

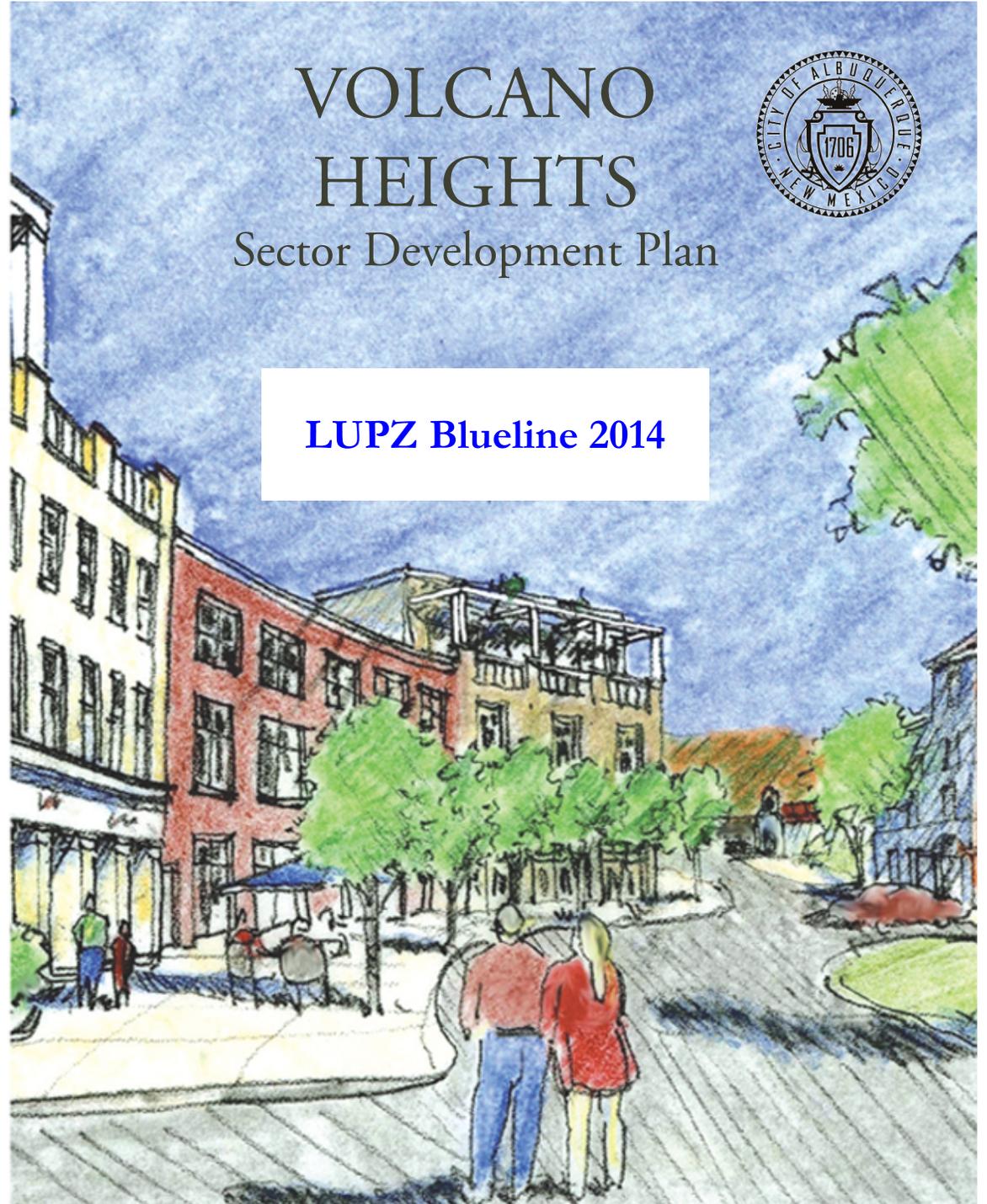


VOLCANO HEIGHTS

Sector Development Plan



LUPZ Blueline 2014



VOLCANO HEIGHTS SECTOR DEVELOPMENT PLAN

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Special Thanks to:

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[NOTE: Items in red are changes made during the EPC process. Those followed by a number in brackets are Conditions of Approval added during the EPC hearing February 14, 2014. Changes in blue indicate new recommendations from staff.]

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TABLE 3.1 – APPLICABILITY OF PLAN SECTIONS BY DEVELOPMENT TYPE (Cont'd)

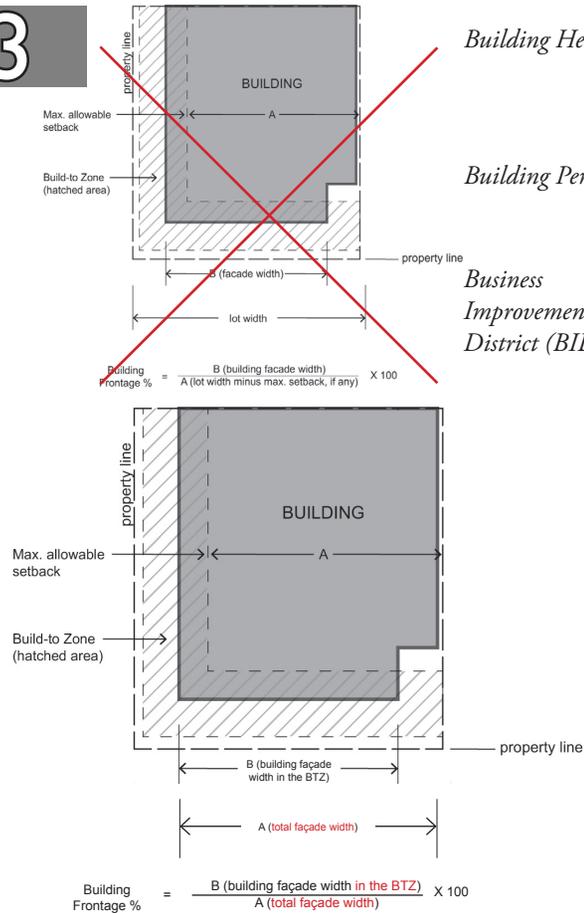
PLAN SECTION	4.1 Land Use Table	5.X.2 Building Placement	5.X.4 Height Standards	5.X.6 Parking & Service	5.X.7.i Encroachments	5.X.7.iii Single-Family Buffer	5.X.9-12 Building Design Standards by Zone	6.0 General Site Development Standards	7.0 General Building Design Standards	8.0 Signage	9.0 Open Space Standards	9.6 Landscaping & Lighting	10.0 Street Standards	11.0 Streetscape Standards
Expansion of parking area only (not in conjunction with expansion of building or use)														
Up to 10 spaces				X				X	X	X		X		
11 or more additional spaces				X		X		X	X	X	X	X		
Façade changes to existing buildings*														
'A' Street façade					X		X	X	X	X		X	X	X
All other street façades					X		X	X	X	X		X		
Signage														
Modification of an existing sign where the cost of the modification is valued at <u>more than</u> 50% of the replacement value of the sign								X	X	X				
New sign or complete replacement of an existing sign								X	X	X				

* Restuccoing with a color other than originally approved requires a permit in order to ensure compliance with color regulations per **Section 7.5** starting on page 125.

3.0 ADMINISTRATION

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3



Building Frontage Calculation

Building Frontage:

The percentage of ground floor façade width located within the **Build-to Zone** as a proportion of the **total building façade lot width** along an ‘A’ or ‘B’ Street. **Civic space that meets the criteria in Table 9.4, including parks, plazas, improved forecourts, and pedestrian-breezeway frontages paseos**, shall be considered as buildings for the calculation of building frontage. [See calculation diagram.]

Building Height:

The height of a **building** measured from approved grade to the eave line in the case of a pitched roof or to the roof line in the case of a **parapet**. See also **structure height**.

Building Permit:

An official certificate of Entitlement issued by the City to an **applicant** in order to construct, enlarge, or alter a structure.

Business Improvement District (BID):

Business Improvement Districts (BIDs) are created by petition of at least ten or more business owners comprising at least 51% of the total business owners in the proposed district. Upon receipt of the petition, a municipality typically passes an ordinance creating the district and establishing the time and terms for paying the BID fee, which could be assessed as part of property taxes or paid annually by tenants. The municipality appoints a management committee, typically an existing revitalization nonprofit or a committee of nominees submitted by business owners, to manage collected fees and act as the legal entity to provide ongoing maintenance, services, and liability for a self-defined area. BIDs often employ a property manager that can act as a recruiting, marketing, and brokering agent for the district. [See also State of New Mexico BID Act, Sections 3-63-1 to 3-63-16 NMSA 1978.]

Bus Rapid Transit (BRT):

A public transportation system with some dedicated infrastructure and additional resources that enables service that is timely and more efficient than an ordinary bus line can provide. These systems approach the service quality of rail transit with the cost savings and flexibility of bus transit.

Center Zones:

Character Zones within Volcano Heights meant to provide gravity to hold together surrounding development. Center Zones are intended to have the most dense, urban, walkable built environment and the most intense activity, particularly for pedestrians. In this Plan, Center Zones include Town Center, Regional Center, and Village Center zones.

Character Zone:

A zone within Volcano Heights that creates an urban form distinct from other zones in the Plan area. Character Zones are identified in the zoning map in **Section 4.1** starting on page 57.

Civic Space:

See **Open Space, Civic**.

Colonnade:

A row of regularly spaced columns supporting a major horizontal element above.

Commercial Ready:

A space constructed at a minimum ground floor height as established by character zone that may be used for non-commercial uses and/or be converted into retail/commercial use. The space must comply with all building and construction codes for retail use in place at the time of site plan **approval**. Commercial-ready spaces are intended to provide additional flexibility to use space according to market demand.

Commercial Surface Parking Lot:

Typically for-fee parking as the primary use of the property. This does not include commercial garages or required off-street parking that supports an associated, primary commercial use located on the same property, such as store or office parking.

3.0 ADMINISTRATION

Primary Street: See **Streets, Primary.**

Private Open Space Amenity: Could include a pool (swimming, lap pool, spa area), play courts (basket ball, tennis), picnic areas with shade structures, etc.

Property Owners Association (POA): Typically a non-voluntary organization that collects regular dues from all property owners within a self-defined area to pay for ongoing maintenance, liability, and operations of privately owned amenities that benefit properties within the self-defined area. A POA that chooses to register with the City ONC shall be included in official **notification** requirements of projects per **Table 3.4** on page 36 and **Table 3.5** on page 37 of this Plan.

Public Improvement District (PID): A method of funding subdivision improvements, such as roads, public buildings, drainage infrastructure and recreational facilities through special assessments added to property taxes for properties within the defined boundaries of the district. See **Section 14.3.2**

Public Utility Structure: Per City Zoning Code §14.16.1.5.

Recreation Area: A **civic open space** intended for passive, unprogrammed, low-impact recreation not typically defined spatially by building façades. Recreational areas are typically naturalistic with minimal improvements.

Retail Sales: Retail establishments are the final step in the distribution of merchandise. They are organized to sell items in small quantities to many customers. Establishments in stores operate as fixed point-of-sale locations, which are designed to attract walk-in customers. Retail establishments often have displays of merchandise and sell to the general public for personal or household consumption, though they may also serve businesses and institutions. Some establishments may further provide after-sales services, such as repair and installation. Included in, but not limited to, this category are durable consumer goods sales and service, consumer goods, other grocery, food, specialty food, beverage, dairy, etc., and health and personal services.

Reverse-angle Parking: On-street, angled parking where cars back into a parking space, sometimes referred to as “back-in angled parking.” The procedure is generally easier than parallel parking and safer for multimodal streets – particularly for cyclists – because of greater visibility when cars pull into the travel lane. [See **Exhibit 13.2** for examples.]

Right-of-Way (ROW): The area of land dedicated to or acquired by the city, county, or state primarily for the use of the public for the movement of people, goods, and vehicles.

Rock Outcropping: Bedrock or other stratum a minimum of 6 feet high on its steepest side as measured from the adjacent 10% slope line and in excess of 500 SF in surface area.



Playground on the West Side



Portal on the West Side



Rock Outcropping in Volcano Heights

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3.0 ADMINISTRATION

Sign, Marquee: A sign structure placed over the entrance to a theatre or other public gathering venue. It has signage stating either the name of the establishment or, in the case of theatres or other public venues, the name of the event, artist, and other details of the event appearing at that venue. The marquee is often identifiable by a surrounding cache of light bulbs, usually yellow or white, that flash intermittently or in sequence as chasing lights. Marquee signs may be combined with **building blade signs**.

Sign, Monument: Any **freestanding sign** connected to the ground with no clear space for the full width of the sign between the bottom of the sign and the surface of the ground. A monument sign may include a sign face and sign structure and may also include a sign base and sign cap.

Sign, Sandwich Board: A portable sign consisting of two panels of equal size, which are hinged at the top or one panel with a support and placed on the ground or pavement so as to be self-supporting.

Sign, Tenant Blade: A **pedestrian-oriented** sign smaller than a **building blade sign**, affixed perpendicular to the building façade under a canopy or **awning** or immediately over a tenant space to provide identification for individual tenants within a building.

Sign Plan, Master: A plan submitted along with a Site Development Plan indicating the dimensions, location, colors, lighting, motion, and materials of all proposed signage. Elevation drawings of all signs shall be included on the signage plan.

Significant Infrastructure: Determined on a case-by-case basis but generally including a major street, drainage or utility facility, etc. necessary to develop the subject property as well as other nearby properties.

Significant Rock Outcropping: See “Rock Outcropping.” [1]



Blade and Marquee Signs in Downtown



Monument Sign on the West Side



Sandwich Board Signs in East Downtown



Tenant Blade Signs in East Downtown

6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES

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6

6.5. Grading

- 6.5.1. **Purpose / Intent:** This Plan restricts grading in order to protect natural topography and distinct topographic and natural character to the extent possible. Natural terrain and geological features make the area unique, desirable, and of value to residents and the larger community.
- 6.5.2. Cut and fill slopes shall be no steeper than 3:1 on average, and retaining walls shall not exceed 4 feet in height unless incorporated within a building's foundation or approved by the City Hydrologist as necessary for development.
- 6.5.3. Graded areas shall maintain the character of the natural terrain by varying gradients, undulating contours, and rounding the toe and crest of any slope greater than 10 feet in height.
- 6.5.4. Fill shall be limited to four (4) feet except as deemed necessary for site development and drainage by the City Hydrologist. When more than 4 feet of fill is proposed, a project shall require **DRB approval** in order to ensure coordination with the City Hydrologist, City Open Space Division, and other relevant City staff.
- 6.5.5. Fill shall not exceed the existing highest natural grade point on site, unless approved by the City Hydrologist for required drainage. Fill height shall be measured from the natural grade.

- 6.5.6. In the selection of alignment and in site design, grading plans shall demonstrate that cut and fill has been kept to a minimum consistent with the standards in this Plan. Generally, the overall topography of the site is not to be substantially altered. ~~Development must comply with the joint Albuquerque-Bernalillo County Fugitive Dust Ordinance found in the New Mexico Administrative Code 20.11.20, as well as the most recently approved City Air Quality Control Division standards and requirements.~~ [2]
- 6.5.7. In order to minimize opportunities for fugitive dust during site development and construction, development shall comply with the following standards: [2]
- (i) All development $\frac{3}{4}$ acres or over [16] must comply with the joint Albuquerque and Bernalillo County Fugitive Dust Ordinance found in the New Mexico Administrative Code 20.11.20.
 - (ii) All development must comply with the City Drainage Control Ordinance and the Flood Hazard Control Ordinance, including a requirement for an approved Erosion and Settlement Control Plan prior to being issued a grading permit.
 - (iii) Due to the area's proximity to the Petroglyph National Monument and the importance of protecting petroglyphs from fugitive dust, preferred methods for soil stabilization should be incorporated where appropriate.

6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES



- (iv) For all non-residential and mixed-use developments, grading permits shall only be issued concurrently with building permits. For developments $\frac{3}{4}$ of an acre or over [16], applicants shall provide proof of a 20.11.20 NMAC Fugitive Dust Control Permit from the Environmental Health Department prior to being issued a building permit.
- (v) For exclusively residential developments, a grading permit shall only be issued after a preliminary plat and an Erosion and Sediment Control Plan have been approved.
- (vi) In situations that require grading without a building permit or a preliminary plat, or in advance of a building permit or a preliminary plat, the City Engineer may grant a grading permit if an applicant makes a special request, provided that the requirements in items (i) through (iii) above are met, as well as other requirements from both the City Engineer and the City Environmental Health Department. [17]
- (vii) Grading within public rights-of-way or public easements is exempt.

6.6. Construction Mitigation

- 6.6.1. **Purpose / Intent:** Any damage to the vegetation, slope, or placement of boulders due to or related to construction shall be mitigated as provided herein.
- 6.6.2. ~~Grading permits for commercial lot developments in the Volcano Heights Sector Development Plan area shall only be issued concurrently with the respective commercial building permits for non-residential and mixed-use developments, as well as residential developments over two lots. Applicants shall provide proof of a fugitive dust permit from Environmental Health prior to being issued a grading permit. If any soil stabilization is proposed, straw crimp plus seeding is the preferred method. Grading permits for residential developments greater than 10 acres shall require soil stabilization, approved by the Environmental Health Department, which shall be applied to the disturbed area within three months after grading of the site commences. Grading within public rights-of-way or public drainage easements is exempt. [2]~~
- 6.6.3. Prior to beginning any construction, the property owner, developer, or infrastructure contractor (whichever is the most relevant) shall complete the following requirements.
 - (i) A temporary silt fence shall be constructed at the site boundary adjacent to sensitive lands (i.e. the Escarpment buffer, Major Public Open Space, archeological site, or public or private conservation area to be maintained in natural desertscape) to effectively protect them from heavy equipment and vehicles.
 - a. Construction or silt fencing shall be placed no less than 12” from the Petroglyph National Monument boundary. [76]



6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES

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6

- b. The temporary silt fence shall comply with the most recently approved City Air Quality Control Division standards and requirements.
 - (ii) ~~Clear limits of construction shall be established so that construction activities do not encroach on Petroglyph National Monument.~~
 - (iii) Photographs of the project site in its original condition shall be submitted with the application for **building permit**, subdivision, and/or site development plan. Within the Escarpment Transition zone only, in lieu of photographs, a comprehensive video recording of existing conditions and situations of rocks and boulders shall be submitted to inform compliance with permitting and other approvals.
 - (iv) ~~For any construction within the Escarpment Transition zones that includes blasting, the City Open Space in coordination with the National Park Service may require monitors to be placed between the blast site and the Petroglyph National Monument boundary in order to record blast data to ensure that disturbance remains within approved levels. Where required, monitor data may be required to be maintained for up to one year following final completion of the subject project. Applications for public- and private-sector projects, especially infrastructure, within the Escarpment Transition zone or **adjacent** to archeological sites shall include geotechnical data and analysis that demonstrate to the satisfaction of the City Engineer, in coordination with the City Open Space Division and National Park Service, that proposed trenching or blasting will not affect the face of the Escarpment, whether by potentially~~ causing erosion or caving of the slopes and boulders, threatening public safety or welfare, or otherwise damaging archeological resources.
- a. Clear limits of construction shall be established so that construction activities do not encroach on Petroglyph National Monument. The National Park Service and/or City Open Space Division shall be permitted to monitor any construction staking ~~and/or blasting activities~~ within the Escarpment Transition zone. No construction easements on the Monument shall be granted.
 - b. For any construction within the Escarpment Transition zone that includes blasting, the City Open Space in coordination with the National Park Service may require monitors to be placed between the blast site and the Petroglyph National Monument boundary in order to record blast data to ensure that disturbance remains within approved levels. Monitor data may be required to be maintained for up to one year following final completion of the project.
- 6.6.4. Replacement of boulders shall approximate the original location, angle, and surface exposure, based on pre-construction photographs and/or comprehensive video recording.

6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES

- 6.6.5. Revegetation to approximate original cover with native or xeric plants as appropriate from the Plant List in **Table 9.5** is required within 90 days of project completion. [See **Section 9.7.8** starting on page 157 to determine whether native or xeric species are required.] A deviation may be granted by the Planning Director or his/her designee if the type of vegetation or time of year make revegetation within 90 days impossible or undesirable. For infrastructure projects on public lands, the construction company shall post a warranty bond effective for three years after completion of the infrastructure work to ensure successful revegetation.
- 6.6.6. ~~Applications for public- and private-sector projects, especially infrastructure, within the Escarpment Transition zone or adjacent to archeological sites shall include geotechnical data and analysis that demonstrate to the satisfaction of the City Engineer, in coordination with the City Open Space Division and National Park Service, that proposed trenching or blasting will not affect the face of the Escarpment, whether by potentially causing erosion or caving of the slopes and boulders, threatening public safety or welfare, or otherwise damaging archeological resources.~~
- 6.6.7. ~~The National Park Service and/or City Open Space Division shall be permitted to monitor any construction staking and/or blasting activities within the Escarpment Transition zone. No construction easements on the Monument shall be granted.~~
- 6.6.8. To minimize the negative impact of fugitive dust on petroglyphs, no stockpiling of rock or basalt or rock crushing shall be permitted within 1320 feet (1/4 mile) of the Petroglyph National Monument boundary.

6.7. Infrastructure**6.7.1. Utilities****(i) Easements**

- a. In order to facilitate pedestrian movement and maintain accessibility, utility infrastructure such as poles, transformers, boxes, and access panels shall be planned for minimal visual intrusion and mobility impediment to pedestrians. Overhead and underground electric distribution lines are typically located within public utility easements (PUE) or private easements. They are compatible with other “dry” utilities such as cable, telephone, and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety.
- b. Water lines, sewer lines and storm water drainage or “wet” utilities are not compatible with “dry” utilities, and separation is required for safety purposes. Dry utility easements (electric, cable, phone, fiber optics) and wet utility easements (water, sewer) are located subject to provisions of all applicable codes including the New Mexico Electrical Safety Code for safety reasons.
- c. In all zones, utility easements shall be located in **alleys** or rear access and parking areas, if available. Where there is no alley, utility infrastructure may be placed in a PUE or private easement in the front **setback** of the property, provided it does not

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6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES

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- substantially affect the pedestrian realm and is located on the edge or side of property and as far away from the main entrance and pedestrian access paths as possible. Main service line utility infrastructure connecting with public utility easements in alleys shall be accommodated in front setbacks and/or Build-to Zones. [See also **Section 10.7.7** starting on page 202.]
- (ii) **Construction:** For any construction within the Escarpment Transition zones that includes blasting, see **Section 6.6.3** starting on page 117.
 - (iii) **Clearance**
 - a. Any screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5 feet of clearance on the remaining 3 sides for access and to ensure work crew and public safety during maintenance and repair.
 - b. Non-permanent use of clearance, such as for parking, is permitted. All uses shall require an encroachment agreement with PNM.
 - c. Aesthetic improvements, such as painting, are encouraged to minimize visual impact of ground-mounted utility equipment. PNM may have guidelines for the most appropriate types of paint and/or other materials to use. Any identifying numbers shall not be obscured. All improvements are subject to removal as necessary for repair and/or maintenance.
 - d. Trees and shrubs planted in the PUE should be planted to minimize impacts on facilities maintenance and repair. They are subject to removal as necessary for repair and/or maintenance.
- 6.7.2. **Roads:** See **Section 10.0 Street Standards** starting on page 161.

6.0 SITE DEVELOPMENT STANDARDS GENERAL TO ALL ZONES

6.8. Street Screens

- 6.8.1. Except as noted elsewhere in this Plan, all required street screens shall be made up of (a) the same material as the principal building or (b) a combination of masonry and **living fence**. Required street screens shall be located at the setback line unless otherwise noted in this Plan. [See also **Section 9.7.3** starting on page 154 for requirements for wall design.]
- 6.8.2. Where provided, the **living fence** shall be within a minimum 3-foot wide planting strip located on the pedestrian, residential, or public street side. [See also **Section 9.7.3** starting on page 154.]
- 6.8.3. *Any frontage along all 'A' Streets and Civic Space not defined by a building at the **BTZ** shall be defined by a 4-foot high street screen. The required street screen shall be located at the setback line along the corresponding frontage.*
- 6.8.4. Any off-street loading, unloading, storage, service, or trash pick-up areas shall be screened using a **street screen** at least as tall as the trash containers and/or service equipment it is screening at the **BTZ**.
- 6.8.5. Parking visible from the public **ROW** along an '**A**' or '**B**' **Street** shall have a **street screen** of masonry and/or metal railing 3-6 feet high combined with a landscape strip at least 3 feet wide on the pedestrian, residential or public street side.

- (i) Along a '**B**' **Street** frontage, this requirement may be waived as a minor deviation if the applicant can show sufficient evidence of intent to build a parking structure within 2 years. [See **Table 3.2** starting on page 31.]
- (ii) If construction of a parking structure has not commenced within 2 years, a street screen shall be required.
- 6.8.6. Drive-through facilities, where allowed by zone and located on a '**B**' **Street**, shall be screened from view via location behind a building on-site or a **street screen**, specifically:
- (i) **Screening:** A street screen shall be provided for drive-up service windows and associated drive-up queue lanes that abut public streets or pedestrian areas. Screening may also be provided by placing the drive-up service windows and/or queue lanes between two adjacent and parallel buildings.
- (ii) **Drive-up Service Windows:**
- Drive-up service windows shall not be on a façade that faces or fronts an '**A**' **Street**.
 - Drive-up service windows shall be oriented away from pedestrian areas, such as sidewalks and plazas, and residentially-zoned areas, where possible.
- (iii) **Queue Lanes:** Queue lanes shall not be located parallel to '**A**' **Streets**, unless they are located behind a building.

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7.0 BUILDING DESIGN STANDARDS GENERAL TO ALL ZONES

7.4. Zero Lot Line Structures

7.4.1. Prior to being issued a building permit, a property owner wanting to build a structure with a wall on a lot line shall submit to the City a maintenance easement agreement signed by the abutting property owner, unless the building is part of an attached unit development.

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

7.5. Structure Color

7.5.1. In order to minimize the visual impact of development, colors shall be restricted to light reflective values between 20 and 50 percent. Metal items such as vents, cooling units, and other mechanical devices on roofs are subject to this regulation.

- (i) This range of color general includes yellow ochres, browns, dull reds, and grey-greens, similar to the natural colors found on the mesa and escarpment. This middle range of reflectance is intended to avoid very light and very dark colors.
- (ii) Stucco, block, and/or brick shall have integral color other than the standard grey.
- (iii) Other materials with colors similar to those illustrated in Exhibit 7.1 may be used, as long as they have integral color other than the standard grey and meet the standards for reflectivity and harmony with colors in the natural landscape. [See Section 9.7.3 starting on page 154 for more details about restrictions for walls and fences.]

APPROPRIATE COLORS FROM THE NATURAL LANDSCAPE



LIGHT REFLECTANCE VALUES

Chart Color	LRV %	Chart Color	LRV %
122 Straw	41.83	135 Sahara	34.63
106 Buckskin	34.73	116 Adobe	24.03
118 Suede	37.67	124 Coral	34.93
117 Fawn	45.48	115 Cottonwood	32.18

LRV data is from El Rey Stucco; El Rey does not guarantee the LRV data provided. Colors are illustrative from El Rey Standard Color for Premium Stucco Finish. Color reproduction in this Plan is not an exact representation of the El Rey color chart.

EXHIBIT 7.1 – SAMPLE COLORS

NOTE: These sample colors are stucco with integrated color as manufactured by El Rey traditional cementitious stucco in Albuquerque. This compound includes cement, hydrated lime, sand aggregates, and iron oxide pigments. Since the stucco is integrally colored, it will never need to be painted. Like many natural landscapes, the traditional cement stucco is breathable and appears slightly different during each season and at alternate times of the day.

EXHIBIT 7.1 – SAMPLE COLORS



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7.0 BUILDING DESIGN STANDARDS GENERAL TO ALL ZONES



7.7. Design of Residential Garages

- 7.7.1. See “Other Uses” items **OU-6** and **OU-7** in the **Table 4.4** starting on page 64 to determine whether garages are permitted in the relevant character zone. The following standards apply where residential garages are permitted by right or conditionally.
- 7.7.2. Where alleys are available, residential garages shall be accessed via the alley.
- 7.7.3. Townhouses and courtyard apartments shall use rear-loaded garages.
- 7.7.4. Front-loaded garages on residential lots less than 40 feet wide shall be prohibited. Garages on these lots shall be either Garage Type A or D in **Exhibit 7.2** per the standards in **Table 7.1**.
- 7.7.5. Lots equal to or greater than 40 feet shall use any of the garage types in **Exhibit 7.2** per the requirements in **Table 7.1**.
- 7.7.6. *Driveway access from a ‘B’ Street, including drive pad but exclusive of wings, is limited to 12 feet*

for Garage Types B, C, D, E, and F except where providing access from alleys.

- 7.7.7. Where front-loaded garages are allowed, the garage façade shall not exceed 50% of the total front façade area, inclusive of porches, so that garages do not dominate the front façade.
- 7.7.8. Front-loaded three-car garages are not permitted on **lots** equal to or less than 70 feet wide. Three-car garages on lots greater than 70 feet wide shall have a third garage setback of three (3) feet minimum from the primary garage **façade**.
- 7.7.9. ~~Where there is no setback from the property line, gutters and downspouts shall drain to the street or water harvesting area to avoid impact to abutting lots.~~
- 7.7.10. Individual garage bays shall be no greater than 12 feet wide. For garages with multiple bays, all garage doors shall be divided into single bays separated by at least a 16-inch pier or column.
- 7.7.11. The color of garage doors shall blend with or complement the exterior wall color in order to minimize the prominence of the garage door.

TABLE 7.1 – GARAGE TYPES*

LOT WIDTH	ALLOWABLE GARAGE TYPES*	FRONT GARAGE SETBACK FROM MAIN FAÇADE (Front-loaded)	SIDE GARAGE SETBACK FROM PROPERTY LINE (Side-accessed)	REAR GARAGE SETBACK FROM PROPERTY LINE (Rear-loaded)
40+ Feet	A, B, C, D, E, F	10 ft. Minimum	5 ft. Minimum	2 ft. Minimum
Less than 40 Feet	A, D	10 ft. Minimum	5 ft. Minimum	2 ft. Minimum

* See **Exhibit 7.2 – Garage Type Diagrams**

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

Note 2: Garage Types D and F may be accessed from either front or side.

Note 3: Driveway access from a ‘B’ Street, including drive pad but exclusive of wings, is limited to 12 feet for Garage Types B, C, D, E, and F except where providing access from alleys.

9.0 OPEN SPACE, LANDSCAPING, AND SITE LIGHTING DESIGN STANDARDS

9.7.3. Plant Lists

- (i) **Purpose/Intent:** The purpose of regulating plants is to reduce water use, maintain the character of native plants now existing in the Petroglyph National Monument, and provide a harmonious landscape.
- (ii) **Landscaping:** Appropriate plants shall be chosen from the Plant List in **Table 9.5** for landscaping within the Plan area. Shrubs and trees shall be nursery grown in order to minimize poaching from the Monument and Major Public Open Space.
 - a. **Native Species Requirement:** Within 200 feet of the Petroglyph National Monument or other **Major Public Open Space**, only plants and trees listed as native in the Plant List in **Table 9.5** shall be used in order to limit impact of invasive and/or non-native plants on native vegetation, except for street trees. [See **Section 11.3.5** starting on page 206. for details about street trees.] Native plant species were selected from a list compiled during an inventory within the Petroglyph National Monument by the National Park Service in 1994-1995, including almost 200 plants (amended).

- b. **Plant List Requirement:** Two-hundred (200) feet or more from the Petroglyph National Monument or other Major Public Open Space, any plant from the Plant List in **Table 9.5** may be used. In addition to species native to the Petroglyph National Monument, additional plant species were selected from the official xeric or low-water use plant list of the Albuquerque Bernalillo County Water Utility Authority (ABCWUA).
- (iii) **Streetscaping:** See **Section 11.3.5** starting on page 206.
- (iv) **Construction Mitigation:** Land disturbed in development shall be re-vegetated using either native or xeric plants as appropriate from the Plant List in **Table 9.5**. [See also **Section 6.6** starting on page 117.]

9.0 OPEN SPACE, LANDSCAPING, AND SITE LIGHTING DESIGN STANDARDS

TABLE 9.5 – PLANT LIST (TREES)

SCIENTIFIC NAME	COMMON NAME	NATIVE OR XERIC	DECIDUOUS OR EVERGREEN	APPROX. HEIGHT X WIDTH AT MATURITY (in ft.)
<i>Cercocarpus ledifolius</i>	Curleaf mountain mahogany	Xeric	Evergreen	12 x 8
<i>Chilopsis linearis</i>	Desert willow	Native	Deciduous	20 x 20
<i>Juniperus monosperma</i>	Oneseed juniper	Native	Evergreen	15 x 15
<i>Juniperus scopulorum</i>	Rocket Mountain juniper, female	Xeric	Evergreen	40 x 20
<i>Juniperus virginiana</i>	Juniper, female	Xeric	Evergreen	20 x 10
<i>Leucana retusa</i>	Golden ball leadtree	Xeric	Deciduous	15 x 15
<i>Melia azedarach</i>	Chinaberry	Xeric	Deciduous	25 x 20
<i>Prosopis glandulosa</i>	Honey mesquite	Xeric	Deciduous	25 x 30
<i>Prosopis pubescens</i>	Screwbean mesquite	Xeric	Deciduous	20 x 20
<i>Prosopis torreyana</i>	Western honey mesquite	Xeric	Deciduous	18 x 20
<i>Prosopis velutina</i>	Velvet mesquite	Xeric	Deciduous	20 x 25
<i>Quercus grisea</i>	Gray oak	Xeric	Evergreen	30 x 30
<i>Quercus suber</i>	Cork oak	Xeric	Evergreen	30 x 30
<i>Quercus turbinella</i>	Shrub live oak	Xeric	Evergreen	18 x 20
<i>Sambucus mexicana</i>	Mexican elder	Xeric	Deciduous	20 x 25
<i>Sapindus drummondii</i>	Western soapberry	Xeric	Deciduous	30 x 30
<i>Zizyphus jujuba</i>	Jujube	Xeric	Deciduous	25 x 25

9.0 OPEN SPACE, LANDSCAPING, AND SITE LIGHTING DESIGN STANDARDS

TABLE 9.5 – PLANT LIST (SHRUBS)

SCIENTIFIC NAME	COMMON NAME	NATIVE OR XERIC	DECIDUOUS OR EVERGREEN	APPROX. HEIGHT X WIDTH AT MATURITY (in ft.)
Agave sp.	Agave	Native	Evergreen	varies
Artemisia filifolia Torr	Sand sage	Native	Evergreen	3 x 3
Atriplex canescens	Fourwing saltbrush	Native	Deciduous	5 x 5
Brickellia californica	California brickellbush	Native	Deciduous	3 x 3
Dalea sp.	Purple sage	Native	Deciduous	5 x 5
Dasyilirion sp.	Sotol	Xeric	Evergreen	5 x 5
Fallugia paradoxa	Apache plume	Native	Deciduous	5 x 5
Fouquieria splendens	Ocotillo	Xeric	Deciduous	15 x 10
Krascheninnikovia lanata	Winterfat	Native	Deciduous	5 x 5
Nolina microcarpa	Beargrass	Xeric	Evergreen	5 x 6
Opuntia sp.	Prickly pear	Native	Evergreen	varies
Rhus trilobata	Skunkbush sumac	Native	Deciduous	3 x 3
Ribes sp.	Gooseberry	Native	Deciduous	5 x 3
Yucca sp.	Yucca	Native	Evergreen	varies

9.0 OPEN SPACE, LANDSCAPING, AND SITE LIGHTING DESIGN STANDARDS

TABLE 9.5 – PLANT LIST (FORBS, GRASSES, AND GROUNDCOVERS)

SCIENTIFIC NAME	COMMON NAME	NATIVE OR XERIC	APPROX. HEIGHT X WIDTH AT MATURITY (in inches)
<i>Abronia villosa</i>	Sand verbena	Native	1 x 4
<i>Andropogon saccharoides</i>	Silver beardgrass	Native	2.5 x 2
<i>Aristida purpurea</i>	Purple threeawn	Native	1 x 1
<i>Artemisia ludoviciana</i>	Prairie sage or white sagebrush	Native	3 x 3
<i>Asclepias speciosa</i>	Showy milkweeds	Native	2 x 3
<i>Baileya multiradiata</i>	Desert marigold	Native	varies
<i>Bouteloua curtipendula</i>	Sideoats grama	Native	2 x 1
<i>Bouteloua gracilis</i>	Blue grama	Native	1 x 1
<i>Bouteloua eriopoda</i>	Black grama	Native	1 x 1
<i>Elymus elymoides</i>	Bottlebrush squirreltail	Native	varies
<i>Eriogonum annuum</i>	Annual buckwheat	Xeric	1-5 x 2
<i>Gaillardia pulchella</i>	Firewheel	Native	varies
<i>Hilaria jamesii</i>	Galleta	Native	2 x 1
<i>Linum perenne lewisii</i>	Blue flax	Xeric	2 x 2
<i>Mirabilis</i> sp.	Four o'clock	Native	1 x 4
<i>Muhlenbergia porteri</i>	Bush muhly	Native	varies
<i>Oenothera</i> sp.	Evening primrose	Native	1.5 x 4
<i>Oryzopsis hymenoides</i>	Indian ricegrass	Native	varies
<i>Parthenium incanum</i>	Mariola	Native	varies
<i>Penstemon ambiguous</i>	Beardtongue	Native	2 x 1
<i>Phacelia integrifolia</i>	Scorpionflower	Native	1 x 1
<i>Philostrophe taetina</i> (also <i>Psilostrophe taetina</i>)	Paperflower	Native	3 x 3
<i>Sporobolus cryptandrus</i>	Sand dropseed	Native	varies
<i>Zinnia grandiflora</i>	Desert zinnia	Xeric	varies

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9.0 OPEN SPACE, LANDSCAPING, AND SITE LIGHTING DESIGN STANDARDS

- d. Protection of canyons from erosion through control of developed flows and through stabilization techniques that are consistent with the visual character of the open space.

9.7.9. **Plant Lists**

- (i) **Purpose/Intent:** ~~The purpose of regulating plants is to reduce water use, maintain the character of native plants now existing in the Petroglyph National Monument, and provide a harmonious landscape.~~
- (ii) **Landscaping:** ~~Appropriate plants shall be chosen from the Plant List in **Table 9.5** for landscaping within the Plan area. Shrubs and trees shall be nursery grown in order to minimize poaching from the Monument and Major Public Open Space.~~
 - a. **Native Species Requirement:** ~~Within 200 feet of the Petroglyph National Monument or other Major Public Open Space, only plants and trees listed as native in the Plant List in **Table 9.5** shall be used in order to limit impact of invasive and/or non-native plants on native vegetation, except for street trees. [See Section 11.3.5 starting on page 206 for details about street trees.] Native plant species were selected from a list compiled during an inventory within the Petroglyph National Monument by the National Park Service in 1994-1995, including almost 200 plants (amended).~~
 - b. **Plant List Requirement:** ~~Two hundred (200) feet or more from the Petroglyph National Monument or other Major Public Open Space, any plant from the Plant List in **Table 9.5** may be used. In addition to species native to the Petroglyph National Monument, additional plant species were selected from the official xeric or low-water use plant list of the Albuquerque Bernalillo County Water Utility Authority (ABCWUA).~~
- (iii) **Streetscaping:** ~~See Section 11.3.5 starting on page 206.~~
- (iv) **Construction Mitigation:** ~~Land disturbed in development shall be re-vegetated using either native or xeric plants as appropriate from the Plant List in **Table 9.5**. [See also Section 6.6 starting on page 117.]~~

10.0 STREET STANDARDS

10.1. Purpose/ Intent: Streets in Volcano Heights need to support the overall intent and character of each corridor. They should balance all forms of mobility while maximizing convenience for residents and visitors. Streets are also used to convey drainage and support **water harvesting**. **Auto-oriented** streets serve more regional trips as well as providing access for service, trucking, and maintenance for non-residential uses.

10.2. Applicability: Street and streetscape standards apply to all streets and development within Volcano Heights.

10.2.1. Streets within Volcano Heights are to be designed and constructed per the standards in this Plan.

10.2.2. **Bicycle facilities, including on-street bicycle lanes and multi-use trails, should be designed and developed to meet safety considerations as provided in the Institute for Transportation Engineers (ITE) or American Association of State Highway Transportation Officials (AASHTO) standards. [15]**

10.2.3. Streetscape standards address all elements between the building face and edge of the curb. Typical streetscape elements addressed are street trees, lighting, street furniture and pedestrian amenities, and materials.

10.2.4. Street cross sections have been carefully designed to work with frontage requirements in the Site Development Standards for each **character zone** in order to provide a consistent, predictable built environment along corridors, across property lines, and over time.

10.2.5. These standards may be adjusted by the **DRB** per the thresholds and criteria specified in **Table 10.1** on page 166.

- (i) Any adjustments needed that exceed these thresholds, including the following, will require **EPC** approval to ensure the Plan's intent and purpose are still met with the proposed changes:
 - a. Eliminating a street cross section element and/or
 - b. Adjusting a dimension beyond the 20% that **DRB** can grant.
- (ii) Changes to a Primary Street cross section may only be due to utility use, drainage requirement, engineering for safety, or to respond to site context.
- (iii) The applicant is to provide engineering drawings demonstrating the need for an adjustment to the street cross section and proposing an improved cross section that works for the project site and adjacent sites, while still meeting the intent of this Plan.

10.2.6. Maintenance of all streetscape is to be per City Code of Ordinances Chapter 6, Article 5. [See **Section 13.3.13** starting on page 234 for policies relating to roles and responsibilities for maintenance.]

10.3. How to Use These Standards

10.3.1. **Cross Sections:** The cross sections in Volcano Heights are designed to accommodate all modes of transportation safely, with a special emphasis on creating a high-quality pedestrian environment that can contribute to the success of the Major Activity Center. For this reason, travel lane widths are minimized to help calm traffic and reduce crossing distances for pedestrians. Travel lanes where transit is anticipated are planned for 12 feet wide.

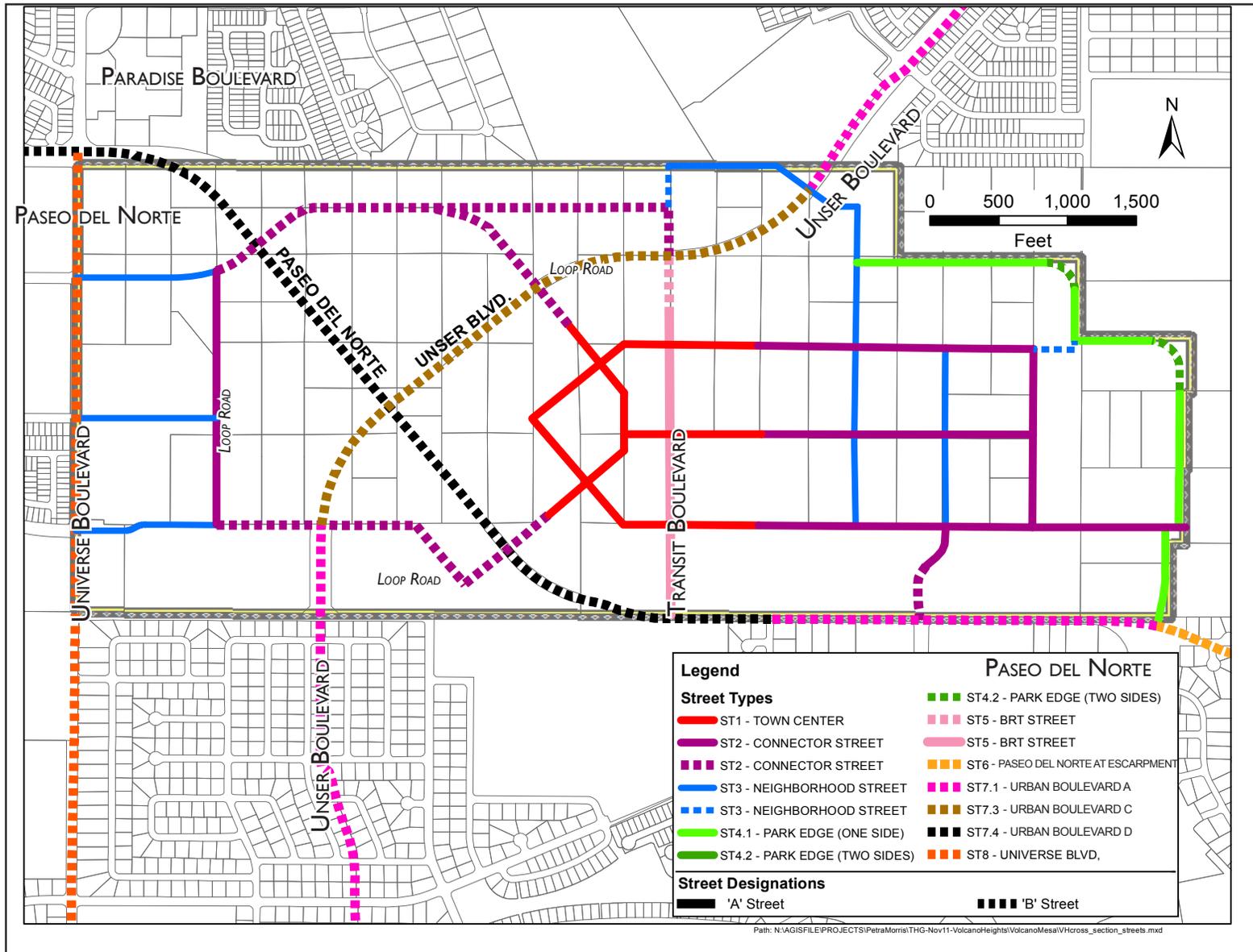


EXHIBIT 10.1 – PRIMARY STREETS AND DESIGNATIONS MAP

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

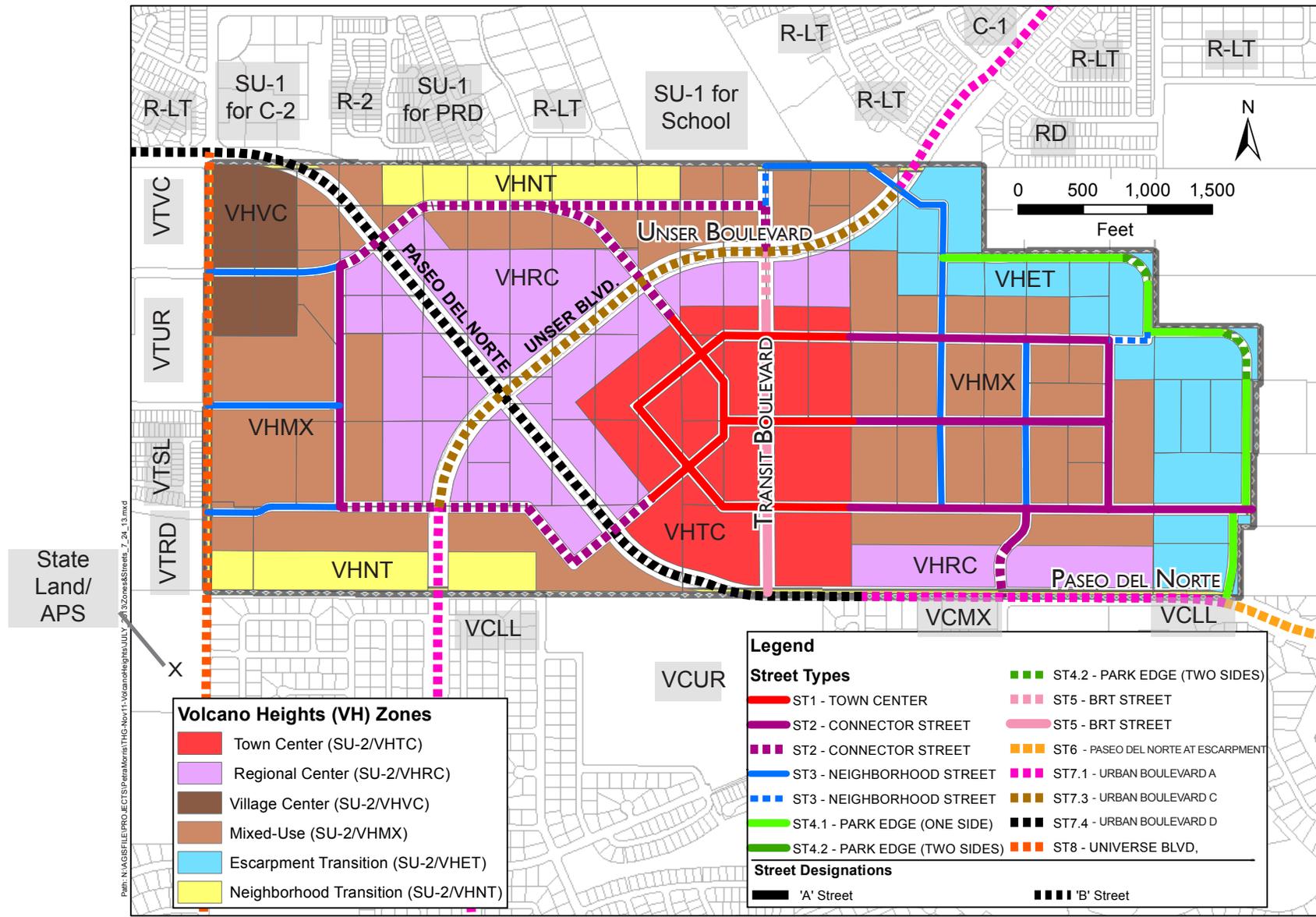


EXHIBIT 10.2 – CHARACTER ZONES AND STREET TYPES

10.3.2. **Primary Streets:** The character of streets in Volcano Heights will vary based on location. The Primary Streets and Designations Map [see **Exhibit 10.1**] illustrates the street network within the Plan area. Street alignments as shown coincide with the existing 20-foot access easement on the edge of each parcel wherever possible. **Section 10.6** starting on page 171 includes cross sections for the typical configuration of each **Primary Street** type. The specifications address vehicular lane width, parkway widths, **ROW** widths, number of travel lanes, on-street parking, and pedestrian accommodation.

- (i) Cross sections for each type of **Primary Street** depict specific elements and associated dimensions. The arrangement of these elements may change to suit local conditions, particularly when a **Primary Street** is intended for **Bus Rapid Transit (BRT)**. The final location of these lanes — whether the **BRT** will run in the median, the outside, or the inside lanes, or a combination of the above based on **adjacent** land uses, **ROW**, etc. — will be determined during the road design process. Similarly, the final location of the multi-use trail required along Paseo del Norte and Unser Boulevard will be determined in coordination with City Parks and Recreation. Trails should be situated to provide the best pedestrian access to the Town Center area. Intersections should be carefully planned and designed to facilitate connections to surrounding areas. [3]

- (ii) See **Table 10.1** for allowable adjustments to the **Primary Street** standards. Adjustments should be considered carefully to ensure that the intended character of each street type is maintained or enhanced.
- (iii) See **Section 10.5.4** starting on page 170 for more on intersection design.

10.3.3. **Secondary Streets:** This Plan specifies standards for all new local streets in Volcano Heights in **Section 10.7** starting on page 197. The platting and construction of new streets will be addressed on a project-by-project basis and reviewed by the **City Department of Municipal Development (DMD)** the City Engineer and/or other agencies or sections, as relevant. [4]

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

TABLE 10.1 – ADJUSTMENT CRITERIA

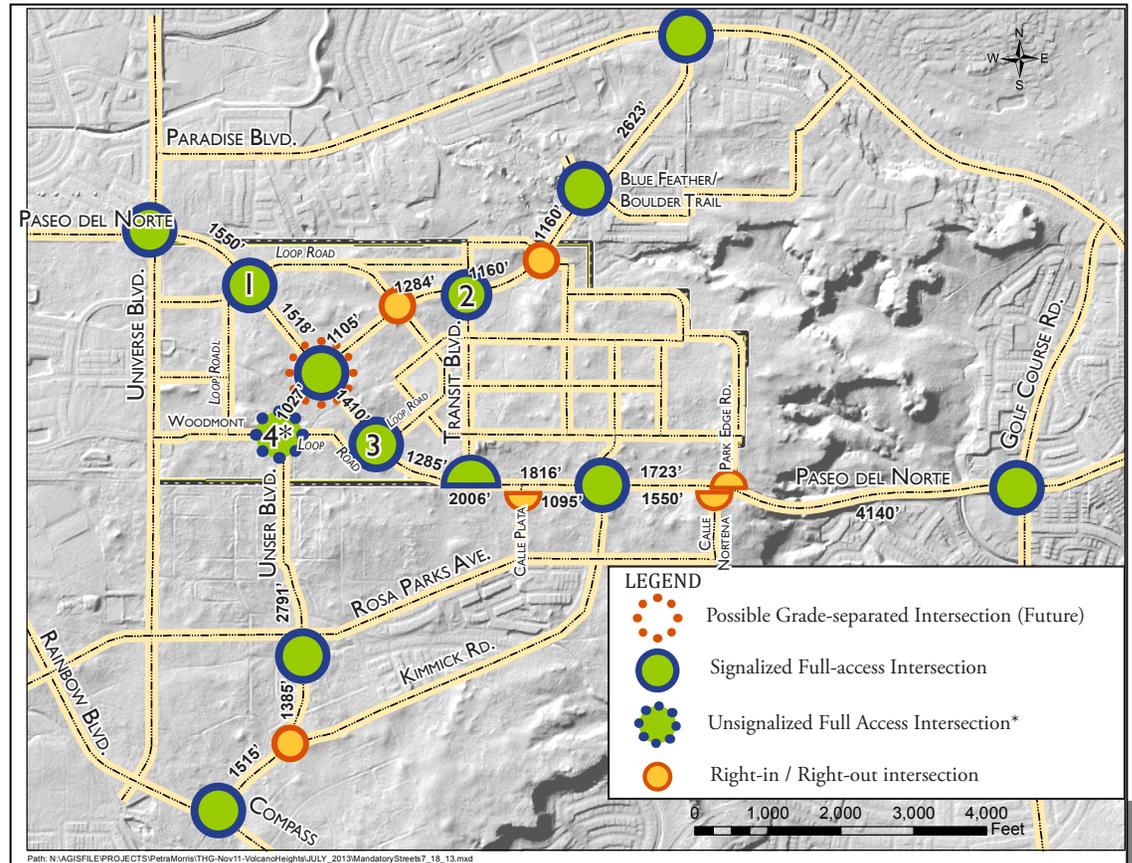
STANDARD	MINOR ADJUSTMENT ALLOWED	CRITERIA
Location/geometry of Primary Street Alignments	Adjustment of the Centerline of the street up to 300 feet. In the case of avoiding natural and/or culturally significant features, a greater allowance is permitted on a case by case basis and may require a signed agreement with adjacent owners.	<ul style="list-style-type: none"> Does not introduce a curve beyond what an automobile can navigate safely as defined in the City’s Development Process Manual (DPM) Chapter 23, Sections 2 and 3. Any deviation to the location of a Primary Street has been reviewed and approved by the Planning Director or his/her designee. Any deviations proposed to avoid rock outcroppings or other natural and/or culturally significant features has been coordinated with City Open Space Division.
Primary Street Cross Sections	Any dimensional standard change (increase or decrease) up to 20%.	<ul style="list-style-type: none"> Does not eliminate any element from a cross section. Does not decrease travel lanes below 10 feet or increase travel lanes to more than 12 feet. Has been justified by the applicant to the satisfaction of the DRB. May include criteria for variances per City Zoning Code §14-16-4-2(C).
	Adding medians to an ‘A’ Street .	<ul style="list-style-type: none"> Provides enough width to allow vegetation to be planted and sustain itself within the entire median, including turn bays.
	Adding or removing angled parking to/from an ‘A’ Street .	<ul style="list-style-type: none"> On-Street parking may be parallel or angle parking. Where angle parking is used, sufficient additional ROW is needed to add that element while still maintaining appropriate dimensions for all other elements. A median is recommended with reverse-angle parking.
	Adding or removing roundabouts and/or other traffic control device.	<ul style="list-style-type: none"> Roundabouts and/or other traffic control devices are to be constructed in compliance with all City standards with the minimal allowed profile and all feasible best practices to ensure compatibility with a high-quality pedestrian environment. Roundabouts and/or other traffic control devices on transit corridors are to be designed in coordinate with ABQ Ride. Prior to the removal of roundabouts and/or other traffic control devices on ‘A Streets,’ projects are to demonstrate alternative methods to ensure multimodal accommodations to preserve a high-quality streetscape for all transportation modes.
	Changes to the arrangement of street cross sections.	<ul style="list-style-type: none"> Has been reviewed and approved by the Planning Director or his/her designee to ensure compatibility with the intent of this Plan. Reference to ITE’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” or Context Sensitive Design is encouraged.
Secondary Street Cross Section	Changes to the arrangement of street cross sections.	<ul style="list-style-type: none"> Has been reviewed by the Planning Director or his/her designee to ensure compatibility with the intent of this Plan. Reference to ITE’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” or Context Sensitive Design is encouraged.

10.4. Access

10.4.1. **Primary Streets and Designations Map:** General access to properties is to be provided via the backbone grid of streets with general alignments and connections as shown in **Exhibit 10.1** on page 163.

10.4.2. **Intersections on Limited-Access Roads**

- (i) Unser Boulevard and Paseo del Norte are designated as limited-access facilities by the Metropolitan Planning Organization (MPO), and access is controlled via the Roadway Access Modification Policies.
- (ii) The approved intersections shown in **Exhibit 10.3** provide access to serve development in Volcano Heights and connect to surrounding areas. Intersections 1-4 are intended to create a loop road around the Paseo/Unser intersection in order to provide additional safe opportunities for all modes of travel to cross these large regional roadways expected to carry significant numbers of vehicles.
- (iii) Per the Transportation Coordinating Committee (TCC) Resolution R-13-03 [See **Appendix C**], the Paseo/Unser intersection should be reviewed for the construction of a grade-separated interchange at such time as traffic congestion and development conditions warrant.



[1/4 MILE = 1320 FEET]

EXHIBIT 10.3 – APPROVED LIMITED-ACCESS INTERSECTIONS

* NOTE: See Section 10.4.2(iii). [5]

10.0 STREET STANDARDS

Until this time, the intersection should be constructed as a traditional at-grade, signalized intersection. At such time as a grade-separated interchange is recommended by the TCC, it should be designed to complement this urban, multimodal area and minimize negative impacts to the surrounding land uses, trails, and sensitive lands. [See also **Section 13.3.1** starting on page 227.]

- (iv) Intersection #4 is to be unsignalized until such time as Paseo del Norte/Unser Boulevard intersection becomes grade-separated, at which time #4 may be signalized.
- (v) The intersection at the southern terminus of the Transit Boulevard is approved for a “high T-intersection,” which, to the extent practical, preserves the eastbound through free-flow movement on Paseo del Norte with a dedicated eastbound to northbound left-turn lane and a southbound to eastbound left-turn lane combined with an eastbound merge lane, in order to minimize traffic signal phasing and cycle length and to minimize red-signal time for Paseo del Norte. Until such time as Paseo del Norte is constructed to a four or six lane facility and the “High-T” intersection is constructed, the intersection may be constructed as a traditional at-grade, signalized intersection.

10.4.3. Access to Properties

- (i) As envisioned in this Plan, the Primary Street grid respects the purpose of limited-access roadways as regional thoroughfares and eliminates the need for individual curb cuts for developments along these corridors. Each access point on Unser Boulevard or Paseo del Norte connects to a Primary Street to provide general access to local development. For individual developments, further access is to be provided via Secondary Streets as necessary. The planned grid provides coordinated access to properties in the Plan area and connections to Volcano Trails to the west and Volcano Cliffs to the south. Together with intersections on the limited-access roadways, planned streets in Volcano Heights create a walkable, urban district with a high degree of connectivity for all modes of transportation.
- (ii) The provision of Primary and Secondary Streets using the appropriate cross sections as shown in this Plan (See **Exhibit 10.1** on page 163) will occur via the City development review process. Streets will only be required to be constructed to serve projects at the time of their development.

- (iii) Roads are to follow the recommended Primary Street alignments where possible, as shown in **Exhibit 10.3** on page 167. Where Primary Street alignments are infeasible or unhelpful to serve new development, new street alignments should be planned to provide the most direct path between the subject property and either an existing street or approved access point along Paseo del Norte and Unser Boulevard following existing 20-foot access easements around property edges wherever possible.
- (iv) In order to allow for more rapid advancement to full development conditions, property owners are encouraged to coordinate to plan alignments and share the cost of infrastructure in whatever manner they deem fair.
- (v) Although outside the purview of this Plan, property owners should consider infrastructure financing tools (e.g. PID, TIDD, etc.) as mechanisms to pool costs and coordinate development, particularly utilities and other infrastructure to be constructed along roadway alignments.
- (vi) Sufficient documentation of coordination and agreement among all affected property owners adjacent to new streets is required prior to the issuance of permits. Sufficient documentation includes but is not limited to:
 - a. Council-approved TIDD, SAD, or PID that includes such streets and/or

- b. **DRB**-approved Site Plan for Subdivision that includes such streets as well as letter(s) of cross access easement and construction approval among affected property owners.

[See Transportation Policies in **Section 13.3** starting on page 224.]

10.5. Street Designations: The following **street designations** are established for all streets within the Plan area.

- 10.5.1. **'A' Streets:** 'A' Streets are intended to provide the most pedestrian-friendly development context. Buildings along **'A' Streets** should be held to the highest standard of **pedestrian-oriented** design. These streets are the main connectors for local development and **adjacent** neighborhoods.
- (i) Curb cuts are not allowed on **'A' Streets**, except for porte cochere entries for hotels or other substantial uses, per the discretion of the Planning Director or his/her designee.
 - (ii) Development on **'A' Streets** may incorporate a **parking court**, surrounded on three sides by the development, served via one-way access, and with dimensions not to exceed 110 feet wide and 150 feet deep.
 - (iii) In order to provide pedestrian connectivity where blocks are more than 300 feet long, pedestrian walkways are to be provided every 300-500 feet. These walkways count toward **usable open space** requirements per **Section 9.5** starting on page 142 of this Plan.

10.0 STREET STANDARDS

- (iv) In order to support their purpose as pedestrian and cyclist-friendly corridors as well as supportive of retail and neighborhood services, **'A' Streets** are to be engineered for speeds within 5 miles per hour of posted speeds.
- (i) Additional **'A' Street** standards are included in **Section 10.6** for **Primary Streets**, as well as **Section 10.7.3** for **Secondary Streets**.

10.5.2. **'B' Streets:** 'B' Streets are intended to accommodate more **auto-oriented** uses, surface parking, and service functions. Individual standards are included in **Section 10.6.4** for Unser Boulevard, **Section 10.6.5** for Paseo del Norte, and **Section 10.7.5** for **Secondary 'B' Streets**.

- 10.5.3. **Alleys:** **Alleys** are an optional way to provide access for service and maintenance vehicles and access to parking areas for private vehicles while separating these vehicle uses from the public realm. Alleys can be either residential or commercial.
- (i) Typically narrower than **'B' Streets**, **alleys** can be a functional element within a commercial block and can provide a pleasant walking option in residential areas. [See more standards in **Sections 10.7** and **11.0 Streetscape Standards** in this Plan.]
 - (ii) See **Section 13.3.13** starting on page 234 in this Plan for policies relating to roles and responsibilities for alley maintenance.

10.5.4. **Intersection Design**

- (i) **Multimodal Accommodation:** Intersections are to be designed and constructed to accommodate safe crossing for all modes of transportation.
- (ii) **Signal Warrants:** The determination of where and when traffic signals and/or roundabouts are to be installed is based upon the evaluation of traffic conditions at an intersection in accordance with the warrants contained within the Manual for Uniform Traffic Control Devices (MUTCD).
- (iii) **Development Review:** Intersection design and cross section configuration surrounding intersections shall be subject to judgment of the City Engineer and/or the Department of Municipal Development to ensure safety and appropriate connectivity.

- (iv) **Roundabouts:**
 - a. Excepting intersections on principal arterials, roundabouts are to be considered for every location that meets or is anticipated to meet MUTCD criteria for a traffic signal.
 - b. The criteria to be used for selecting a roundabout over other forms of intersection control such as signals or stop signs include, but are not limited to: safety, operational improvements, efficiency, traffic calming, construction and operating costs, right-of-way requirements, protection of sensitive lands, and community enhancement. [See also **Section 13.3.11** starting on page 233.]
 - c. Roundabouts are the preferred design solution when rock outcroppings lie within a Primary Street corridor as shown in **Exhibit 9.1** on page 145.
 - d. Roundabouts are to be the preferred option for intersection control on all single-lane minor arterials and collectors. They should also be considered as alternatives to signals on two-lane minor arterials.
 - e. All Traffic Impact Studies should include a comparison of the theoretical intersection delay for a roundabout versus a signal at all warranted signal locations.

- (v) **Pedestrian and/or Cyclist Activated Signals:** Safe multimodal access is key to the success of the Volcano Heights Major Activity Center. Pedestrian- and cyclist-activated signals should be considered where traffic conditions warrant in order to provide safe crossing to land uses in the area.

10.5.5. **Site Distance:** Site distance requirements shall follow current **AASHTO** standards.

10.5.6. **Americans with Disability (ADA) Compliance:** **ADA** guidelines shall govern minimum sidewalk widths to provide unobstructed passage from impedances, including but not limited to landscaping, street furniture, pedestrian amenities, utilities, signage, and grade changes.

10.6. Primary Street Cross Sections: Primary Streets are those whose alignments are shown in **Exhibit 10.1** on page 163, which also designates ‘**A**’ vs. ‘**B**’ streets. The following cross sections for each **Primary Street**, together with frontage standards for each zone per **Section 5.0** starting on page 77, are intended to create a predictable built environment along corridors, across property lines, and over time.

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

TABLE 10.2 – STREET TYPES AND CROSS SECTIONS

CROSS SECTION	PROGRAMMED ROW	#VEHICULAR LANES	VEHICULAR TRAVEL LANE WIDTHS / TRANSIT LANE WIDTHS	BIKE LANE / BUFFER*	ON-STREET PARKING*	PEDESTRIAN SIDEWALK WIDTH	LANDSCAPE / TREE WELL	APPLICABLE SECTOR PLAN AREA
ST 1.1: Typical Retail Collector <i>Applicable Streets:</i> • Rosa Parks • Universe Blvd. south of Rosa Parks	58 feet	2	10 feet	None	7 feet	12 feet	(Within sidewalk width)	VCSDP
ST 1.2: Typical Residential Collector <i>Applicable Streets:</i> • Kimmick Dr.	58 feet	2	10 feet	None	7 feet	6 feet**	6 feet	VCSDP
ST 2.1: Neighborhood Street A	70 feet	2	11 feet	4 feet / 3 feet	7 feet	10 feet	(Within sidewalk width where required)	VHSDP
ST 2.2: Neighborhood Street B <i>Applicable Streets:</i> • Kimmick from Paseo to Rosa Parks • Calle Nortena from Paseo to Valiente	72 feet	2 (+ 14' median/turn bay)	10 feet	None	7 feet	6 feet	6 feet	VCSDP
ST 2.3: Neighborhood Street C <i>Applicable Street: Urraca Rd.</i>	64 feet	2	10 feet	None	7 feet	5 feet	5 feet	VCSDP

* Includes curb and gutter dimension where element is at the edge of the paved section of the roadway.

** Except where platted at 5 feet at the time of the original adoption of this Plan (May 2011), in which case the total programmed ROW is reduced by 2 feet overall.

TABLE 10.2 – STREET TYPES AND CROSS SECTIONS (Cont'd)

CROSS SECTION	PROGRAMMED ROW	# VEHICULAR LANES	VEHICULAR TRAVEL LANE WIDTHS / TRANSIT LANE WIDTHS	BIKE LANE / BUFFER*	ON-STREET PARKING*	PEDESTRIAN SIDEWALK WIDTH	LANDSCAPE / TREE WELL	APPLICABLE SECTOR PLAN AREA
ST 3: Minor Arterial <i>Applicable Street: Universe Blvd.</i>	77 feet	2 (+ 16' median/center turn bay)	11 feet	5 feet	None	7 feet	5 feet	VCSDP VHSDP
ST 4: Connector Street	84 feet	2 (+ 12' median/turn bay)	10 feet	4 feet / 3 feet	7 feet	12 feet	(optional within sidewalk width)	VHSDP
ST 5: Suburban Boulevard <i>Applicable Streets:</i> • <i>Unser Boulevard at Escarpment</i> • <i>Rainbow Boulevard</i>	128 feet	4	11 feet	7 feet	None	10 feet	10 feet	VCSDP
ST 6: Paseo del Norte at Escarpment	135 feet	4 (+2 transit lanes)	11 / 12 feet	9 feet	None	(See cross section)	None	VCSDP VHSDP

* Includes curb and gutter dimension where element is at the edge of the paved section of the roadway.

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

TABLE 10.2 – STREET TYPES AND CROSS SECTIONS (Cont'd)

CROSS SECTION	PROGRAMMED ROW	#VEHICULAR LANES	VEHICULAR TRAVEL LANE WIDTHS / TRANSIT LANE WIDTHS	BIKE LANE / BUFFER*	ON-STREET PARKING*	PEDESTRIAN SIDEWALK WIDTH	LANDSCAPE / TREE WELL	APPLICABLE SECTOR PLAN AREA
ST 7.1: Urban Boulevard A <i>Applicable Streets:</i> <ul style="list-style-type: none"> • Paseo del Norte from Calle Nortena to Kimmick • Unser Boulevard from southern boundary of Volcano Cliffs to Escarpment • Unser Boulevard from Kimmick to Woodmont 	156 feet	4 (+ 50' median)	11 feet	6 feet	None	10 feet	10 feet	VCSDP
ST 7.2: Urban Boulevard B <i>Applicable Streets:</i> <ul style="list-style-type: none"> • Unser Boulevard from Escarpment to Kimmick 	156 feet	4 (+36' median)	12 feet	8 feet	None	None	None	VCSDP
ST 7.3: Urban Boulevard C <i>Applicable Streets:</i> <ul style="list-style-type: none"> • Unser Boulevard from Woodmont to northernmost right-in/right-out in Volcano Heights 	156 feet	4 (+2 slip lanes)	11 / 12 feet	4 feet / 2 feet	None	(See cross section)	(See cross section)	VHSDP
ST 7.4: Urban Boulevard D <i>Applicable Street: Paseo del Norte from Kimmick to western boundary of Volcano Trails</i>	156 feet	6 (+2 transit lanes)	11 / 12 feet	6 feet / 2 feet	None	10 feet	(Within sidewalk width)	VHSDP VTSDP

* Includes curb and gutter dimension where element is at the edge of the paved section of the roadway.

TABLE 10.2 – STREET TYPES AND CROSS SECTIONS (Cont'd)

CROSS SECTION	PROGRAMMED ROW	# VEHICULAR LANES	VEHICULAR TRAVEL LANE WIDTHS / TRANSIT LANE WIDTHS	BIKE LANE / BUFFER*	ON-STREET PARKING*	PEDESTRIAN SIDEWALK WIDTH	LANDSCAPE / TREE WELL	APPLICABLE SECTOR PLAN AREA
ST 8: Transit Boulevard	120 feet	2 (+2 transit lanes)	10 / 12 feet	4 feet / 3 feet	7 feet	12 feet	6 feet	VHSDP
ST 9: Town Center	96 feet	2	11 feet	4 feet / 3 feet	18 feet (reverse-angle)	12 feet	(Within sidewalk width)	VHSDP
ST 10.1: Park Edge – Single-loaded	76 feet	2 (+12' median/turn bay)	11 feet	6.5 feet / 2.5 feet	7 feet (one side only)	10 feet	(Within sidewalk width)	VHSDP
ST 10.2: Park Edge – Double-loaded	70 feet	2	11 feet	4 feet / 3 feet	7 feet	10 feet	(Within sidewalk width)	VHSDP
ST 11: Local Street	52 feet	2	9 feet	None	6 feet	6 feet**	5 feet	VCSDP

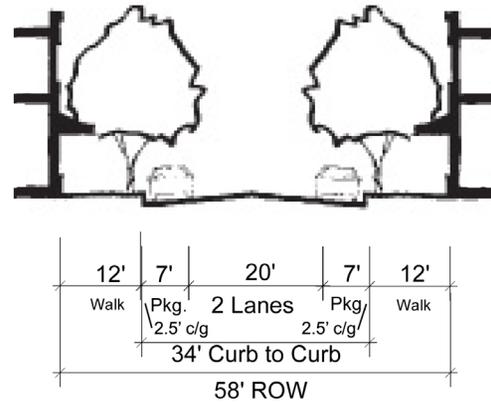
* Includes curb and gutter dimension where element is at the edge of the paved section of the roadway.

CHAPTER III: STREET AND STREETSCAPE STANDARDS

10.0 STREET STANDARDS

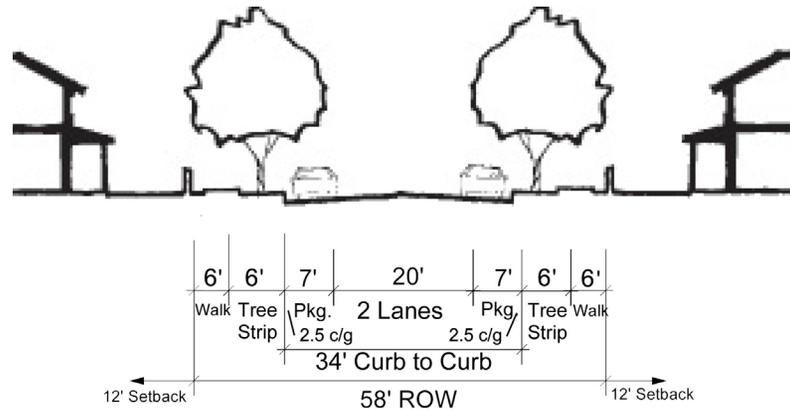
[Note: Street Types 1.1 and 1.2 are not used within the Volcano Heights SDP]

ST 1.1: RETAIL COLLECTOR



STREET TYPE 1.1 – TYPICAL RETAIL COLLECTOR (2 LANES)

* Note: c/g stands for “curb and gutter”



STREET TYPE 1.2 – TYPICAL RESIDENTIAL COLLECTOR (2 LANES)

ST 1.2: RESIDENTIAL COLLECTOR

- 10.6.1. **Street Type 2.1:** Neighborhood Street A
 - (i) **Intent/Purpose:** These streets are intended to access local uses, predominantly businesses and residences within the Plan area.
 - (ii) **Cross Section:** See **Exhibit 10.8.**
 - (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
 - (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

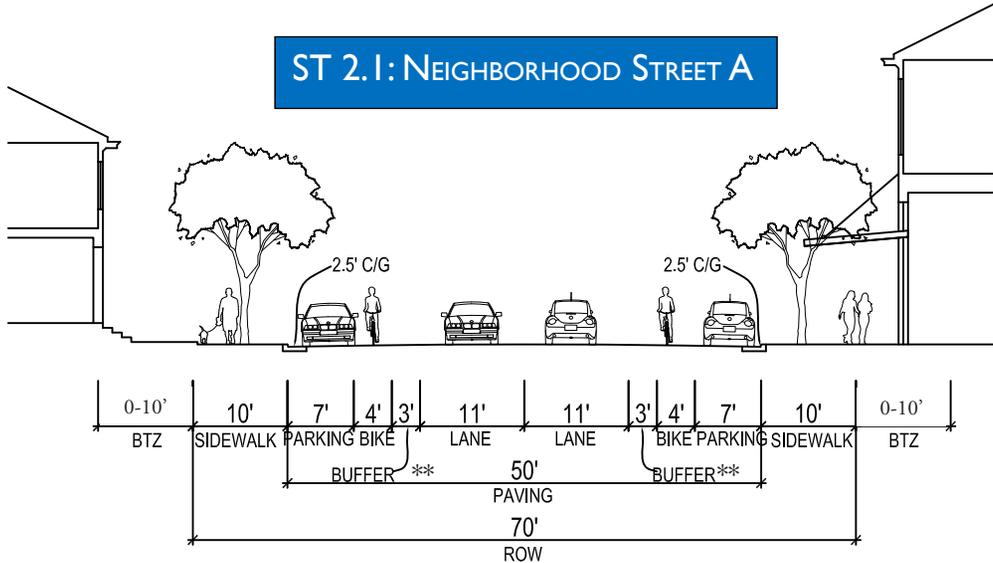


EXHIBIT 10.4 – STREET TYPE 2.1: NEIGHBORHOOD STREET A

* Note: C/G = Curb and Gutter
 ** Note: Buffer = Separation between the bicycle and vehicle lanes.

10.0 STREET STANDARDS

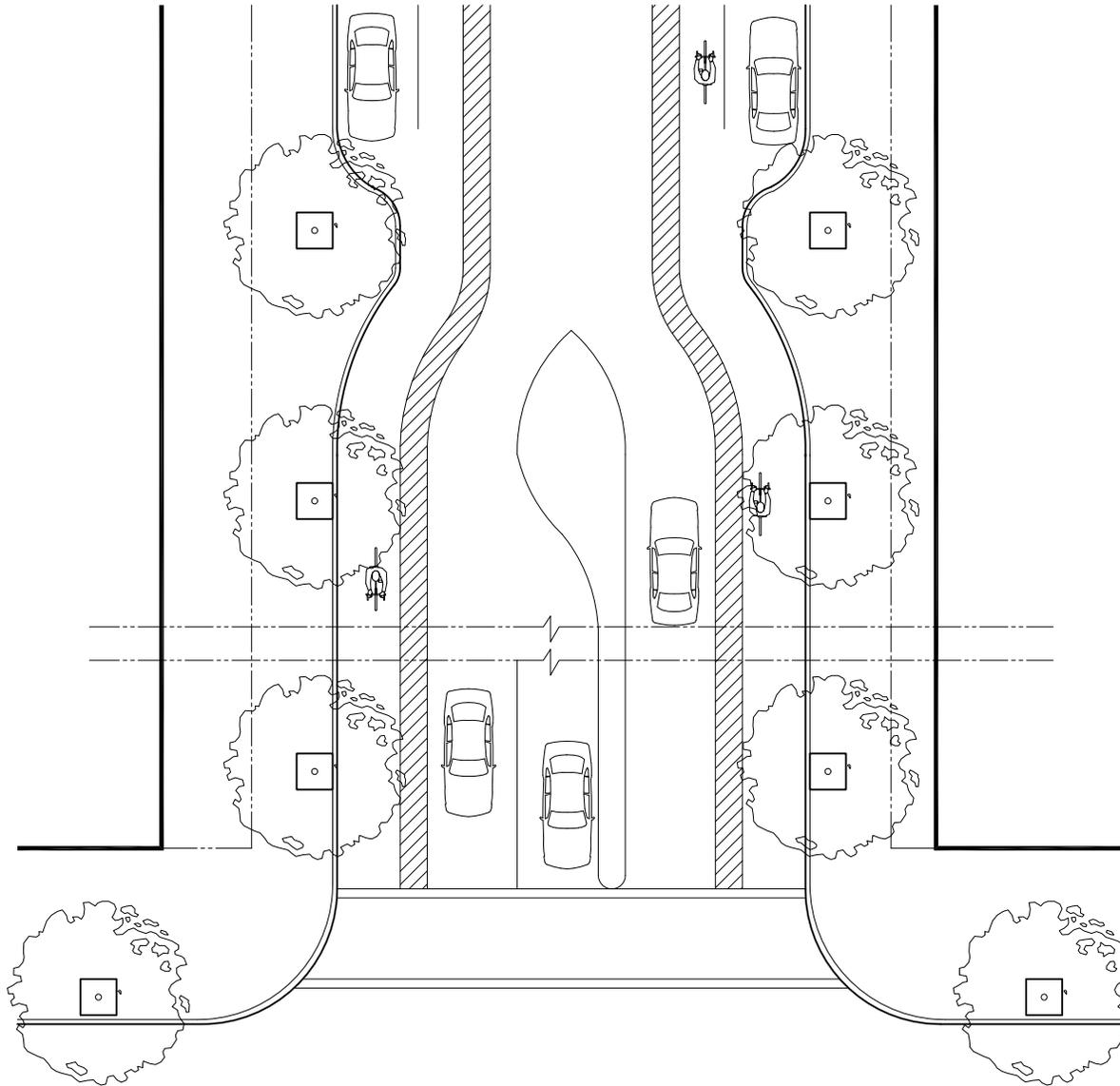


EXHIBIT 10.5 – STREET TYPE 2.1: NEIGHBORHOOD STREET A – TYPICAL INTERSECTION (PLAN VIEW)

ST 2.2: NEIGHBORHOOD STREET B

[Note: Street Types 2.2 and 2.3 are not used within the Volcano Heights SDP]

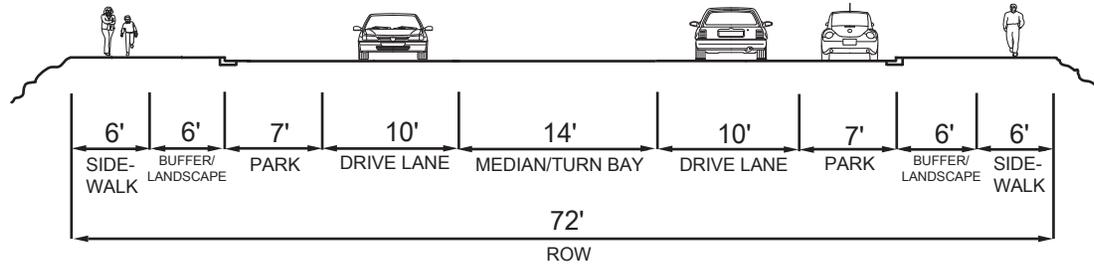


EXHIBIT 10.6 – STREET TYPE 2.2: NEIGHBORHOOD STREET B

ST 2.3: NEIGHBORHOOD STREET C

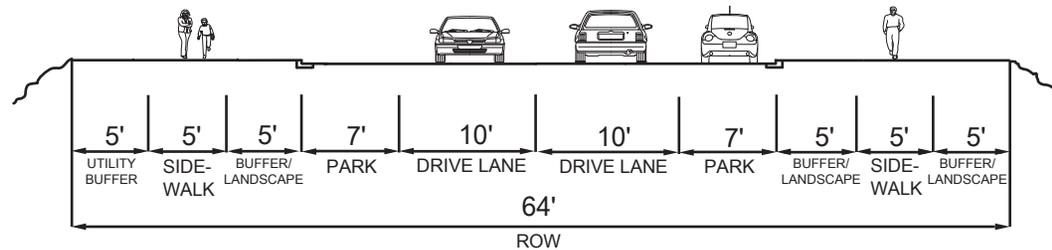


EXHIBIT 10.7 – STREET TYPE 2.3: NEIGHBORHOOD STREET C

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

10.6.2. Street Type 3: Minor Arterial

- (i) **Intent/Purpose:** Universe Boulevard is a minor arterial carrying significant traffic volumes to facilitate regional movement. At the same time, it connects many predominantly residential areas and therefore must be safe and comfortable for pedestrian and cyclists.
- (ii) **Cross Section:** See **Exhibit 10.18.**
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

ST 3: MINOR ARTERIAL

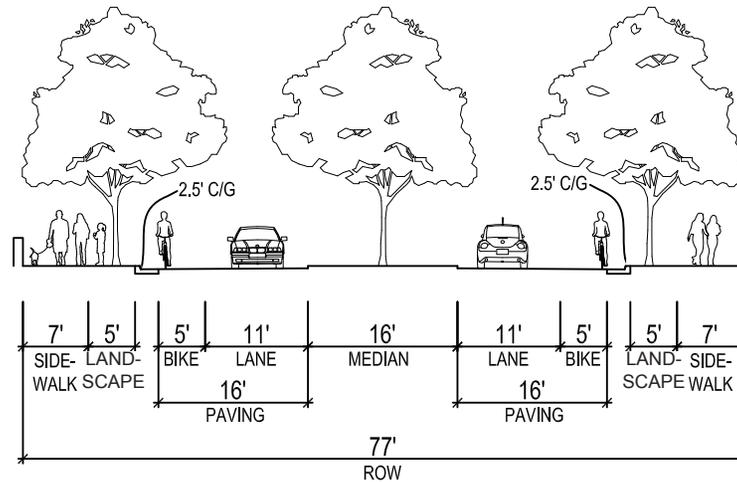


EXHIBIT 10.8 – STREET TYPE 3: MINOR ARTERIAL

10.6.3. **Street Type 4: Connector Street**

- (i) **Intent/Purpose:** These streets are intended to access **neighborhood streets** and promote multi-modal transportation to reach businesses and residences within the Plan area.
- (ii) **Cross Section:** See **Exhibit 10.6.**
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

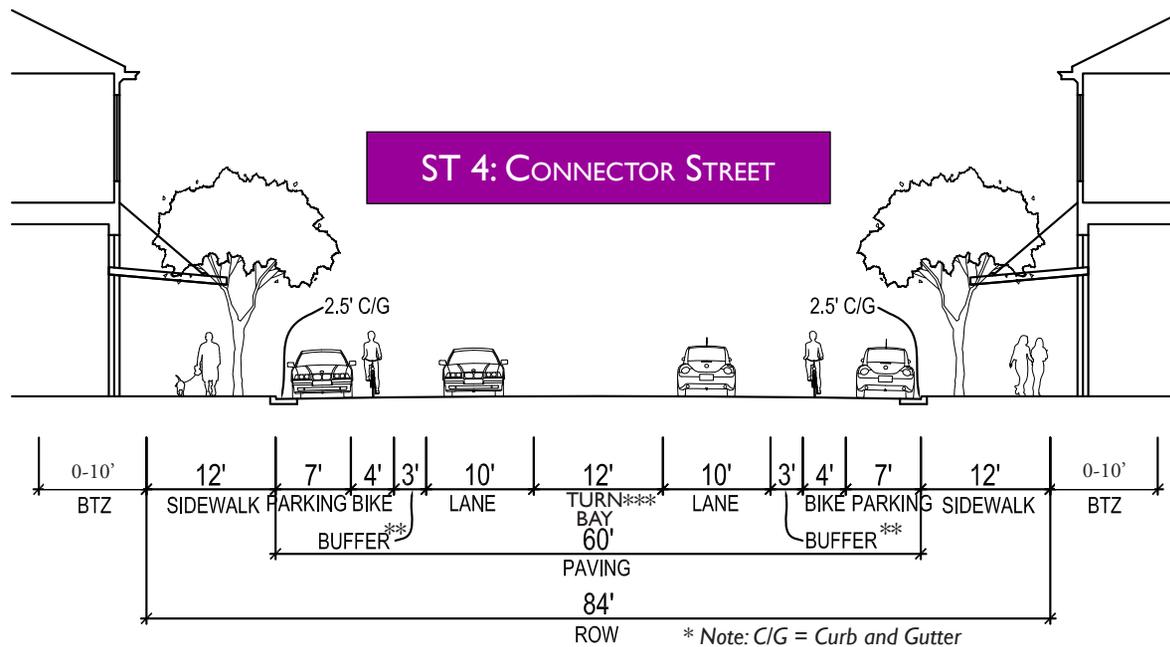


EXHIBIT 10.9 – STREET TYPE 4: CONNECTOR STREET

* Note: C/G = Curb and Gutter

** Note: Buffer = Separation between the bicycle and vehicle lanes.

*** Note: The center lane is a two-way left-turning lane and/or median as appropriate.

10.0 STREET STANDARDS

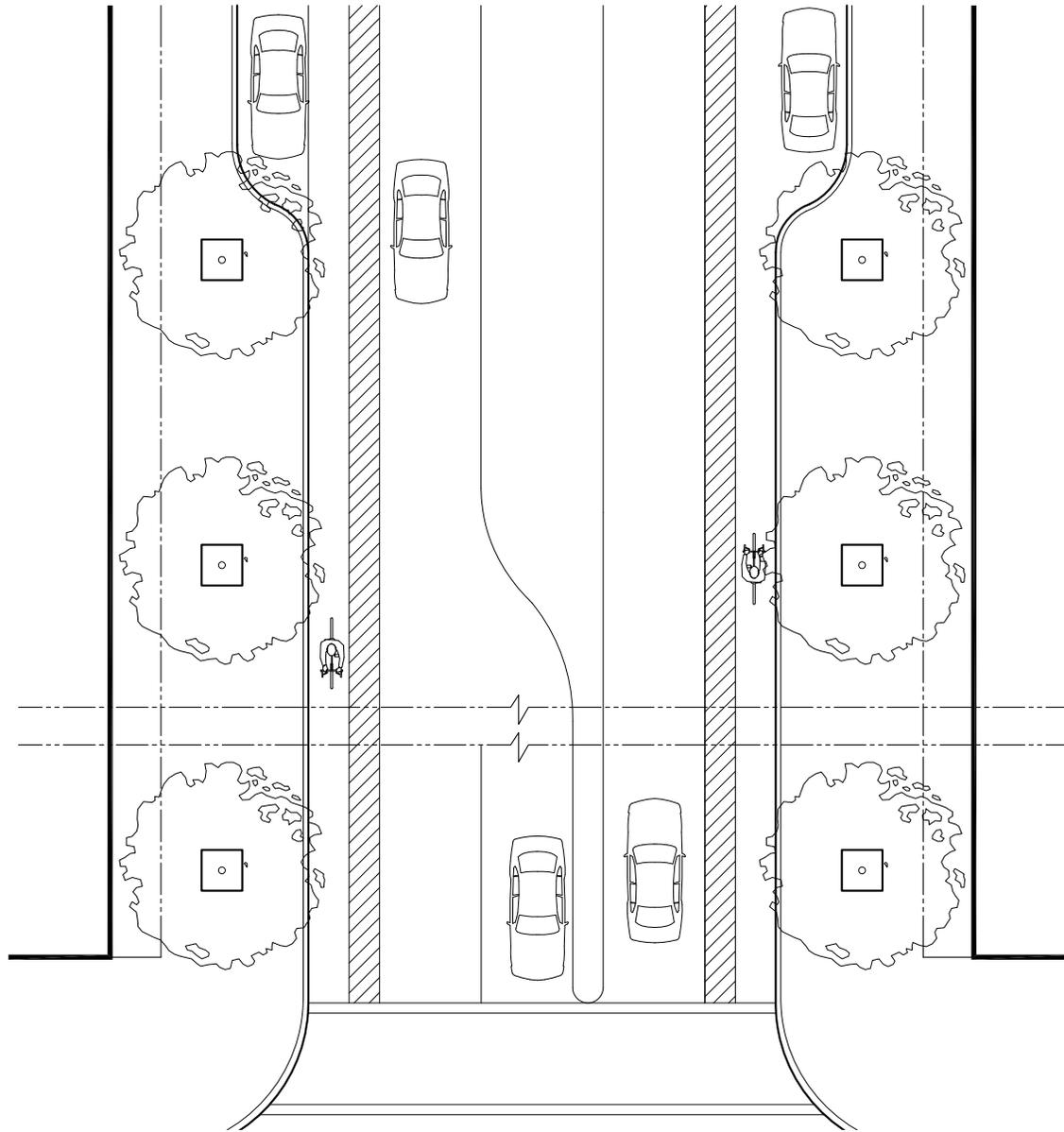


EXHIBIT 10.10 – STREET TYPE 4: CONNECTOR STREET – TYPICAL INTERSECTION (PLAN VIEW)

[Note: Street Type 5 is not used within the Volcano Heights SDP]

ST 5: SUBURBAN BOULEVARD

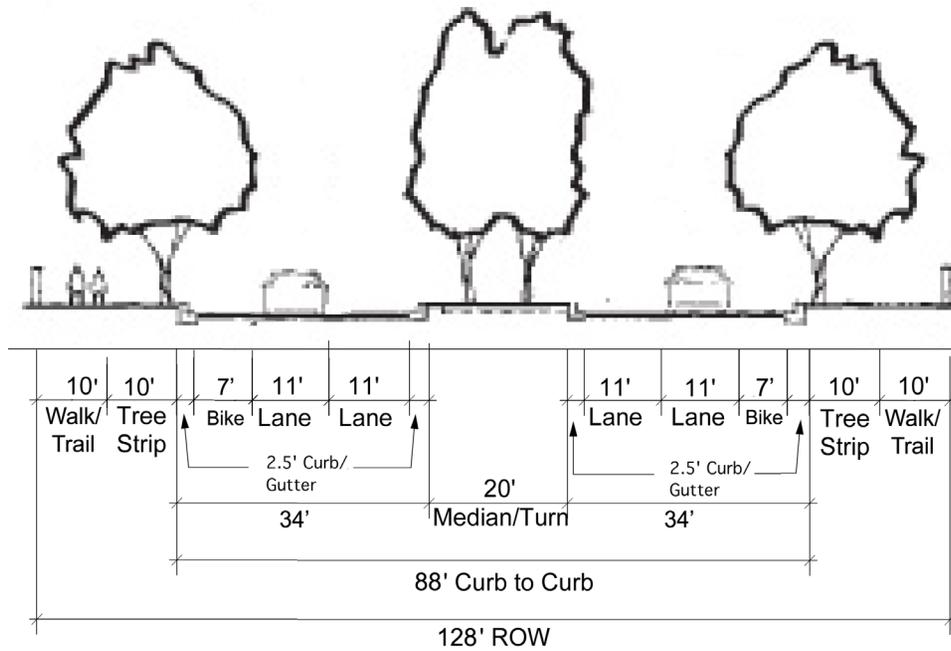
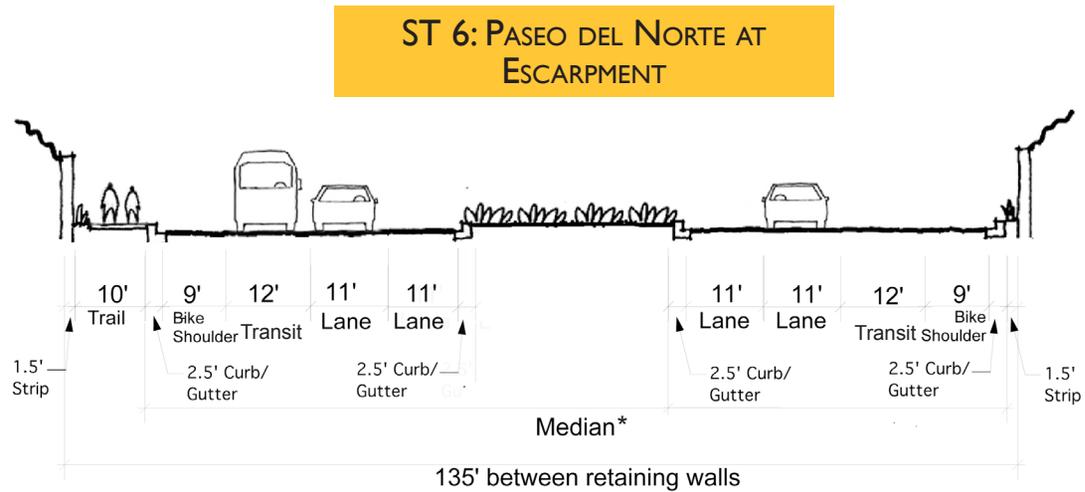


EXHIBIT 10.11 – STREET TYPE 5: SUBURBAN BOULEVARD

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

[Note: Street Type 6 is not used within the Volcano Heights SDP]



* Note: Median width varies according to right-of way through the Petroglyph National Monument

EXHIBIT 10.12 – STREET TYPE 6: PASEO DEL NORTE AT ESCARPMENT (6 LANES WITH TRANSIT)

ST 7.1: URBAN BOULEVARD A

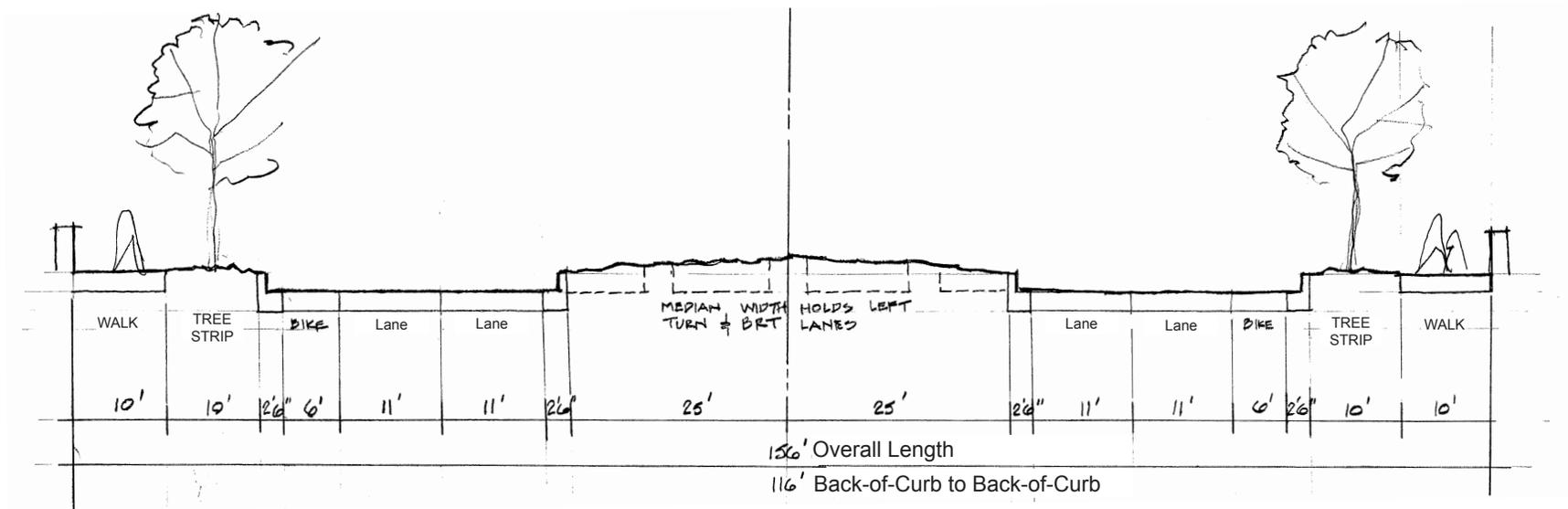


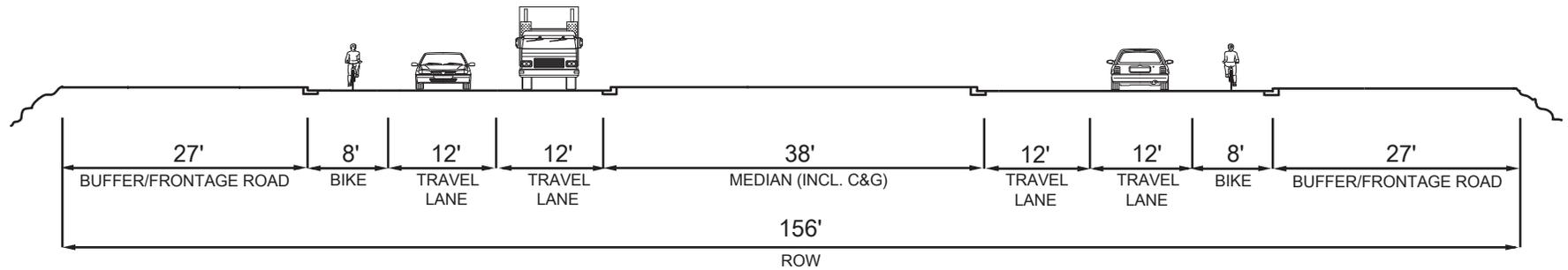
EXHIBIT 10.13 – STREET TYPE 7.1: URBAN BOULEVARD A

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

[Note: Street Type 7.2 is not used within the Volcano Heights SDP]

ST 7.2: URBAN BOULEVARD B

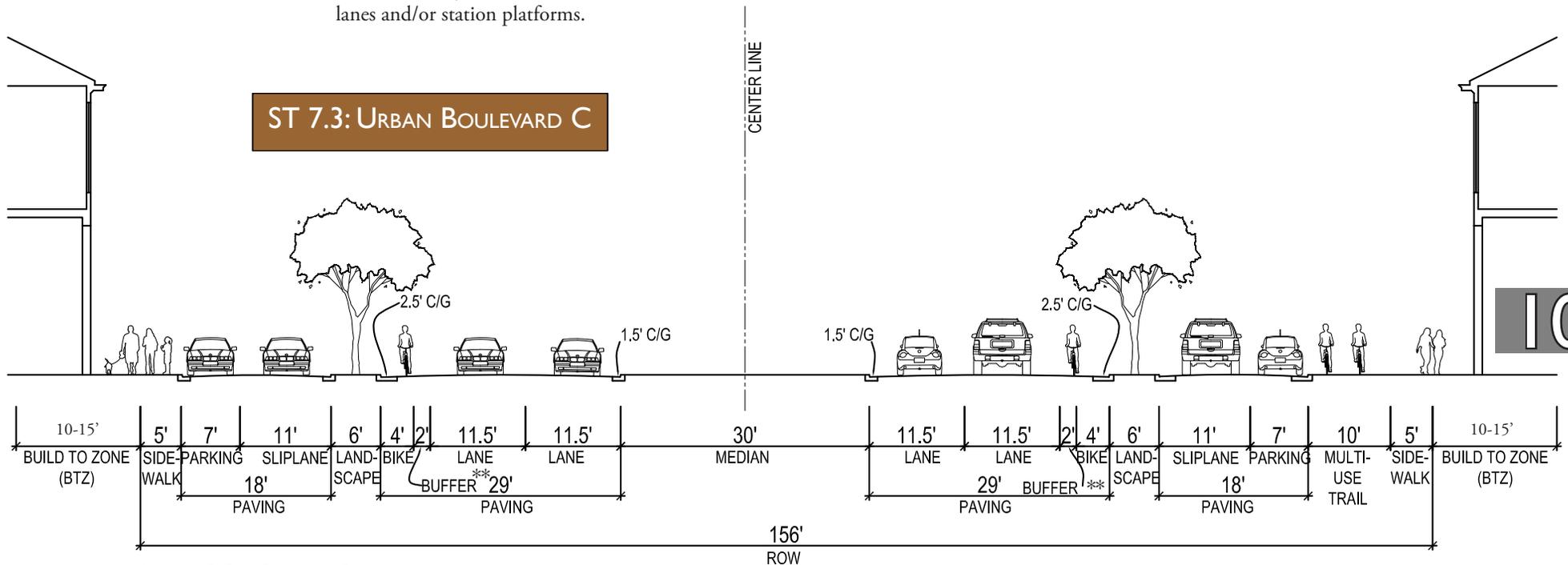


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EXHIBIT 10.14 – STREET TYPE 7.2 – URBAN BOULEVARD B

- 10.6.4. **Street Type 7.3: Urban Boulevard C**
- (i) **Intent/Purpose:** Unser Boulevard is primarily a regional road, serving residents and businesses within Volcano Heights as well as the surrounding region.
 - (ii) **Cross Section**
 - a. See **Exhibit 10.16**.
 - b. Slip lanes are for one-way movement only. Directional signage is needed.
 - c. Beginning 500 feet from an intersection with Paseo del Norte, the Transit Boulevard, or any potential station locations, an extra 36 feet in the ROW may be needed for **BRT** lanes and/or station platforms.

- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.



* Note: C/G = Curb and Gutter
 ** Note: Buffer = Separation between the bicycle and vehicle lanes.
 *** Note: Sidewalk dimension may be adjusted to accommodate trail and/or trail buffer.

EXHIBIT 10.15 – STREET TYPE 7.3: URBAN BOULEVARD C

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

- 10.6.5. **Street Type 7.4: Urban Boulevard D**
- (i) **Intent/Purpose:** Paseo del Norte is primarily a regional road, serving residents and businesses within Volcano Heights as well as the surrounding region.

- (ii) **Cross Section**
 - a. See **Exhibit 10.17**.
 - b. Beginning 500 feet from an intersection with Unser Boulevard, the Transit Boulevard, or any potential station locations, 36 feet in the **ROW** may be needed for **BRT** lanes and/or station platforms.
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

ST 7.4: URBAN BOULEVARD D

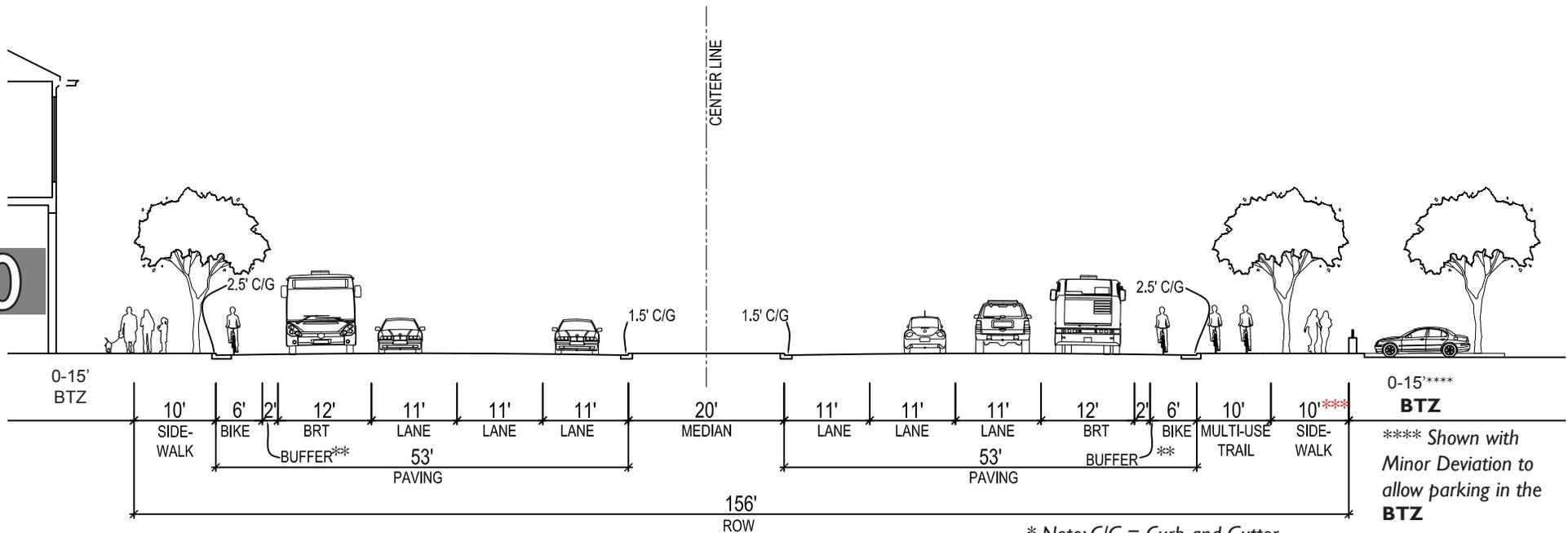


EXHIBIT 10.16 – STREET TYPE 7.4: URBAN BOULEVARD D

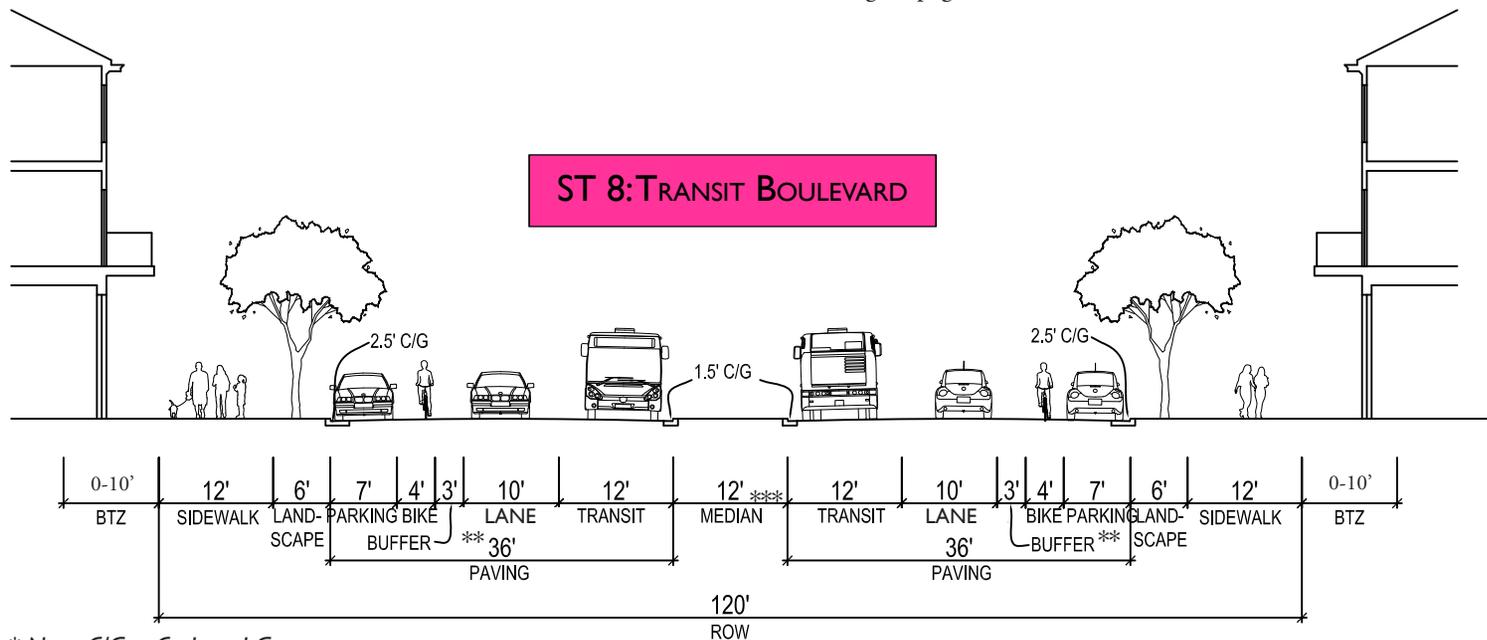
* Note: C/G = Curb and Gutter
 ** Note: Buffer = Separation between the bicycle and vehicle lanes.
 *** Note: Sidewalk dimension may be adjusted to accommodate trail and/or trail buffer. [6]

10.6.6. **Street Type 8: Transit Boulevard**

(i) **Intent/Purpose:** The Transit Boulevard serves multiple modes of transportation, including the proposed **BRT**. The walkable, dense, urban Town Center is organized around this Transit Boulevard, which acts as a “Main Street” for Volcano Heights.

(ii) **Cross Section**

- a. See **Exhibit 10.14**.
 - b. Beginning 500 feet from intersections on Paseo del Norte, Unser Boulevard, and any other potential station locations, an extra 36 feet of ROW may be needed for **BRT** lanes and/or station platforms.
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.



* Note: C/G = Curb and Gutter

** Note: Buffer = Separation between the bicycle and vehicle lanes.

*** Note: Median becomes Turn Bay or equivalent in 'B' Street segments.

EXHIBIT 10.17 – STREET TYPE 8: TRANSIT BOULEVARD

10.0 STREET STANDARDS

ST 8: TRANSIT BOULEVARD

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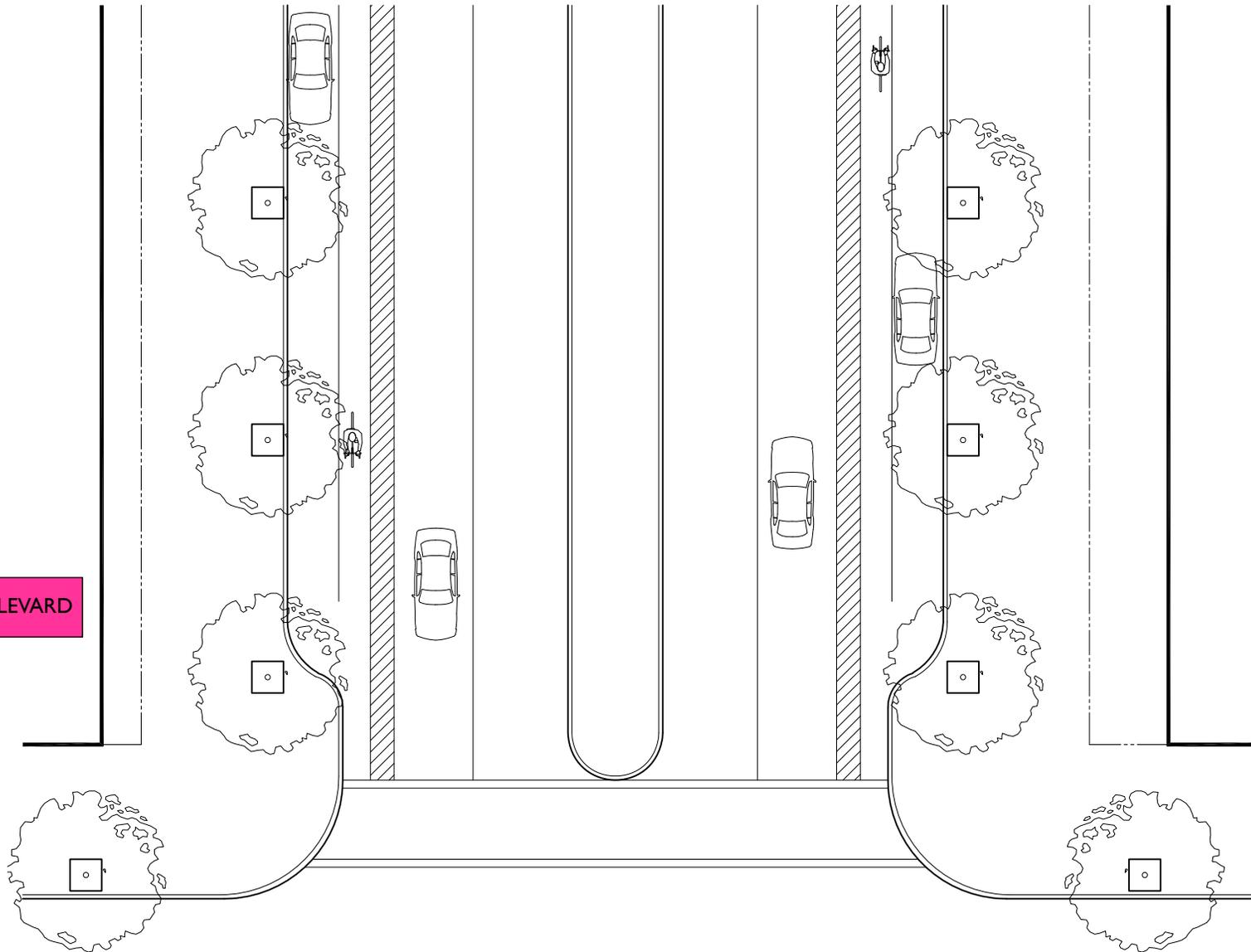


EXHIBIT 10.18 – STREET TYPE 8: TYPICAL INTERSECTION (PLAN VIEW)

10.6.7. **Street Type 9: Town Center Street**

- (i) **Intent/Purpose:** These streets are intended to be the most pedestrian-friendly while supporting multiple modes of transportation circulating throughout the Plan area and surrounding region.
- (ii) **Cross Section:** See **Exhibit 10.4.**
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5.1** starting on page 78.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

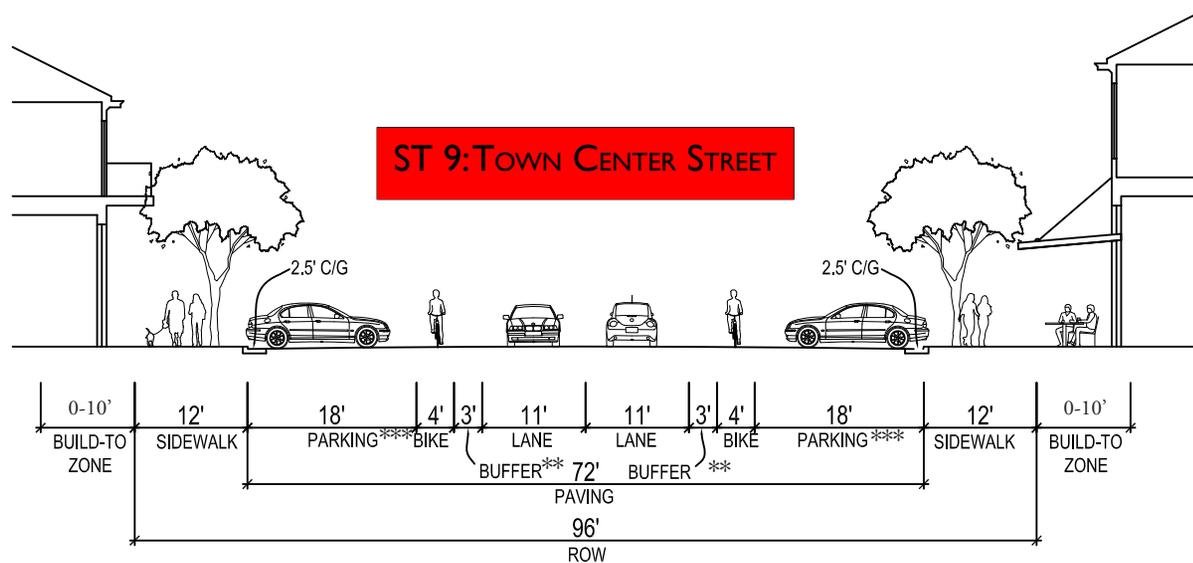


EXHIBIT 10.19 – STREET TYPE 9: TOWN CENTER STREET

* Note: C/G = Curb and Gutter

** Note: Buffer = Separation between the bicycle and vehicle lanes.

*** Note: Parking shown is reverse-angle parking. See **Section 13.3.10(ix)**.

10.0 STREET STANDARDS

ST 9: TOWN CENTER STREET

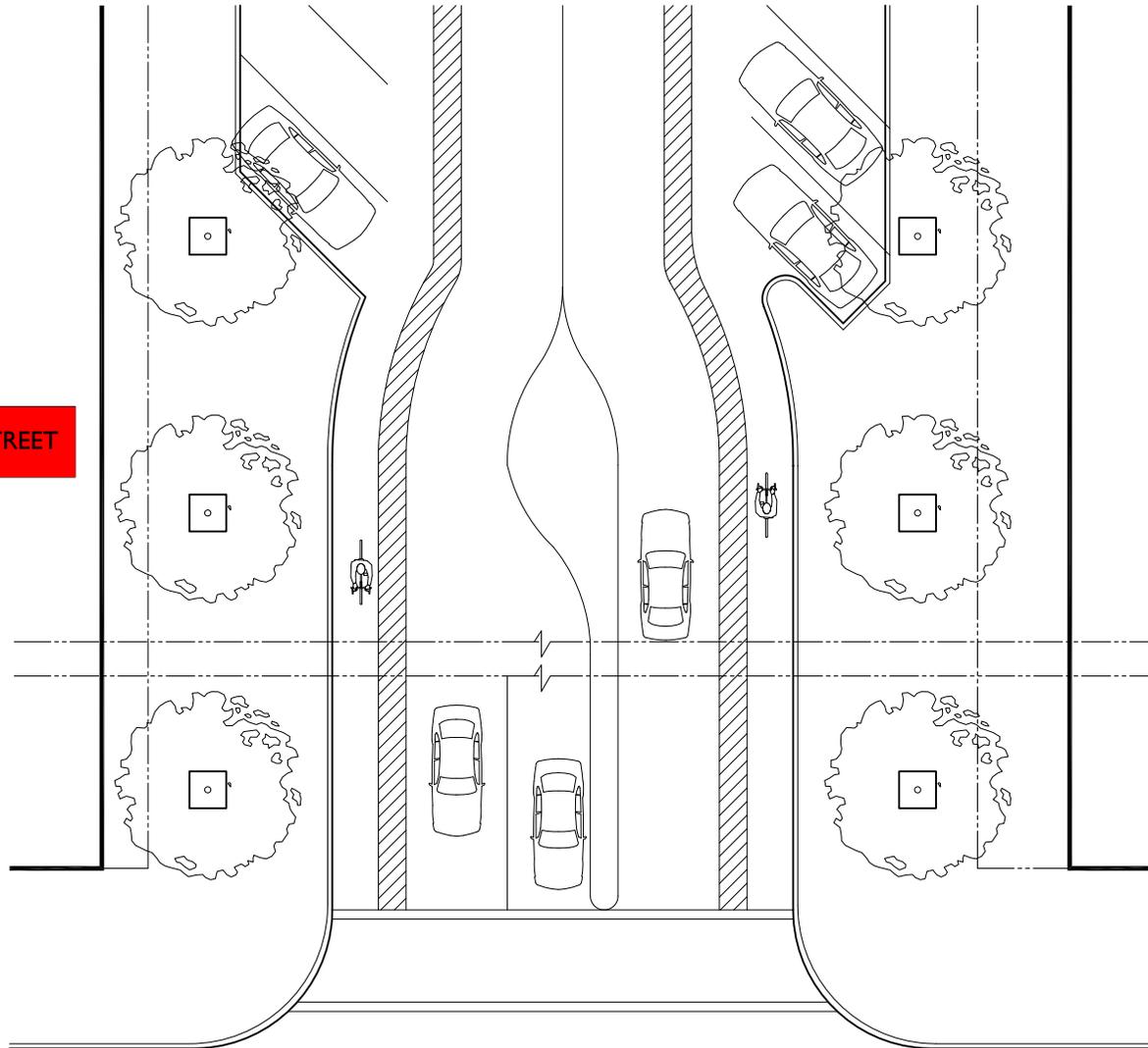
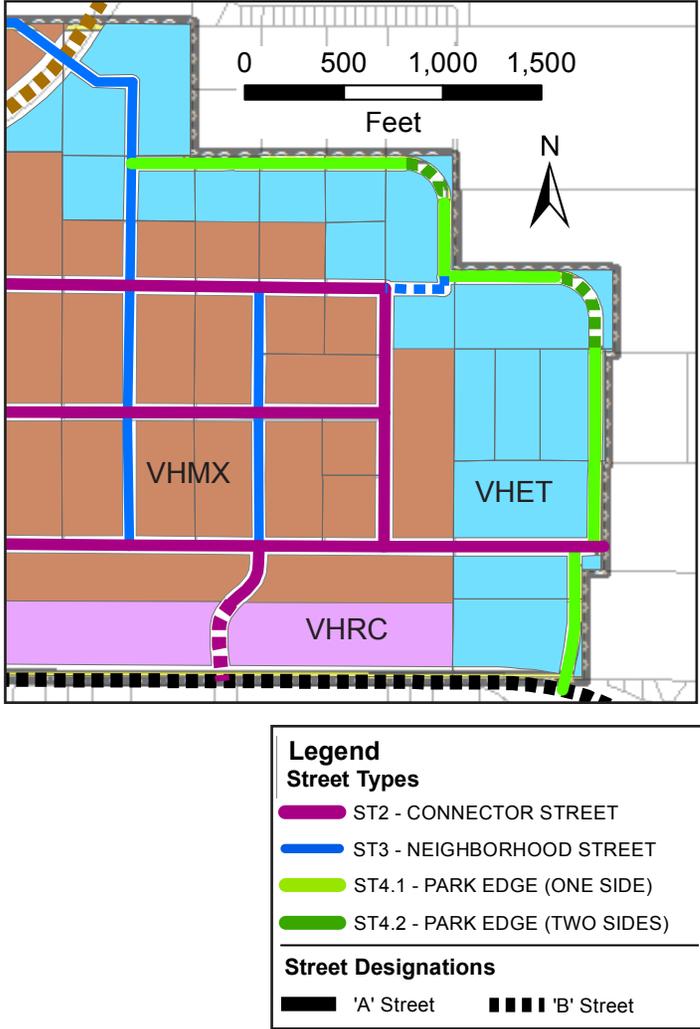


EXHIBIT 10.20 – STREET TYPE 9: TYPICAL INTERSECTION (PLAN VIEW)

10.6.8. Street Type 10: Park Edge

- (i) **Intent/Purpose:** The Park Edge road is intended to access local development, predominantly residences and businesses within the Plan area, by multiple modes of transportation, including on-street bicycle lanes as well as connections to an off-street trail along the Petroglyph National Monument. **Major Public Open Space** is best enhanced and protected as a public amenity when buffered from development by a **single-loaded road** along Major Public Open Space edges (i.e. development only occurs on the side of the road farthest from the Major Public Open Space). The City Open Space Division and the National Park Service prefer the single-loaded road as the best transition between development and sensitive lands within the Petroglyph National Monument. Single-loaded roads increase safety for open space users and nearby property owners by providing visibility for surveillance and monitoring, as well as improving accessibility for park users. Single-loaded roads are also the most effective means of protecting important views into and out of the Monument, as well as to the Sandia Mountains to the east. The Park Edge road cross sections are designed to incorporate landscaping and medians that act as transitions from the built environment to **sensitive lands** within the Monument.



DETAIL OF EXHIBIT 10.2 – CHARACTER ZONES AND STREET TYPES: PARK EDGE ROAD

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

ST 10.1: PARK EDGE SINGLE-LOADED

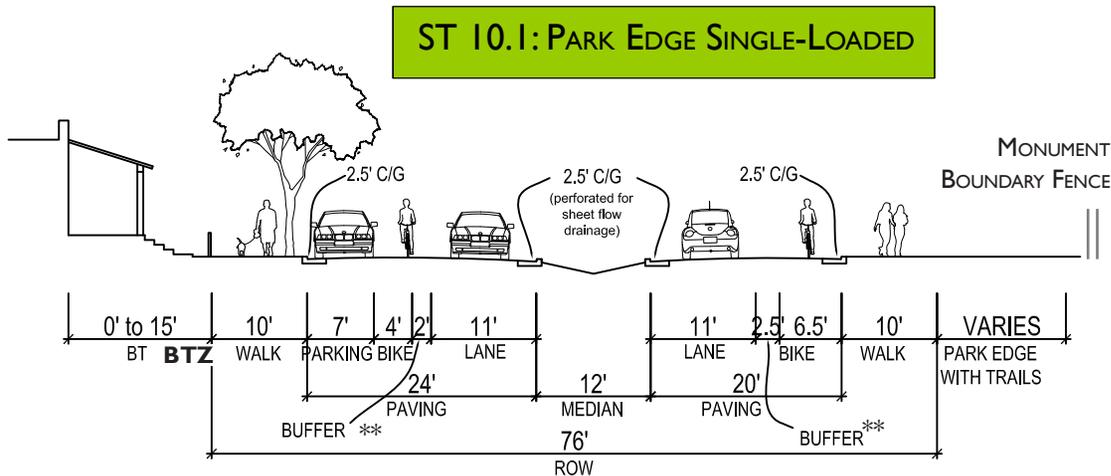


EXHIBIT 10.21 – STREET TYPE 10.1: PARK EDGE SINGLE-LOADED

* Note: C/G = Curb and Gutter
 ** Note: Buffer = Separation between the bicycle and vehicle lanes.

ST 10.2: PARK EDGE SINGLE-SIDED

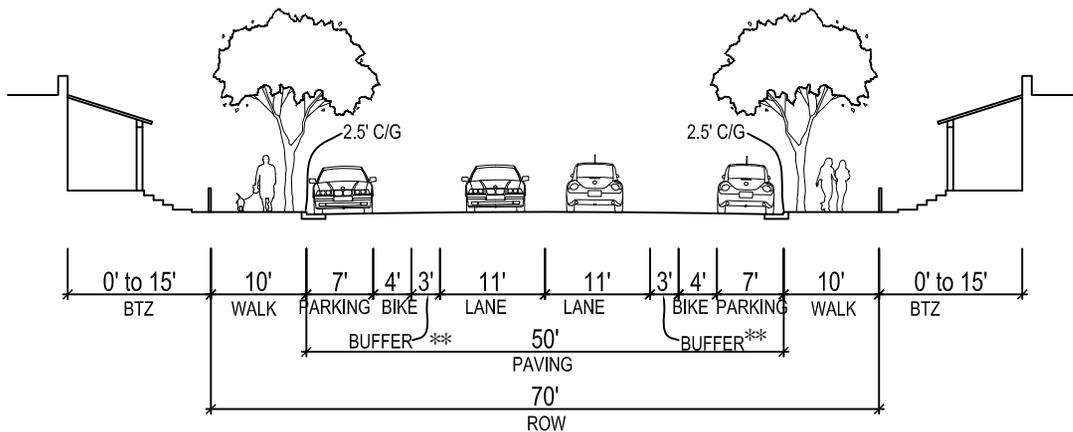


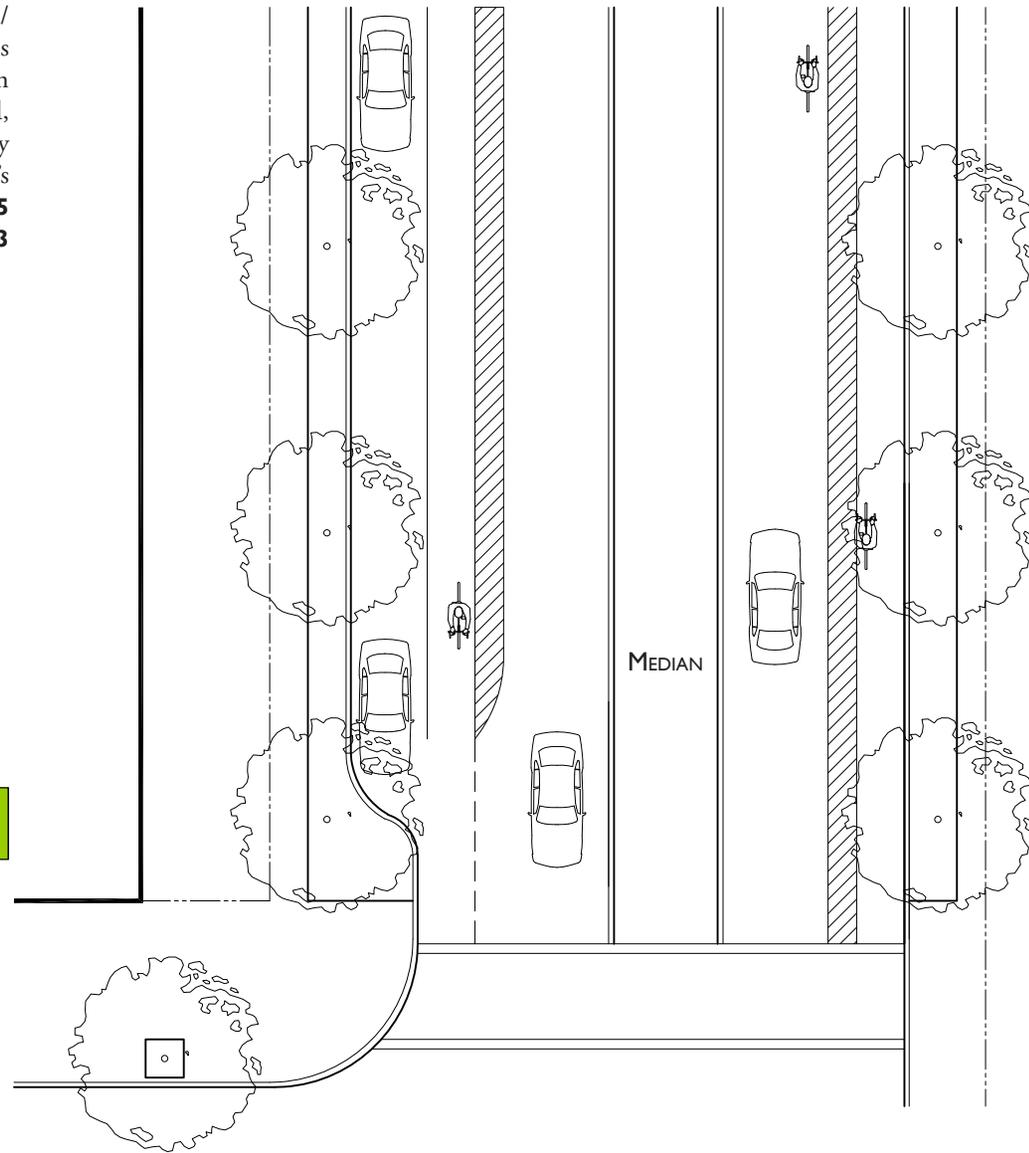
EXHIBIT 10.22 – STREET TYPE 10.2: PARK EDGE DOUBLE-LOADED

* Note: C/G = Curb and Gutter
 ** Note: Buffer = Separation between the bicycle and vehicle lanes.

- (ii) **Cross Sections:** Two cross sections are provided for the Park Edge Street.
 - a. Where the street abuts the Petroglyph National Monument and/or where development is only intended on the west side of the road, Street Type 4.1 is to be constructed. [See **Exhibit 10.10.**]
 - b. Where development will occur on both sides of the street, Street Type 4.2 is to be used. [See **Exhibit 10.11.**]
 - c. The Park Edge and additional east-west streets in the SU-2 Volcano Heights Escarpment Transition (VHET) zone should ~~shall~~ be sited to provide pedestrian access to the Petroglyph National Monument. Access shall be determined by the National Park Service Monument Visitor Plan and/or by the City Open Space Division in lieu thereof.
 - d. Where a median is incorporated, it should be perforated for hydrology and rainwater drainage and control, subject to approval by the City Hydrologist.
- (iii) **Frontage Standards:** See Site Development Standards in **Section 5** starting on page 77.
- (iv) **Streetscape Standards:** See **Section 11** starting on page 203.

- (v) **Linear pond/bioswale:** The median and/or eastern edge of the Park Edge Road is an appropriate and beneficial location for a bioswale/linear pond. Such a pond, designed in consultation with the City Engineer can help to meet the City's water quality goals. [See also **Goal 12.5.5** starting on page 220 and **Policy 13.5.3** starting on page 240.]

ST 10.1: PARK EDGE SINGLE-LOADED



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EXHIBIT 10.23 – STREET TYPE 10.1: TYPICAL INTERSECTION (PLAN VIEW)

CHAPTER III: STREET AND STREETScape STANDARDS

10.0 STREET STANDARDS

ST 10.2: PARK EDGE DOUBLE-LOADED

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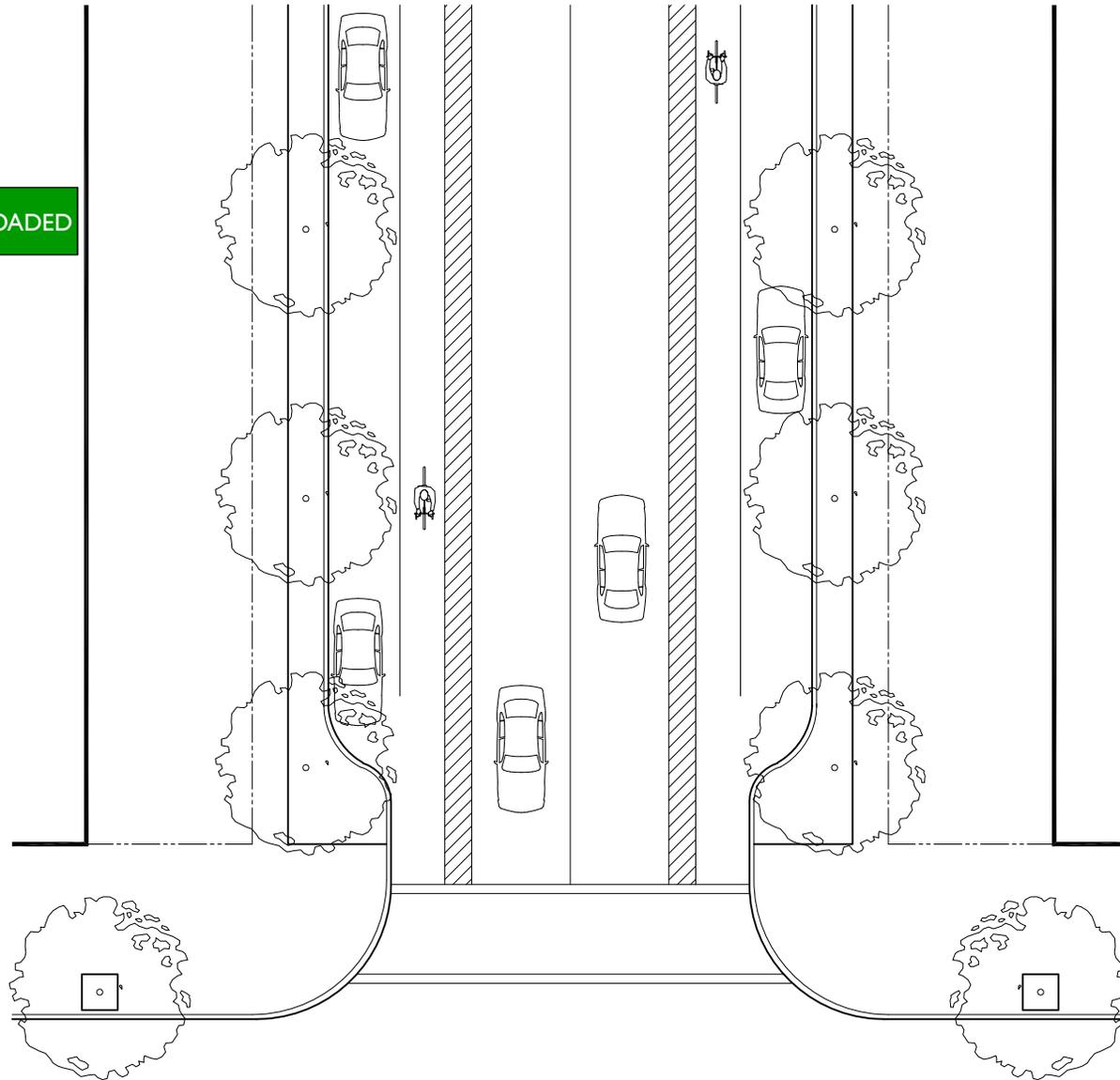


EXHIBIT 10.24 – STREET TYPE 10.2: TYPICAL INTERSECTION (PLAN VIEW)

10.0 STREET STANDARDS

10.7. Secondary Street Design Standards

- 10.7.1. The platting of new dead-end streets and culs-de-sac that terminate the road is prohibited.
- (i) Stub streets or “knuckle” culs-de-sac are allowed where necessary to reach no more than 4 parcels beyond a corner or intersection.
 - (ii) Mid-block “bubble” culs-de-sac without throats are allowed.
 - (iii) Pedestrian/bike connections shall be provided to open space and/or road networks beyond knuckle or bubble culs-de-sac.

10.7.2. Required ‘A’ vs. ‘B’ Streets

- (i) New development shall include Secondary Streets to serve projects where needed to supplement Primary Streets, per the requirements in Table 10.2, which includes both Primary and Secondary Streets.
 - a. ‘A’ vs. ‘B’ Percentage: The percentages given are ratios for the minimum number of ‘A’ Streets and maximum number for ‘B’ Streets. For example, for a project within Town Center, a minimum of 1 of every 2 Secondary Streets shall be planned as ‘A’ Streets. If more than half the streets are planned as ‘A’ Streets, the ‘B’ Street percentage would be reduced accordingly. In Regional Center, for example, at least 1 of every 4 roads shall be an ‘A’ Street. See Exhibit 10.19.

- b. *Connectivity: Secondary Streets* added in Volcano Heights shall maintain or improve street connectivity to serve pedestrians as well as dispersing auto traffic.



TABLE 10.2 – SECONDARY STREET REQUIREMENTS

CHARACTER ZONE		SECONDARY STREETS	
		‘A’ Street (min.)	‘B’ Street (max.)
	Town Center	50%	50%
	Regional Center	25%	75%
	Village Center	25%	75%
	Mixed Use	25%	75%
	Neighborhood Transition	0%	100%
	Escarpment Transition	25%	75%

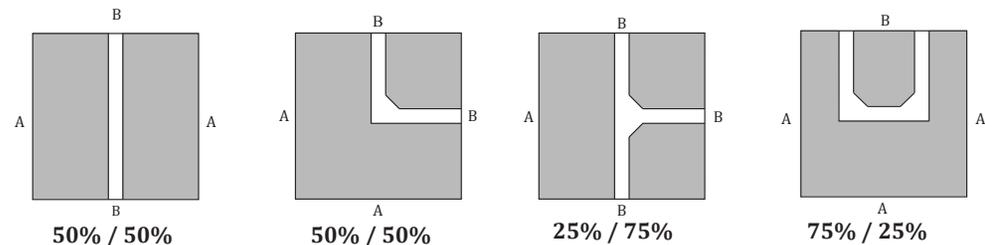


EXHIBIT 10.19 – EXAMPLE DIAGRAMS: ALLEY CONFIGURATIONS WITH ‘A’ vs. ‘B’ STREET PERCENTAGES

10.0 STREET STANDARDS

(i) The first development in shall determine Secondary Street designation (i.e. whether ‘A’ or ‘B’) for the block. Streets shall be platted as such during the TIDD/SAD/PID and/or Site Development Plan for Subdivision process. Street designations may only change at intersections. Street designations may only change from an ‘A’ Street to a ‘B’ street when intersectioning with another ‘A’ street to ensure connectivity for the pedestrian. [8]

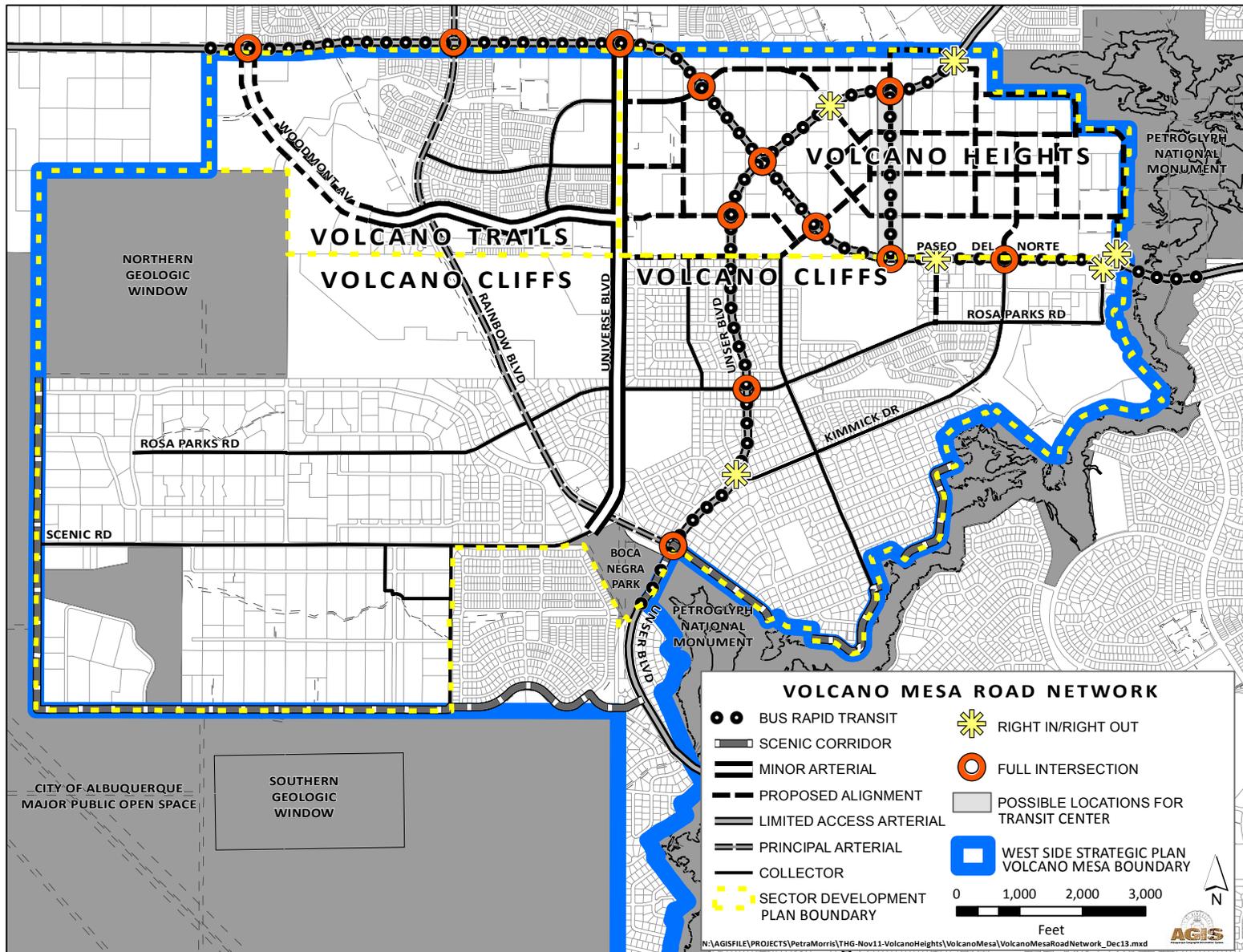
10.7.3. Secondary Street Cross Sections

- (i) Table 10.3 specifies typical sections for Secondary Streets.
- (ii) The elements may be arranged to best meet local conditions and intended character of the corridor.
- (iii) Where a Secondary Street crosses property lines, adjacent property owners may be required to sign a legally binding agreement duly executed and acknowledged for the agreed-to cross section as the first project is being planned and before final project approval is granted.

(iv) Typical cross sections for ‘A’ Streets and ‘B’ Streets are illustrated in Exhibit 10.20 and Exhibit 10.21, respectively. Typical Cross Sections for Residential and Commercial Alleys are illustrated in Exhibit 10.22 and Exhibit 10.23, respectively.

TABLE 10.3 – TYPICAL SECONDARY STREET AND ALLEY CROSS SECTION OPTIONS

STREET ELEMENTS	STREET ROW	#VEHICULAR LANES	VEHICULAR TRAVEL LANE WIDTHS (max.)	BIKE LANE	ON-STREET PARKING	PEDESTRIAN SIDEWALK WIDTH (max.) * includes easement(s)	PARKWAY/TREE WELL
‘A’ Street	54-96 feet	2-3 (includes 12-ft. center turn lane)	10 (11) feet	None	7-18 feet (reverse-angle parking requires 16-18 feet)	10 (12) feet	(optional within sidewalk width)
‘B’ Street	48-96 feet	2-4	11 (13) feet	None	7 feet	6 (10) feet	(optional with sidewalks at least 8 feet wide)
Commercial Alley	20-36 feet (all paved)	N/A	N/A	None	None	None	None
Residential Alley	20-30 feet (12 feet minimum paved)	N/A	N/A	None	None	None	None



[11, 12]

EXHIBIT 13.1 – VOLCANO MESA ROAD NETWORK

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13.3.8. **Transportation Demand Management (TDM) Plans:** Major employers should consider implementing Transportation Demand Management (TDM) strategies to provide alternatives to the use of single-occupancy vehicles. TDM offers incentives for ridesharing, transit use, bicycling, and walking. Incentives may include reduced parking requirements, reduced development fees, development intensity bonuses, and/or the creation of transportation management associations to coordinate efforts among multiple users in the same area.

13.3.9. **Transportation Agency and Plan Coordination**

- (i) As development occurs, all transportation modes should be integrated, which will require coordination among property owners, City **DMD**, ABQ RIDE, MRCOG, and the MRMPO. Roadways on MRCOG’s Long Range Major Street Plan must include appropriate access management strategies, which also requires coordination across transportation agencies.
- (ii) New **Primary Streets** should be added to the functional classification system in the **FAABS**.
- (iii) ABQ RIDE should coordinate with MRCOG and property owners to identify a short-term Park & Ride facility and Long-term Transit Center on the Transit Boulevard within the Volcano Heights Town Center.
- (iv) The City **DMD** should work with MRCOG and constituent jurisdictions to remove and/or alter truck restrictions on Unser Boulevard as established by R-455.

Other provisions in that resolution, relating to road design, character of the roadway as a boulevard with wide median, etc., should remain.

13.3.10. **Roadway Design**

- (i) Roads in Volcano Heights should follow best practices for multi-modal, urban streets. Excellent sources include Context Sensitive Design and Context Sensitive Solutions, as defined by the Federal Highway Administration, the Institute of Transportation Engineer’s “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice.” Local sources include the New Mexico Department of Transportation’s “Guide to Context Sensitive Solutions” and “New Mexico Architectural and Visual Quality Design Guidelines for Context Sensitive Design and Context Sensitive Solutions.”
- (ii) **Bicycle facilities, including on-street bicycle lanes and multi-use trails, should be designed and developed to meet safety considerations as provided in the Institute for Transportation Engineers (ITE) or American Association of State Highway Transportation Officials (AASHTO) standards. [15]**
- (iii) Roadways should be sited and designed to minimize negative impact on views from within the Plan area to the Sandia Mountains on the east.

CHAPTER IV: GOALS, POLICIES, AND IMPLEMENTATION

14.0 IMPLEMENTATION

AGENCY & ORGANIZATION ACRONYMS USED IN THE FOLLOWING TABLE:

AMAFCA	=	Albuquerque Metropolitan Flood Control Authority	GARTC	=	Greater Albuquerque Recreational Trails Committee
ABCWUA	=	Albuquerque-Bernalillo County Water Utility Authority	MRCOG	=	Mid Region Council of Governments
CNM	=	Central New Mexico Community College	NMDOT	=	New Mexico Department of Transportation
DMD	=	Department of Municipal Development (CABQ)	PNM	=	Public Service Company of New Mexico (Electric Utility)
GABAC	=	Greater Albuquerque Bicycling Advisory Committee	UNM	=	The University of New Mexico

TABLE 14.1 –IMPLEMENTATION MATRIX

ELEMENT	ID	POLICY IMPLEMENTED	PRIORITY	ACTION	LEAD AGENCY	COORDINATION REQUIRED
A. ENVIRONMENT AND OPEN SPACE						
Open Space Acquisition	A-1	13.1.1	Short-term	Prioritize open space acquisitions in Volcano Heights	City Open Space Division	Council
Transfer-of-Development Rights (TDRs)	A-2	13.1.3, 13.1.5	Medium-term	Create legal framework allowing TDRs in the City of Albuquerque or within Volcano Heights	Council/Legal	City Open Space Division
Monitoring Process for Blasting	A-3	13.1.9, 13.1.10	Medium-term	Create development process for sufficiently documenting existing conditions on a subject property and on adjacent natural resources within Escarpment Transition zone, abutting archaeological sites, and adjacent to Major Public Open Space prior to any blasting required by new development and/or infrastructure	City Open Space Division	City Development staff, Property Owners
B. ECONOMIC DEVELOPMENT						
Economic Development & Recruitment	B-1	13.2.2, 13.2.6	Medium-term	Coordinate with property owners to form a BID and/or hire a master development coordinator	City Economic Development	Council, Property Owners
	B-2	13.2.6	Medium-term	Coordinate with property owners and Double Eagle Airport to recruit businesses for Volcano Heights	City Economic Development	Property Owners, Double Eagle Airport
C. TRANSPORTATION						
Transit	C-1	13.3.2	Short-term	Identify a site for park and ride	ABQ RIDE	MRCOG, Property Owners, CNM, UNM
	C-2	13.3.4	Long-term	Identify a site for transit center	ABQ RIDE	MRCOG, Property Owners

TABLE 14.1 –IMPLEMENTATION MATRIX (Cont'd)

ELEMENT	ID	POLICY IMPLEMENTED	PRIORITY	ACTION	LEAD AGENCY	COORDINATION REQUIRED
Autos	C-3	13.3.5	Short-term	Add Primary Streets to FAABS Street Designations	MRCOG	DMD/Planning
	C-4	13.3.1	Medium-term	Study a grade-separated interchange when traffic and/or development conditions warrant	DMD/MRCOG	NMDOT, Planning, Bernalillo County
	C-5	13.3.9	Medium-term	Study truck access to Volcano Heights to determine sufficient routes	DMD/MRCOG	NMDOT, Planning, Bernalillo County
Bikes	C-6	13.3.14	Short-term	Coordinate multi-use trails along Unser Blvd. with 50-mile Bike Loop and decide which side of Unser Blvd. and Paseo del Norte the multi-use trail should go	DMD/Parks/GABAC/GARTC	Mayor's Office
Peds	C-7	13.3.10	Long-term	Investigate grade-separated pedestrian crossings for Paseo del Norte and Unser Boulevard	DMD	Property Owners
D. LAND USE AND URBAN DESIGN						
Major Activity Center	D-1	13.2.1	Short-term	Update the Comprehensive Plan's Centers & Corridors Map to include Volcano Heights MAE [13]	City Planning	Council
Coordination & Maintenance	D-1	13.4.9	Medium-term	Coordinate with property owners to form a BID to oversee implementation of the Plan and ongoing maintenance of private amenities accessible to the public.	City Economic Development	Council, Property Owners
E. INFRASTRUCTURE						
Drainage Master Plan	E-1	13.5.3	Short-term	Coordinate with property owners to create a Drainage Management Plan to identify needed infrastructure and plan for its implementation	AMAFCA	Property Owners, City Hydrology
Water/Wastewater	E-2	13.5.4, 13.5.5, 13.5.6	Medium-term	Coordinate with property owners on needed improvements to water systems and execution of necessary development agreements	ABCWUA	Property Owners
Utilities	E-3	13.2.7, 13.5.2	Medium-term	Coordinate with property owners on needed improvements to electric, gas, communications, and other dry utilities	PNM, NM Gas	Property Owners
PID/SAD/TIDDs	E-4	13.5.1	Medium-term	Coordinate with property owners to form PID/SAD/TIDDs when/as requested to fund infrastructure improvements	Council	Property Owners, State of New Mexico

Appendix A. Pre-existing Conditions

F. Infrastructure

1. Volcano Heights Water & Wastewater Overview

Volcano Heights is located in the 4W & 3WR Pressure Zones within the Volcano and Corrales Service Trunks. Currently, no water or sewer infrastructure exists within the majority of the Volcano Heights study area. Any water service to this area must come from developer-funded line extensions from the surrounding areas. [See **Exhibit A.41.**]

Volcano Heights is outside the existing service areas of the Albuquerque Bernalillo County Water Utility Authority (ABCWUA). As such, any development in the study area will require the execution of a development agreement between the property owners and the ABCWUA.

a. Pre-existing Conditions – Corrales Trunk Water System

- The area north of the study area has been designated as the Corrales Trunk service area. The Corrales Trunk corresponds to the former New Mexico Utility service area.
- Water sources within the Corrales Trunk all require arsenic treatment before the water can be used in the public water system.

b. Pre-existing Conditions – Volcano Trunk Water System

- The Volcano Trunk represents the northernmost water distribution system in the ABCWUA service area prior to the acquisition of New Mexico Utilities.

- Water sources within the Volcano Trunk require arsenic treatment before the water can be used in the public water system.
- Treated San Juan Chama water is used to supplement the water sources within the Volcano Trunk.

c. Pre-existing Conditions – Wastewater

- Wastewater generated within the old New Mexico Utilities (now Corrales Trunk) service area is metered and enters the existing ABCWUA system at several metering manholes located along the Paseo del Norte corridor. [See **Exhibit A.42.**]
- For planning purposes, all of the wastewater generated within the Volcano Heights study area will be contributory to the existing sewer line in Paseo del Norte.

2. Public Service Company of New Mexico

New lines are planned primarily to increase system reliability and serve new stations. New stations and lines are planned to serve load growth in developing areas. PNM has electric facilities within the Plan area as shown in **Exhibit A.43** on page starting on page A-39. There is an existing 115kV electric transmission line with an approximate right-of-way width of 100 feet on the western boundary of the Plan area, and ~~the a-new~~ Scenic Substation, ~~completed in 2013~~, called Scenic Substation is ~~located west of the Unser Boulevard/Rainbow Road NW intersection under development as of 2012~~. [See **Exhibit A.43.**] [14]

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