAN AMENDMENT 01138-01091, AMENDING THE LA CUEVA SECTOR DEVELOPMENT PLAN TO INCORPORATE NEWLY ANNEXED PROPERTIES, LOTS 8-25, BLOCK 3, TRACT 1, UNIT 3 NORTH ALBUQUEQUE ACRES; LOTS 9-23, BLOCK 4, TRACT 1, UNIT 3, NORTH ALBUQUEQUE ACRES, PROJECTED SECTIONS 7 AND 18, TOWNSHIP 11 NORTH, RANGE 4 EAST, NMPM, INTO THE BOUNDARY OF THE PLAN.

WHEREAS, the City of Albuquerque originally adopted the La Cueva Sector Development Plan in 2000 through action on Council Resolution R-50, Enactment Number 65-2000; and

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

WHEREAS, the La Cueva Sector Plan was adopted as a land use control pursuant to the Comprehensive City Zoning Code; and

WHEREAS, Exhibit 12 in the La Cueva Sector Development Plan and the text in Chapter 5, "ZONING" were adopted as an extension of the Zoning Code and its zone map; and

WHEREAS, on November 15, 2001, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of an amendment to the La Cueva Sector Development Plan to the City Council; and

WHEREAS, the Environmental Planning Commission found the Sector Development Plan Amendment was not in conflict with any applicable plans including the Comprehensive Plan and the La Cueva Sector Development Plan; and

WHEREAS, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval of the establishment of RD 4 DU/ACRE zoning for the newly annexed properties.

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

Section 1. The La Cueva Sector Development Plan is amended. All maps of the La Cueva Sector Development Plan are amended to expand the boundaries of the plan area to incorporate the newly annexed area of Lots 8-25, Block 3, Tract 1, Unit 3, North Albuquerque Acres; Lots 9-23, Block 4, Tract 1, Unit 3, North Albuquerque Acres, projected Sections 7 and 18, Township 11 North, Range 4 East, NMPM.

Section 2. The La Cueva Sector Development Plan, in its authority a land use control pursuant to the City's Comprehensive Zoning Code, is amended. Exhibit 12 in the Plan is amended to establish RD 4 DU/ACRE zoning for the newly incorporated properties into the La Cueva Sector Development Plan.

Section 3. FINDINGS ACCEPTED. The following Sector Plan amendment findings shall be adopted by the City Council:

(A) This is a request for an amendment to the *La Cueva Sector Development Plan* for an approximately 33-acre site located east of Wyoming Boulevard between Florence and Beverly Hills Avenues.

(B) The boundaries of the *La Cueva Sector Development Plan* currently extend north to Florence Avenue. The applicant is requesting to extend the boundaries of the Sector Plan to Beverly Hills Avenue to include the subject site.

(C) The proposed sector plan amendment will require that future development of the site comply with the design guidelines of the *La Cueva Sector Development Plan* and the regulations of the Plan's RD zone.

(D) Expanding the boundaries of the *La Cueva Sector Development Plan* is supported by the goals and policies for Developing Urban areas of *Comprehensive Plan* which encourage incorporation of properties into sector plan areas and which encourage quality urban development which will be ensured by the design guidelines of the sector plan.

(E) The appropriate zoning for this expanded area is 4 DU/Acre.

Section 4. 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.

PASSED AND ADOPTED THIS 15th DAY OF April, 2002
BY A VOTE OF: 9 FOR 0 AGAINST.

Brad Winter

Brad Winter, President
City Council

APPROVED THIS 23rd DAY OF April, 2002

Bill No. R-02-28

Martin J. Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
FOURTEENTH COUNCIL

COUNCIL BILL NO. R-50 ENACTMENT NO. 65-2000

SPONSORED BY: Brad Winter, by request

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RESOLUTION

AMENDING THE LA CUEVA HIGH SCHOOL LAND USE GUIDE (A RANK THREE PLAN, ADOPTED IN 1986), TO INCORPORATE NEWLY ANNEXED PROPERTIES INTO THE BOUNDARY OF THE PLAN; REZONING PORTIONS OF THE LAND USE GUIDE; AMENDING THE GOVERNING CONCEPTS OF THE LAND USE GUIDE; RENAMING THE LAND USE GUIDE TO THE LA CUEVA SECTOR DEVELOPMENT PLAN; AND AMENDING THE ZONE MAP FOR APPROXIMATELY 650 ACRES:

WHEREAS, the City of Albuquerque is authorized to adopt plans and zoning of property to protect the public well-being, health and safety in areas within the planning and platting jurisdiction; and

WHEREAS, the majority of land in the area covered by the La Cueva High School Land Use Guide was annexed into the City of Albuquerque through a Municipal Boundary Commission action on July 26, 1995; and

WHEREAS, the majority of the annexed area is designated as Developing Urban in the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, R-D zoning was established by the City Council for the majority of the annexed area per C/S O-1, Enactment No. 25-1996; and

WHEREAS, the City Council recognizes that portions of the annexed area are suitable for urbanization in terms of location, resource capacities, and service potential; and

WHEREAS, R-D zoning is not sufficiently specific to guide development of an appropriate mixture of land uses in the plan area; and

WHEREAS, the diverse ownership and antiquated platting in the newly-

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annexed area makes urban development difficult; and

WHEREAS, the City, per F/S R-2, 81-1996, initiated the development of the La Cueva Sector Development Plan, a Rank Three Plan, to rezone portions of the annexed area to provide a mix of uses more suitable in a Developing Urban Area; and

WHEREAS, rezoning portions of the annexed area is necessary and justified per Resolution 270-1980; and

WHEREAS, the City Planning Department has received substantial public and inter-departmental input in developing the Plan; and

WHEREAS, the La Cueva Sector Development Plan recommends land uses, zoning, design regulations, and strategies to encourage effectively organized urban development; and

WHEREAS, the La Cueva Sector Development Plan represents a balance between the goals of the various stakeholders in the plan area; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters related to planning, zoning and environmental protection, recommended approval of the La Cueva Sector Development Plan at a public hearing on December 9, 1999.

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

Section 1. The Council finds:

A. The R-D zone is often considered a "holding zone" for developing areas and the City Council anticipated revising the zoning for the area by adopting a comprehensive land use plan for the La Cueva Sector Development Plan area when the R-D zoning was established after the area was annexed.

B. There have been changed community conditions in and around the Sector Plan area since the property was platted and since R-D zoning was established. A substantial change has occurred in the character of the neighborhood since the original zoning to such an extent that the reclassification set forth in the Plan ought to be made.

1. Growth and development in the area have been piecemeal which has caused traffic, drainage and land use problems.

2. Paseo del Norte has been improved creating the potential for increased traffic to, from and around the Plan area.

3. The City has recently approved the North Domingo Baca Community Park Master Plan, which will provide co-location of several public services to the community.

4. The existing zoning has discouraged a balanced mix of uses necessary in a growing community.

C. The land use categories proposed by the Sector Development Plan are more advantageous to the community than the existing R-D zoning, as articulated in the Comprehensive Plan and the goals of the La Cueva Land Use Guide and the proposed La Cueva Sector Development Plan.

D. The proposed zone map amendments meet the requirements of R-270-1980.

E. The proposed zoning is established for the entire Plan and affects the entire Plan area. The proposed zoning amendments are not "piecemeal" zoning or "spot zoning".

F. The Council finds that the downzoning proposed in the Plan is reasonable and necessary to accomplish the combined goals of the Sector Development Plan.

Section 2. The attached La Cueva Sector Development Plan is adopted as a Rank Three sector development plan to guide and govern all development actions, both public and private, within the plan area. The Plan is consistent with, and will lead to implementation of "Developing Urban Area" policies as set forth in the Albuquerque/Bernalillo County Comprehensive Plan.

Section 3. The attached La Cueva Sector Development Plan is hereby adopted as a land use control pursuant to the Comprehensive City Zoning Code. Exhibit 12 in the Plan and the text in Chapter 5, "Zoning" are hereby adopted as an extension of the Zoning Code and its zone map.

Section 4. The recommended drainage improvements shown on Exhibit 14 and described in Appendix F of the Plan, are hereby recommended for

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approval pursuant to the North Albuquerque Acres Master Drainage Plan which is an extension of this Plan.

Section 5. The Water and Sewer Plan illustrated on Exhibit 9 and described in Chapter 7 of the Plan, is hereby adopted as a guide for future master plan water and sewer facilities within the La Cueva Sector Plan area.

Section 6. The La Cueva High School Land Use Guide, as adopted in 1986, is hereby replaced with the attached La Cueva Sector Development Plan. In the event of conflicting statements between the two plans, the newer attached Plan shall govern.

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.

Section 8. EFFECTIVE DATE AND PUBLICATION. This resolution shall become effective five or more days after publication in full when a copy of the resolution is filed in the office of the County Clerk.

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PASSED AND ADOPTED THIS 19th DAY OF June, 2000
BY A VOTE OF: 8 FOR 0 AGAINST.

Yes: 8

Excused: Baca-Hundley

Michael Brasher

Michael Brasher, President
City Council

APPROVED THIS 26th DAY OF June, 2000

Bill No. R-50

Jim Baca

Jim Baca, Mayor
City of Albuquerque

ATTEST:

City Clerk

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Executive Summary

The La Cueva Sector Development Plan encompasses 656 acres in the North Albuquerque Acres portion of the North Albuquerque Community. The plan area is within the municipal limits of the City of Albuquerque. The plan area's general boundaries are Louisiana Boulevard, Florence Avenue, Ventura and Paseo del Norte.

The intent of the Sector Development Plan is to provide land use, zoning and capital infrastructure priorities for vacant properties in the plan area, most of which are currently zoned RD per Council Bill C/SO-1 (Enactment No. 25-1996).

Plan Purpose

The purpose of the plan is to suggest solutions to the barriers that have hindered sound urban development in the plan area. These include existing platting that disregards natural topography and drainage patterns; diverse ownership that inhibits consolidated development; and a piecemeal planning that disregards area-wide needs for parks, major streets, major drainage improvements; and equitable responsibility for improvements.

Further, the plan is intended to foster a sense of identity in this developing area – a purpose strongly advocated by the area's residents.

Planning Process

The plan area is characterized by active neighborhood associations, numerous landowners, and a number of active development projects. Because of this diversity of interests, extensive public outreach included a landowner survey, Citizens Advisory Committee, public meetings and workshops, technical review and a project web site.

Development Policies

The plan evolved over a long period of time with extensive input by affected property owners and residents. The plan specifies City actions that will encourage a quality environment through a well-planned mix of land uses supported by a high quality of design and adequate infrastructure. The plan's "big ideas" are derived from established City policy, ideas suggested by the public and discussions with staff, landowners, individual neighborhoods and the North Albuquerque Partnership.

- The plan area will include a range of residential neighborhoods supported by community and neighborhood serving businesses and public services.
- The City will support high quality development that responds appropriately to the natural environment of the northeast mesa and enhances the emerging identity of this area of Albuquerque. Special zoning and subdivision regulations are the primary tools by which the City will ensure quality of design and materials.
- Community and neighborhood-scale activity centers will provide convenient access to entertainment, goods and services.
- Park, trail, and open space systems will be designed to promote pedestrian access from neighborhoods to activity centers.
- New development will be compatible with drainage patterns.
- Park locations will be coordinated with drainageways, and local street alignments.
- The costs of public infrastructure will be distributed equitably among all benefiting properties.

Land Use and Transportation Plan

The recommended land use plan is based on the La Cueva Land Use Guide. The area is predominantly residential at densities ranging from one to seven units per acre. Neighborhood commercial/office uses are proposed in two locations along Alameda. A mix of commercial, office and higher density residential development is proposed between Paseo del Norte and the North Domingo Baca channel.

Major streets follow current alignments, and a network of pedestrian trails and bikeways is proposed. A key recommendation of the transportation plan is that new subdivisions provide for mid-block pedestrian and vehicular access rather than limiting north/south access to major streets.

Zoning

The plan recommends a combination of the existing RD zoning and special neighborhood zones to implement the land use plan. Most of the area will remain RD as it is currently zoned. Areas with higher density residential and non-residential uses will be zoned SU-2 to encourage a mix of land uses in accordance with the land use plan. SU-2 zones contain specific requirements for site and building design, perimeter walls, pedestrian access, landscaping and common areas.

Subdivision Regulations

Subdivision regulations are proposed to coordinate access in new subdivisions and preserve pedestrian and vehicular accessibility through the plan area. Subdivision regulations are mandatory and will be implemented through the subdivision approval process.

Infrastructure and Capital Improvements

The plan lays out master plan systems for water and wastewater utilities, drainage and transportation. Anticipated improvements and rough cost estimates are included for each window.

Implementation Strategies

Recommended approaches to achieving the plan's land use goals and providing infrastructure to support urban development are described in the plan. These approaches make it easier for a landowners within a window to cooperatively plan for and finance infrastructure.

Vineyard Sector Development Plan Amendments

The Vineyard Sector Development Plan is surrounded by the La Cueva Sector Development Plan. The realignment of Alameda, which forms the northern boundary of the Vineyard Plan, and the proposed urban land uses in the La Cueva Plan, present changed conditions which warrant revisions to the northerly portion of the Vineyard Plan. Several parcels along the old Alameda alignment are zoned RO-1 and the La Cueva Plan recommends these parcels be zoned RD-5 du/acre. The La Cueva Plan also recommends SU-2 zoning for office, commercial and townhomes at Alameda and Barstow. The design standards that apply to all SU-2 zoned properties in the La Cueva Sector Plan will also apply to SU-2 zoned properties in the Vineyard Plan.

La Cueva Sector Development Plan Boundaries

1. Introduction

The La Cueva Sector Development Plan encompasses 656 acres in the North Albuquerque Acres portion of the North Albuquerque Community. The plan area is within the municipal limits of the City of Albuquerque. The plan area's general boundaries are Louisiana Boulevard to the west, Florence Avenue to the north, Ventura to the east and Paseo del Norte to the south, as shown in Figure 1.

The intent of the Sector Development Plan is to provide land use and zoning and capital infrastructure priorities for vacant properties in the plan area, most of which are currently zoned RD per Council Bill C/SO-1 which was approved in 1996 (Enactment No. 25-1996). Council Bill C/SO-1 is contained in Appendix A. A bibliography of related documents is in Appendix B.

1.1 Plan Purpose

The purpose of the plan is to suggest solutions to barriers to sound urban development and to establish development standards that contribute to the sense of community in this developing area.

1. **Existing Platting** - Existing platting disregards natural topography. Lots in the floodplain are not developable without completion of drainage infrastructure. Lack of improvements has resulted in fragmented development.

   Existing platting does not encourage a mix of land use types and densities. Past planning efforts have identified "windows" of land suitable for coordinated development to encourage consolidation. This approach has been successful in a few areas.

Figure 1. Location Map

2. **Diverse Ownership** - Owners have varying interests for how the area should develop. A property owner survey conducted at the beginning of the planning process indicated landowner interests ranging from "maintaining a rural atmosphere" to "building a shopping center," sometimes within that same block.

Owner interests indicate limited opportunity for reassembly.

- Many owners are satisfied with present status of their investment
- Many owners are not familiar with real estate development and the value of raw land in contrast to developed land
- Many owners have unrealistically high estimation of value of their property.
- Many owners cannot afford to finance planning and development costs
- Many owners are suspicious of real estate developers and brokers
- Many owners live outside of New Mexico.

3. **Piecemeal Planning** – The recent trend to small scale development has resulted in:

- Loss of opportunity to provide public amenities
- Flooding
- Unsafe roads
- Water degradation
- Fiscal burdening on remaining land owners and the City to provide services after development occurs.

Early planning for North Albuquerque Acres tied development approvals to assembly of land so that lots with major infrastructure responsibilities would share responsibilities with all benefiting lots. Since annexation and establishment of RD zoning, less land assembly is occurring, and costs are not being fairly distributed.

According to current policy, the lots adjacent to a particular system are responsible for construction of infrastructure. For example, the owner of a lot adjacent to a major roadway or an arroyo has financial responsibility for the street or drainage improvement next to the parcel. A few subdivisions have avoided roadway and drainage improvements by stopping short of the lots adjacent to roadways and flood zones. Needed improvements have not been made in these areas. This situation has the potential to impose a significant financial burden on the City.

4. **Community Identity** – Residents of this developing area feel strongly that new development should contribute to a sense of community. A mixed land use pattern that reinforces nodes of activity and design standards for new development are proposed in the plan. Design standards reflect the architectural styles predominant in new development. In addition, the proposed standards encourage a mixed-use community activity center near Paseo del Norte and Wyoming and a "main street" approach to development along Holly and Carmel, which will become the retail and service corridor for the surrounding neighborhoods.

Design guidelines and regulations, in conjunction with the land use plan, address some of the land use and development issues identified in the North Albuquerque Community Planning Area Blueprint for Action. The strengths of the area that can be enhanced through urban design include protection of views, encouraging community interaction, protecting wildlife and open spaces, and providing a safe,

family-oriented environment. Weaknesses that can be improved through design include improving potential for public transportation, improving pedestrian access and connections, improving building aesthetics and ensuring that community facilities are well integrated with the areas they serve.

Both public and private development taking place in the sector plan area can contribute to the identity of the La Cueva area. These include higher density commercial and residential development along Wyoming north of Paseo del Norte, North Domingo Baca Park and the existing La Cueva High School, all within walking distance of each other. By carefully planning new development and taking advantage of opportunities for shared use community facilities, private developers and the City can enhance the emerging cluster of activities along Wyoming Boulevard between Paseo del Norte and La Cueva High School.

1.2 Planning Process

The La Cueva area is characterized by active neighborhood associations, numerous owners of vacant land, and a number of active development projects. Because of this diversity of interest, a broad range of techniques was used to obtain public input into the process. These techniques are described below.

1.2.1 Landowner Survey

A survey of all lot owners in the plan area and within the original platted area of North Albuquerque Acres was conducted in September 1997 to determine landowner interests and potential for land assembly. The survey results are contained in Appendix C.

1.2.2 Project Web Site

A project web site was developed at the onset to announce meetings, display project information, provide for email and make copies of draft reports available through the internet. The web site became active in September 1997.

1.2.3 Public Meetings

Three general public meetings were held to introduce the project and obtain initial input, present findings and obtain participation in development concepts by window, and present the draft plan. Over 80 residents and property owners attended at least one meeting. An average of 70 persons participated in each meeting.

The first meeting, was an initial presentation of the project and background information. The second meeting allowed small groups to identify issues and owner priorities by window. The draft plan was presented at the third meeting.

In addition, meetings were held with the North Albuquerque Partnership, the Vineyard Neighborhood Association and the Nor Este Neighborhood Association.

The draft document has been modified based on public comments

1.2.4 Citizens Advisory Committee

A committee composed of neighborhood residents, vacant land owners and professionals involved in land development in the area met prior to each public meeting to discuss issues associated with the plan and to help plan public meetings. The committee has also reviewed and commented on draft documents.

1.2.5 Technical Review

A committee of City, County and other public agency staff provided initial technical information and reviewed the preliminary draft plan. Individual technical staff provided specific ideas, review and comments throughout the plan process.

1.3 Guiding Principles

The following guiding principles were developed during the early planning phases for the La Cueva Sector Development Plan. These are the "big ideas" that have been incorporated into the land use and transportation concepts. Guiding principles are derived from established City policy, ideas given to us at the September Open House and discussions with staff, landowners, and the North Albuquerque Partnership.

- Development patterns compatible with drainage patterns.
- Lowest densities in areas with least land assembly. Future land assembly will be difficult in areas with many owners.
- Use of windows to encourage land assembly in areas where higher density land uses are proposed. Replatting is essential to provide for multifamily, townhouse and commercial development.
- Land uses that are compatible with existing development.
- Higher densities near Paseo del Norte to provide a mix of densities and development types in the area. The North Domingo Baca provides a buffer between proposed higher density development and residential areas to the north. Transit service will be along north/south streets, so activity centers are places at these intersections.
- Neighborhood Centers to provide convenient access to services. Neighborhood centers provide a focus for shopping, services, higher density housing and public facilities. These centers are located adjacent to arterial streets and near pedestrian and bikeways within walking distance of residential areas within and outside of the plan area.
- Park, trail, and open space system to promote pedestrian access.
- Coordination of park locations, drainageways, and local street alignments.
- Equitable distribution of the costs of public infrastructure among all benefiting properties.

1.4 Plan Organization

The Sector Development Plan includes the following:

- ***Existing Conditions*** summarizes plans and policies affecting development in the plan area, area characteristics, and current conditions.
- ***Issues*** list issues identified during initial public meetings and meetings with technical staff. These issues helped define the scope of the plan.
- ***Land Use and Transportation Plan*** discusses recommendations for land use patterns and the area transportation network potential redevelopment strategies are described.
- ***Zoning*** establishes zoning to implement the land use plan.
- ***Urban Design Concepts*** provides regulations and guidelines for future development in the area to be implemented through review of subdivision plats and site development plans.
- ***Utility Service Plan*** identifies master plan utilities needed to support development in the area.
- ***Drainage*** details drainage projects needed to manage storm water flows under developed conditions.
- ***Traffic Management*** describes the plan area traffic issues, planned improvements and proposed solutions to specific problems.

- ***Strategies*** details recommended approaches to achieving the plan's land use goals and providing infrastructure to support urban development.
- ***Vineyard Sector Development Plan Amendment*** describes amendments to portions of the Vineyard Sector Plan Area. Significant changes to some properties warrant zoning revisions.

2. Existing Conditions

2.1 Plans and Policies

The City of Albuquerque and Bernalillo County have adopted policies to promote urban development in portions of North Albuquerque Acres since the mid-1970's. In general, these policies support land assembly and replatting of areas that are proposed for urban development. Most of the land assembly is to be accomplished by private landowners according to policy guidelines established by the City and County.

Policy documents are summarized below:

2.1.1 Albuquerque/Bernalillo County Comprehensive Plan, 1988

The Albuquerque/Bernalillo County Comprehensive Plan establishes broad policy for the future development of the urban area. The Comprehensive Plan determined that the mesas offer the best sites for urban development and designated the plan area as "Developing Urban", or appropriate for urban development. Consistent with that designation, the City of Albuquerque annexed the plan area and has approved urban development within its boundaries.

The goal of the Comprehensive Plan for urban and rural form 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, volcanoes and arroyos."

The Plan encourages development that is harmonious with natural features on suitable portions of the of the mesas.

2.1.2 Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres, 1978

The City and County have recognized that platting and ownership patterns in North Albuquerque Acres are an impediment to rational development. The purpose of the Subareas Master Plan was to identify ways in which the City and County may encourage a better development pattern in areas that are suitable for urban use.

The Subareas Master Plan divided North Albuquerque Acres into subareas, called "windows", based on drainage patterns and transportation systems. Each window represented an area suitable for development. One of the most basic recommendations of the plan is that no urban services be provided, or zone changes approved in the Developing Urban Area of North Albuquerque Acres without acceptance of a Sector Development Plan for an entire subarea by the City or County Planning Commission.

The Subareas Master Plan has not been followed due to difficulties encountered by landowners in pursuing cooperative development of the windows. The results of inaction on recommendations in the Subareas Master Plan have been a pattern of low density, single family development with little mix of higher densities and uses. Roads, drainage improvements, and utility extensions are proceeding in a piecemeal fashion, with gaps or incomplete improvements.

2.1.3 La Cueva High School Land Use Guide, 1986

The extension of public utilities to La Cueva High School in 1986 made urban development in the vicinity of the school probable. The Land Use Guide, funded cooperatively by Bernalillo County, the City of Albuquerque and AMAFCA, presented three separate development concepts for approximately 796 acres surrounding the school:

1) retain a rural atmosphere
2) provide for maximum development with minimum replatting
3) provide for maximum development with replatting to reflect the contours of the land.

The preferred land use concept was Concept Three, shown in Exhibit 1, which most closely followed the policies set out in the Subareas Master Plan. The Land Use Guide recognized the difficulties inherent in replatting, but promoted this concept because of its potential to create the highest quality environment.

Concept Three proposes urban development with replatting to reflect the contours of the land. It assumes annexation of the area to the City of Albuquerque and consequent extension of water and sewer lines throughout the area. The proposed land use mix includes multi-family housing, office, park and commercial uses that are easily accessible to residential areas by a network of pedestrian and bicycle trails.

Proposed overall residential densities range from three to six dwelling units per acre. Neighborhoods would have curvilinear streets with access from arterial thoroughfares limited to the type of intersections shown on the land use plan

The Land Use Guide established windows smaller than those subareas proposed in the Subareas Master Plan to facilitate assembly. The windows are shown in Exhibit 3.

The governing concepts established by the Land Use Guide are:

- The Subareas Master Plan Polices shall be followed in the development of the La Cueva area.
- The Subareas Master Plan is valid environmentally and fiscally and its concept and adopted policy were developed in accordance with the policies of the Albuquerque/Bernalillo County Comprehensive Plan and lead to the implementation of that plan. The Subareas Master Plan provides for the adjustment of boundaries of the subareas.
- Rezoning in the study area shall be done through the sector development plan process and shall include demonstration of agreement of the owners of at least 80 percent of the property in the area to replat according to the sector plan and agreement of the owners of at least 51 percent of the property in the subarea to annex to the City of Albuquerque. Sector plans shall be based on the land use principles described in Concept Three.
- The City of Albuquerque shall annex that portion of the plan area bounded by Alameda on the north, Barstow to the east, Wilshire to the south and Wyoming to the west. All other annexation and zoning shall be done through the sector development plan process.
- The City of Albuquerque shall not allow utility hook ups to municipal facilities unless the property requesting the service is within the municipal limits at the time of the request. Application for annexation does not constitute fulfillment of this requirement.
- The City of Albuquerque shall work with the private sector in developing criteria and a process through which local government can help in the replatting of North Albuquerque Acres.

The Land Use Guide was successful in the early subdivisions – Nor Este and Vineyard and Window G, as described in Section 10.

2.1.4 North Albuquerque Community Blueprint for Action, 1998

The Blueprint for Action identifies strengths, weaknesses, opportunities and threats in the North Albuquerque Community from a variety of sources, including the North Albuquerque Partnership. The Blueprint provides baseline data on current conditions and trends and proposes solutions to issues identified by the community. The Sector Plan area is within the North Albuquerque Community.

2.1.5 Water Master Plan, 1982

This Master Plan of Water Supply for the City of Albuquerque and Environs is somewhat outdated at this time; however, it is the basis for all major water line extensions in the Sector Plan area. The construction of major distribution lines and the establishment of pressure zones are still within the scope of this plan. Other items included in this plan, and still very much in effect, are proposed well fields for future water supplies and proposed storage reservoirs to meet the expanded future demands.

Related policies include the City's line extension policies, which state public and private responsibilities in extending lines.

2.1.6 Facility Plan for Arroyos, 1986

The Facility Plan for Arroyos establishes policy for multiple uses of arroyo corridors to create a multi-purpose network of recreational trails and open space along arroyos. The Facility Plan identifies the La Cueva Arroyo as a Major Open Space Link. The intent is that the La Cueva Arroyo become a continuous east/west linkage between the Sandia Foothills and the Rio Grande. Naturalistic channel stabilization treatments are recommended, but the Plan recognizes that a variety of channel treatments is probable.

2.1.7 North Albuquerque Acres Master Drainage Plan, 1998

The Master Drainage Plan is intended to provide a coherent plan that will serve as the design analysis for future storm drainage improvements within the project area. Since 1974, a series of drainage studies have been conducted that have resulted in the construction of flood control facilities, primarily flood control detention dams and related appurtenances and transportation related hydraulic structures and storm drains along I-25. Increased development in the area has increased the concern with drainage issues.

The Master Drainage Plan and the La Cueva Sector Development Plan are being developed concurrently and are being closely coordinated to ensure a reasonable approach to land use and drainage infrastructure. A summary of the Master Drainage Plan is contained in Chapter 9.

2.1.8 Long Range Major Street Plan

The Long Range Major Street Plan identifies the locations of major streets and their characteristics. The major street network for the Sector Plan area is described in Chapter 8. The

functions of the roadways identified in the Long Range Major Street Plan are not expected to change for this area.

2.1.9 Trails and Bikeways Facility Plan, 1992

The Trails and Bikeways Facility Plan established the locations of trails and on-street bikeways through the metropolitan area. Several trails and bikeways are proposed in the plan area per this document.

2.1.10 Sector Development Plans

Three Sector Development Plans have been adopted for much of the developed portion of the area surrounding La Cueva High School as shown in Exhibit 2. These documents specify land use, zoning and transportation, drainage and utility systems for their respective areas.

- Nor Este Sector Development Plan, 1987
- The Vineyard Sector Development Plan, 1994
- Window G Sector Development Plan, 1996

The Vineyard Sector Development Plan left parcels zoned RO-1 and designated zoning for neighborhood commercial uses based on a proposed alignment of Alameda Boulevard that extended south of the existing alignment. The preferred alignment has changed.

The La Cueva Sector Development Plan will amend portions of the Vineyard Sector Development Plan in light of the proposed realignment of Alameda Boulevard.

2.1.11 Policy Studies

The City has several recent documents that point out the desired direction of future growth in Albuquerque. The recommendations of these studies are summarized below to help define the guiding principles for the La Cueva Sector Plan.

2.1.11.1 Transportation Evaluation Study (TES)

The integration of land use and transportation systems is becoming increasingly important to ensure that future transportation needs can be met. Recommendations of the TES identify corridors appropriate for major transportation investments and land use policies to support the development of these transportation improvements. The TES also identifies general land use and transportation policy and actions that can improve the relationship between transportation and land use. Development patterns that better accomplish the land use and transportation goals of the Comprehensive Plan are identified.

Land use mix is encouraged to minimize the need for vehicle trips to work or for shopping. Community and neighborhood scale centers with a mix of commercial, service, public and higher density residential uses are recommended approaches to achieving land use mix.

The TES recommends that new development support the use of transit, including higher density development at key locations on north/south transit routes and pedestrian access through neighborhoods to transit stops.

2.1.11.2 Sustainability Indicators Report

As Albuquerque grows, attention to the quality of the environment becomes extremely important to protect the resources that residents cherish. In 1995 City Council created a broad-based sustainable community committee to study, evaluate and recommend appropriate strategies to move Albuquerque closer to a sustainable future. The City directed the committee to develop sustainability indicators. Although many of the indicators are measures at the

regional level, individual developments can contribute to a sustainable future by planning wisely for reduced energy use, housing affordability, neighborhood safety, higher density corridors, pedestrian friendly streets, parks, open space and trails, transportation alternatives and an appropriate land use mix.

The sustainability indicators provide measures against which to evaluate the outcome of this plan.

2.1.12 La Cueva Sector Development Plan Traffic Study, 1998

This document contains detailed analysis and recommendations for traffic and transportation in the sector plan area. A summary of the report is contained in Chapter 8.

2.2 Area Characteristics

The demographic information shown below was obtained from the Middle Rio Grande Council of Governments, (MRGCOG). MRGCOG provides population, housing and employment projections by Data Analysis Subzones (DASZ) which are smaller statistical bounded areas within the City of Albuquerque. The boundaries for the information in Table 1 are the Sandia Reservation to the north, Ventura Street to east, Paseo del Norte on the South and Louisiana Boulevard to the west. There are four DASZ's - 7203, 7204, 7211 and 7212 - within this area.

The area has been annexed into the City of Albuquerque since the MRGCOG projections were completed. Projections are low as a result of recent development activity and the higher densities allowed by RD zoning.

Table 1
Demographic Projections for Sector Plan Vicinity*

Year	Population	Dwelling Units	Employment
1995	2,352	880	344
2000	3,725	1,371	1,055
2005	4,517	1,707	1,472
2020	7,151	2,987	1,809

Source: Middle Rio Grande Council of Governments
* Reporting area is bounded by Paseo del Norte, Louisiana, the Sandia Reservation boundary and Alameda on the north, and portions of Eubank and Ventura on the east.

2.2.1 Population

The 1995 population projection for area including and surrounding the sector plan area was 2,352. The population of this area is projected to grow to 3,725 by the year 2000, 4,517 in 2005 and 7,151 in 2020. The largest amount of growth is projected to occur between the years 1995 to 2000, with a projected average annual growth rate of 9.6 percent. The annual growth rate for the years 2000 to 2005 is projected to be 3.9 percent, the growth rate is expected to drop to 3.1 percent for the years 2005 to 2020.

In 1995, almost 98 percent of the population within this area were located east of Wyoming Boulevard. By the year 2005, 88.3 percent of the projected population will be in this area.

2.2.2 Housing

According to MRGCOG, there were 880 dwelling units in the sector plan area in 1995. The total number of dwelling units is projected to increase to 1,371 in 2000, 1,707 in 2005 and 2,987 by the year 2020. The average annual growth rate of housing units is projected to 9.2 percent from 1995 to 2000.

Almost all of the existing housing units in the sector plan area, 97.6 percent in 1995, are located east of Wyoming Boulevard. By the year 2020, 82.7 percent of the total units are projected to be located in this area.

2.2.3 Employment

The employment figures shown in Table 1 were prepared by MRGCOG with most of the employment data provided by the New Mexico Department of Labor. The total employment number for the Sector Plan area was 344 in 1995. Total employment represents both Department of Labor statistics and Census data on self employment. The employment numbers are projected to grow to 1,055 in 2000, 1,472 in 2005 and 1,809 in the year 2020. The service sector is projected to dominate employment in this area.

In 1995, 65.4 percent of the projected employment was located east of Wyoming. Employment in this area is projected to increase to 79.6 percent of total employment for the Sector Plan area by 2005.

2.2.4 Trade Area Population

The Sector Plan Area is surrounded by developing portions of the City and County. As a result, certain uses within the plan area, such as public facilities, retail centers and offices, will serve surrounding areas as well as the plan area. The current and projected trade area population indicates the population within one, two and three miles that will place demand on facilities and services in the plan area.

Table 2
Trade Area Characteristics

Radius*	1990 Population	1997 Population	2020 Population
1-mile	11,345	14,028	16,034
2-mile	26,866	32,656	42,081
3-mile	39,417	47,324	58,721

* Distance from Paseo del Norte and Wyoming intersection

2.3 Vegetation and Soils

According to The Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres (1978), the proposed sector development plan area is sparsely covered with semi-desert type vegetation consisting of mostly grasses, scrubs and annual plants. The native plants in this area include; mesa dropseed, blue grama and black grama grasses, cholla cactus and soapweed. Woody plants are present primarily in drainageways with apache plume being the most dominant shrub.

The most common soils in the area are Embudo Tijeras and Tijeras. They are predominately gravelly, sandy loam. These soils generally have good load bearing qualities and with the exception of soils in the drainage channels, are suitable for development.

2.4 Land Use

The most prominent land uses within the boundaries of the sector development plan are vacant land and residential housing. Land uses in the Sector Plan area and surrounding neighborhoods are shown in Exhibit 3. Most of the existing residential development in the vicinity is single family detached units located in three large subdivisions and several smaller ones.

La Cueva High School and Desert Ridge Middle School are located within the developed portion of the plan area.

Other land uses in the area include churches and the Lower Domingo Baca Dam and Park. The area also contains two small commercial service centers along Wyoming and Paseo Del Norte. The City of Albuquerque has a reservoir site located along the north side of Paseo Del Norte.

2.5 Existing Zoning

A large portion of the sector plan area is zoned R-D (residential and related uses zone, developing area). This zoning district permits a

mixture of dwelling units types and incidental related commercial activities but multifamily and non-residential uses in the RD zone must be pursuant to an adopted Sector Development Plan. The approximate locations of non-residential uses are shown in the La Cueva Land Use Guide. Exhibit 4 illustrates existing zoning in the plan area. Zoning in the developed areas of the City within the Sector Plan area was established in the Nor Este, Vineyard and Window G sector plans.

Adjacent Zoning and Land Use

North: The land to the north is in the County and zoned A-1. Most of the land is vacant; single family homes are being built on large lots consistent with the original North Albuquerque Acres plat. The Albuquerque Sportsplex is north of the plan area. Sandia Pueblo is located about ½ mile to the north.

South: The zoning south of the plan area is SU-1 (Special Use) and R-D. The area immediately to the south contains the Federal Aviation Administration site, both the Santa Barbara and Heritage Hills subdivisions, a cemetery, and another smaller housing subdivision.

East: Most of the area to the east is under the jurisdiction of Bernalillo County and zoned A-1 (Rural residential/Agricultural). Single family homes on one-acre lots are scattered through this area.

West: The land to the west of the sector plan area is in the City and zoned R-D. Single family homes are located in small subdivisions between Carmel and Signal Avenues. Most of the land is vacant. The Coronado Industrial Park is located at the northwest corner of Florence Avenue and Louisiana Avenue.

2.6 Windows

The La Cueva Land Use Guide established logical development areas, called windows, for much of the plan area. After annexation, windows were established for the entire annexed area, as shown in Exhibits 3 and 4. The purpose of the windows was to encourage landowners in a relatively small area to cooperatively plan and develop their property.

2.7 Land Ownership

Land ownership patterns in the plan area are shown in Exhibit 5. Most land assembly has occurred in the western portion of the plan area, with little land assembly in the northeast.

2.8 Transportation

Major and minor streets are shown in Exhibit 6 as defined in the Long Range Major Street Plan. Exhibit 7 shows trails, bikeways and transit routes per the trails and Bikeways Facility Plan and the Bikeways Master Plan. Transportation conditions are described below.

2.8.1 Regulatory Framework

The following Ordinances, Codes, and other regulatory documents will guide the design of transportation facilities within the La Cueva Sector Development Plan area:

1) *Subdivision Ordinance (Article 14-7 R.O. 1994)*
   The following topics in this Ordinance are particularly important to street design:
   - The requirement for Traffic Engineer approval of any plat which creates public right-of-way and private access easements.

- The general right-of-way standards for streets, based on roadway classification.
- The requirement for the development of detailed design criterion and technical standards for construction in the Development Process Manual.

2) *Comprehensive City Zoning Code (Article 14-16 R.O. 1994)*
3) *Drainage Ordinance (Article 14-16 R.O. 1994)*
4) *Traffic Code Ordinance (Chapter 8 R.O. 1994)*
5) *Sidewalk Ordinance (Article 6-5-5 R.O. 1994)*
6) *Curb Cut Ordinance (Article 6-5-4 R.O. 1994)*
7) *Long Range Major Street Plan for the Albuquerque Metropolitan Area (LRMSP)*
8) *Bikeways Master Plan (BMP)*
9) *Street Tree Ordinance (Article 6-6 R.O. 1994)*
10) *Regulations for Street Tree Planting*
11) *Future Street Lines (Article 6-5-3 R.O. 1994)*
12) *Corridor Studies (Paseo del Norte, Alameda)*
13) *Street Names (Article 6-5-1 R.O. 1994)*
14) *Development Process Manual*
15) *Trails and Bikeways Plan Facility*

2.8.2 Major Streets

The Long Range Major Street Plan for the Albuquerque Metropolitan Area (Exhibit 6) currently defines Wyoming Blvd., Paseo del Norte, and Alameda Blvd. as Principal Arterial Roadways, and it is expected that these roadways within the sector plan area will be four or six lane divided urban section roadways. Paseo del Norte is classified as a Limited Access Principal Arterial Roadway.

Alameda Boulevard, a designated arterial, is currently being planned. A corridor study to determine the roadway alignment is underway.

Louisiana Blvd., Barstow St., and Ventura St. are classified on the current Long Range Major Street Plan for the Albuquerque Metropolitan Area as a Minor Arterial, a Collector Street, and a Minor Arterial respectively.

Street classifications for the La Cueva Sector Plan area will be guided by future decisions modifying the Long Range Major Street Plan for the Albuquerque Metropolitan Area. Paseo del Norte and Alameda Blvd. are the only classified major east/west streets in the Long Range Major Street Plan. The City has adopted a general "in-house" policy that the existing east-west streets that were originally platted with North Albuquerque Acres would be maintained as "major local" streets having rights-of-way widths as identified in the DPM. There are some exceptions to this policy (defined in this sector plan) as a result of physical conflicts of local streets with existing arroyos.

2.8.3 Trails and Bikeways

East/West trails are proposed and partially competed along the North Domingo Baca and La Cueva Arroyos. A trail is also proposed along Wyoming. On-street bike lanes are planned for Alameda, Louisiana and Barstow. Trails and bikeways are shown in Exhibit 7.

2.8.4 Transit Service

Local bus service is along Wyoming. Commuter service is on portions of Ventura, Barstow, Wyoming and Alameda, as shown in Exhibit 7.

2.9 Drainage

There are three major arroyos which provide drainage for the Sector Plan area: the North Domingo Baca, the La Cueva and the El Camino. Each of these arroyos originate in the Sandia Mountains, three miles to the east, and currently discharge to the North Diversion Channel, two and one half miles to the west of the Sector Plan area. Due to the number of arroyos traversing the area and the extent of the

associated FEMA floodplains, the potential for flooding is a major concern. Existing floodplains are shown in Exhibit 8.

Due to the existence of arroyo avulsions, or locations where the arroyo could potentially change course, there is some degree of uncertainty as to 100-year flow rates. As a result, downstream infrastructure for the major arroyos should be designed for a "worst case" condition until the potential avulsions are controlled.

Currently the North Domingo Baca Arroyo is lined or improvements are under design from Barstow to the AMAFCA Lower North Domingo Baca Dam. The community has expressed a desire to continue the "natural" appearance of the soil-cement that has been used to line this arroyo. The La Cueva Arroyo is lined from Barstow to Wyoming where it discharges to a diversion dike that releases the flow to an unlined "natural" channel. There are no improvements to date on the El Camino Arroyo.

Because of the lack of improved channels immediately west (downstream) of the Sector Plan area most recent subdivisions have been required to construct interim detention or retention ponds to control developed condition storm water runoff. These privately maintained facilities are typically less than 10-acre feet in volume and are intended to be abandoned when downstream facilities are constructed.

2.10 Utilities

2.10.1 Water and Sewer

The proposed sector plan area is located in the Alameda Trunk water service area which extends from the Sandia Pueblo Boundary to south of San Antonio/Harper Streets. The plan area lies within three water pressure zones; Zone 3E, Zone 4ER and Zone 5E. One existing well is located in the sector plan area at Webster Reservoir. Many others may be needed throughout the plan area for proper water resource management. Existing storage reservoirs are Walker Reservoir, located near Paseo del Norte and Eubank (serving most of the area), and Webster Reservoir, located on the north side of Paseo del Norte, between Wyoming and Barstow (serving lands at the west end of the plan area). Second ground reservoirs are planned to be built on both of these sites. Exhibit 9 shows the current extent of the utility lines. The Alameda Trunk line size ranges from 48-inch diameter at the east end of the sector plan area to a 36-inch line at the west end, with gradually decreasing branch lines along the north-south roadways. Existing residences in some areas, particularly in the northern part of the sector plan area, are served by individual water wells and septic systems. Additional water service could be provided to the entire plan area with the extension of water lines by the City of Albuquerque.

In the mid 1980's, Albuquerque Public Schools funded a sanitary sewer line and a water line to serve La Cueva High School. The line was installed in Wyoming Boulevard from Paseo del Norte to Wilshire Avenue. The construction of this sewer line led to the development of the first subdivisions east of Wyoming Boulevard in the sector plan area.

The existing sewer serviced areas are comparable to the water serviced areas, with the northern part of the sector plan area currently lacking in service. In addition, the undeveloped areas along the north side of Paseo del Norte also lack sewer service. The existing sewer lines are all gravity drained to the west and south along existing streets to eventually drain to sewer trunk lines crossing under I-25 or along Paseo del Norte. The 12-inch I-25 trunk serves the area north of Corona and west of Wyoming. The rest of the area is served by the 12-inch Paseo del Norte trunk.

In the northern part of the Sector Plan Area, because of the absence of adequate comprehensive sanitary sewer service and the high number of individual septic tanks, ground water quality concerns may be an issue.

2.10.2 Private Utilities

Each of the private utilities (gas, electric, cable, phone) has maintained a pace of development comparable to the public utilities. PNM has already developed a three-phase electrical distribution network along the major streets with single phase drops as development progresses. Similarly, high pressure gas lines have been installed in the major streets with sufficient capacity to service the entire sector plan area.

Telephone and cable services have also been extended to each development area as required.

At present, there are no service deficient areas identified within the sector plan area.

2.11 Public Facilities and Schools

Primary education for Sector Plan area is provided by Dennis Chavez Elementary School located at Barstow Street and San Francisco, Edmond G. Ross Elementary School at San Pedro and Palomas, and the new Double Eagle Elementary School at Lowell and Modesto. The new Desert Ridge Middle School, which opened September 2, 1997, located on Barstow a couple blocks north of Paseo del Norte and La Cueva High School at Wilshire and Wyoming provide secondary education for the sector plan area.

A 40 to 60 acre park is planned for the area east of the Lower Domingo Baca Dam. The park is located west of Wyoming between Carmel and Corona. Potential facilities include a swimming pool, walking trails and soccer fields. A fire station/police substation is also planned to be located at the northeast corner of the park. Planning for this park began in Spring 1998.

The City and Albuquerque Public Schools have a joint use soccer field at the new Desert Ridge Middle School.

Four acres adjacent to the middle school (Vineyard Estates Park) will be developed as a neighborhood park.

The city will continue to create additional neighborhood parks north and east of Domingo Baca Dam.

The privately owned Sportsplex which is located immediately outside the sector plan boundaries at the northeast corner of Florence and Louisiana, contains baseball/softball fields and volleyball courts. The Sportsplex is lighted and used at night as well as during the day.

As shown in Exhibit 10, a number of other facilities are located within three miles of the plan area. La Cueva High School allows public use of its tennis courts.

Figure 2. Desert Ridge Middle School

3. Issues

The analysis of existing conditions indicates a number of issues to be resolved by the Sector Development Plan. Issues are listed below.

3.1 Drainage

- Unlined arroyo channels are typical through undeveloped and sparsely developed portions of the Plan area. Urban runoff can cause erosion, and appropriate bank stabilization is needed when urban runoff is introduced into a channel and to prevent erosion impacts on adjacent development.
- Drainage improvements are typically planned and paid for by developers as development occurs. Because the plan area is developing in pieces as small as a one-acre lot, building and financing of a complete drainage system is difficult.

Figure 3 - Diversion caused by road crossing of arroyo

- Financing of improvements across properties with multiple owners is difficult. An equitable funding method of these improvements would benefit the entire area. A storm drainage pro rata ordinance is one potential method to enable owners who pay for improvements to be reimbursed as adjacent properties are developed.
- Storm water can jump from one arroyo to another upstream of the Plan area, depending on storm effects. These shifts in drainage patterns, called avulsions, make it difficult to design an effective storm drainage system and inhibit development in some parts of the Plan area. Improvements are needed outside the City limits to control flows, and solutions must be coordinated with AMAFCA and Bernalillo County.
- The land ownership pattern makes consistent drainage treatments difficult in some areas.
- Integration of drainage system with parks, trails and open space is desirable. A contiguous trail system may not be possible unless arroyo corridors fall within right-of-way or easements dedicated to both drainage and trail use.
- Coordination of an overall drainage plan for the Sector Plan area with individual drainage plans, AMAFCA and Bernalillo County is essential.

3.2 Land Use

- City policy has encouraged the assembly and replatting of lots within larger areas called "windows". Replatting at this scale provides for drainage through the area, curvilinear streets, trails and common open space. Land assembly has been the primary mechanism for equitable sharing of infrastructure costs among

landowners. The fragmented land ownership in the area has made land assembly at this scale difficult.

- When the area was annexed and zoned RD, "window" planning was no longer required for single family residential development. As a result, landowners have been able to put together smaller residential subdivisions with minimal land assembly. Drawbacks to this approach are that the street pattern does not change; trails, parks and open space and drainage improvements are built in small increments, making it difficult to plan for the larger community.

3.3 Transportation

- Walled subdivisions create longer walking distances than necessary between residential areas and activity centers. North/south access is currently limited to major streets at 1/2 mile intervals. Mid-block north/south circulation, at least for pedestrians and bicycles, can improve mobility through the area. Frequent access points to subdivisions can improve the "walkability" of plan area neighborhoods.
- Major street improvements are needed to guide traffic through the area. With the exception of Paseo del Norte, improvements to the major streets in the plan area are expected to result from development in the areas and will benefit those properties almost exclusively. An equitable method of allocating infrastructure costs is needed.
- A lack of major street improvements has led to cut-through traffic on streets that are improved, traffic congestion, dust pollution and unsafe walking conditions.

- Concentrations of population density and pedestrian accessibility can increase the use of transit services. Opportunities for improved transit service and ridership are essential if transportation alternatives are to be successful.

Figure 4 - Typical Subdivision Layout with Cul-de-Sacs and Long Walking Distances

3.4 Utilities/Environment

- Two additional water storage reservoirs are planned for the area.
- Individual wells and private septic systems on 1-acre lots are a potential environmental problem.
- Disposition of abandoned wells is a concern.
- Illegal dumping on open lands is a concern.
- Unpaved streets have a negative impact on air quality
- The visual impact of overhead utilities is a concern.

3.5 Public Facilities

- The area needs an appropriate distribution of parks, trails and open space.
- Other facilities may be needed to serve this part of Albuquerque. At a minimum, neighborhood parks are needed to serve the area north of Alameda.
- If properly planned, public facilities can help define and build community through their location, orientation, and shared location with other uses.

3.6 Community Identity

- Architectural style, choice of building materials, building orientation and other site features are important to the emerging identity of the neighborhoods in the plan area.
- Neighborhood representatives have worked with developers of new housing and commercial projects to ensure high quality in construction and design. The Sector Development Plan can continue the trend in neighborhood character that has been established by these projects.

4. Land Use and Transportation Plan

4.1 Land Use

Initial information gathered from landowners and residents showed that stakeholders in the plan area have very different ideas and goals for its future. Based on the La Cueva Land Use Guide and public input through surveys and meetings, three land use concepts were developed. The alternatives include a range of development intensities and varying levels of land assembly and replatting.

- The proposed land use plan, shown in Exhibit 11, is closely related to Concept 3 in the La Cueva Land Use Guide with less ambitious goals for replatting.
- Two other alternatives are described in Appendix D. Scenario 2 (Figure D-1) assumes minimal land assembly and is a "do nothing" alternative.
- Scenario 3 (Figure D-2) reflects the desires of individual landowners who responded to the landowner survey.

The proposed land use plan was modified as additional public comment and information were incorporated into the plan. The proposed land use plan combines development under the RD zone with special neighborhood zones in higher density areas.

This proposed land use plan places the highest density uses in a corridor approximately 1/4 mile from Paseo del Norte, as shown in Figure 5. Most commercial development and higher density housing is located along this corridor. A community-scale center along Wyoming contains commercial areas, offices, higher density housing, the Domingo Baca Community Park and La Cueva High School. The North Domingo Baca trail and pedestrian and bikeways along Wyoming and mid-block east and west of Wyoming provides pedestrian links among these activities.

Figure 5. Overall Concept

Neighborhood scale centers intended to provide convenience goods and services, are located along Alameda at Barstow and Louisiana in coordination with trails, roadway improvements and public facilities.

A continuation of land assembly and replatting in the western third of the Sector Plan area, and particularly along Paseo Del Norte, is essential to the success of this concept. Residential densities of up to seven units per acre are being established through the RD zone and are proposed to continue west of Wyoming. North of Modesto and west of Wyoming, proposed densities are five units per acre to transition from urban development to the more rural character outside the municipal limits. North of Modesto and east of Wyoming, proposed maximum densities are three units per acre, which is more compatible with existing homes on large lots.

Trails are proposed along drainage corridors or combination drainage/trail easements on private land.

North-south mid-block pedestrian access is proposed in designated corridors. Subdivisions would be required to provide vehicular or pedestrian access in these corridors. If the concept is to work in areas with single lot development, the City should work with landowners to obtain trail easements.

A neighborhood park is also proposed in the northwest part of the plan area to serve the residents north of Alameda.

4.2 Transportation Plan

The transportation plan incorporates major streets and a linked pedestrian and bikeway system, as shown in Exhibit 11. Major streets are as designated in the Long Range Major Street Plan and in ongoing corridor studies. Local streets follow existing alignments, except in cases where development or drainage patterns would allow for rerouting of local streets to reduce through traffic.

A linked network of pedestrian trails and bikeways is proposed. East-west trails are along the North Domingo Baca and La Cueva Arroyos. Louisiana Boulevard, Wyoming Boulevard and Barstow are designated for north/south bikeways.

Pedestrian routes at approximately the mid-point between north/south arterials are proposed where feasible. In some cases, existing local streets provide north-south linkages. Proposed drainageways and utility easements may also serve pedestrian traffic. As new subdivisions are developed, local streets and drainageways can be designed to continue these linkages. Roundabouts or other traffic calming measures are recommended on Holly and/or Carmel between Louisiana and Wyoming to create a safe, mid-block crossing to the community park.

4.3 Redevelopment Strategies

The City has recognized the need for public and private strategies to foster assembly and replatting, and development at urban densities in the plan area. Although a number of policy documents, dating back twenty years, discuss potential City roles, development to date has relied on private sector initiatives to assemble, replat and develop property in the area. Window G is the most recent development of an entire window. Other land assembly, such as Quail Springs and Falcon Ridge Subdivisions, has been on a smaller scale.

Smaller scale land development is less successful than larger scale development in accomplishing the goals of the Comprehensive Plan. It also makes financing of large scale infrastructure improvements more difficult. The purpose of public strategies is to make land assembly and platting for urban development easier to accomplish for an entire window.

The following implementation techniques are possible ways to encourage land assembly and fund public improvements that are normally provided by the developer.

- **Use of windows to encourage land assembly** - The city has had a policy of encouraging land assembly by areas called "windows." These relatively large areas can be replatted and developed much

like Nor Este Estates, Nor Este Manor and the Vineyard. Development on this scale makes it possible to align drainageways and streets consistent with topography and drainage patterns, install public infrastructure and provide for urban residential densities and mixed land uses. Proposed windows that would allow for complete drainage infrastructure in each window are shown in Exhibit 11.

If landowners within a window do not agree to participate in overall development, it is more difficult to plan for the window and fund infrastructure. The sector development plan recognizes that current zoning allows urban development without large-scale assembly.

- **Special Assessment Districts in windows with 51% of land area assembled** - A special assessment district (SAD) would assess property owners in a window for the cost of streets, drainage improvements and water and sewer lines. An SAD for a window may be proposed by the city or by owners of 51% of the land area in the window. In any case, owners of 51% of the land must agree.

  Interim solutions may be necessary if utility and drainage linkages are not in place outside the window.

- **Special Assessment District for entire plan area** - A special assessment district for the entire plan area could be implemented to fund streets, drainage improvements and public utilities. This is a major undertaking, and the phasing of improvements under this alternative must be carefully evaluated to meet the needs of individual landowners.

- **Metropolitan Redevelopment Area** - New Mexico state statues allow municipalities to declare an area "blighted" because of obsolete platting. A municipality can use its powers under the Metropolitan Redevelopment Act to acquire properties and sell assembled tracts for development. This is an expensive alternative, but it has been discussed in the past as one possible solution to land development problems in portions of North Albuquerque Acres.

  A City or landowner sponsored non-profit corporation would be required to oversee land banking or assembly.

- **Rely on private sector to assemble land and install infrastructure** - To date, the City has relied on the private sector to assemble land and install public infrastructure. Development is taking place, and the private sector can continue to build without City intervention. The plan proposes a more equitable distribution of infrastructure costs if this continues to be the primary strategy.

- **Development fees.** If established by City ordinance, a development fee would help pay for off-site master plan infrastructure. The rate at which fees are collected would impact the rate at which improvements would be made. This funding mechanism would not pay for on-site infrastructure improvements.

  If this is the selected strategy, less assembly will take place and infrastructure improvements will be piecemeal. The city is likely to be responsible for filling in infrastructure that isn't built by the private sector.

4.3.1 Land Use Mix

Table 3, Land Use Mix, shows the land use mix in each of the scenarios and compares these with the land use distribution shown in Concept 3.

4.3.2 Population at Build Out

Table 4, Estimated Population and Employment, compares the estimated population and employment of build out under each of the scenarios.

Table 3
Land Use Mix, Net Developed Area

Land Use Type	Preferred Land Use Plan	Scenario 1	Scenario 2	Scenario 3	Land Use Guide
Residential (SF, TH, MF)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 1-3 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 5 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 7 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family Townhouse	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Multifamily	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Office/Institutional	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Commercial	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mixed Use	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Public	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Drainage/Open Space	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Note: Much of the residential development proposed in the Land Use Guide was designated "Planned Unit Development" and assume a mix of densities averaging the three to six units per acre called for in the comprehensive Plan. Land Use Guide proposes 81% and 19% public rights-of-way.

* *The commercial acreage in the Land use Guide includes the 28-acre shopping center in Window G.*

* *One parcel = .89 acre*

Table 4
Estimated Popluation and Employment

Land Use	Preferred Scenario			Scenario 2			Scenario 3		
	Residential	Employment	Total	Residential	Employment	Total	Residential	Employment	Total
Residential (SF, TH, MF)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 1-3 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 5 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family 7 du/ac	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Single Family Townhouse	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Multifamily	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Office/Institutional	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Commercial	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mixed Use	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Public	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Drainage/Open Space	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Note: Assumed overall residential densities: SF 1-3 = 1.8 du/ac.; SF-7 = 5.5; SF-TH = 11 du/ac; MF=18.5 du/ac; office = 22 employees/ac; commercial and mixed use = 14 employees/ac
Assumed persons per household: 2.5

5. Zoning

This sector plan establishes zoning for all lands within the plan area. All land uses shall be in accordance with the Land Use Plan (Exhibit 11) and the Zoning Plan (Exhibit 12). The Albuquerque City Zoning Code, Article 14-16 R.O. 1995 is the source of zoning controls. Exhibit 13 shows revised windows based on infrastructure planning.

To ensure land use and design compatibility and an overall high quality of design, the La Cueva Sector Development Plan uses a combination of subdivision and design regulations that are mandatory. Section 5.4.6 of the sector plan contains design regulations for all site development plans required by zoning. Chapter 6 contains the subdivision regulations.

5.1 Guiding Principles

The current situation in the La Cueva Sector Development Plan Area is described below. These existing conditions helped determine the rezoning of certain properties:

- The City of Albuquerque annexed the plan area in 1995 and established R-D zoning for most of the plan area, which allows residential development as regulated in the R-1 zone.
- The plan area is intended to be urban, with a mix of residential densities and a variety of retail and service businesses to meet the needs of the area's growing population.
- The diverse ownership and platting of land is problematic for higher density land uses. Current zoning and recent development decisions have eroded the ability of the City to require land assembly by window as specified in the La Cueva Land Use Guide.
- The plan area is predominantly low-density, residential with a scattering of large, costly homes on one-acre lots.
- Paseo del Norte is the main east-west corridor through the plan area and provides the best opportunity for high-density, urban uses.
- Alameda Blvd. is intended to be the second busiest east-west corridor through the plan area and is suitable for small-scale, non-residential uses.
- The north side of the Wyoming/Paseo del Norte intersection is suitable for development as a "Community Activity Center" because of its proximity to schools, parks, trails, shopping, and public services.
- The North Albuquerque Community has identified "views" and "open space" as two valuable assets that identify the area.
- Existing development has begun to create an identity for the plan area based on architectural styles, quality of design and compatibility with the natural landscape. The community is looking to the plan to solidify this identity by requiring compatible new development.
- County, rural zoning abuts the plan area to the north and east.

The following principles were followed in developing zoning for the Sector Plan Area:

- The sector plan provides for a mix of uses with pedestrian, transit, and bicycle facilities.
- The predominant residential zone is RD, which allows single family and townhouse development, according to maximum density established by the plan. Lowest densities are in areas with the least land assembly potential.

- SU-2 zoning is established along Alameda and Paseo del Norte where more intense land uses are desired and where existing platting and fragmented ownership pose a problem.
- Window C will provide the primary focus, identity, and sense of character for the entire plan area and will contain the most intense land uses.
- New development should contribute to the identity of this part of Albuquerque, reinforcing its relationship to the Sandia Mountains, Rio Grande Valley and the natural environment of the east mesa. A variety of design standards are prescribed to reinforce the community identity and to improve land use compatibility, street and neighborhood character, and overall community design.
- Site plan review of higher density uses is recommended to assure positive relationships between land uses.

5.2 RD Zone

The RD (developing residential) zone is the predominant residential zone in the plan area. Maximum densities for areas zoned RD are established in the Zoning Plan (Exhibit 12). Densities are based on gross acreage of the lot, which is measured from property line to property line, excluding existing public right-of-way and/or prescriptive roadway easements. The residential uses in the RD zone shall be regulated according to the City Zoning Code, subject to the density maximums shown in Exhibit 12.

Residential development more intense than what is typically allowed in the R-1 zone (i.e. lot size less than 5,000 square feet) will be subject to site development plan for subdivision approval by the DRB. Residential development requiring a site development plan for subdivision must also meet the Design Regulations in Section 5.4.6 of this plan.

For Lots 10 through 16, Block 19, Tract 3, Unit 3, North Albuquerque Acres and Lots 10 through 16, Block 18, Tract 3, Unit 1, North Albuquerque Acres, any lot that is less than three quarters of an acre in size will not have access to Carmel N.E.

5.3 R-LT Zone

R-LT zoning (limited townhouses) is proposed along the south side of Paseo del Norte between Barstow and Ventura. Residential uses in the R-LT zone shall be regulated according to the City Zoning Code. Development in the R-LT zone that requires a site development plan must meet the design regulations in Section 5.4.6 of this sector plan.

5.4 SU-2 Zones

SU-2 (special neighborhood) zoning is proposed along Alameda and Paseo del Norte where a mixture of high density, residential and non-residential uses are desired and where the current platting and ownership pattern poses a constraint. The intent of the SU-2 zone is to ensure compatibility of higher density land uses within the lot configurations and ownership pattern of these areas.

The SU-2 zones establish minimum site sizes for multifamily uses. Site size goals can be accomplished through consolidation of multiple lots into single parcels or through cooperative planning of multiple parcels.

Exceptions that are specific to a particular zone include site size and height as shown in the description of each zone. Exceptions that are common to all SU-2 zoned properties are listed together following the descriptions of individual zones.

Design regulations for SU-2 zoned property are contained in Section 5.4.6. The design regulations will be implemented through the site development plan review and approval process.

A SITE DEVELOPMENT PLAN AND LANDSCAPING PLAN APPROVED BY THE ENVIRONMENTAL PLANNING COMMISSION ARE REQUIRED FOR ALL SU-2 ZONED PROPERTIES EXCEPT THAT RESIDENTIAL DEVELOPMENT ON LOTS GREATER THAN 5,000 SQUARE FEET WILL NOT REQUIRE SITE DEVELOPMENT PLAN APPROVAL BY THE EPC.

5.4.1 SU-2/RT

SU-2/RT (townhouse) zoning is proposed as a buffer between less dense housing and commercial/office areas. The zoning is predominantly residential, but home based businesses with a limited number of employees are allowed.

Permissive and conditional uses of the RT zone as provided in the City Zoning Code are allowed in areas mapped as SU-2/RT on the zoning map. These uses are regulated as in the RT zone, with the exceptions noted below.

Exceptions:

Home occupations. Home occupations as regulated in the R-1 zone are allowed, except that up to two non-family members may be employed in the business and up to 50% of the floor area may be devoted to the home occupation.

Site plan requirements. Sites are subject to the site development regulations in §14-16-3-10 and §14-16-3-11 of the City Zoning Code.

5.4.2 SU-2/R-2

SU-2/R-2 (apartment) zoning is proposed in Window C to provide high-density residential development in the Community Activity Center. SU-2/R-2 establishes multi-family residential as the predominant use, but allows a mixture of compatible retail and office uses within the residential complex. The intent is to encourage a mix of uses, while preserving the residential component of the plan area's mixed use corridor.

The provisions of the R-2 zone in the City Zoning Code apply, with the exceptions noted below.

Exceptions:

Permissive Uses.

1. Uses permissive in the R-2 zone.
2. Institution
   a. Church or other place of worship, including the usual incidental facilities. Incidental uses allowed include but are not limited to an emergency shelter operated by the church on the church's principal premises which is used regularly for public worship, notwithstanding special limitations elsewhere in the Zoning Code.
   b. Library.
   c. Nursing or rest home.
3. The following uses are permissive if the total nonresidential floor area does not exceed 15 percent of the gross floor area on the lot, and if all business activity except parking is inside a building:
   a. Office.
   b. Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
      i. Arts and crafts objects, supplies, plus their incidental creation.
      ii. Books, magazines, newspapers, stationery, except adult book store.
      iii. Cosmetics, notions, hobby supplies.
      iv. Drugs, medical supplies.
      v. Flowers and plants.

vi. Food and non-alcoholic drink for consumption on-premises or off but not drive-in restaurant or restaurant with drive-up facility for take-out orders.
vii. Jewelry.
viii. Services, provided there is no outdoor storage or activity except parking:
ix. Barber, beauty.
x. Day care center.
xi. Dry cleaning station (no processing), self-service laundry.
xii. Instruction in music, dance, fine arts, or crafts.
xiii. Interior decorating.
xiv. Photography, except adult photo studio.
xv. Sign, as regulated in 5.4.6 below.

Conditional use. Uses conditional in the R-2 zone and not permissive in this zone.

Site size. Sites can be planned as individual lots or as consolidated site plans under multiple ownership. The regulations for lot and/or site size are as follows:

1. Minimum site size for a multifamily development is ten acres. The minimum site dimension is 400 feet.
2. Minimum lot area and width for lots developed with houses and townhouses shall be as provided in the R-T zone.
3. Consolidated sites can be assembled into coordinated developments with lots remaining under multiple ownership. The site development plan must contain shared parking and access, a consistent landscaping plan, shared trash receptacles and perimeter walls, coordinated building design, orientation and common drainage facilities. Access easements, drainage easements and other easements must be recorded by plat.

Setbacks. Minimum setbacks are as defined in the R-2 zone. Maximum setback from Holly Avenue or Carmel Avenue is 30 feet. No parking or driveways are allowed in the setback area.

Site plan requirements. Sites are subject to the site development regulations in §14-16-3-10 and §14-16-3-11 of the City Zoning Code.

5.4.3 SU-2/O-1

SU-2/O-1 (office) zoning is proposed along Alameda and on Louisiana as part of the "mix" in the Neighborhood Activity Centers. Permissive and conditional uses of the O-1 zone as provided in the City Zoning Code are allowed in areas mapped SU-2/O-1 on the zoning map. These uses are regulated as in the O-1 zone, with the exceptions noted below.

Exceptions:

Height. The height requirements of the O-1 zone apply except that the maximum building height is 36 feet.

Site plan requirements. Sites are subject to the site development regulations in §14-16-3-10 and §14-16-3-11 of the City Zoning Code.

TYPICAL COMMERCIAL SITE PLAN ON CONSOLIDATED LOTS

TYPICAL COMMERCIAL SITE PLAN ON COOPERATIVELY DEVELOPED INDIVIDUAL LOTS

Figure 6 - Site Plan Options

5.4.4 SU-2/C-1

SU-2/C-1 (neighborhood commercial) zoning is proposed at the southeast corner of Alameda and Louisiana and the southwest corner of Paseo del Norte and Ventura to provide neighborhood retail services that provide the day-to-day needs of nearby neighborhoods.

Permissive and conditional uses of the C-1 zone as provided by the City Zoning Code are allowed in areas mapped SU2/C-1 on the zoning map. These uses are regulated as in the C-1 zone, with the following exceptions:

Exceptions:

1. The sale of alcoholic drink for consumption off premises is a permissive use provided that it is an ancillary use within a grocery store.
2. Site plan requirements. Sites are subject to the site development regulations in §14-16-3-10 and §14-16-3-11 of the City Zoning Code.

5.4.5 SU-2/Mixed Use

SU-2/Mixed Use zoning is proposed along Paseo del Norte in Windows C, H, and M and is intended to provide the community with a mix of mutually-supporting retail, service, office and residential uses. This zone promotes physically and functionally coordinated and cohesive site planning and design. It also encourages development of a high-density, active urban environment in the Community and Neighborhood Activity Centers.

The provisions of the C-1 zone in the City Zoning Code apply in areas mapped SU2/Mixed Use on the zoning map. These uses are regulated as in the C-1 zone, with the exceptions noted below.

Permissive Uses.

1. Permissive uses of the C-1 zone, excluding the following uses if the SU-2/mixed use zoned property abuts residentially-zoned property:
   a. Auto repairing
   b. Car washing
   c. Retail sales of gasoline, oil, liquefied petroleum gas, including outside sales.
2. Dwelling unit (house, townhouse, or apartment) constituting up to 25% of the gross floor area on the premises, pursuant to a site development plan. Usable open space shall be provided on-site in an amount equal to 400 square feet for each efficiency or one-bedroom dwelling unit, 500 square feet for each two-bedroom dwelling unit, and 600 square feet for each dwelling unit containing three or more bedrooms. The total open space requirement of the R-D zone shall also be met.
3. Nursing or rest home
4. Copying, blueprinting
5. Restaurant serving liquor with on-premise consumption
6. Golf driving range, miniature golf course, baseball batting range, located in a building or outdoors, provided fencing or other suitable device is employed to insure that balls are not hit out of premises.
7. Drive-up facility, as permissive in the C-1 zone, provided that a minimum of 1.75 acres be provided for each drive-up facility. Where corner lots are involved, a minimum of 1.3 acres is required for each drive-up facility due to additional right-of-way dedication requirements.
8. Hospital for animals, provided that it has no outside pens. One outside exercise run is permitted, provided it is enclosed with a solid wall or fence at least six feet high, and no more than one animal is permitted in the run at any one time.
9. Stand or vehicle selling fruit, vegetable, or nursery stock, provided it is limited to a period of 90 days in any calendar year. However, the Planning Director may permit one renewal for an additional 90 days.
10. Wholesaling of jewelry.
11. Retail business in which products may be manufactured, compounded, processed, assembled or treated as an accessory use, including upholstering, catering, baking, confectionery making, or jewelry or curio making, provided:
    a. All activities are conducted within a completely enclosed building.
    b. The number of persons engaged in the manufacturing, processing, assembling, or treating of products is limited to ten, excluding office, clerical or delivery personnel.
    c. Activities or products are not objectionable due to odor, dust, smoke, noise, vibration, or other cause.
12. The existing landscape contractor's yard located on Lot 8, and the west one half of Lot 9, Block 20, Tract 3, Unit 3 North Albuquerque Acres, shall be allowed to remain as a permissive use subject to reasonable restrictions to be imposed under a site development plan to be approved by the Environmental Planning Commission. The City Council intends that all the activity stay within and below the existing walls of the property.
13. Land uses on Lots 10 through 16, Block 20, Tract 3, Unit 3, North Albuquerque Acres are limited to the following:
    a. Permissive and Conditional uses of the R-1 Zone;
    b. Office and Institutional uses of the O-1 Zone;
    c. Small animal clinic and enclosed lodge with an outdoor play yard, provided a solid wall at least six feet in height is erected on the northern, eastern and western sides of the play yard.

Conditional Uses

1. Uses conditional in the C-1 zone except that the following are not allowed as a conditional use:
   a. Auto, trailer, truck rental
   b. Kennel
   c. Watchman mobile home
   d. Outdoor storage

Lot Size: No requirements except that a drive-up facility shall be required to provide a minimum of 1.75 acres for each facility except where corner lots are involved, then a minimum of 1.3 acres is required for each drive-up facility. (Refer to Section 5.4.5.7).

Height. The height requirements of the O-1 zone apply except that the maximum building height is 36 feet.

Setbacks. Minimum setbacks are as defined in the C-1 zone. Maximum setback from Holly Avenue or Carmel Avenue is 30 feet. No parking or driveways are allowed in the setback area.

Site plan requirements. Sites are subject to the site development regulations in §14-16-3-10 and §14-16-3-11 of the City Zoning Code.

5.4.6 Common Design Regulations for All SU-2 Zoned Properties and RT Development in the RD Zone

The following design regulations and guidelines deal with the experience and perception of the plan area by residents and customers and employees of area businesses. The design standards are intended to reinforce the identity of this area through the functional, environmental, and visual qualities of development.

Regulations are labeled "R" and Guidelines are labeled "G". Regulations are mandatory. Guidelines are recommended.

1. **Trail connections**

Intent: Provide for safe, effective, and attractive pedestrian-friendly transportation systems that interconnect with residential, commercial, and recreational areas.

1R-1: Trail connections shall be provided from all sites that abut major and minor trails designated in the Trails and Bikeways Facility Plan at a minimum interval of 300 feet. Connections may include intersecting streets with sidewalks, a 6' asphalt trail, or similar pedestrian facility.

2. **On-Site Open Space**

Intent: Create more harmonious transitions to adjacent developments and create more open space opportunities.

2R-1: Where on-site open space of residential developments abuts arroyo trails, the open space shall be integrated with the arroyo so more usable open space is created.

2G-1: Cluster development is encouraged to allow larger pockets of open space.

3. **Pedestrian Circulation**

Intent: Provide pedestrian connections through mixed-use areas and activity centers and separation between parking and pedestrian circulation.

3R-1: Sidewalks shall connect the public street sidewalks, the main entrances to all businesses, transit stops on or off-site, and other buildings on the site, in addition to providing convenient access to adjacent residential

neighborhoods. In shopping centers, clear, logical pathways must be provided to each building on the site, including pad sites.

3R-2: Structures and on-site circulation systems shall be designed to minimize pedestrian/vehicle conflicts.

3R-3: Internal pedestrian walkways shall be distinguished from driving surfaces through the use of special materials such as special pavers, bricks, or scored concrete to enhance pedestrian safety and the attractiveness of the walkways. In parking lots, raised pathways must be provided through parking areas.

3R-4: A 15-foot sidewalk shall be provided along the entire entry façade of all buildings. Shading shall be provided along the façade, using canopies, portals or shade trees spaced at 25 feet. The sidewalk area should be predominantly a walkable surface, although shade structures, landscaping and seating may be placed within this area.

3R-5: The internal pedestrian circulation system is intended to provide clear, logical pathways within and between properties. The site plan shall demonstrate that a development will not impair access to adjoining properties or to major public facilities such as parks and schools.

3R6: All drive-up service facilities shall be designed to minimize the conflict between pedestrians and automobiles. Drive-up facilities shall be located away from the main retail areas, pedestrian areas, and plazas. Drive-up facilities shall be covered with canopies to mitigate the impact of noise and odors.

4. **Non-Residential Building orientation**

Intent: Provide pleasing views to surrounding uses by providing higher quality facades at the rear and sides of new buildings.

4R-1: Buildings shall orient customer entrances and/or windows to all public spaces, including common areas, trails and streets.

4R-2: When the side of a building faces open space, trails or any street, one of the following shall be provided to create an attractive facade facing the public space:

- display windows and landscaping
- at least one customer entrance and landscaping
- building design and details similar to a front facade and landscaping

4R-3: When the rear of a building faces open space, trails or any street, one of the following shall be provided to create an attractive façade facing the public space:

- display windows and landscaping
- building design and details similar to the front façade and landscaping

Loading docks and trash receptacles shall be integrated into the overall building and landscaping design as described in item 15 below.

4R-4: Customer entrances shall be located convenient to pedestrian walkways and bus stops.

4G1: Buildings should be located on sites in close proximity to plazas and streets. Large areas of parking should be located to the side of plazas and main building entrances.

5. **Architectural Character, Non-Residential Buildings**
Intent: Reduce the apparent scale and uniformity of facades to make large buildings seem more inviting.

5R-1: Multiple buildings on the same site shall be designed to create a cohesive visual relationship between buildings.

5R-2: Exterior building design and details on all elevations shall be coordinated with regard to color, types of materials, number of materials, and architectural form to achieve harmony and continuity of design.

5R-3: Building masses shall be broken up into smaller scale components to reduce perceived height and bulk and to provide visual interest consistent with the community's identity, character, and scale.

5R-4: Facades greater than 100 feet in length must incorporate recessions or projections along at least 20% of the length of the façade. Recessions must be a minimum depth of three feet and minimum width of 10 feet.

5R-5: No individual building shall be greater than 50,000 square feet in size.

5R-6: Smaller retail stores that are part of a large retail building shall have display windows. Such smaller stores are encouraged. Outside entrances to these smaller stores are encouraged.

5R-7: Each commercial or office building shall have a clearly defined, highly visible customer entrance with features such as canopies or porticos, arcades, arches, wing walls and/or integral planters.

5R-8: No generic prototypical architecture is allowed. Design shall be contextual to it surroundings.

6. **Architectural Character, Multi-family Residential Buildings**
Intent: Avoid large building blocks and blank facades in multifamily buildings and townhouse clusters.

6R-1: Multiple buildings on the same site shall be designed to create a cohesive visual relationship between buildings and between buildings and on-site open space.

Figure 7. Copper Peaks, a proposed mixed-use project in Butte, Montana, illustrates a mixed-use development oriented to a "main street".

6R-2: Exterior building design and details on all elevations shall be coordinated with regard to color, types of materials, number of materials, and architectural form to achieve harmony and continuity of design.

6R-3: Residential structures shall not present a blank wall, large block face or predominant garage doors (more than 50% of the façade length) to a street or trail. Building masses shall be broken up into smaller scale components to reduce perceived height and bulk, with façade recessions or projections a minimum depth of three feet and minimum width of 10 feet.

6G-1: Residential structures shall orient porches, doors and windows to the street.

7. **Architectural Character, Single Family Residential**
Intent: Develop innovative designs for new subdivisions that enhance the sense of place, neighborhood interaction, and reinforce existing architectural character in established neighborhoods.

7R-1: All new subdivisions shall incorporate CPTED (Crime Prevention Through Environmental Design) principles into the design of new homes.

7G-1: De-emphasize garages, and orient porches, doors, and windows to the street.

8. **Open Space and Common Areas**
Intent: Provide public places for people to meet, gather and interact.

8R-1: Open space, as provided in the RD zone is required for residential development in the RD and SU-2/Mixed Use Zone. Priority areas for open space dedications are:

- First Priority: east/west arroyo trails or "pockets" adjacent to the trails
- Second Priority: north/south mid-block pedestrian ways

8R-2: Every non-residential development shall contribute to the enhancement of the community and public spaces by providing amenities such as a plaza, courtyard, patio seating area, or a pedestrian plaza with benches.
8R-3: Non-residential development shall provide public open space amenities equal to the greater of 400 square feet or four percent or greater of the building footprint. A plaza shall have a minimum depth of at least 30 feet on a portion of the plaza. These amenities shall be labeled as such on the site development plan.

Figure 8. Public plazas and courtyards enhance the community.

8R-4: Maintenance of public open space amenities shall be the responsibility of the property owner.

9. **Building Materials and Colors**

Intent: Foster community identity through the use of compatible building materials and colors.

9R-1: Predominant exterior building materials must be of high quality. These materials include tinted/textured concrete masonry units or stucco. Smooth-faced concrete block, tilt-up concrete panels or pre-fabricated steel panels are prohibited as the predominant exterior building materials.

9R-2: Facade colors must be of low reflecting, subtle, neutral or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is prohibited.

9R-3: Dark-colored roofs contribute to higher HVAC cost and should be prohibited. Roof colors must be of low reflecting, subtle, neutral or earth tone colors. Pueblo style flat roofs or pitched roofs with roof tiles are preferred.

9R-4: Trim materials and colors must blend with the predominant building materials. The use of high intensity colors, metallic colors or fluorescent colors is prohibited. No plastic, vinyl, or back-lit panels, fascias or canopies are allowed.

9R5: All canopies and outbuildings shall be contextual and shall be of the same materials used in the general building design.

10. **Perimeter Walls**

Intent: Add visual interest and character to the streetscape and increase the overall appeal of the development.

10R-1: Walls shall be designed to complement the architectural character of the subdivision or neighboring architecture by incorporating the architectural features and motifs used on adjacent homes or buildings.

10R-2: Materials such as stucco over concrete masonry units, curved interlock block, split face block, slump block, stabilized adobe, brick, tubular wrought iron, see-through masonry blocks, landscaping or a combination of those materials shall be used for perimeter walls. Wood and chain link are not allowed. Concertina wire is not allowed.

10R-3: Long expanses of unbroken walls are prohibited. Walls shall be indented, offset or in serpentine form to avoid "tunnel" effect, as shown in Figure 9.

10R-4: The adopted City of Albuquerque Wall Design Guidelines shall be adopted as regulations.

11. **Views**

Intent: Ensure that development respects the views of the Sandia Mountains to the east and the mesa to the west. This includes preserving views from out of the site and site design to take advantage of views from the site.

11R-1: Site development plans shall include a View Analysis that shall identify views into and out of the site and indicate how these views will be protected within the site.

11R-2: All utilities shall be placed underground.

11R-3: Rooftop mechanical and electrical equipment, microwave antennae, or similar rooftop hardware shall be screened from public view. The building elements to screen such equipment shall be designed as an integral part of the building architecture. All HVAC equipment shall be less than or equal to the top of any parapet or screen wall. The parapet or screen wall shall be architecturally integrated into the general building design. Where a public road or other public area is elevated, rooftop equipment visible from the road must be covered.

Figure 9 – Perimeter walls must be of compatible materials and landscaped as shown in the top photo. Long expanses of unbroken walls as shown in the bottom photo are prohibited.

12. **Off-street Parking**

Intent: Provide safe vehicular parking with attention to functional and aesthetic concerns. All parking should be justified. Oversized parking lots or facilities should be discouraged.

In addition to the off-street parking regulations in the City Zoning Code, the following regulations must be met.

12R-1: The number of required parking spaces can be reduced 10% where the site is adjacent to a bus stop and direct pedestrian access is provided to the bus stop.

12R-2: Parking spaces shall be distributed on the site to minimize visual impact. Parking at the rear of the site is encouraged. When parking is located at the front or sides of the site, parking areas shall be placed on at least two sides of a building. Parking areas must be broken up into modules separated by landscaping and other features.

12R-3: The minimum required parking spaces plus ten percent is the maximum parking allowed. A variance to the standard must be approved to increase the allowed parking.

12G-1: Parking areas should be designed to minimize local temperature gain and reduce air pollution. Potential methods of accomplishing this include light colored materials in parking lot surfaces and trees or other shading devices to shade the surface area of the lot.

12G-2: Parking should be placed to encourage and facilitate parking once and walking to multiple destinations.

12G-3: Shared parking in mixed-use areas is encouraged and total spaces may be reduced when the owner demonstrates that the mix of uses has staggered parking needs.

13. **Signage**

Intent: Establish continuity and consistency in the design and location of public signage, so that the aesthetic appearance is improved.

In addition to the regulations of the City Zoning Code, the following regulations must be met.

13R-1: All signage shall be designed to be consistent with and complement the materials, color and architectural style of the building or site.

13R-2: Wall mounted signs shall not extend above the roof line.

13R-3: No wall mounted signs are allowed on facades that face abutting residential zones.

13R-4: Where freestanding signs are allowed, all freestanding signs shall be monument signs. Height of monument signs is limited to eight (8) feet with a maximum face area of 50 square feet.

13R-5: No off-premise signs are allowed.

13R-6: No signage is allowed that uses flashing, oscillating, revolving, blinking or audible devices. No banners, pennants, ribbons or streamers are allowed except for thematic special events and with prior approval by the Planning Director.

13R-7: Signage may be illuminated in accordance with the lighting regulation regulations in section 14 of the City zoning code.

13R-8: The maximum individual letter size of all building mounted signs shall be two feet.

13R-9: Logo design signs shall not exceed two feet in height or width.

14. **Lighting**

Intent: Lighting design should be consistent with the North Albuquerque Acres and Sandia Heights Light Pollution Ordinance as a transition from an urban to a rural environment.

14R-1: Searchlights, spotlights or floodlights are prohibited.

14R-2: All outdoor light fixtures shall be fully shielded and equipped with automatic timing devices.

14R-3: All outdoor light fixtures within commercial or office zones shall remain off between 11:00 PM and sunrise except for security purposes or to illuminate walkways, driveways, equipment yards and parking lots.

14R-4: All outdoor light fixtures used for security purposes or to illuminate walkways, driveways, equipment yards and parking lots shall be designed and operated as cutoff or semi-cutoff fixtures and shall be equipped with light and motion sensors and/or automatic timing devices.

14R-5: All outdoor light fixtures used for decorative effects shall be shielded and focused to minimize light pollution. Such outdoor lighting fixtures shall be turned off between 11:00 PM and sunrise.

14R-6: All outdoor lighting fixtures mounted on buildings or structures shall be mounted at a height no more than 16 feet above finished grade.

14R-7: All outdoor lighting systems shall be designed and operated so that the area 10 feet beyond the property line of the premises receives no more than 0.25 (one-quarter) of a foot candle of light from the premises lighting system. Gas station canopy lighting shall be shielded or recessed to avoid impact on surrounding residences.

15. **Loading docks, trash collection, and similar facilities**

Intent: Improve overall community design by minimizing negative visual impacts .

15R-1: Loading docks, trash receptacles, utility structures and similar facilities shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Screening materials for these areas shall be the same as the principal materials of the building and landscape.

15R-2: Roof canopies shall be provided over all loading docks. Roof canopies shall be architecturally integrated with the building.

16. **Landscaping**

Intent: Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of a development.

16G-1: The standards of the Street Tree Ordinance and landscaping provisions of the City Zoning Code apply except that

- Trees placed along the primary pedestrian walkway must be no more than 25 feet apart
- Trees may be clustered at plaza areas or other public gathering places

6. Subdivision Regulations

The following regulations will be implemented through the approval process for subdivision plats by the DRB.

6.1 Subdivision Regulations

The pattern of streets determines access by pedestrians, bicycles, automobiles, transit and emergency services. It also influences the types and character of neighborhoods. The senses of security, neighborliness, and community identification are directly related to the pattern and design of streets. In order to increase access, livable streets and security through having people on and overlooking the street, this plan establishes the following patterns for subdivision layouts.

1. **Live end streets.** Live end streets facilitate access and utility service. Cul-de-sacs are problematic for pedestrian movement and for utility systems. The intent of this regulation is to support pedestrian circulation and to allow for looped water and sewer lines. No sidewalk or pedestrian path greater than 500 feet in length shall dead end. Cul-de-sacs shall have pedestrian/bicycle trails that directly connect to other streets, regional trails and/or parks. These connector trails shall be paved to trail standards, visible from the street and lighted. Walls or fences bordering these connectors shall be constructed in accordance with CEPTED (Crime Prevention through Environmental Design) Standards and a maximum of six feet in height. Figure 10 illustrates live-end streets.

   Live end streets provide space for water and sewer line easements through subdivisions, allowing looped lines rather than dead-end lines.

Figure 10 - Small Subdivisions with live-end streets

   The maintenance of connector trails shall be the responsibility of the homeowners association or adjacent property owner.

2. **Through Streets.** Any subdivision greater than six acres shall have a minimum of one street that passes through the subdivision. Through streets shall be spaced near the midpoint between through streets in adjacent subdivisions and connect as closely as possible to neighborhood amenities such as open space, schools, parks and trails.

3. **Trails.** In accordance with the Facility Plan for Arroyos , trails shall be developed along the North Domingo Baca and La Cueva arroyos. Each subdivision bordering or encompassing a trail shall provide a

minimum of one access point to the trail from the street system. Additional access points shall be required to ensure 1) that there is an access/ egress point at a maximum of every 900 feet along the trail and 2) all portions of the subdivision have a direct route to the trail. In areas where development occurs on single one-acre lots, the city shall obtain both a drainage and a trail easement with drainage plans.

4. **North-south routes.** The current pattern of major streets and pedestrian trails provides reasonable pedestrian and bicycle east-west access, but a poor selection of north-south routes. Streets and pedestrian ways through subdivisions shall provide for continuous mid-block circulation in the approximate locations shown in Exhibit 11 and consistent with the proposed trail network. These routes will be composed of sidewalks and/or trails. Figure 10 illustrates a north-south route through a subdivision.

5. **Lot orientation to streets.** Subdivisions in the area are designed so that backs of lots and walls line the major local streets. This has encouraged speeding and created visually unappealing public spaces. Lot layouts as shown in Figure 10 are preferred.

6.2 Other Subdivision Issues

Other issues related to subdivisions in the plan area include layouts for small subdivisions in the northeast portion of the plan area and subdivisions along Alameda where roadway construction will reduce the depth of residential lots. The alternatives described below are not regulatory but offer suggestions for how the properties in these areas can be platted to avoid some of the potential problems with creating smaller lots.

1. **Alternative layouts for small subdivisions.** When entire windows cannot be assembled and replatted, smaller subdivisions may be an appropriate way to increase densities appropriate to surrounding

Figure 11 - Alameda Frontage Subdivision Layouts

development. Figure 10 illustrates approaches to small subdivisions that allow for residential densities of up to three units per acre.

2. **Alternative layouts along Alameda.** The widening of Alameda Boulevard will reduce the depth of residential lots along the arterial. Figure 11 shows alternatives for residential subdivisions adjacent to Alameda between Louisiana and Wyoming where existing development restricts the depth of development.

7. Utility Service Plan

7.1 Water

The City has planned to service all of the sector plan area's water needs from the Alameda Trunk line, and the existing north-south branches along the major streets have been sized accordingly. Each proposed development window can be served by looped lines with no pressure zone crossovers. Pressure zones cannot be cross-connected In some cases the zone boundaries will have to be slightly adjusted to allow looping.

Service demand was based on proposed land use. 6-inch lines are planned for single family residential areas and 8 and 10 inch lines for industrial/commercial and multi-family development areas, and where 6-inch looped lines were not feasible.

A preliminary number of fire hydrants were estimated where the street alignments are fixed; and an approximate number of hydrants were assumed for areas where the streets or access points are not yet determined.

7.2 Sewer

Sewer line capacities were determined for various size lines at the prevailing surface ground slopes and compared to wastewater flow rates expected to be generated. These flow rates were based on water consumption rates as follows:

For single family residential: 3 persons per D.U. and 75 gallons per person per day = 225 gallons per D.U.

For apartments, townhouses and mobile homes: 2.5 persons per D.U. and 75 gallons per person per day = 188 gallons per D.U.

For other uses anticipated in the sector plan area, the City Development Process Manual provides the following rates:

Land Use Category	Average Flow gpd/Acre	Peak Flow gpd/Acre
Light Commercial	1,230	1,621
Heavy Commercial	5,968	7,600
Light Industrial	226	310

Based on these flow rates it was determined that 8-inch sewer line extensions would be adequate for each of the proposed development windows. The proposed lines are shown in Exhibit 9.

7.3 Private Utilities

Discussions with representatives of PNM indicate no anticipated problems with their utilities (electricity and gas) for these proposed land uses. Their only concern is that planned development be coordinated and reviewed with them as soon as possible so that scheduling their work is not compromised.

Similarly, extension of the other utilities are not expected to cause any difficulties.

7.4 Prioritization of Improvements

Because the major infrastructure improvements are already in place, only the local distribution networks are necessary. These can be easily fit into a windows development scheme; however, some windows may require over sizing lines for future expansion in another window. When improvements are built out of the ordinary sequence – building master plan sewer lines from east to west, for example, a developer will incur large off-site costs to tie into existing systems. Water and sewer prorata payments will reimburse the developer, and a similar ordinance is being developed for drainage improvements. These issues will have to be addressed on an individual window basis after the window boundaries have been determined).

8. Traffic Management Plan

8.1 Purpose

A traffic analysis for the area, based on the land uses proposed, was conducted in April 1998. The purpose of the La Cueva Sector Development Plan Traffic Study is to identify transportation problems and to provide guidelines for the transportation system through the plan area. More specific requirements will be determined through traffic impact studies for individual developments.

8.2 Study Procedures

The Traffic Analysis identified issues and neighborhood concerns. The study determined existing and projected volumes and level of service at key intersections to be analyzed. Those intersections are listed below:

- Louisiana Blvd. / Paseo del Norte
- Wyoming Blvd. / Paseo del Norte
- Barstow St. / Paseo del Norte
- Ventura St. / Paseo del Norte
- Louisiana Blvd. / Alameda Blvd.
- Wyoming Blvd. / Alameda Blvd.
- Barstow St. / Alameda Blvd.
- Ventura St. / Alameda Blvd.

The study projected adequate geometry for key intersections listed above based on 2015 forecast volumes (provided by Middle Rio Grande Council of Governments – MRGCOG).

The streets in North Albuquerque Acres were originally planned on a generic grid of long straight streets. The original layout is undesirable by current standards. Some of the streets have been constructed to rural standards, and recent development prevents substantial replatting. For the most part, the existing street grid will be maintained. Some reconfiguration of the local streets may be possible if the owner / owners of an area agree to replat a street or streets. The City is treating existing east-west streets as major local streets with no direct access to individual lots if possible.

8.3 Major Street Improvements

The Long Range Major Street Plan for the Albuquerque Metropolitan Area classifies Paseo del Norte and Alameda Blvd. (east-west streets), and Louisiana Blvd., Wyoming Blvd., Barstow St., and Venture St. (north-south streets) as major streets. Paseo del Norte is classified as a limited access Principal Arterial Roadway. Wyoming Blvd. And Alameda are classified as Principal Arterial Roadways; Louisiana Blvd. and Ventura are classified as Minor Arterials; and Barstow St. is classified as a Collector Street.. Additionally, bicycle lanes are planned for Louisiana Blvd., Barstow St., and Alameda Blvd. (shown on the Bikeway Master Plan – Albuquerque Urban Area). Generally speaking, a Collector Street will ultimately be a two or four lane facility. Barstow St. is currently two lane where improvements have not been made and four lane where improvements have been made by adjacent developers. Barstow St. is expected to be a four lane facility. Louisiana Blvd. and Ventura St. are also expected to be four lane facilities with raised medians wide enough to provide for protected left turn lanes. Wyoming Blvd. will be a four or six lane facility with raised medians wide enough to provide protected left turn lanes. Paseo del Norte is a six lane facility with raised medians from I-25 to Eubank Blvd. and is a four lane facility with raised medians from Eubank Blvd. east to Tramway Blvd. Alameda Blvd. is expected to be a four lane facility with raised medians and possibly frontage roads in certain segments. Regardless of the number of lanes that each of these roadways has or will have, there is no reason to expect that the functions of these roadways will change.

Table 5
Planned Major Street Improvements

Street Name	Lanes	Existing Width	Required R/W for Street	Required R/W for Bike Lanes	Medians	Sidewalks
Louisiana Blvd.	4	60'	86'	12'	Raised	4' wide
Wyoming Blvd.	4	60'	156'	0'	Raised	6' wide
Barstow St.	4	60'	68'	12'	None	4' wide
Ventura St.	4	60'	86'	0'	Raised	6' wide
Alameda Blvd.	4	60'	124'	12'	Raised	6' wide

8.4 Specific Problems

Specific problems related to the transportation system became apparent during the public process for the La Cueva Sector Development Plan. Those problems include:

1) Conflicts between proposed major arroyos and proposed major local streets in the sector plan area.
2) Frequent speeding problem on Signal Ave. between Barstow St. and Ventura Street.
3) School crossing areas along Barstow St. near the Desert Ridge Middle School.
4) Intersections close to Paseo del Norte.

A detailed discussion of transportation issues is contained in the Draft La Cueva Sector Development Plan Traffic Study , a separate document.

8.4.1 Arroyo Crossings

There are a few instances where a proposed major arroyo corridor crosses an existing street at a point where construction of a major drainage crossing structure would impose an undue financial burden on the community. It is impossible to avert all of the drainage crossings in the sector plan area, but an effort can be made to minimize the expense incurred in construction of drainage crossings. In order to provide a more economical layout, it is proposed that major local street crossings of arroyos be eliminated in new subdivision plats. As shown in Figure 12, public acquisition of neighborhood park land and

Figure 12 - Potential Local Street Configuration with Park, Drainageway

alignment of drainageways and trails could reinforce this concept. Since City of Albuquerque policy requires that cul-de-sacs not exceed 600 feet in length, then any street which is converted to a cul-de-sac that is in excess of 600 feet shall be connected to another street via a new corridor as shown on the aforementioned conceptual plan. Care must be taken during the street reconfiguration process to provide adequate access to each lot.

8.4.2 Speeding on Signal Avenue

Reports of speeding problems on Signal Ave. between Barstow St. and Ventura St were received during the public hearings associated with this project. This problem could be occurring because the arterial link (Alameda Blvd.) has not been improved between Barstow and Ventura, and Signal Ave. is, for the current time, serving as an east-west connector link in place of Alameda Blvd. A short term solution to the problem is difficult since there is currently no nearby alternate east-west link to relieve Signal Ave. Ultimately, the design of Signal Ave. (and most of the east-west existing non-arterial roadways in the sector plan area) should be rerouted occasionally to provide a non-linear route to discourage heavy volumes of east-west traffic on local streets. This can be accomplished when subdivisions incorporating local streets are platted. When rerouting the straight stretch of street is not possible, traffic calming devices, such as those that were studied in the recent Bernalillo County North Albuquerque Acres Transportation Study Resident Survey: Traffic Calming Demonstration Project, may be appropriate.

Since there are at least two schools that exist in the area, and possibly more in the future, consideration should be given in the development of the area to providing for the safety of students attending the schools. There are at least two ways to accomplish this goal. It is likely that the intersections of major streets (i.e., streets classified on the Long Range Major Street Plan for the Albuquerque Metropolitan Area) will be signalized. Typically, signalization of intersections on major streets in Albuquerque can occur at one-half mile spacing if signal warrants (defined in the Manual on Uniform Traffic Control Devices, Current Edition) are met. There is a good possibility that signal(s) may be warranted in the future for the intersections on Louisiana Blvd., Wyoming Blvd., Barstow St., and / or Ventura St. near Corona Ave. or Wilshire Ave. This being the case, the traffic signals could incorporate school crossings with pedestrian push buttons to accommodate pedestrian students at the schools.

A second way to address the school problem is to provide designated School Crossing as warranted by the Manual on Uniform Traffic Control Devices, Current Edition. Crossing Guard(s) may be stationed at the crossing at the discretion of Albuquerque Public School System as approved by the City of Albuquerque.

8.4.3 Intersections Close to Paseo del Norte

The intersections of Holly Ave. and of Palomas Ave. with the existing north-south major streets in the sector plan area are relatively close to major intersections along Paseo del Norte. The slight realignment of Paseo del Norte recently has either increased or decreased the distance between Paseo del Norte and Holly Ave. (or Palomas Ave.). Additionally, proposals by developers have been made to realign Holly Ave. immediately east of Wyoming Blvd. and immediately east of Ventura St. to move the intersections of Holly Ave. / Wyoming Blvd. and Holly Ave. / Ventura St. further from Paseo del Norte. This concept will provide more stacking for southbound vehicles on Wyoming Blvd. at Paseo del Norte without interfering with the relocated leg of Holly Ave. It is

anticipated that the east leg of Holly Ave. at Wyoming Blvd. will be signalized. The west leg of Holly Ave. currently is approximately 430 feet north of the north curb line of the new Paseo del Norte alignment. Chapter 23, Section 3.D.2.b of the City of Albuquerque Development Process Manual states the "***Intersections of streets which are not on continuous alignment though the street intersected are to be spaced as follows: . (3) Four hundred feet (400') on all arterial streets.***" Since Wyoming Blvd. is a Principal Arterial Street, then the minimum required distance between Paseo del Norte / Wyoming Blvd. and Holly Ave. is 400 feet. Given that the actual distance between the two intersections is 430 feet, the spacing is adequate. However, there is no guarantee that the intersection will be a full access intersection. Left turning movements may be restricted in the future within the limits of any existing agreement between the City of Albuquerque and the property owners affected. As this area builds up, transportation conditions may become congested at certain locations to the point that the City may have to close left turn ingress and / or egress to specific access points to protect the integrity of the overall transportation system.

The intersection of Palomas Ave. / Wyoming Blvd. is approximately 400 feet south of Paseo del Norte. The spacing for the intersection of Palomas Ave. is marginally adequate.

A similar situation exists for Holly Ave. and for Palomas Ave. near Ventura St. The same minimum standard established by the City of Albuquerque will affect the intersections of Holly Ave. / Ventura St. and Palomas Ave. / Ventura St. Based on the preliminary plans for the Paseo del Norte Project east of Wyoming Blvd., the distance between the north curb line of Paseo del Norte and the south curb line of Holly Ave. at Ventura St. is approximately 400 feet. The spacing of the existing intersection of Holly Ave. (west leg) / Ventura St. from Paseo del Norte appears to be marginally adequate.

Based on the preliminary plans for the Paseo del Norte Project east of Wyoming Blvd., the distance between the south curb line of Paseo del Norte and the north curb line of Palomas Ave. at Ventura St. is approximately 500 feet. The spacing of the existing intersection of Palomas Ave. / Ventura St. from Paseo del Norte appears to be adequate.

Any additional access points along the north-south streets within the area between Holly Ave. and Palomas will have to approved by the City of Albuquerque, and will likely be restricted to right-turn-in only or right-turn-in, right-turn-out only access.

More detailed transportation issues related to the La Cueva Sector Plan Area are addressed in the Traffic Study. These areas include projected intersection geometry's for major intersections and priorities for construction of major streets. Please refer to the La Cueva Sector Development Plan Traffic Study for additional information.

8.5 General Recommendations

The existing transportation network in the La Cueva Sector Plan Area is substandard. Transportation improvements priorities are:

Roadways

1) Currently, construction of the Paseo del Norte Project as a six-lane roadway from I-25 to Eubank and a four-lane roadway from Eubank to Tramway is underway. These projects will provide an adequate east-west transportation facility along the south side of the sector plan area.

2) The preferred alternative for Alameda Blvd. in the draft corridor study for Alameda Boulevard from I-25 to Eubank consists of a four-lane divided facility with bicycle lanes east of I-25. Certain segments of Alameda Blvd. are proposed utilizing tow lane

frontage roads on both sides of the main roadway to facilitate access for multiple lots along Alameda Blvd. These frontage roads may not be constructed if the multiple lot situation can be remedied in the near future. Alameda Blvd. is proposed to be centered on the current centerline of the existing right-of-way.

3) All other major streets will be improved as development occurs adjacent to them. These improvements will be paid for by the private sector as defined by City policy for financing infrastructure.

Traffic calming

4) The long, straight major local streets through the plan area encourage speeding and cut-through traffic. Certain improvements can be implemented on the long, straight stretches of streets within the La Cueva Sector Development Plan Area to accomplish traffic calming provided that the streets are not classified on the Long Range Major Street Plan for the Albuquerque Metropolitan Area. Additionally, any improvements must be reviewed and approved by the City of Albuquerque Transportation Development Section. There are at least four different concepts that can be proposed to the City to calm traffic on the non-classified streets (on the Long Range Major Street Plan for the Albuquerque Metropolitan Area) to calm traffic on local streets. Those methods include; 1) Mid-Block islands, 2) Speed Humps, 3) Intersection Traffic Circles, 4) narrower local street widths and 5) Cul-de-Sac reconfigurations. Typical configurations of these four types of traffic calming devices are demonstrated in Appendix E of this plan. Other traffic calming devices may be implemented provided that they are approved by the City of Albuquerque Transportation Development Section. The North Albuquerque Acres Transportation Plan, developed by Bernalillo County, also suggests traffic calming methods for this area.

5) The City should conduct a study to determine the best approach to safe school crossings for La Cueva High School and Desert Ridge Middle School students.

6) As new subdivisions are platted, local streets that cross arroyos should be reconfigured to avoid the cost of arroyo crossings while maintaining adequate internal traffic circulation. The approach illustrated in Figure 11 or other method approved by the City of Albuquerque Transportation Development Section can accomplish this. Locations where this concept is applicable are on Oakland Ave. east of Barstow St., Eagle Rock Ave. west of Wyoming Blvd., Modesto Ave. east of Louisiana Blvd., and Florence Ave. west of Wyoming Blvd.

Trails

7) At-grade trail crossings are acceptable for local and collector street crossings. Principal Arterial roadways should have grade-separated trail crossings or, at a minimum, utilize signalized intersections. Crossing configurations at Minor Arterials should be evaluated on a case-by-case basis for safety based on traffic volumes, signal timing, and visibility.

8) A grade-separated (underpass) trail crossing will eventually be required for the La Cueva Arroyo Trail at Wyoming Blvd. (designated as a Principal Arterial), especially if Wyoming is ever connected through to Tramway Blvd. to the north. This should be coordinated with the Public Works Department in order to incorporate the undercrossing into the bridge design for Wyoming.

9) Similarly, a grade-separated crossing for the North Domingo Baca Arroyo Trail will also likely be necessary at Wyoming. However, the easy solution has already been lost, in that the developer of the adjacent Window to the east has already

constructed one side of the roadway bridge, with no accommodation for a trail crossing underneath. Therefore, in order to accommodate a future grade-separated crossing at this location, the bridge will have to be reconstructed, or a separate above-grade trail crossing will have to be built.

9. Drainage

Drainage issues and improvements are covered in detail in the companion North Albuquerque Acres Drainage Master Plan (DMP). The following summarizes the DMP findings and recommendations.

9.1 Facility Planning

While the existing facilities in the study area meet the City storm drainage criteria reasonably well, future full developed conditions will require substantial additional storm drainage facilities. For the future condition hydrology model an attempt was made to incorporate the following storm drainage criteria in developing a reasonable strategy:

- Maximum use was made of previously planned extensions of existing facilities.
- Previous drainage master plans were evaluated.
- Facilities required to meet current City drainage standards.
- Facilities required to enable interim privately maintained detention/retention ponds to be abandoned.
- Facilities were sized to meet City street hydraulics criteria with the exception of locations where there were adverse grades in the streets which prevented their use in routing storm water runoff to the desired location. In these instances the storm drain was sized for the full 100-year runoff event.
- Windows in the plan area were revised to correspond to drainage subbasins encourage development of complete facilities within a subbasin or group of subbasins. Revised windows are shown in Exhibit 13.

The proposed facilities and described below are intended to provide a conceptual framework for future storm drainage requirements in the area. In cases where existing individual lots are consolidated and replatted, more economical or efficient solutions may become apparent. However, alternate solutions must allocate storm water in a manner consistent with down stream capacities of existing structures at I-25 and beyond. Diversion of runoff from one basin to another should not be undertaken without analyzing the down stream impact.

9.2 Major Drainage Elements

1. **North Domingo Baca Arroyo** - The North and South Domingo Baca Arroyos and Paseo del Norte Corridor Drainage Master Plan (AMAFCA, 1991) recommended the following drainage improvements which have been incorporated into this master drainage plan:

   - Channel lining for the North Domingo Baca Arroyo from Ventura to the Lower North Domingo Baca Dam.
   - Confining the North Domingo Baca Arroyo in a storm drain from the Domingo Baca Dam outfall to Ventura.
   - A 78" storm drain in Holbrook discharging flow from the north to the North Domingo Baca closed conduit at Carmel. This has been included in this master drainage plan as SD-33.

   The initial phases of this recommended plan have already been implemented. Recently a soil cement channel from Barstow to Wyoming has been constructed. Channel lining plans are currently in progress for the reach west of Wyoming to the Lower North Domingo Baca Dam, as part of development plans for a city park, and for the reach east of Barstow as part of subdivision development plans for that area. As additional reaches of the arroyo are lined, adjacent

interim detention ponds can be abandoned when storm drain connections are made to the future lined channel. Therefore, it is proposed that the North Domingo Baca Arroyo be lined from the city limits west to the Lower North Domingo Baca Dam and all adjacent ponds eliminated. Regarding the reach from Holbrook to the city limits, where the flow rate increases from 629 cfs to 700 cfs, the arroyo could be conveyed either by a closed conduit (78" RCP) or an open channel.

Another proposed element is the diversion at Holly (SD-22) of a sub-basin east of Barstow and north of Paseo del Norte from the future Paseo del Norte storm drain to the North Domingo Baca channel now under construction. Due to the revised land treatments in the unincorporated areas of the North Domingo Baca basin, there is some excess capacity in the Lower North Domingo Baca Dam that could be utilized. Depending on how this sub-basin is developed it may be possible to route local flows directly to the channel and this facility (SD-22) could be down-sized or omitted.

However, if the Paseo del Norte storm drain is constructed prior to the development of the area east of Barstow and below the Middle School, the surface flows at Holly should be picked up by the Paseo del Norte facilities as originally proposed by the 1991 AMAFCA Drainage Master Plan.

Also proposed are the extension of existing facilities at the following locations:

- Extending the Murrelet storm drain, which discharges to the Lower North Domingo Baca Dam, north to Alameda (SD-19). While this option involves additional right-of-way or drainage easements where none currently exist, it maximizes use of the existing dam and offers the only available drainage outlet for future developed conditions in this area.
- Replacing approximately 875-feet of 24" storm drain in Barstow with 42" RCP (SD-23) as the existing facility is undersized.
- Extending the Barstow storm drain to Signal (SD-24).
- Extending the Ventura storm drain to midway between Wilshire and Signal and 1300 feet east in Wilshire (SD-29 and SD-31).
- Extending the Corona storm drain to I-25 (SD-16). Because of constraints posed by existing structures, the reach from Ute to I-25 may have to be conveyed partially via a surface drainage facility. There is an existing drainage easement between the two developments (Motel 6 and a pre-fabricated building manufacturer). A 54" storm drain is proposed from Ute west to I-25 that will convey all of the 10-year flow. An asphalt swale can carry the remainder of the 100-year flows from the end of the cul-de-sac to the I-25 culverts.

A Coronado Village storm drain (SD-14) has been sized (84") to convey the 731 cfs from the combined existing Anaheim and proposed Corona storm drains through the mobile home park.

A minor diversion of 113 cfs (100-year) from the North Domingo Baca system to the La Cueva system (SD-27) will be required between Barstow and Ventura. This will either connect to a future Alameda storm drain or to the future La Cueva Channel. The only alternative to this diversion would be to either build 2000 feet of parallel storm drain in Barstow to connect to the North Domingo Baca Channel or replace the existing 24" to 42" storm drain with a 60" pipe. An easement will be required from AMAFCA where this facility crosses their property.

2. **La Cueva Arroyo** - An alignment study for the extension of Alameda from Barstow to Eubank as a major arterial is currently underway. The options have been narrowed down to one of three that are all within the current Signal/Alameda corridor. These alignments would all intersect La Cueva Arroyo at Holbrook. From this point on the arroyo is assumed to be confined to an improved conveyance to the point of connection with the existing concrete lined reach from Barstow to Wyoming. The conceptual design for this improved conveyance indicates soil cement bank protection with an open bottom for a channel confined by the new Alameda facility on the south and the old Alameda alignment on the north.
For the reach of the La Cueva Arroyo west of Wyoming to I-25 where relatively high density commercial and residential development is proposed by the Sector Development Plan, beside the need to meet City drainage criteria for arterial crossings and previously proposed plans for a Louisiana Boulevard storm drain outfall to the arroyo near Glendale, there are also problems associated with a potential avulsion (Number 6) at Glendale between San Pedro and Louisiana. In addition, the half-mile of arroyo upstream from this reach is concrete lined as is the one-and-three-quarter mile reach downstream to the North Diversion Channel. For these reasons this reach was also assumed to be lined (C-3) for future conditions. For very little additional expense this reach could be designed to convey a future diversion of the El Camino Arroyo to the La Cueva Channel at Wyoming. See the discussion of this proposal in Section 3.e.

As the arroyo is lined from Holbrook to I-25 it is proposed that connecting storm drains be constructed at all major north-south street crossings. These connecting systems at Ventura (SD-30), Barstow (SD-25), Louisiana (SD-5) and San Pedro (SD-3) have been incorporated into the future condition model.

The existing condition analysis indicated problems with the capacity of the existing storm drain facility at Alameda and Wyoming. There were two options, either replace the existing 36"-54" storm drain flowing north to the La Cueva Channel at Eagle Rock or to take part of the flow at this intersection south in a 42" pipe to the recently constructed storm drain at Wyoming and Wilshire that outfalls to the North Domingo Baca Arroyo. Since the length of pipe was close to the same with either option the southern option (SD-21) was chosen for economic reasons. Under pressure the Wyoming storm drain to the North Domingo Baca Arroyo has the capacity for an additional 48 cfs.

From the existing condition hydrology model it was apparent that there was a problem with the Alameda/I-25 intersection. Between Signal and Modesto, flows from the east are currently intercepted by the San Pedro storm drain, sized by NMSHTD for the existing condition 50-year storm in the mid-1980's. The current existing condition 100-year hydrology model, which includes several upstream detention ponds, results in over 300 cfs reaching the Alameda/I-25 intersection. At the same time there are two NMSHTD I-25 crossing structures at Modesto and Eagle Rock, just north of the intersection, which have considerable excess capacity. There is also additional capacity available in the North Domingo Baca Arroyo crossing structure at Corona but there are conveyance problems west of I-25 where an unlined ditch crosses through the Coronado Mobile Home Village. Several options were examined but they either involved an expensive parallel storm drain in Alameda from I-25 to the North Diversion Channel or the acquisition of additional right-of-way. Therefore, a parallel storm drain in San Pedro (SD-9),

with a new storm drain connection (SD-10) to the Eagle Rock I-25 structure, is proposed. This proposed system will have the capacity to divert all the 100-year flows from east of San Pedro to one or the other of the two NMSHTD crossing structures. In conjunction with this system, an Alameda storm drain (SD-13) is proposed that extends to Louisiana. These combined systems reduce the 100-year flow to the Alameda/I-25 intersection to 150 cfs by increasing the combined flow to the structures to the north from 302 cfs to 781 cfs.

3. **El Camino Arroyo** - To date, development in the El Camino basin east of I-25 has not yet proceeded as far as that for the La Cueva and North Domingo Baca basins, and the area east of Wyoming to the municipal limits is being planned for low density residential development. These facts led to some consideration being given to leaving the arroyo in its natural state. With this scenario, limited road crossing structures would be provided; north-south streets would have grade set so that they discharged roadway runoff into the arroyo with only limited use made of storm drains. Residential construction would be permitted on existing platted lots only if the building footprint was outside the designated Federal Emergency Management Agency (FEMA) floodplain and the calculated erosion setback. Construction within the designated erosion setback area would only be permitted with appropriate arroyo stabilization measures (bank protection, berms, grade control structures, spur dikes, etc.) subject to City of Albuquerque approval.

The advantages of this approach are:

- Preservation of natural aesthetic qualities of the area.
- Low capital cost from a public agency point of view since most arroyo stabilization measures would be the responsibility of individual home owners.

The disadvantage of this approach are as follows:

- • There is really no such thing as a stable "natural arroyo" within a developing area. Increased runoff, both the frequency of low flow events and the magnitude of peak flows, leads to either increased sediment transported to the arroyo or increased erosion from clean water. Either will result in arroyo disequilibrium leading to incision and/or widening of the "natural" channel.
- The FEMA floodplain would not be revised so it would not be practical to develop numerous lots.
- The erosion setback requirements will be on the order of 120-feet on either side of the arroyo flow line (double that if the upstream avulsions are not controlled) which will cause many other property owners considerable additional expense for bank stabilization measures to develop their lots, ranging from $10,000 to $30,000 per lot.
- The installation of disconnected and intermittent bank stabilization measures could result in threats to private home owners from long term arroyo migration out flanking their attempts at erosion control. Maintenance of these privately owned facilities even if they are in drainage easements could be problematic.
- Discharging road/street runoff into "natural" arroyos could lead to public liability for damage caused by erosion.
- Where the existing road/street right-of-way is within the FEMA floodplain either relocating the "natural" arroyo or the roadway may be required to comply with City ordinances. Either approach will require the acquisition of additional right-of-way and possibly obtaining a LOMR (Letter of Map Revision) from FEMA. The additional expense will provide very little net benefit for

the public other than maintaining 100-year access to some property owners.

- Bridge construction is complicated by the fact that either long span structures over the natural arroyo or extensive training dikes for shorter span structures are required. Additional footing and/or pier protection may be required.

In summary, leaving the arroyo in its natural state is not a viable option. It would result in higher development costs for most property owners due to extensive erosion setback restrictions and high, long term public and private maintenance costs associated with arroyo evolution over time as the natural channel reacted to increased runoff.

An improved channel, constructed of concrete, soil cement or riprap, would reduce the extent of the floodplain and eliminate the need for erosions setbacks. It would also reduce the cost associated with providing transportation infrastructure to the area as well as long term maintenance costs. To minimize the amount of land required for channel construction the facility could be located adjacent to the existing 60-foot Glendale right-of-way, where possible. Since the minimum residential street right-of-way is 42-feet, the remaining 18-feet could be combined with an additional 60-feet of drainage easement to create a 78-foot channel easement. The chief disadvantages of an improved channel are

- High initial constructions cost.
- Aesthetic considerations.
- Given the limited potential for major subdivision development in the El Camino Basin, if the La Cueva Sector Plan is adopted, either private property owners would be required to provide a 60-foot drainage easement or the City would be required to buy the 60-foot wide right-of-way adjacent to Glendale.

If Avulsions 1 and 4 are controlled and the 100-year flow rate can be kept at 1000 cfs or less, a closed conduit (large diameter pipe) is a viable option. A facility that included a sediment basin at Ventura, where the arroyo would be captured, can be routed down the Glendale right-of-way and diverted to the proposed La Cueva Channel west of Wyoming Avenue. The pipe diameter would range from 84" to 96" and require special consideration in the design and construction of other underground utilities. It would also be advisable to maintain the full 60-foot right-of-way along this alignment. Additional storm drains west of Wyoming would collect local drainage and convey it to the existing El Camino crossing at I-25 where it would join the La Cueva Channel at the existing diversion.

Even with the $1.9 million for the cost of controlling Avulsions Number 1 and 4, discussed in more detail in the Avulsion Control section, of the pipe option is the lowest cost solution.

Based on the above discussion it is proposed that the El Camino Arroyo be intercepted near Glendale and Ventura and routed down Glendale in a 84" storm drain (SD-6) to Wyoming. At Wyoming a 96" storm drain can convey the runoff to the future La Cueva Channel (C-3). The downstream I-25 box culvert and the existing channel facilities west of I-25 currently have the capacity for the anticipated 100-year flow rates.

At each of the existing major north-south streets local storm drain interceptors will bring runoff to the proposed pipe in Glendale. These connecting systems are at Ventura (SD-8)

and Barstow (SD-7). West of the proposed diversion a major storm drain in Florence (SD-4) will pick up local drainage and take it to the existing I-25 El Camino crossing structure. A tributary of the El Camino will be conveyed by another storm drain (SD-1) from Louisiana and Venice to SD-4 near the current Coronado Airport runway and additional local drainage will be intercepted at San Pedro (SD-2).

4. **North Camino Arroyo (Outside of Sector Plan Area)** - The main branch of the North Camino Arroyo does not cross any currently dedicated streets within the municipal limits east of I-25. Since the owners of Coronado Airport, Sandia Pueblo, may choose to make alterations to the natural channel at some point in the future to reclaim land from floodplain, a lined channel (C-1) is proposed from I-25 to the city limits. A training dike is proposed to extend farther to the east to control Avulsion Number 8. While the existing I-25 crossing structure is inadequate a replacement structure is currently under design (3 - 12' x 8' CBC with a 3500 cfs capacity).

   A major tributary of the North Camino Arroyo crosses Louisiana Boulevard between Elena Drive and Beverly Hills. The 100-year flow in this tributary of 803 cfs could be conveyed to the main North Camino Channel in either a closed conduit (84" RCP) or an open channel. The open channel option is proposed and this is shown on Figure 5B as C-1a.

5. **Avulsion Control Measures East of City Limits** - Controlling upstream avulsions has a major impact on flow rates on most of the arroyos crossing the planning area. While it is possible to design facilities for the "worst case" flow rates the increased construction costs within the city limits alone would be several million dollars higher than the cost of controlling the avulsions. A comparison of the total cost for drainage facilities required for "worst case" flow rates with that for avulsion control resulted in a benefit to cost ratio of 2.0 for facilities within the city limits alone. There are additional savings resulting from avulsion control in the unincorporated areas. Therefore, conceptual plans for the control of avulsions having a major impact within the city are discussed below.

   Avulsion Number 1, which results in the North Camino Arroyo joining the El Camino Arroyo east of Tramway Road, can be controlled by the construction of a dike on USFS and Sandia Pueblo land. A conceptual design for this project, developed for AMAFCA, is shown in the Appendix. AMAFCA has been engaged in discussions with Sandia Pueblo and the USFS concerning this matter but no action has been taken to date.

   Avulsion Number 4, which consists of a series of problem areas between Eubank and Browning which could result in all or part of the La Cueva Arroyo joining the El Camino Arroyo, can be controlled in a number of ways. These potential solutions, ranging from a detention dam at Browning, full channelization of the La Cueva from Browning to Eubank, to a series of dip sections, bridges and dikes at critical points, have been developed for AMAFCA but not yet acted on by that agency. From the perspective of drainage control within the City Limits controlling this avulsion at the critical points would eliminate the problem and be the most economical. A conceptual layout of this solution is contained in the NAA MDP Appendix.

   Avulsion Number 5, which could result in the El Camino Arroyo leaving its historic flow path and joining a tributary of the North Camino Arroyo, can be controlled by a ditch and dike along the north side of Glendale, just west of Holbrook,

and a dip-section on Glendale. A conceptual layout is shown in the NAA Master Drainage Plan Appendix .

Avulsion Number 6 is addressed by channelizing the La Cueva Arroyo from Wyoming to I-25 as previously discussed in the La Cueva section.

Avulsion Number 7, located on a tributary to the North Camino Arroyo which would result in this tributary joining the El Camino Arroyo at Coronado Airport, can be addressed by a paved dip section or bridge on Venice, east of Louisiana, and a relatively short section dike on the north side of Venice. A conceptual layout for this proposal is shown in the NAA Master Drainage Plan Appendix.

Avulsion Number 8, located east of Louisiana along Elena Drive which would result in the North Camino Arroyo joining the North Camino Tributary at Louisiana, can be controlled either by raising the grade on Elena or by the design of the inlet for the North Camino Channel, (C-1). Since there may be some future interest in redeveloping the southern portion of the Coronado Airport site prior to construction of the North Camino Channel, a conceptual Elena vertical alignment is shown in the NAA MDP Appendix.

Avulsions 2 and 3, both located on a tributary of the La Cueva Arroyo east of Lowell, have little impact within the city limits. However, both of these avulsions do cause considerable local concern and control measures have been proposed by Bernalillo County Public Works Division for inclusion on the 1998 CIP bond election.

A summary of proposed drainage projects is contained in Appendix F.

10. Infrastructure Financing

The following implementation strategies are intended to foster development of the Sector Plan area according to the land use and facility plans for the area. Strategies are designed to foster a coordinated approach to infrastructure financing, with costs borne fairly by landowners who benefit from the improvements. The implementation strategies vary by window because of variables in infrastructure needs and proposed land uses. The strategies appropriate to each window vary according to the type and density of land uses specified in the Sector Development Plan.

10.1 Recommended City Policy and Ordinance Changes

Strategy 1. Establishment of development fees. The City has discussed development fees for several years but has not yet established such fees. If the City adopts development fees, new development would pay for the cost of off-site master plan roads, drainage, water, sewer and park improvements. Development fees would allow for a more equitable distribution of the cost of a portion of the infrastructure in the Sector Plan area to all landowners. The current system disproportionably impacts landowners who develop first or whose land is located adjacent to a major street or drainageway. Development fees would not cover the cost of on-site infrastructure.

Strategy 2. Establishment of pro-rata procedures for drainage and TIS required street improvements. This would require change in City policy and current City ordinances.

10.2 Plan Area Strategies

Strategy 1. Adoption of Sector Development Plan as the guide for the development of windows within the plan area. The La Cueva Sector Development Plan will serve as the Sector Development Plan for each of the windows within the plan area. Landowners with development consistent with the land use and infrastructure concepts contained in the plan are not required to prepare a sector development for a window. If landowners of 51% of the property within a window wish to propose an alternate development scheme, they must submit a sector development plan for the entire window to the City for approval under the City's standard process as described in the Development Process Manual.

Strategy 2. Drainage Improvements Criteria. It is the intent of the Sector Plan to insure that, wherever possible, complete storm drain facilities are built as each window is developed. Drainage facilities shall be consistent with the North Albuquerque Acres Master Drainage Plan (MDP). "Interim" facilities may be needed, especially where a facility discharges to a downstream facility outside the window. The following requirements apply to drainage infrastructure:

2.a. Construction of internal infrastructure. Developers shall build all internal infrastructure for fully developed conditions.

2.b. Financing of drainage projects external to proposed development. For projects shown in the MDP, not internal to proposed development, the following shall apply:

- If the project is on a current City GO Bond cycle, negotiate with City concerning scheduling, interfacing of public/private responsibility, etc.
- If the project is not on a current City GO Bond cycle, then:
  - Developer(s) may proceed with MDP project(s) based on 100% private financing of all projects within window or sub-window. If and when the City has established a drainage pro-rata procedure, this may offset part of the cost. Pro-rata costs will only be applied to other developments within the window.
  - Developer(s) may attempt to establish a window-wide SAD if 51% or more of the property within the window agrees to participate.
  - Developers(s) may attempt to negotiate a cost sharing agreement with another public entity (such as AMAFCA) to finance the project(s).
  - The interface with unconstructed upstream or downstream projects outside of the window will be negotiated with the City on a case by case basis. Where channel construction is required, each window project will be required to build necessary transition structures upstream to pick up flows and discharge downstream flows at the same location and velocity as under existing conditions. However, developers will only be required to control flow rates under interim conditions for their own project(s).

Strategy 3. Roadway Improvements Criteria.

3.a. Coordination of land acquisition for drainageways, parks and roadways to reduce the need for arroyo crossing structures. In areas where arroyos cross local streets, coordination should be considered to allow streets to be rerouted, eliminating the need for street crossing of arroyos.

Strategy 4. Parks, Trails and Open Space Criteria. It is the intent of the Sector Plan to provide for an interconnected park, trail and open space system for the entire area and adjacent residential development outside the plan area.

4.a. Allocation of park dedication and development fees to planned neighborhood parks. Fees collected from new development within the Sector Plan area and adjacent residential subdivisions for park land acquisition and park development will be allocated to the planned neighborhood parks shown in the land use plan.

Development fees currently cover 30-40% of the cost of park acquisition and development. An existing agreement with the developer of the Nor Este Sector Development Plan area will reduce the amount of park fees that can be applied to park sites other than the area along the La Cueva channel through Nor Este Subdivision. The city's ability to acquire and develop new park sites will be significantly limited without supplemental City bond funding or private sector participation.

4.b. Commitment of additional financial resources to new neighborhood parks. Because current fees are not adequate to cover the cost of new neighborhood parks as proposed in this plan, additional CIP funding or an alternate source of funds is needed. The City is committed to funding proposed neighborhood parks.

4.c. Allocation of off-site open space fees to Domingo Baca Park and the arroyo pedestrian trail system. Fees collected from new residential development within the plan area in lieu of off-site open space land dedication will be allocated to development of the Domingo Baca community park and the pedestrian trail system along the North Domingo Baca and La Cueva Arroyos through the plan area, as identified in the Facility Plan for Arroyos and the trail plan. Fees

collected from adjacent residential development outside the plan area should be allocated to extending these trails to the west and east of the plan area.

11. Capital Improvements

Proposed capital improvements are shown in Tables 6 through 10. These include water and sewer master plan lines; major drainage improvements; major street improvements; and parks, open space and trails. Projects are listed by Window, and brief descriptions of each proposed improvement are contained in the tables. Proposed projects are described more completely in the chapters for each type of improvement.

The cost of capital improvements totals $57 million for the entire plan area. The major project in the plan area is the Domingo Baca Community Park, which accounts for $20 million of the total.

Water and sewer master plan lines have been planned for the entire sector plan area. The master plan improvements shown in Tables 6 and 7 are derived from the City's current water and wastewater master plans. The cost of water and sewer master plan lines will be borne by the property owners that will tie into these lines.

The estimated costs of proposed community and neighborhood parks, public facilities and off-street recreational trails are shown in Table 8. Parks and trails will be built by the City of Albuquerque and funded through park fees, detached open space dedications and general obligation bonds.

Drainage improvements shown in Table 9 are those proposed to be needed in the North Albuquerque Acres Master Drainage Plan . The cost of these improvements will be substantially borne by the property owners that will benefit from these improvements.

Costs are shown in Table 10 for major street improvements and an estimate of local street improvements. The cost of all streets except Paseo del Norte and Alameda will be substantially borne by the property owners that will benefit from the improvements.

Projects that have been funded by public agencies include North Domingo Baca Park, Fire Station #20, Paseo del Norte and Alameda. These projects are the financial responsibility of the public agencies that are building them. The City and AMAFCA, as property owners of Domingo Baca Park, will be responsible for utilities, drainage improvements and the portions of Wyoming and Louisiana that are associated with this development.

A summary of all costs is shown in Table 11. All cost estimates are in 1998 dollars.

Table 6
Water System Expansion – Master Plan Lines

Window	Area (ac.)	Use	Improvement	Location	Size	Length (ft.)	Unit Cost	Total Cost
A		42 Residential, 7du	Water lines	Vacant residential	6 in.	6300	$ 11.43	$ 72,009
		2 Office	Water lines	Vacant Office	6 in.	300	$ 11.43	$ 3,429
		20 Developed	Water lines	Developed area	16 in.	850	$ 45.90	$ 39,015
			Water lines	Developed area	12 in.	570	$ 28.20	$ 16,074
			Water lines	Developed area	8 in.	1320	$ 18.26	$ 24,103
			Hydrants	Throughout window	20 hydrants		Varies	$ 28,000
		64 Acres	**Total cost, water line extension improvements**					**$ 182,630**
B		55 Residential, 7 du	Water lines	Vacant residential	6 in.	8250	$ 1.43	$ 94,298
		11 Residential, MF	Water lines	Vacant multifamily	8 in.	2200	$ 17.02	$ 37,444
		10 Commercial/office	Water lines	Vacant commercial	8 in.	1000	$ 18.26	$ 18,260
		20 Developed	Water lines	Developed area	16 in.	1990	$ 45.90	$ 91,341
			Water lines	Developed area	10 in.	660	$ 21.25	$ 14,025
			Hydrants	Throughout window	30 hydrants		Varies	$40,000
		96 Acres	**Total cost, water line extension improvements**					**$ 295,368**
C		40 Commercial/office	Water lines	Vacant commercial or office	8 in.	4000	$ 15.88	$ 63,520
		22 Multifamily	Water lines	Vacant multifamily	8 in.	4400	$ 15.88	$ 69,872
					24 in.	2280	$ 64.10	$ 146,148
			Hydrants	Throughout window	23 hydrants		Varies	$ 32,000
		128 Acres	**Total cost, water line extension improvements**					**$ 311,540**
G	Dev.		Water lines	Throughout window	10 in.	660	$ 21.25	$ 32,000
			Hydrants	Throughout window	2 hydrants			$ 3,000
			Total cost, water line extension improvements					**$ 35,000**
H		8 Commercial/office	Water lines	Vacant commercial or office	8 in.	800	18.26	$ 14,608
		10 Townhouse	Water lines	Vacant townhouse residential	8 in.	2000	17.02	$ 34,040
			Hydrants	Throughout window	6 hydrants		Varies	$ 9,000
		14 Paseo del Norte ROW						
		32 Acres	**Total cost, water line extension improvements**					**$ 57,648**
I*		88 Residential, 2 du	Water lines	Vacant residential	8 in.	11010	$ 11.43	$ 125,844
		12 Residential, TH	Water lines	Vacant residential	8 in.	2400	$ 15.88	$ 38,112
		4 Commercial/office	Water lines	Vacant commercial or office	8 in.	400	$ 18.26	$ 7,304
					14 in.	1990	$ 31.60	$ 62,884
			Hydrants	Throughout window	35 hydrants		Varies	$ 46,000
		104 Acres	**Total cost, water line extension improvements**					**$ 280,144**

Window	Area (ac.)	Use	Improvement	Location	Size	Length (ft.)	Unit Cost	Total Cost
J*	26	Residential, Townhouse	Water lines	Vacant residential	8 in.	5200	$ 15.88	$ 82,576
West of	4	Church	Water lines	Vacant commercial or office	8 in.	400	$ 18.26	$ 7,304
Ventura	4	Drainage	Water lines	Park	12 in.	1320	$ 28.20	$ 37,224
			Hydrants	Throughout window	15 hydrants		Varies	$ 20,000
	34	**Acres**	**Total cost, water line extension improvements**					**$ 147,104**
J*	9	Residential, 4 du	Water lines	Vacant residential	6 in.	1530	$ 11.87	$ 18,161
East of			Hydrants	Throughout window	6 hydrants			$ 8,000
Ventura			**Total cost, water line extension improvements**					**$ 26,161**
M	25	Residential, Townhouse	Water lines	Vacant residential	8 in.	5000	$ 15.88	$ 79,400
	13	Commercial/office	Water lines	Vacant commercial or office	8 in.	1300	$ 18.26	$ 23,738
	8	Commercial/office		Developed area				$ -
			Hydrants	Throughout window	13 hydrants		Varies	$ 17,500
	46	**Acres**	**Total cost, water line extension improvements**					**$ 120,638**
N	80	Residential, 2 du	Water lines	Vacant residential	6 in.	9600	$ 11.43	$ 109,728
			Water lines	Vacant residential	12 in.	3530	$ 20.44	$ 72,153
			Water lines	Vacant residential	14 in.	1420	$ 28.10	$ 39,902
			Hydrants	Throughout window	30 hydrants			
	10	Other						
	90	**Acres**	**Total cost, water line extension improvements**					**$ 221,783**
O	64	Residential, 7 du	Water lines	Vacant residential	6 in.	9600	$ 11.43	$ 109,728
			Water lines	Vacant residential	10 in.	2640	$ 20.44	$ 53,962
			Water lines	Vacant residential	12 in.	570	$ 27.10	$ 15,447
			Hydrants	Throughout window	28 hydrants		Varies	$ 36,000
	64	**Acres**	**Total cost, water line extension improvements**					**$ 215,137**
P	76	Residential, 7 du	Water lines	Vacant residential	6 in.	11400	$ 11.43	$ 130,302
			Water lines	Vacant residential	12 in.	1710	$ 28.20	$ 48,222
			Water lines	Vacant residential	10 in.	1890	$ 20.44	$ 38,632
			Water lines	Vacant residential	8 in.	570	$ 18.26	$ 10,408
			Hydrants	Throughout window	32 hydrants		Varies	$ 43,000
	76	**Acres**	**Total cost, water line extension improvements**					**$ 270,564**
Q	66	Park	Water lines	Community park	Improvements to be paid by the City			

* Includes portions of Vineyard Sector Development Plan Area.

Note: Improvements include master plan lines only; local distribution lines are not included

All water improvements are the financial responsibility of the landowner/developer

Table 7
Wastewater System Improvements - Master Plan Lines

Window	Area (ac.)	Use	Improvement	Location	Size	Length (ft.)	Unit Cost	Total Cost
A	40	Residential, 7du	Sewer lines	Vacant residential	8 in.	6000	$ 16.27	$ 97,620
	2	Office	Sewer lines	Vacant Office	8 in.	300	$ 16.27	$ 4,881
	20	Developed	Sewer lines	Developed area	None needed			$ -
			Manholes	Throughout window	21 manholes		Varies	$ 27,000
	62	**Acres**	**Total cost, wastewater extension improvements**					**$ 129,501**
B	55	Residential, 7 du	Sewer lines	Vacant residential	8 in.	8250	$ 16.27	$ 134,228
	11	Residential, MF	Sewer lines	Vacant multifamily	8 in.	2200	$ 16.41	$ 36,102
	10	Commercial/office	Sewer lines	Vacant commercial	8 in.	1000	$ 16.54	$ 16,540
	20	Developed	Sewer lines	Developed area	None needed	1990	$ 45.90	$ 91,341
			Manholes	Throughout window	40 manholes		Varies	$ 52,200
	96	**Acres**	**Total cost, wastewater extension improvements**					**$ 330,411**
C	40	Commercial/office	Sewer lines	Vacant commercial or office	8 in.	4000	$ 16.41	$ 65,640
	22	Multifamily	Sewer lines	Vacant multifamily	8 in.	4400	$ 16.41	$ 72,204
					24 in.	2280	$ 64.10	$ 146,148
			Manholes	Throughout window	29 manholes		Varies	$ 38,000
	128	**Acres**	**Total cost, wastewater extension improvements**					**$ 321,992**
G	Dev.		Sewer lines		None needed			
H	8	Commercial/office	Sewer lines	Vacant commercial or office	8 in.	800	16.54	$ 13,232
	10	Townhouse	Sewer lines	Vacant townhouse residential	8 in.	2000	16.41	$ 32,820
			Manholes	Throughout window	6 Manholes		Varies	$ 9,000
	14	Road						
	32	**Acres**	**Total cost, wastewater extension improvements**					**$ 55,052**
I	88	Residential, 2 du	Sewer lines	Vacant residential	8 in.	11010	$ 16.27	$ 179,133
	12	Residential, Townhouse	Sewer lines	Vacant residential	8 in.	2400	$ 16.41	$ 39,384
	4	Commercial/office	Sewer lines	Vacant commercial or office	8 in.	400	$ 16.54	$ 6,616
			Manholes	Throughout window	48 manholes			$ 65,000
	104	**Acres**	**Total cost, wastewater extension improvements**					**$ 290,133**
J	26	Residential, Townhouse			8 in.	5200	$ 16.27	$ 84,604
West of	4	Church			8 in.	400	$ 16.54	$ 6,616
Ventura	4	Drainage						
			Manholes	Throughout window				$ 26,000
	34	**Acres**	**Total cost, wastewater extension improvements**					**$ 117,220**

Window	Area (ac.)	Use	Improvement	Location	Size	Length (ft.)	Unit Cost	Total Cost
J	9	Residential, 4 du	Sewer lines	Vacant residential	8 in.	1530	$ 16.54	$ 25,306
East of			Manholes	Throughout window	6 manholes			$ 8,000
Ventura	9	**Acres**	**Total cost, wastewater extension improvements**					**$ 33,306**
M	25	Residential, Townhouse		Vacant residential	8 in.	5000	$ 16.41	$ 82,050
	13	Commercial/office		Vacant commercial or office	8 in.	1300	$ 16.54	$ 21,502
	8	Commercial/office		Developed area				$ -
			Manholes	Throughout window	21 manholes			$ 27,000
	46	**Acres**	**Total cost, wastewater extension improvements**					**$ 130,552**
N	80	Residential, 1 du	Sewer lines	Vacant residential	8 in.	9600	$ 16.27	$ 156,192
			Manholes	Throughout window	32 manholes			$ 41,000
	10	Other						
	90	**Acres**	**Total cost, wastewater extension improvements**					**$ 197,192**
O	64	Residential, 7 du	Sewer lines	Vacant residential	8 in.	9600	$ 16.27	$ 156,192
			Manholes	Throughout window	32 manholes			$ 41,000
			Total cost, wastewater extension improvements					**$ 197,192**
P	76	Residential, 7 du	Sewer lines	Vacant residential	8 in.	11400	$ 16.27	$ 185,478
			Manholes	Throughout window	38 manholes			$ 49,000
			Total cost, wastewater extension improvements					**$ 234,478**
Q	66	Park	Sewer lines	Community park	Improvements to be paid by the City			

Note: Improvements include master plan lines only; local distribution lines are not included
Property owners have financial responsibility for all improvements

Table 8
Parks and Trails

Window	Description	From	To	Length (lf)	Unit Cost	Total Cost	Financial Responsibility	Comment
A								
B	North/south trail							
C								
H								
I	La Cueva Arroyo trail	Ventura	Barstow	2930	$ 25	$ 73,250	City of Albuquerque	Secondary paved-8'
J West								
J East								
L	Barstow trail	Paseo del Norte	Palomas	520	$ 35	$ 18,200		Primary paved-10'
	Paseo del Norte trail	Barstow	Ventura	2650	$ 35	$ 92,750		Primary paved-10'
M	N. Domingo Baca trail	Barstow	Ventura	2650	$ 25	$ 66,250		Secondary paved-8'
	N. Domingo Baca trail	Ventura	SDP boundary	1480	$ 25	$ 37,000		Secondary paved-8'
	Paseo del Norte trail	Ventura	SDP boundary	1480	$ 35	$ 51,800		Primary paved-10'
N								
O								
P	Neighborhood park	Near Louisiana and the La Cueva Arroyo				$ 350,000	City of Albuquerque	
	North/south trail							
	La Cueva Arroyo trail	Louisiana	Wyoming	3050	$ 25	$ 76,250	Property owners	
	La Cueva Arroyo/Wyoming Crossing				$ 250,000	$ 250,000	City (50%)/owner (50%)	Grade separated crossing structure
Q	North Domingo Baca Community Park				$ 20,000,000	$ 20,000,000	City of Albuquerque	
	North Domingo Baca Trail	Louisiana	Wyoming	3000	$ 25	$ 75,000	City of Albuquerque	Secondary paved - 8'
	NDB/Wyoming crossing				$ 600,000	$ 600,000	City of Albuquerque	Grade separated crossing structure
	Fire Station #20				$ 1,000,000	$ 1,000,000		
Parks, trails and open space total						**$ 22,690,500**		

Table 9 - Drainage Improvements

Window		Map Key	Description	From	To	Construction Cost	Purpose	Financial Responsibility
A	Window					$ -		
	Related Off-site	SD-5	See window P			$ -		
		C-3 (15%)	La Cueva Channel - See Window P			$ 589,540		Property owners
	Subtotal					**$ 589,540**		
B	Window	SD-13 (10%)	See related off-site improvements below			$ 31,027		Property owners
		SD-17	Construct 30" RCP storm drain	Wilshire	Corona storm drain	$ 97,083	Complete Corona storm drain system	Property owners
		SD-19	Construct 54" RCP storm drain	Wilshire	Signal	$ 330,678	Pick up flow from Alameda to divert flow to	Property owners
			Construct 36" RCP storm drain	Signal	Alameda		Lower N. Domingo Baca Dam	
		SD-21	Construct 42" RCP storm drain in Wyoming	Alameda	Wilshire/Wyoming	$ 210,026	Relieve existing undersized Wyoming storm drain	Property owners
	Related Off-site	SD-9	Parallel existing 48" with 42" RCP in San Pedro	Signal	Alameda	$ 692,295	Provide adequate capacity for existing storm	Property owners
			Parallel existing 54" with 72" RCP in San Pedro	Alameda	Oakland		drain and to proportion flow between I-25 crossings	
			Parallel existing 54" with 78" RCP in San Pedro	Oakland	Eagle Rock			
			Parallel existing 54" with 60" RCP in San Pedro	Eagle Rock	Modesto			
			Replace existing 54" with 66" RCP from Modesto	San Pedro	I-25 culvert			
		SD-13 (90%)	Construct 30" RCP storm drain in Alameda	San Pedro	Louisiana	$ 279,239	Drain area east of Louisiana that cannot	Property owners
			Construct 30" RCP storm drain in Louisiana	Alameda	Signal		drain to AMAFCA detention dam and to intercept	
							flow from future Alameda road widening project	
	Subtotal					**$ 1,640,348**		
C	Window	SD-18	30" RCP storm drain in Holly	Existing inlet	Holly dip section	$ 69,064	Drain dip section	Property owners
	Subtotal					**$ 69,064**		
I	Window	SD-24	24" RCP connection	Signal	Barstow storm drain	$ 56,314	Local drainage	Property owners
		SD-25	30" RCP storm drain in Barstow	Alameda	Oakland	$ 226,558	New storm drain for future Alameda widening and local	Property owners
			Remove existing 24" RCP and replace w/ 30" RCP storm drain in Barstow	Oakland	La Cueva channel		drainage; existing 24" segment is undersized	
		SD-28				$ 430,575		Property owners

Window		Map Key	Description	From	To	Construction Cost	Purpose	Financial Responsibility
		C-4	La Cueva Channel	Barstow	Ventura	$ 1,880,435	Required to convey flows in the La Cueva arroyo from Alameda corridor to the existing channel inlet	Property owners
		SD-23	Replace 24" RCP in Barstow w/ 42" RCP	Vineyard Ridge	Green Arbor	$ 279,985	Replace existing undersized storm drain	Property owners
			Replace 24" RCP in Barstow w/42" RCP	Green Arbor	Anaheim			
			42" RCP storm drain in Barstow	APS Pond	NDB Channel			
	Subtotal					**$ 2,873,867**		
J	Window	SD-27	42" RCP storm drain in Almaden Valley	Carrington Subd	Signal	$ 224,195	Downstream facilities undersized	Property owners
West of Ventura			48" RCP storm drain	Signal	La Cueva channel		Diversion to the La Cueva is required	
		SD-30				$ 102,094		Property owners
	Related Off-site	C-4	See window I			$ -		
	Subtotal					**$ 326,289**		
J	Window	SD-29	36" RCP storm drain in Ventura	n of Wilshire	Wilshire/Ventura	$ 91,638	Intercept upstream flows	Property owners
East of Ventura			36" RCP storm drain in Ventura	Wilshire	225' south			
		SD-31	30" RCO storm drain in Wilshire	e of Ventura	SD-29	$ 107,379	Intercept upstream flows	Property owners
	Related Off-site	SD-33 (35%)	42" RCP storm drain in Holbrook	Signal	Wilshire	$ 192,704		Property owners
			42" RCP storm drain in Holbrook	Wilshire	Corona			
			78" RCP storm drain in Holbrook	Corona	NDB channel			
	Subtotal					$ 391,721		
M	Window	SD-22	42" storm drain in Barstow	Holly	NDB channel	$ 129,633	Local drainage	Property owners
		C-6	North Domingo Baca channel east of Barstow			$ 2,073,353	East of Ventura a closed conduit (pipe) is an option. Cost estimates based on concrete lined channel	Property owners
	Related Off-site	SD-33 (65%)	42" RCP storm drain in Holbrook	Signal	Wilshire	$ 357,878		Property owners
			42" RCP storm drain in Holbrook	Wilshire	Corona			
			78" RCP storm drain in Holbrook	Corona	NDB channel			
	Subtotal					**$ 2,560,864**		
N	Window	SD-6 (40%)	36" RCP in Barstow	Modesto	Jct w/SD-6	$ 872,249	Collect local drainage and convey to El Camino pipe	Property owners
			42" RCP in Barstow	Florence	Jct w/SD-6			
		SD-7	36" RCP in Barstow	Modesto	Jct w/SD-6	$ 286,452	Collect local drainage; convey to El Camino pipe	Property owners

Window		Map Key	Description	From	To	Construction Cost	Purpose	Financial Responsibility
		SD-8	60" RCP in Ventura	Modesto	Glendale Jct w/SD-6	$ 176,326	Intercept, convey El Camino tributary to pipe at Glendale	Property owners
	Related Off-site	C-3 (15%)	See window P			$ 589,540		Property owners
		AV-1 (33%)	Dike on south bank of N Camino Arroyo	Tramway	Juan Tabo picnic area	$ 152,077	Avulsion prevention	City, County, AMAFCA
		AV-4 (34%)	La Cueva Arroyo avulsion control			$ 498,413	Avulsion prevention	City, County, AMAFCA
	Subtotal					$ 2,575,057		
O	Window	SD-6 (40%)	See window N			$ 872,249		
	Related Off-site	SD-4 (70%)	36" RCP in Florence	Wyoming	Louisiana	$ 759,065	Intercept local drainage from El Camino basin below Wyoming diversion	Property owners
			54" RCP in Louisiana	Florence	San Diego			
			30" RCP in Louisiana	Beverly Hills	San Diego			
			60" RCP in San Diego	Louisiana	Jct with SD-1			
			78" RCP	Jct with SD-1	I-25 culverts			
		C-3 (15%)	See window P			$ 589,540		
		AV-1 (33%)	See window N			$ 147,605		Property owners
		AV-4 (33%)	See window N			$ 461,813		Property owners
								Property owners
	Subtotal					$ 2,830,272		
P	Window	SD-4 (30%)	See window O			$ 325,313		Property owners
		SD-5	60" RCP in Louisiana	Modesto	La Cueva Channel	$ 158,935	Intercept local drainage; convey to La Cueva Channel	Property owners
			36" RCP in Louisiana	Glendale	La Cueva Channel			
		SD-6 (20%)	See window N			$ 436,124		Property owners
		C-3 (40%)	La Cueva Channel	I-25	Wyoming	$ 1,572,107	Connection between channels, avulsion control Accommodates diversion of El Camino	Property owners
	Related Off-site	C-3 (15%)	See window P			$ 589,540		Property owners
		AV-1 (33%)	See window N			$ 147,605		Property owners
		AV-4 (33%)	See window N			$ 481,813		Property owners
Q		C-5	Stepped soil cement or concrete lined channel at Wyoming to the Lower NDB			$ 746,104		City of Albuquerque

Window	Map Key	Description	From	To	Construction Cost	Purpose	Financial Responsibility
		dam					
Subtotal					$ 746,104		
Plan Area Total					$18,314,563		

Table 10
Street and Bikeway Improvements

Window	Description	No. Lanes	Bike Lane	Sidewalk	Median	ROW	From	To	Length (lf)	Total Cost	Financial Responsibility
A	Louisiana	4	X	6'	Raised	86'	Alameda	Eagle Rock	1,770	$ 234,000	Property owners
	Wyoming	4	X	6'	Raised	156'	Alameda	Eagle Rock	1,770	$ 245,000	Property owners
	Internal streets	2		4'	No		NA	NA	6,300	$ 522,000	Property owners
	Subtotal									**$ 1,001,000**	
B	Louisiana	4	X	6'	Raised	86'	Anaheim	Alameda	1,770	$ 234,000	Property owners
	Wyoming	4	X	6'	Raised	156'	Anaheim	Alameda	1,770	$ 245,000	Property owners
	Alameda	4	X	6'	Raised	124'	Louisiana	Wyoming	2,640	$ 750,000	Property owners
	Internal streets	2		4'	No		NA	NA	13,400	$ 1,111,000	Property owners
	Subtotal									**$ 2,340,000**	
C	Louisiana	4	X	6'	Raised	86'	Paseo del Norte	Anaheim	590	$ 99,000	Property owners
	Wyoming	4	X	6'	Raised	156'	Paseo del Norte	Anaheim	590	$ 219,000	Property owners
	Internal streets	2		4'	No		NA	NA	6,680	$ 883,000	Property owners
	Subtotal									**$ 1,201,000**	
La Cueva High School	Wyoming	4	X	6'	Raised	156'	Wilshire	Alameda	1,180	$ 166,000	
F	Wyoming	4	X	6'	Raised	156'	Wilshire	Alameda	1,180	$ 173,000	Property owners
H	Barstow	4		4'	No	68'	Palomas	Paseo del Norte	590	$ 63,000	Property owners
	Internal streets	2		4'	No		NA	NA	2,800	$ 236,000	Property owners
	Subtotal									**$ 299,000**	
I	Barstow	4		4'	No	68'	Alameda	Eagle Rock	1,475	$ 152,000	Property owners
	Ventura	5		6'	Raised	86'	Wilshire	Eagle Rock	2,655	$ 324,000	Property owners
	Alameda	4	X	6'	Raised	124'	Barstow	Ventura	2,650	$ 750,000	Property owners
	Internal streets	2		4'	No		NA	NA	13,810	$ 647,000	Property owners
	Subtotal									**$ 1,873,000**	
J	Barstow	4		4'	No	68'	Anaheim	Alameda	2,360	$ 240,000	Property owners
West of Ventura	Internal streets	2					NA	NA		$ 465,000	Property owners
	Subtotal									**$ 705,000**	
J	Barstow	4		4'	No	68'	Paseo del Norte	Anaheim	1,770	$ 186,000	Property owners
East of Ventura	Internal streets	2		4'	No		NA	NA	1,530	$ 131,000	Property owners
	Subtotal									**$ 317,000**	
L	Barstow	2		4'	No	68'	Palomas	Paseo del Norte	590	$ 63,000	Property owners
	Ventura	2		6'	Raised	86'	Palomas	Paseo del Norte	590	$ 75,000	Property owners
	Subtotal									$ 138,000	
M	Ventura	4		6'	Raised	86'	Paseo del Norte	Carmel	1,180	$ 285,000	Property owners
N	Barstow	4		4'	No	68'	Eagle Rock	Florence	1,475	$ 160,000	Property owners
	Ventura	2		6'	Raised	86'	Eagle Rock	Florence	1,475	$ 181,000	Property owners
	Internal streets	2		4'	No		NA	NA	9,600	$ 795,000	Property owners
	Subtotal									**$ 1,136,000**	
O	Wyoming	4	X	6'	Raised	156'	Modesto	Florence	1,180	$ 173,000	Property owners
	Barstow	4		4'	No	68'	Modesto	Florence	1,180	$ 125,000	Property owners
	Internal streets	2		4'	No		NA	NA	9,600	$ 795,000	Property owners

Window	Description	No. Lanes	Bike Lane	Sidewalk	Median	ROW	From	To	Length (lf)	Total Cost	Financial Responsibility
	Subtotal									**$ 1,093,000**	
P	Louisiana	4	X	6'	Raised	86'	Eagle Rock	Florence	1,475	$ 210,000	Property owners
	Wyoming	4	X	6'	Raised	156'	Eagle Rock	Florence	1,475	$ 213,000	Property owners
	Internal streets	2		4'	No		NA	NA	11,400	$ 944,062	Property owners
	Subtotal									**$ 1,367,062**	
Q	Louisiana	4	X	6'	Raised	86'	Carmel	Corona	1,180	$ 166,000	City
	Wyoming	4	X	6'	Raised	156'	Carmel	Corona	885	$ 126,000	City, property owners
	Subtotal									**$ 292,000**	
Grand Total										**$ 12,449,062**	

Table 11
Total Capital Improvements Costs

Window	Type of Improvement	Total Cost
A	Waterline extension improvements	$ 179,201
	Wastewater extension improvements	$ 129,501
	Drainage Improvements	$ 589,540
	Roadway Improvements	$ 1,001,000
	Public Facilities, Parks and Open Space	$ -
	Total	**$ 1,899,242**
B	Waterline extension improvements	$ 295,368
	Wastewater extension improvements	$ 330,411
	Drainage Improvements	$ 1,640,348
	Roadway Improvements	$ 2,340,000
	Public Facilities, Parks and Open Space	
	Total	**$ 4,606,127**
C	Waterline extension improvements	$ 311,540
	Wastewater extension improvements	$ 321,992
	Drainage Improvements	$ 69,064
	Roadway Improvements	$ 1,201,000
	Parks and Open Space	$ -
	Total	**$ 1,903,596**
G	Waterline extension improvements	$ 35,000
	Wastewater extension improvements	$ -
	Drainage Improvements	
	Roadway Improvements	$ -
	Public Facilities, Parks and Open Space	$ -
	Total	**$ 35,000**
H	Waterline extension improvements	$ 57,648
	Wastewater extension improvements	$ 55,052
	Drainage Improvements	
	Roadway Improvements	$ 299,000
	Public Facilities, Parks and Open Space	$ -
	Total	**$ 411,700**
I	Waterline extension improvements	$ 280,144
	Wastewater extension improvements	$ 290,133
	Drainage Improvements	$ 2,873,867
	Roadway Improvements	$ 1,873,000
	Parks and Open Space	$ 73,250
	Total	**$ 5,390,394**

Window	Type of Improvement	Total Cost
L	Waterline extension improvements	
	Wastewater extension improvements	
	Drainage Improvements	
	Roadway Improvements	$ 138,000
	Public Facilities, Parks and Open Space	$ 110,950
	Total	**$ 248,950**
M	Waterline extension improvements	$ 120,638
	Wastewater extension improvements	$ 130,552
	Drainage Improvements	$ 2,560,864
	Roadway Improvements	$ 285,000
	Public Facilities, Parks and Open Space	$ 155,050
	Total	**$ 3,252,104**
N	Waterline extension improvements	$ 221,783
	Wastewater extension improvements	$ 197,192
	Drainage Improvements	$ 2,575,057
	Roadway Improvements	$ 1,136,000
	Public Facilities, Parks and Open Space	$ -
	Total	**$ 4,130,032**
O	Waterline extension improvements	$ 215,137
	Wastewater extension improvements	$ 197,192
	Drainage Improvements	$ 2,830,272
	Roadway Improvements	$ 1,093,000
	Public Facilities, Parks and Open Space	$ -
	Total	**$ 4,335,601**
P	Waterline extension improvements	$ 270,564
	Wastewater extension improvements	$ 234,478
	Drainage Improvements	$ 3,711,437
	Roadway Improvements	$ 1,367,062
	Public Facilities, Parks and Open Space	$ 676,250
	Total	**$ 6,259,791**
Q	Waterline extension improvements	
	Wastewater extension improvements	
	Drainage Improvements	$ 746,104
	Roadway Improvements	$ 292,000
	Parks and Open Space	$ 21,675,000

Window	Type of Improvement	Total Cost	
J West of Ventura	Waterline extension improvements	$	147,104
	Wastewater extension improvements	$	117,220
	Drainage Improvements	$	326,289
	Roadway Improvements	$	705,000
	Public Facilities, Parks and Open Space	$	-
	Total	**$**	**1,295,613**
J East of Ventura	Waterline extension improvements	$	26,161
	Wastewater extension improvements	$	33,306
	Drainage Improvements	$	391,721
	Roadway Improvements	$	317,000
	Public Facilities, Parks and Open Space	$	-
	Total	**$**	**768,188**

Window	Type of Improvement	Total Cost	
Plan Area Total	Waterline extension improvements	$	2,160,288
	Wastewater extension improvements	$	2,037,029
	Drainage Improvements	$	17,568,459
	Roadway Improvements	$	11,755,062
	Public Facilities, Parks and Open Space	$	1,015,500
	Total	**$**	**34,536,338**

12. Vineyard Sector Development Plan Amendments

When the Vineyard Sector Development Plan was completed, the proposed alignment of Alameda turned south east of Barstow and joined Wilshire. Because the alignment had not been set, parcels along the anticipated alignment were zoned RO-1 (rural residential, one acre lots) to preserve corridor options. Land uses designated along Wilshire reflect its proposed status as the realigned Alameda.

The Alameda Corridor Study proposes that the alignment of Alameda run parallel to the existing roadway, with a slight shift to the south to accommodate the La Cueva Arroyo. This realignment of Alameda and the proposed urban land uses in the La Cueva Sector Plan area, present changed conditions that warrant revisions to portions of the Vineyard Sector Development Plan as shown in Exhibit 15. Proposed changes are as follows:

1. The neighborhood commercial land use designation at the southeast corner of Alameda and Barstow has been expanded to four lots, because lots 1, 2, 3, and 4 are owned as pairs of lots. Keeping land owned by a single entity together is better than splitting land use on an assembled piece. SU-2/C-1 zoning is proposed for these lots.
2. The office park designation of the remainder of the block has been expanded to allow townhouse development as well. SU-2/R-T and O-1 zoning is proposed for these lots.
3. Commercial, office and townhouse development in the Vineyard Sector Plan area is limited to the north side of Signal.
4. The commercial land use at the southeast corner of Wilshire and Ventura is proposed to be designated as residential, since Alameda is no longer planned to be realigned along Wilshire right-of-way.
5. All other areas currently zoned RO-1 are proposed to be zoned RD- 5 du/acre to be consistent with the La Cueva Sector Development Plan.
6. All SU-2 zoned properties will be subject to the design regulations in Section 5.4.6 of the La Cueva Sector Development Plan.

Appendix A City Council Documents

CITY of ALBUQUERQUE
TWELFTH COUNCIL

COUNCIL BILL NO. F/S R-2 ENACTMENT NO. 81-1996

SPONSORED BY: SAM BREGMAN

RESOLUTION

AMENDING THE LA CUEVA HIGH SCHOOL LAND USE GUIDE TO INCORPORATE NEWLY ANNEXED PROPERTIES INTO THE BOUNDARY OF THE PLAN AND TO AMEND THE GOVERNING CONCEPTS TO REFLECT THIS ANNEXATION; CALLING FOR A SECTOR DEVELOPMENT PLAN TO BE INITIATED BY THE CITY.

WHEREAS, the majority of land in the area covered by the La Cueva High School Land Use Guide was annexed into the City of Albuquerque on July 26, 1995; and

WHEREAS, the boundaries and the policies of the La Cueva High School Land Use Guide need to be amended to reflect this annexation; and

WHEREAS, North Albuquerque Acres was platted prior to the adoption of the Albuquerque/Bernalillo County Comprehensive Plan and the obsolete platting pattern disregards the natural topography, drainage, transportation facilities, utilities and other design needs as set forth in the several elements of the Comprehensive Plan, the Comprehensive Zoning Ordinance, the Subdivision Ordinance and other adopted land use regulations; and

WHEREAS, the Council recognizes that portions of the area known as North Albuquerque Acres are suitable for urbanization in terms of location, resource capacities, and service potential; and

WHEREAS, the diverse ownership and platting of lands in North Albuquerque Acres makes urban development difficult under present policies, codes and regulations; and

WHEREAS, the City will immediately initiate a phased Rank III Sector Development Plan for the newly annexed area which will revise the existing La Cueva High School Land Use Guide. Phase I will recommend land uses for the new windows and will recommend modified land uses for existing windows only where appropriate, and will develop a master drainage plan that supplements AMAFCA's on-going planning effort. Phase 2 will study traffic impacts and develop a traffic master plan, will develop a utility master plan and will recommend reassembly/development strategies.

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

Section 1. Figure 1, page 2 of the La Cueva School Land Use Guide is hereby amended to include all the property annexed by the New Mexico State Municipal Boundaries Commission as recorded in the Office of the County Clerk of Bernalillo County on July 26, 1995, Book 95-17, Pages 7384-7379.

Section 2. Figure 3, page 7 of the La Cueva High School Land Use Guide is hereby amended to change the Windows as follows:

Five new Windows are identified, Windows M, N, O, P and Q; Windows B and C are reduced in size and Windows I and L are expanded as shown on the attached Map 1.

Section 3. Governing Concept 3, page 25 is hereby amended as follows:

"A phased Sector Development Plan for the areas annexed July 26, 1995 shall be immediately initiated by the City that will revise the existing La Cueva High School Land Use Guide. Phase I will recommend land uses for the new windows and will recommend modified land uses for existing windows only where appropriate, and will develop a master drainage plan that supplements AMAFCA's on-going planning effort. Phase 2 will study traffic impacts and develop a traffic master plan, will develop a utility master plan and will recommend reassembly/development strategies.

Prior to the adoption of that Sector Development Plan, a Sector Development Plan for each Window may be initiated by the owners of the property in each Window. A Sector Development Plan for a Window will require the approval of the owners of at least 51% of the land zoned RD within each window and shall not apply to property not zoned RD within the Window. The traffic impact of land uses proposed for property that is not zoned RD shall be considered at the time zoning is established for that property.

For Windows H, L and M, the development of a Sector Development Plan must also include the annexation of the lands along Paseo Del Norte that remain after

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acquisition of right-of-way. Annexation requires agreement of at least 51% of the owners of the property to be annexed. Sector Development Plans for Windows shall be based on the land use principles described in Concept 3 as they apply. Land use concepts for new Windows must be compatible with the overall development trends in the area within the boundaries of the La Cueva High School Land Use Guide.

Fifty-one percent participation would limit the public expenditure for purchase of non-participating property. Urban densities without replatting would lead to extra costs for public infrastructure and possible failure of intersections. RD and RLT zoning shall be established as shown on Map 2."

Section 4. The City's ordinances regarding drainage and floodways shall be applied to single lot development, including residential development, in the area annexed July 26, 1995.

Section 5. Where inconsistent with this Resolution, Resolution R-65 (Enactment No. 80-1986) is repealed by this Resolution.

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PASSED AND ADOPTED THIS 17th DAY OF June, 1996
BY A VOTE OF 9 FOR AND 0 AGAINST.

Steve D. Gallegos, President
City Council

APPROVED THIS 17th DAY OF July, 1996

Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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RECEIVED SEP 17 1998

CITY of ALBUQUERQUE
TWELFTH COUNCIL

COUNCIL BILL NO. C/S O-1 ENACTMENT NO 25-1996

SPONSORED BY: Tim Cummins

ORDINANCE

AMENDING THE ZONE MAP TO ESTABLISH RD AND R-LT ZONING FOR APPROXIMATELY 630 ACRES MORE OR LESS, IN NORTH ALBUQUERQUE ACRES LOCATED BETWEEN PALOMAS AVENUE ON THE SOUTH AND FLORENCE AVENUE ON THE NORTH AND BETWEEN LOUISIANA BOULEVARD ON THE WEST AND APPROXIMATELY VENTURA STREET ON THE EAST, ANNEXED BY THE NEW MEXICO STATE BOUNDARIES COMMISSION ON JULY 17, 1995.

BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF ALBUQUERQUE:

Section 1. Zone Map Amended.

A. The zone map adopted by Section 14-16-1-1 et seq. ROA 1994 is hereby amended establishing RD zoning for the following area: Lots 1-32, Block 5; Lots 1-32, Block 5; Lots 1-32, Block 11; Lots 1-32, Block 12; Lots 1-32, Block 16; Lots 1-32, Block 17; in Tract 1, Unit 3, North Albuquerque Acres as filed in the office of the County Clerk of Bernalillo County, New Mexico on September 10, 1931 in Volume D, Folio 121.

Lots 1-32, Block 1; Lots 1-32, Block 2; Lots 1-32, Block 3; Lots 1-32, Block 4; Lots 1-16 and Lots 22-26 and Lots 26-32, Block 5; Lots 1-6 and Lots 27-32, Block 6; Lots 1-32, Block 7; Lots 1-32 Block 8; Lots 5-28, Block 9; and Lots 11, 12, 19, 20, 21, 22, 27, and 28, Block 10; in Tract 2, Unit 3, North Albuquerque Acres as filed in the office of the County Clerk of Bernalillo County, New Mexico on September 10, 1931 in Volume D1, Folio 20.

Lots 1-32, Block 1; Lots 1-32, Block 2; Lots 1-32, Block 3; Lots 9-23, Block 4; Lots 11-20, Block 5; Lots 9-24, Block 9; Lots 9-16, Block 10; Lots 1-9 and 24-27, Block 19; and Lots 6-28, Block 20; in Tract 3, Unit 3 North Albuquerque Acres as filed in the office of the County Clerk of Bernalillo County on September 10,

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B. The zone map adopted by Section 14-16-1-1 et seq. ROA 1994 is hereby amended establishing R-LT zoning for the following area Lots 17-32, Block 31, Unit A, Tract A, North Albuquerque Acres.

Section 2. The following areas within the annexed area shall not be zoned RD upon the effective date of this ordinance:

Lots 1- 5, Block 20, and Lots 28 - 32, Block 19, Tract 3, Unit 3, North Albuquerque Acras.

Lots 7-16 and Lots 17-26, Block 6, Tract 2, Unit 3 North Albuquerque Acres.

Lots 13 and 14, Block 10, Tract 2, Unit 3, North Albuquerque Acres.

Lots 1-8, 25, 26, 29-32, Block 10, Tract 2, Unit 3, North Albuquerque Acres.

Lots 15-18, Block 10, Trect 2, Unit 3, North Albuquarque Acres.

Lots 9, 10, 23, 24, Block 10, Tract 2, Unit 3, North Albuquerque Acres.

Lots 17-32, Block 21, Tract A, Unit A, North Albuquerque Acres.

Lot 27, Block 5, Tract 2, Unit 3, North Albuquerque Acres.

Lots 17-21, Block 5, Tract 2, Unit 3, North Albuquerqua Acres.

The owners of, or agents for, the property in Section 2 herein have requested zoning other than RD zoning, and must apply to the Environmental Planning Commission for a public hearing on the zoning proposad for eech area. The Environmental Planning Commission shall hold such hearings and shall make a recommendation to tha City Council regarding the zoning for each area based upon 1) how well the proposed zone reflects Concept 3 of the La Cueva High School Land Use Guide, or 2) whether there is sufficient justification to depart from Concept 3 of the La Cueva High School Land Usa Guide, or 3) if the property is not covered by Concept 3 of the La Cueva Guide, whether the proposed zone would be justified based on sound planning principles as set forth in the La Cueva Guide for Concept 3. Such zoning may be considered without an adopted sector development plan for the Window in which the property to be zoned is located.

Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinanca 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 ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph,

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sentence, clause, word or phrase thereof irrespective of any provision being declared unconstitutional or otherwise invalid.

Section 4. EFFECTIVE DATE. This ordinance shall become effective five or more days after publication in full.

ord:cso1.myv

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PASSED AND ADOPTED THIS 17th DAY OF June, 1996

BY A VOTE OF 9 FOR AND 0 AGAINST.

Steve D. Gallegos, President
City Council

APPROVED THIS 17th DAY OF July, 1996

Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:

Millie Santillanes
City Clerk

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Appendix B. Bibliography

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Espy, Huston & Associates, Inc., Nor Este Sector Development Plan, Prepared for Presley Company of New Mexico, May 1987.

Report of the La Cueva Land Use Guide Advisory Committee to the Bernalillo County Board of Commissioners, September 1994.
The Vineyard Sector Development Plan, June 1994.

Appendix C. Landowner Survey Results

The City of Albuquerque sent out surveys to 320 land owners of 831 lots in the La Cueva Sector Development Plan area. A total of 148 responses were received, accounting for 476 parcels. The following is a summary of survey results. Responses may not equal the total surveys received because some people did not answer all questions, and multiple answers were allowed on some questions.

The list of landowners was obtained from Bernalillo County property tax records current as of early 1997. Responses indicate that approximately 17 percent of the lots have changed hands since that time.

Surveys show that about 28 percent of the lots are included in the survey are developed or proposed for development very soon. These include lots with homes or businesses on them, subdivisions in progress, and lands owned by government agencies that are planned for parks, drainage facilities, right-of-way or other public facilities.

Most of the landowners own one or two lots, although four of the

Summary of Survey Results

Question	Response					
3. I am the current owner	Yes 386	No 80				
4. Property is	Developed (includes development in progress) 129	Vacant 338				
5. Owner is an	Individual 262	Partnership, corporation or other group 119	Government agency 63			
6. Land Area (# owners)	1 lot 63	2 lots 29	3-5 lots 20	6-10 lots 7	11-20 lots 6	>20 4
7. I have owned the property for ___ years (# lots)	LT 1 23	1-6 135	7-10 43	11-20 88	>20 73	
8. I intend to (# lots, vacant parcels only)	Build a home 30	Develop an assembled tract 131	Hold as an investment 100	Sell the property 105	Other 39	Unknown 25
9. My property is suitable for (# lots, vacant parcels only)	Residential Use 181	Commercial Use 219	Other 35	Unknown 20		
10. My property is in a flood area	Yes 77	No 180	Unknown 87			

owners have 20 or more lots. Of the 362 lots for which we have information on length of ownership, 44 percent have been owned by the same person or group for six years or less and 44 percent have been owned by the same person or group for more than ten years.

The survey asked owners what they intend to do with their land. There are a total of 338 vacant lots covered by the survey, and owners could check more than one option. Landowner intentions include build a home (9 percent of vacant lots), develop an assembled tract (39 percent), hold as an investment (30 percent), sell the property (33 percent) or other (19 percent). The breakout of responses for the vacant parcels was:

Response	Number of Responses	Percent of Total
Unknown	20	6%
Build a home	12	4%
Assemble	118	35%
Hold as an investment	40	12%
Sell the property	59	17%
Other	24	7%
Multiple responses	65	19%

Owners were asked whether their property is suitable for residential use, commercial use or something else. Owners were able to indicate more than one use. The breakout of responses for the 388 vacant parcels was:

Response	Number of Responses	Percent of Total
Unknown	20	5%
Business	112	29%
Residential	74	19%
Residential or business	107	28%
Other	25	6%

Landowner responses indicate that about 22 percent of vacant lots or groups of vacant lots are affected by flood plain. Appendix C, Scenario 3 reflects the desires of property owners indicated in this survey.

Appendix D. Alternative Land Use Scenarios

1. Scenario 2

This scenario assumes that very little assembly will take place. All land uses are consistent with the RD zone, and transportation linkages rely on existing platting and limited ability to preserve trail corridors along arroyos.

As shown in Appendix C-1, Scenario 2 places highest density uses in areas where land assembly has already occurred -- Window G. Assumes that the land assembly required for proper relationships between higher density uses in other areas will not happen.

The scenario provides neighborhood scale centers along Ventura and Louisiana in coordination with trails, roadway improvements and public facilities. This would be accomplished through the Sector Plan and the RD zone.

Continuation of land assembly and replatting is assumed in the western third of the Sector Plan area at densities of up to seven units per acre. This would be accomplished through the RD zone.

Low density development, with very little land assembly, will continue in the northeast part of the Sector Plan area. This would be accomplished through the RD zone, although lower density zoning may be appropriate.

Trails are located along drainage corridors where land assembly and public ownership of drainage corridors has occurred. In other areas, trails are located along street right of way.

North-south mid-block pedestrian access is possible in designated corridors where land assembly and replatting is anticipated. Subdivisions would be required to provide vehicular or pedestrian access in these corridors. In areas where most development will occur on one-acre lots, pedestrian access is provided along major streets.

2. Scenario 3

This scenario, shown in Appendix C-2, reflects the desires of property owners indicated in the survey. Commercial land use is desired by landowners along most major streets, therefore this scenario has a higher percentage of commercial and office use than was anticipated in the Land Use Guide.

Residents and landowners in the northeast portion of the plan area want lower density residential uses, with a number of landowners intending to build homes. Small scale land assembly in the western portion of the plan area with densities of up to five units per acre would be accomplished through the RD zone

LA CUEVA SECTOR DEVELOPMENT PLAN

LAND USE SCENARIO-2

LEGEND

SECTOR PLAN BOUNDARY

PROPOSED FUTURE CHANNEL

Based on Current Zoning

Prepared by:

Sites Southwest, LLC
Resource Technology, Inc.
Terry O. Brown, PE
Civitas, Inc.

APPENDIX D-1

LA CUEVA SECTOR DEVELOPMENT PLAN

LAND USE SCENARIO-3

APPENDIX D-2

Appendix E. Illustrations of Traffic Calming Techniques

A-A

MID-BLOCK ISLAND 1" = 5'-0"

SPEED HUMP 1" = 5'-0"

B-B

INTERSECTION TRAFFIC CIRCLE

1" = 5'-0"

CUL-DE-SAC 1" = 10'-0"

Appendix F. Summary of Proposed Drainage Facilities

The following is a summary of proposed drainage facilities in the Sector Development Plan area.

SD-4 (Florence/San Diego) Zone Map B-18/19

- Construct 36" RCP in Florence from Wyoming to Louisiana
- Construct 54" RCP in Louisiana from Florence to San Diego
- Construct 30" RCP in Louisiana from Beverly Hills to San Diego
- Construct 60" RCP in San Diego from Louisiana to Jct with SD-1
- Construct 78" RCP from Jct with SD-1 to I-25 culverts

Comments: System required to intercept local drainage from El Camino basin below Wyoming Diversion.

Estimated Cost: *$1,084,378*

SD-5 (Louisiana) Zone Map B-19

- Construct 60" RCP in Louisiana from Modesto to La Cueva Channel
- Construct 36" RCP in Louisiana from Glendale to La Cueva Channel

Comments: System required to intercept local drainage and convey to the La Cueva Channel (C-3) at Louisiana.

Estimated Cost: *$158,935*

SD-6 (Glendale) Zone Map B-19/20

- Construct Desilting Basin at Ventura and Glendale
- Construct 84" RCP in Glendale from Ventura to Wyoming
- Construct 96" RCP from Glendale/Wyoming to La Cueva Channel west of Eagle Rock Dike
- Construct 30" RCP in Modesto from Wyoming to Jct with 96" RCP

Comments: System required to intercept the El Camino Arroyo and convey underground to the La Cueva Channel (C-3) west of Wyoming.

Estimated Cost: *$2,180,622*

SD-7 (Barstow) Zone Map B-20

- Construct 36" RCP in Barstow from Modesto to Jct with SD-6
- Construct 42" RCP in Barstow from Florence to Jct with SD-6

Comments: System required to collect local drainage and convey to the El Camino pipe in Glendale (SD-6).

Estimated Cost: *$286,452*

- Construct 36" RCP storm drain from Signal to Alameda.

Comments: Storm drain required to pick up flow from Alameda to divert flow to Lower North Domingo Baca Dam to relieve overflow to Alameda/I-25 intersection and to provide outfall for local drainage of property east of Murrelet between Corona and Alameda. R/W or easement required.

Estimated Cost: *$330,678.*

SD-20 (Corona) Zone Map C-20

- Construct 36" RCP storm drain from existing inlets at Wyoming and Corona 300-feet east to existing inlets in Corona.

Comments: Storm drain required to intercept flow currently going to privately maintained detention pond.

Estimated Cost: *$66,347*

SD-21 (Wyoming) Zone Map C-20

- Construct 42" RCP storm drain in Wyoming from existing inlets on south side of Alameda to existing storm drain at Wilshire and Wyoming.

Comments: Storm drain required to relieve the existing undersized Wyoming storm drain from Alameda to the Eagle Rock Dike.

Estimated Cost: *$210,026*

SD-22 (Barstow) Zone Map C-20

- Construct 42" storm drain in Barstow from Holly to the North Doming Baca Channel.

Comments: Storm drain required for local drainage between Barstow and Ventura, south of the North Domingo Baca Arroyo. This facility could be scaled down or eliminated if flows are routed to the proposed North Domingo Baca channel at other points east of Barstow.

Estimated Cost: *$129,633*

SD-23 (Barstow) Zone Map C-20

- Remove existing 24" RCP in Barstow and replace with 42" RCP from Vineyard Ridge to Green Arbor.
- Remove existing 24" RCP in Barstow and replace with 42" RCP from Green Arbor to Anaheim.
- Construct 42" RCP storm drain in Barstow from APS Pond to North Domingo Baca Channel.

Comments: Existing storm drain is undersized from Anaheim to Vineyard Ridge. With completion of the proposed North Domingo Baca Channel a segment of 42" storm drain needs to be installed to allow the APS detention pond to be abandoned.

Estimated Cost: *$279,985*

SD-24 (Barstow) Zone Map C-20

- Construct 24" RCP connection from Signal to existing Barstow storm drain.

Comments: Storm drain connection required for local drainage per Drainage Ordinance.

Estimated Cost: *$91,638*

SD-30 (Ventura) Zone Map C-20

- Construct 36" RCP storm drain in Ventura from Signal Avenue to the proposed La Cueva Channel.

Comments: Storm drain system to intercept flow from unincorporated areas and to meet local drainage requirements per the Drainage Ordinance.

Estimated Cost: *$102,094*

SD-31 (Wilshire) Zone Map C-20

- Construct 30" RCP storm drain from 1050-feet east of Wilshire/Ventura intersection to connect to proposed Ventura storm drain extension (SD-29).

Comments: System is required to intercept flows from unincorporated areas and convey to Ventura storm drain. This will allow privately maintained detention pond to be abandoned.

Estimated Cost: *$107,379*

SD-32 (Vineyard VI Pond) Zone Map C-20

- Construct 54" RCP storm drain from pond inlet to proposed North Domingo Baca Channel (or pipe).

Comments: System is required to privately maintained detention pond to be abandoned.

Estimated Cost: *$55,279*

SD-33 (Holbrook) Zone Map C-20

- Construct 42" RCP storm drain in Holbrook from Signal to Wilshire.
- Construct 42" RCP storm drain in Holbrook from Wilshire to Corona.
- Construct 78" RCP storm drain in Holbrook from Corona to proposed North Domingo Baca Channel (or pipe).

Comments: This storm drain system is required to intercept flows from unincorporated areas and route them to the proposed North Domingo Baca Channel. Downstream systems within municipal limits were not designed for developed flows from County areas. This interceptor was first proposed in the AMAFCA North and South Domingo Baca Arroyos and Paseo del Norte Corridor Drainage Management Plan.
Estimated Cost: $550,581

C-3, AV-6 (La Cueva Channel) Zone Map B-18/C-18

- Construct concrete lined channel from I-25 crossing structure to existing terminus of the Eagle Rock Dike at Wyoming. 10-foot bottom width, depth varies from 6.8 to 7.4-feet. Bridges are required at San Pedro, Louisiana , Modesto and Glendale.

Comments: Channel is required to connect two existing hard lined reaches to the La Cueva arroyo and to control Avulsion 6 at Glendale. The channel must also accommodate diversion of the El Camino west of Wyoming.

Estimated Cost: *$3,930,268*

Comments: Training dikes must extend far enough up and downstream to close off all potential alternate flow paths leaving the main northern branch of the La Cueva arroyo between Browning and Eubank. Extensive R/W (approximately 9 acres) is required.

Estimated Cost: $1,460,039

Appendix G. Exhibits

LA CUEVA SECTOR DEVELOPMENT PLAN

LA CUEVA LAND USE GUIDE CONCEPT THREE

NOT TO SCALE

LUGTHREE.DWG

Exhibit 1

EXHIBIT 2

LA CUEVA SECTOR DEVELOPMENT PLAN

EXHIBIT 3

LA CUEVA SECTOR DEVELOPMENT PLAN

Map Printed February 24, 2000

EXHIBIT 4

LA CUEVA SECTOR DEVELOPMENT PLAN

DISTRIBUTION OF OWNERSHIP

EXHIBIT 5

LA CUEVA SECTOR DEVELOPMENT PLAN - LONG RANGE ROADWAY SYSTEM

EXHIBIT 6

LA CUEVA SECTOR DEVELOPMENT PLAN

TRAILS, BIKEWAYS AND TRANSIT ROUTES

TRANSP.DWG

source: Trails & Bikeways Facility Plan

EXHIBIT 7

LA CUEVA SECTOR DEVELOPMENT PLAN

EXISTING FLOODPLAINS

LEGEND

- MUNICIPAL LIMITS
- SECTOR PLAN BOUNDARY
- AMAFCA PROPERTY OR EASEMENTS
- EXISTING STORM DRAIN LINES AND CHANNELS
- FEMA FLOODPLAIN
- FEMA- ACTION PENDING ON REMOVAL FROM FLOODPLAIN

NOTES

* NOTE: SOME PROPERTIES MAY BE UNDEVELOPABLE IN THIS SCENARIO DUE TO FLOODPLAIN RESTRICTIONS.

0 700 1400

(IN FEET)
SCALE: 1" = 1400'

EXHIBIT 8

LA CUEVA SECTOR DEVELOPMENT PLAN

UTILITY SERVICE

EXHIBIT 9

UTIL.DWG

LA CUEVA SECTOR DEVELOPMENT PLAN

COMMUNITY SERVICES

NOT TO SCALE

LA CUEVA SECTOR DEVELOPMENT PLAN - LAND USE

Map Printed October 27, 2003

EXHIBIT 11

LA CUEVA SECTOR DEVELOPMENT PLAN - ZONING

EXHIBIT 12

LA CUEVA SECTOR DEVELOPMENT PLAN

PROPOSED REVISED WINDOWS

EXHIBIT 13

LA CUEVA SECTOR DEVELOPMENT PLAN

PROPOSED DRAINAGE IMPROVEMENTS

EXHIBIT 14

La Cueva Sector Development Plan Boundaries

EXHIBIT 15

VINEYARD SECTOR DEVELOPMENT PLAN - LAND USE

Map Printed August 09, 2000

EXHIBIT 15A

VINEYARD SECTOR DEVELOPMENT PLAN - ZONING

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EXHIBIT 15B