Westland Master Plan

March, 2000

AMENDED 2009

CITY OF ALBUQUERQUE
CITY COUNCIL

R-2008-074

6/12/08

INTEROFFICE MEMORANDUM

TO: Martin Chávez, Mayor

FROM: Laura Mason, Director of Council Services LM

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-08-58 Amending The Westland Sector Development Plan Zoning Map (06EPC-00139) To Change The Zoning From SU-2/R-LT, SU-2/R-2, SU-2/O-1, SU-2/OS and SU-2/Town Center To SU-2 For TC (Town Center) and SU-2 For TCV (Town Center Village) and To Create a New Zone Category, TCV (Town Center Village), For Parcels C, D, E, F, G and H of Westland North, Approximately 550 Acres, Located Between 98th Street and The Proposed 118th Street, North of Interstate 40 and South of Arroyo Vista Drive, and To Amend The Westland Sector Development Plan Land Use Map (06EPC-00141) To Correspond To The Zone Changes and To Incorporate Various Updates Based On The Conditions of Approval (Sanchez, by request), which was passed at the Council meeting of June 2, 2008, by a vote of 9 FOR AND 0 AGAINST.

In accordance with the provisions of the City Charter, your action is respectfully requested.

LM:db
Attachment
6/5/08

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CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-58 ENACTMENT NO. R-2008-074

SPONSORED BY: Ken Sanchez, by request

RESOLUTION

ADOPTING A SECTOR DEVELOPMENT PLAN MAP AMENDMENT, 06EPC-00139, TO AMEND THE WESTLAND SECTOR DEVELOPMENT PLAN ZONING MAP TO CHANGE THE ZONING FROM SU-2/R-LT, SU-2/R-2, SU-2/O-1, SU-2/OS AND SU-2/TOWN CENTER TO SU-2 FOR TC (TOWN CENTER) AND SU-2 FOR TCV (TOWN CENTER VILLAGE) AND TO CREATE A NEW ZONE CATEGORY, TCV (TOWN CENTER VILLAGE), FOR PARCELS C, D, E, F, G AND H OF WESTLAND NORTH, APPROXIMATELY 550 ACRES, LOCATED BETWEEN 98TH STREET AND THE PROPOSED 118TH STREET, NORTH OF INTERSTATE 40 AND SOUTH OF ARROYO VISTA DRIVE, AND TO AMEND THE WESTLAND SECTOR DEVELOPMENT PLAN LAND USE MAP (06EPC-00141) TO CORRESPOND TO THE ZONE CHANGES AND TO INCORPORATE VARIOUS UPDATES BASED ON THE CONDITIONS OF APPROVAL.

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

WHEREAS, the City of Albuquerque adopted the Westland Sector Development Plan, a Rank III Sector Development Plan, in 1999 through Enactment Number 63-1999; and

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

WHEREAS, on December 20, 2007, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the Westland

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Sector Plan, a Rank III Sector Development Plan, to create the new TCV (Town Center Village) zone category, to amend the Westland Sector Plan Zoning map to include the new TCV zone, and to change the zoning for parcels C, D, E, F, G and H of Westland North from SU-2/R-LT, SU-2/R-2, SU-2/O-1, SU-2/OS & SU-2/Town Center to SU-2 for TC (Town Center) & SU-2 for TCV (Town Center Village); and

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

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

Section 1. WESTLAND SECTOR PLAN, A RANK III SECTOR DEVELOPMENT PLAN, AMENDED. The Westland Sector Plan, a Rank III Sector Development Plan, is amended to create the new TCV (Town Center Village) zone category and to change the zoning for parcels C, D, E, F, G and H of Westland North as follows: Parcel C- from SU-2/TC (Town Center) to SU-2/TCV (Town Center Village); Parcel D- from SU-2/R-2 to SU-2/TCV; Parcel E- from SU-2/R-2 to SU-2/TC; Parcel F- from SU-2/R-LT to SU-2/TC; Parcel G- from SU-2/O-1 to SU-2/TC; and Parcel H- from SU-2/O-1 to SU-2/TC, and to incorporate various updates based on the conditions of approval; provided, this amendment shall not allow any increase in residential uses or residential units (unless those units are placed at second story or above) from the residential uses and units allowed in the Westland Master Plan in effect prior to this amendment.

Section 2. WESTLAND SECTOR PLAN, A RANK III SECTOR DEVELOPMENT PLAN, AMENDED. The Westland Sector Plan Zoning map and the Westland Sector Plan Land Use map are amended to include the new TCV (Town Center Village) zone category and to correspond to the locations of the zone changes for parcels C, D, E, F, G and H.

Section 3. FINDINGS ACCEPTED. The following findings for the Westland Sector Plan amendments (06EPC-00139) are adopted by the City Council:

A. This request is for a sector development plan map amendment for an approximately 550 acre site located between 98th Street and proposed 118th

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Street, north of Interstate 40 and south of Arroyo Vista Drive. A request for an amendment to the Westside Strategic Plan (07EPC 50079), an amendment to the Westland Sector Plan (06EPC 00141) and an amendment to the Westland Master Plan (07EPC 40071) accompany this request.

B. The applicant proposes to change the subject site's zoning from SU-2/RLT, SU-2/R-2, SU-2/O-1, SU-2/OS & SU-2/Town Center (TC) for Parcels C, D, E, F, G and H to "SU-2 for Town Center (TC) and SU-2 for Town Center Village (TCV)" in order to accommodate the associated proposed relocation of the Town Center (the Westland Community Activity Center).

C. The subject site is located within the boundaries of the Westland Master Plan, a Rank II plan with text and maps, and the Westland Sector Plan, a Rank II plan consisting of two stand-alone maps. Since SU-2 zoning is used to indicate sector plan control of sites within these boundaries, a change of zoning would affect the sector plan's zoning map. Therefore, this request is referred to as a sector development plan map amendment instead of a zone map amendment.

D. The proposal generally furthers the following relevant Comprehensive Plan Goals:

i. The Activity Center Goal. The proposal would facilitate development of a concentration of higher-density mixed land uses that would generally reduce auto travel needs for Westside residents.

ii. The Economic Development Goal. The proposal would provide a variety of retail and service uses and would contribute to economic development, as well as create additional employment on the Westside to help improve the jobs/housing balance.

E. The proposal partially furthers the following relevant Comprehensive Plan Goals:

i. The Open Space Goal. The proposal would establish Open Space as a land use category, but there would be no zoning designation for open space. It is uncertain how open space opportunities would become reality.

ii. The Transportation and Transit Goal. The Town Center relocation closer to Interstate-40 could help facilitate alternative transportation opportunities, though in general the area tends to rely heavily on Interstate 40.

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iii. The Noise Goal. The Town Center relocation closer to Interstate-40 would buffer future subdivisions from the freeway and reduce noise impacts. It is unknown if new land use/noise conflicts would arise because the location of housing within the Town Center is not defined at this time.

F. The proposal partially furthers the following relevant Comprehensive Plan policies:

i. Policy II.B.5a-full range of urban land uses. A full range of urban land uses would be promoted, especially in the Town Center, though a range of land uses could have occurred without the relocation.

ii. Policy II.B.5d-neighborhood values/environment/resources. Relocating the Town Center is not likely to conflict with existing neighborhood values. Due to the proposal's general nature, impacts on the natural environment, and scenic and other resources, cannot be specifically addressed at this time.

iii. Policy II.B.5j-location of commercial development. The TCV zone would provide for small neighborhood centers, but the degree of pedestrian and bicycle access is unknown at this stage. The degree of transit integration in the Town Center, a large, area-wide shopping center is also unknown.

G. With respect to the Comprehensive Plan Housing Goal and Policy II.B.5h regarding higher density housing, it is unknown at this stage if the proposal furthers or does not further them. Though the proposal would result in more Westside housing, information about the potential for affordable housing has not been included. The proposal allows an average of 9 DU/acre for the net residential development area, which is less than the density needed to fulfill the project's New Urbanist intent.

H. With respect to the Westside Strategic Plan (WSSP), the proposal partially furthers the following policies:

i. Policy 1.1- The intent is for the higher density housing to locate in the Town Center, but there is no guarantee that lower density development would not occur there.

ii. Policy 1.13- Placing the Activity Center closer to the interstate may allow a greater concentration of commercial uses compared to its existing location. However, both the existing and the proposed locations would

function as the community's primary focus and both would have the community's most intense land uses.

I. If the designated Activity Center is relocated near Interstate-40 as proposed, then the Town Center would be within the boundaries of the Activity Center. Therefore, the proposed zone change would further Policy 1.3. However, without the adjustment of the Activity Center's location, the proposed zone change would not further Policy 1.3 because the zone change would have occurred outside of the existing Activity Center.

J. Overall, the proposal is generally consistent with the intents and purposes of the Westland Master Plan. The proposal partially furthers the intents and purposes in the land uses, residential resort, open space, Town Center and jobs/housing balance categories. Though in an overarching sense the Plan's intents and purposes are promoted, the proposal does not offer enough specificity to demonstrate that these intents and purposes will come to fruition.

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

i. Section A: The applicant cited various Comprehensive Plan, and other Master Plan, goals and policies to demonstrate that the proposal is consistent with applicable Plans. Relocating the Town Center away from future single-family homes and open space will promote the City's health, safety and welfare by providing distance between the higher density uses and the single-family residential areas, as well as protect the National Monument. The proposal is consistent with the City's health, safety and general welfare.

ii. Section B: Relocating the Town Center will create a more stable arrangement of land uses, the intensity of which decreases as one moves from the freeway and toward the National Monument.

iii. Section C: The applicant cited various goals and policies. In most instances, the explanation of how the request furthers each cited goal and policy is acceptable. The applicant has established an acceptable policy-based justification.

iv. Section D: The zone change is appropriate due to a different land use category being more advantageous to the community. The proposal is

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more advantageous to the community because relocating the Town Center will keep it further away from open space areas and better positioned to serve residents on both sides of the freeway, as articulated by furthered elements of the City's Comprehensive Plan and other Master Plan.

v. Section E: The applicant addressed permissive uses in the TC zone and in the proposed new TCV zone. None of the permissive uses is likely to be harmful to future neighborhoods.

vi. Section F: The proposal does not attempt to bind the City to the scheduled provision of any specific capital improvement.

vii. Section G: The applicant does not claim that the "cost of land or other economic considerations" is the primary justification for the proposed zone change. Relocating the Town Center would place residential areas away from overhead electric transmission lines and would move more intense uses closer to the Interstate and away from open space areas and the National Monument.

viii. Section H: The applicant does not claim that location "on a collector or major street" is sufficient justification for the proposed change.

ix. Section I: A "spot zone", as defined in R270-1980, refers to one small area and often one parcel. The proposal would create two large areas of zoning and does not meet the definition of a "spot zone."

x. Section J: Staff agrees that this zone change request would not result in strip commercial zoning. The TC and TCV zoning areas are quite large at this stage. Strip commercial development could be considered at the site development plan for subdivision stage.

L. A facilitated meeting was held on October 30, 2007. The affected neighborhoods are the Tres Volcanes Neighborhood Association (NA), the Parkway NA and the Avalon NA. The neighborhoods generally support the idea of moving the Town Center closer to Interstate 40, but are concerned about building height, school overcrowding, open space and affordable housing.

Section 4. FINDINGS ACCEPTED. The following findings for the Westland Sector Plan amendments (06EPC-00141) are adopted by the City Council:

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A. This request is for an amendment to the Westland Sector Development Plan. The approximately 1,050 acre subject site is located between 98th Street and proposed 118th Street, north of Interstate 40 and south of the Petroglyph National Monument.

B. A request for a sector development plan map amendment (06EPC 00139), an amendment to the Westside Strategic Plan (07EPC 50079) and an amendment to the Westland Master Plan (07EPC 40071) accompany this request.

C. The subject site lies within the boundaries of the Developing Urban area of the Comprehensive Plan. Additional applicable plans include the Westside Strategic Plan (WSSP), the Westland Master Plan, the Westland Sector Plan, the Northwest Mesa Escarpment Plan (NWMEP) and the Facility Plan for Arroyos.

D. The proposal generally furthers the following relevant Comprehensive Plan Goals:

i. The Activity Center Goal. The proposal would facilitate development of a concentration of higher-density mixed land uses that would generally reduce auto travel needs for Westside residents.

ii. The Economic Development Goal. The proposal would provide a variety of retail and service uses and would contribute to economic development, as well as create additional employment on the Westside to help improve the jobs/housing balance.

E. The proposal partially furthers the following relevant Comprehensive Plan Goals:

i. The Open Space Goal. The proposal would establish Open Space as a land use category, but there would be no zoning designation for open space. It is uncertain how open space opportunities would become reality.

ii. The Transportation and Transit Goal. The Town Center relocation closer to Interstate-40 could help facilitate alternative transportation opportunities, though in general the area tends to rely heavily on Interstate 40.

iii. The Noise Goal. The Town Center relocation closer to Interstate-40 would buffer future subdivisions from the freeway and reduce noise impacts.

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It is unknown if new land use/noise conflicts would arise because the location of housing within the Town Center is not defined at this time.

F. The proposal partially furthers the following relevant Comprehensive Plan policies:

i. Policy II.B.5a-full range of urban land uses. A full range of urban land uses would be promoted, especially in the Town Center, though a range of land uses could have occurred without the relocation.

ii. Policy II.B.5d-neighborhood values/environment/resources. Relocating the Town Center is not likely to conflict with existing neighborhood values. Due to the proposal's general nature, impacts on the natural environment, and scenic and other resources, cannot be specifically addressed at this time.

iii. Policy II.B.5j-location of commercial development. The TCV zone would provide for small neighborhood centers, but the degree of pedestrian and bicycle access is unknown at this stage. The degree of transit integration in the Town Center, a large, area-wide shopping center is also unknown.

G. With respect to the Comprehensive Plan Housing Goal and Policy II.B.5h regarding higher density housing, it is unknown at this stage how the proposal will further or not further them. Though the proposal would result in more Westside housing, information about the potential for affordable housing has not been included. The proposal allows an average of 9 DU/acre for the net residential development area, which is less than the density needed to fulfill the project's New Urbanist intent.

H. With respect to the Westside Strategic Plan (WSSP), the proposal partially furthers the following policies:

i. Policy 1.1- The intent is for the higher density housing to locate in the Town Center, but there is no guarantee that lower density development would not occur there.

ii. Policy 1.13- Placing the Activity Center closer to the interstate may allow a greater concentration of commercial uses compared to its existing location. However, both the existing and the proposed locations would function as the community's primary focus and both would have the community's most intense land uses.

I. If the designated Activity Center is relocated near Interstate-40 as proposed, then the Town Center would be within the boundaries of the Activity Center. Therefore, the proposed zone change would further Policy 1.3. However, without the adjustment of the Activity Center's location, the proposed zone change would not further Policy 1.3 because the zone change would have occurred outside of the existing Activity Center.

J. Overall, the proposal is generally consistent with the intents and purposes of the Westland Master Plan. The proposal partially furthers the intents and purposes in the land uses, residential resort, open space, Town Center and jobs/housing balance categories. Though in an overarching sense the Plan's intents and purposes are promoted, the proposal does not offer enough specificity to demonstrate that these intents and purposes will come to fruition.

K. A facilitated meeting was held on October 30, 2007. The affected neighborhoods are the Tres Volcanes Neighborhood Association (NA), the Parkway NA and the Avalon NA. The neighborhoods generally support the idea of moving the Town Center closer to Interstate 40, but are concerned about building height, school overcrowding, open space and affordable housing.

Section 5. CONDITIONS OF APPROVAL (06EPC-00141). The Environmental Planning Commission, in recommending approval to the City Council of the amendments to the Westland Sector Plan, adopted the following Conditions of Approval, which are adopted by the City Council:

A. The City Council delegates final sign-off authority of this Rank III Sector Plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the sector development plan since the City Council hearing, including how the Plan has been modified to meet each of the Conditions.

B. Prior to application submittal to the DRB, the applicant shall meet with the Staff planners to ensure that all conditions of approval are met.

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C. Site Development Plans for Subdivision for the Town Center (TC) zone and the Town Center Village (TCV) zone shall be reviewed and approved by the Environmental Planning Commission (EPC).

D. It shall be noted on the Plan that Open Space Areas shall be planned for in a cohesive manner and shall establish corridors for wildlife and recreational opportunities.

E. Zoning designations for open space, SU-2/SU-1 for Open Space and SU-2/SU-1 for Major Public Open Space (MPOS), shall be established in the Plan for future use if and when needed.

F. This sector plan amendment and zone change shall not allow any increase in residential uses or residential housing units from the residential uses or units allowed under the Plan prior to this amendment (R-08-58) unless those units are placed at second story or above. This statement shall be placed on the Westland Sector Plan Land Use Map.

G. The acreage totals for existing and proposed land uses shall be corrected.

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

Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 2nd DAY OF June, 2008

BY A VOTE OF: 9 FOR 0 AGAINST.

Brad Winter, President

City Council

APPROVED THIS 13th DAY OF June, 2008

Bill No. R-08-58

Martin J. Chávez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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CITY OF ALBUQUERQUE
CITY COUNCIL

R-2008-075

6/12/08

INTEROFFICE MEMORANDUM

TO: Martin Chávez, Mayor

FROM: Laura Mason, Director of Council Services LM

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-08-59 Amending The West Side Strategic Plan (07EPC-50069) To Relocate The Westland Community Activity Center, Serving The Westland North Community, From Its Designated Location To A New Location Closer To Interstate 40, and Decreasing The Size of The Activity Center From Approximately 220 Acres To Approximately 161 Acres, For Parcels C, D, E, F, G and H, Westland North, Located Between 98th Street and The Proposed 118th Street, North of Interstate 40 and South of Ladera Drive (Sanchez, by request), which was passed at the Council meeting of June 2, 2008, by a vote of 9 FOR AND 0 AGAINST.

In accordance with the provisions of the City Charter, your action is respectfully requested.

LM:db
Attachment
6/9/08

CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-59 ENACTMENT NO. R-2008-075

SPONSORED BY: Ken Sanchez, by request

RESOLUTION

ADOPTING AN AREA PLAN AMENDMENT, 07EPC-50069, TO AMEND THE WEST SIDE STRATEGIC PLAN TO RELOCATE THE WESTLAND COMMUNITY ACTIVITY CENTER, SERVING THE WESTLAND NORTH COMMUNITY, FROM ITS DESIGNATED LOCATION TO A NEW LOCATION CLOSER TO INTERSTATE 40, AND DECREASING THE SIZE OF THE ACTIVITY CENTER FROM APPROXIMATELY 220 ACRES TO APPROXIMATELY 161 ACRES, FOR PARCELS C, D, E, F, G AND H, WESTLAND NORTH, LOCATED BETWEEN 98TH STREET AND THE PROPOSED 118TH STREET, NORTH OF INTERSTATE 40 AND SOUTH OF LADERA DRIVE.

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

WHEREAS, the City of Albuquerque adopted the West Side Strategic Plan, a Rank II Area Plan, in March 1997 through Enactment Number 35-1997; and

WHEREAS, the Council has the authority to not only adopt but to amend such an area plan; and

WHEREAS, on December 20, 2007, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the West Side Strategic Plan, a Rank II Area Plan, to relocate the Westland Community Activity Center from its designated location to a new location closer to Interstate 40 and to decrease the size of the activity center from approximately 220 acres to approximately 161 acres; and

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

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

Section 1. WEST SIDE STRATEGIC PLAN, A RANK II AREA PLAN, AMENDED. The Westside Strategic Plan, a Rank II Area Plan, is amended to relocate the Westland Community Activity Center from its designated location to a new location closer to Interstate 40 and to decrease the size of the activity center from approximately 220 acres to approximately 161 acres as depicted in Map 1 of Exhibit A, which replaces the activity center location map on page 144 of the Westside Strategic Plan.

Section 2. WEST SIDE STRATEGIC PLAN, WESTLAND COMMUNITY ACTIVITY CENTER LOCATION MAP AMENDED. The Westside Strategic Plan activity center location map on page 144 is amended to reflect the new location of the Westland Community Activity Center as shown in Map 1 of Exhibit A.

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

A. This request for an amendment to the West Side Strategic Plan (WSSP) will require a corresponding amendment to the Comprehensive Plan. The existing location of the WSSP designated Westland Community Activity Center is proposed to be moved to a new location adjacent to Interstate-40. The approximately 550 acre subject site is located between 98th Street and proposed 118th Street, north of Interstate 40 and south of Arroyo Vista Drive.

B. A request for a sector development plan map amendment (06EPC 00139), an amendment to the Westland Sector Plan (06EPC 00141) and an amendment to the Westland Master Plan (07EPC 40071) accompany this request.

C. The proposed relocation of the WSSP designated Westland Community Activity Center constitutes an amendment to the WSSP, which is

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required to be forwarded to the City Council. A corresponding amendment to the Comprehensive Plan to reflect the proposed relocation is also required to be forwarded to the City Council. As the City's zoning authority, the City Council will make the final decision.

D. The subject site lies within the boundaries of the Developing Urban area of the Comprehensive Plan. Additional applicable plans include the Westside Strategic Plan (WSSP) the Westland Master Plan and the Westland Sector Plan. The Westland Community Activity Center, the activity center proposed for relocation, is located within the subject site's boundaries.

E. The proposal generally furthers the following relevant Comprehensive Plan Goals:

i. The Activity Center Goal. The proposal would facilitate development of a concentration of higher-density mixed land uses that would generally reduce auto travel needs for Westside residents.

ii. The Economic Development Goal. The proposal would provide a variety of retail and service uses and would contribute to economic development, as well as create additional employment on the Westside to help improve the jobs/housing balance.

F. The proposal partially furthers the following relevant Comprehensive Plan Goals:

i. The Open Space Goal. The proposal would establish Open Space as a land use category, but there would be no zoning designation for open space. It is uncertain how open space opportunities would become reality.

ii. The Transportation and Transit Goal. The Town Center relocation closer to Interstate-40 could help facilitate alternative transportation opportunities, though in general the area tends to rely heavily on Interstate 40.

iii. The Noise Goal. The Town Center relocation closer to Interstate-40 would buffer future subdivisions from the freeway and reduce noise impacts. It is unknown if new land use/noise conflicts would arise

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because the location of housing within the Town Center is not defined at this time.

G. The proposal partially furthers the following relevant Comprehensive Plan policies:

i. Policy II.B.5a-full range of urban land uses. A full range of urban land uses would be promoted, especially in the Town Center, though a range of land uses could have occurred without the relocation.

ii. Policy II.B.5d-neighborhood values/environment/resources. Relocating the Town Center is not likely to conflict with existing neighborhood values. Due to the proposal's general nature, impacts on the natural environment, and scenic and other resources, cannot be specifically addressed at this time.

iii. Policy II.B.5j-location of commercial development. The TCV zone would provide for small neighborhood centers, but the degree of pedestrian and bicycle access is unknown at this stage. The degree of transit integration in the Town Center, a large, area-wide shopping center is also unknown.

H. With respect to the Comprehensive Plan Housing Goal and Policy II.B.5h regarding higher density housing, it is unknown at this stage if the proposal furthers or does not further them. Though the proposal would result in more Westside housing, information about the potential for affordable housing has not been included. The proposal allows an average of 9 DU/acre for the net residential development area, which is less than the density needed to fulfill the project's New Urbanist intent.

I. With respect to the Westside Strategic Plan (WSSP), the proposal partially furthers the following policies:

i. Policy 1.1- The intent is for the higher density housing to locate in the Town Center, but there is no guarantee that lower density development would not occur there.

ii. Policy 1.13- Placing the Activity Center closer to the interstate may allow a greater concentration of commercial uses compared to its

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existing location. However, both the existing and the proposed locations would function as the community's primary focus and both would have the community's most intense land uses.

J. If the designated Activity Center is relocated near Interstate-40 as proposed, then the Town Center would be within the boundaries of the Activity Center. Therefore, the proposed zone change would further Policy 1.3. However, without the adjustment of the Activity Center's location, the proposed zone change would not further Policy 1.3 because the zone change would have occurred outside of the existing Activity Center.

K. Overall, the proposal is generally consistent with the intents and purposes of the Westland Master Plan. The proposal partially furthers the intents and purposes in the land uses, residential resort, open space, Town Center and jobs/housing balance categories. Though in an overarching sense the Plan's intents and purposes are promoted, the proposal does not offer enough specificity to demonstrate that these intents and purposes will come to fruition.

L. A facilitated meeting was held on October 30, 2007. The affected neighborhoods are the Tres Volcanes Neighborhood Association (NA), the Parkway NA and the Avalon NA. The neighborhoods generally support the idea of moving the Town Center closer to Interstate 40, but are concerned about building height, school overcrowding, open space and affordable housing.

Section 4. CONDITIONS OF APPROVAL. The Environmental Planning Commission, in recommending approval to the City Council of the amendment to the West Side Strategic Plan, adopted the following Conditions of Approval, which are adopted by the City Council:

A. The City Council delegates final sign-off authority of this Rank II Area Plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the

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area plan since the City Council hearing, including how the Plan has been modified to meet each of the Conditions.

B. Prior to application submittal to the DRB, the applicant shall meet with the Staff planners to ensure that all conditions of approval are met.

C. The map of the Westland Activity Center in the West Side Strategic Plan shall be updated to correspond to the proposed new location of the Town Center.

D. Figure 20 (Activity Centers & Transportation Corridors) in the Comprehensive Plan shall be updated to correspond to the proposed new location of the Town Center.

E. As a designated Community Activity Center, the Town Center shall comply with the Activity Center policies found in Table 10 of the Comprehensive Plan.

Section 5. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect thirty days after publication by title and general summary.

Section 6. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

PASSED AND ADOPTED THIS 2nd DAY OF June, 2008

BY A VOTE OF: 9 FOR 0 AGAINST.

Brad Winter, President

City Council

APPROVED THIS 12th DAY OF June, 2008

Bill No. R-08-59

Martin J. Chávez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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CITY OF ALBUQUERQUE
CITY COUNCIL R-2008-076

6/12/08

INTEROFFICE MEMORANDUM

TO: Martin Chávez, Mayor

FROM: Laura Mason, Director of Council Services LM

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-08-60 Adopting Sector Development Plan Map Amendments (07EPC-40071), To Revise The Land Use/Zoning Map For Parcels C, D, E, F, G and H of Westland North To Be Consistent With Zone Changes Specified In The Sector Development Plan Map Amendment To The Westland Sector Plan (06EPC-00139), and Amending The Text of The Westland Master Plan To Establish Parameters For The New TCV (Town Center Village) Zone Category, and Adding Hotel As A Permissive Use In The SU-2/TC Zone, and Amending The RR (Residential Resort) Zone To Include Community Neighborhood Recreation Center As A Permissive Use, Approximately 1,050 Acres, Located Between 98th Street and The Proposed 118th Street, North of Interstate 40 and South of The Petroglyph National Monument (Sanchez, by request), which was passed at the Council meeting of June 2, 2008, by a vote of 9 FOR AND 0 AGAINST.

In accordance with the provisions of the City Charter, your action is respectfully requested.

LM:db
Attachment
6/9/08

RECEIVED
2008 JUN 13 PM 5:04

CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-60 ENACTMENT NO. R-2008-076

SPONSORED BY: Ken Sanchez, by request

RESOLUTION

ADOPTING SECTOR DEVELOPMENT PLAN MAP AMENDMENTS, 07EPC-40071, TO REVISE THE LAND USE/ZONING MAP FOR PARCELS C, D, E, F, G AND H OF WESTLAND NORTH TO BE CONSISTENT WITH ZONE CHANGES SPECIFIED IN THE SECTOR DEVELOPMENT PLAN MAP AMENDMENT TO THE WESTLAND SECTOR PLAN (06EPC-00139), AND AMENDING THE TEXT OF THE WESTLAND MASTER PLAN TO ESTABLISH PARAMETERS FOR THE NEW TCV (TOWN CENTER VILLAGE) ZONE CATEGORY, AND ADDING HOTEL AS A PERMISSIVE USE IN THE SU-2/TC ZONE, AND AMENDING THE RR (RESIDENTIAL RESORT) ZONE TO INCLUDE COMMUNITY NEIGHBORHOOD RECREATION CENTER AS A PERMISSIVE USE, APPROXIMATELY 1,050 ACRES, LOCATED BETWEEN 98TH STREET AND THE PROPOSED 118TH STREET, NORTH OF INTERSTATE 40 AND SOUTH OF THE PETROGLYPH NATIONAL MONUMENT.

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

WHEREAS, the City of Albuquerque adopted the Westland Master Plan, a Rank III Sector Development Plan, in May 1998 through Enactment Number 51-1998; and

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

WHEREAS, on December 20, 2007, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the Westland

Master Plan, a Rank III Sector Development Plan, to revise the Land Use/Zoning Map for parcels C, D, E, F, G and H of Westland North to be consistent with zone changes specified in the sector development map amendment to the Westland Sector Plan (06EPC-00139), and to amend the text of the Westland Master Plan to establish parameters for the new TCV (Town Center Village) zone category, and to add hotel as a permissive use in the SU-2/TC zone, and to amend the RR (Residential Resort) zone to include community neighborhood recreation center as a permissive use and uses permissive in the C-1 and O-1 zone as conditional uses; and

WHEREAS, the Environmental Planning Commission found that the above mentioned Westland Master Plan amendments are consistent with applicable Comprehensive Plan, West Side Strategic Plan, and Westland Master Plan goals and policies.

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

Section 1. WESTLAND MASTER PLAN, A RANK III SECTOR DEVELOPMENT PLAN, AMENDED. The Westland Master Plan, a Rank III Sector Development Plan, is amended to revise the Land Use/Zoning Map for Parcels C, D, E, F, G and H of Westland North to be consistent with zone changes specified in the sector development map amendment to the Westland Sector Plan (06EPC-00139), and to amend the text of the Westland Master Plan to establish parameters for the new TCV (Town Center Village) zone category, and to add hotel as a permissive use in the SU-2/TC zone, and to amend the RR (Residential Resort) zone to include community neighborhood recreation center as a permissive use and to amend the RR (Residential Resort) zone to allow C-1 and O-1 permissive uses to be conditional uses in the RR (Residential Resort) zone, except as modified in Section 4. Conditions of Approval of this Resolution. There shall be no increase in residential uses or residential units (unless those units are placed at second story or above) from the residential uses and units allowed in the Westland Master Plan in effect prior to the adoption of R-08-60.

Section 2. WESTLAND MASTER PLAN, A RANK III SECTOR DEVELOPMENT PLAN, AMENDED. The Westland Master Plan Land

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Use/Zoning map, exhibit 10 on page 39, is amended to include the new TCV (Town Center Village) zone category and to correspond to the locations of the zone changes for parcels C, D, E, F, G and H.

Section 3. FINDINGS ACCEPTED. The following findings for the Westland Master Plan amendments are adopted by the City Council:

A. This request is for an amendment to the Westland Master Plan. The approximately 1,050 acre subject site is located between 98th Street and proposed 118th Street, north of Interstate 40 and south of the Petroglyph National Monument.

B. A request for a sector development plan map amendment (06EPC 00139), an amendment to the Westside Strategic Plan (07EPC 50079) and an amendment to the Westland Sector Plan (06EPC 00141) accompany this request.

C. The subject site lies within the boundaries of the Developing Urban area of the Comprehensive Plan. Additional applicable plans include the Westside Strategic Plan (WSSP), the Westland Master Plan, the Westland Sector Plan, the Northwest Mesa Escarpment Plan (NWMEP) and the Facility Plan for Arroyos.

D. The proposal generally furthers the following relevant Comprehensive Plan Goals:

i. The Activity Center Goal. The proposal would facilitate development of a concentration of higher-density mixed land uses that would generally reduce auto travel needs for Westside residents.

ii. The Economic Development Goal. The proposal would provide a variety of retail and service uses and would contribute to economic development, as well as create additional employment on the Westside to help improve the jobs/housing balance.

E. The proposal partially furthers the following relevant Comprehensive Plan Goals:

i. The Open Space Goal. The proposal would establish Open Space as a land use category, but there would be no zoning designation for open space. It is uncertain how open space opportunities would become reality.

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ii. The Transportation and Transit Goal. The Town Center relocation closer to Interstate-40 could help facilitate alternative transportation opportunities, though in general the area tends to rely heavily on Interstate 40.

iii. The Noise Goal. The Town Center relocation closer to Interstate-40 would buffer future subdivisions from the freeway and reduce noise impacts. It is unknown if new land use/noise conflicts would arise because the location of housing within the Town Center is not defined at this time.

F. The proposal partially furthers the following relevant Comprehensive Plan policies:

i. Policy II.B.5a-full range of urban land uses. A full range of urban land uses would be promoted, especially in the Town Center, though a range of land uses could have occurred without the relocation.

ii. Policy II.B.5d-neighborhood values/environment/resources. Relocating the Town Center is not likely to conflict with existing neighborhood values. Due to the proposal's general nature, impacts on the natural environment, and scenic and other resources, cannot be specifically addressed at this time.

iii. Policy II.B.5j-location of commercial development. The TCV zone would provide for small neighborhood centers, but the degree of pedestrian and bicycle access is unknown at this stage. The degree of transit integration in the Town Center, a large, area-wide shopping center is also unknown.

G. With respect to the Comprehensive Plan Housing Goal and Policy II.B.5h regarding higher density housing, it is unknown at this stage how the proposal will further or not further them. Though the proposal would result in more Westside housing, information about the potential for affordable housing has not been included. The proposal allows an average of 9 DU/acre for the net residential development area, which is less than the density needed to fulfill the project's New Urbanist intent.

H. With respect to the Westside Strategic Plan (WSSP), the proposal partially furthers the following policies:

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i. Policy 1.1- The intent is for the higher density housing to locate in the Town Center, but there is no guarantee that lower density development would not occur there.

ii. Policy 1.13- Placing the Activity Center closer to the interstate may allow a greater concentration of commercial uses compared to its existing location. However, both the existing and the proposed locations would function as the community's primary focus and both would have the community's most intense land uses.

I. If the designated Activity Center is relocated near Interstate-40 as proposed, then the Town Center would be within the boundaries of the Activity Center. Therefore, the proposed zone change would further Policy 1.3. However, without the adjustment of the Activity Center's location, the proposed zone change would not further Policy 1.3 because the zone change would have occurred outside of the existing Activity Center.

J. Overall, the proposal is generally consistent with the intents and purposes of the Westland Master Plan. The proposal partially furthers the intents and purposes in the land uses, residential resort, open space, Town Center and jobs/housing balance categories. Though in an overarching sense the Plan's intents and purposes are promoted, the proposal does not offer enough specificity to demonstrate that these intents and purposes will come to fruition.

K. A facilitated meeting was held on October 30, 2007. The affected neighborhoods are the Tres Volcanes Neighborhood Association (NA), the Parkway NA and the Avalon NA. The neighborhoods generally support the idea of moving the Town Center closer to Interstate 40, but are concerned about building height, school overcrowding, open space and affordable housing.

Section 4. CONDITIONS OF APPROVAL. The Environmental Planning Commission, in recommending approval to the City Council of the amendment to the Westland Master Plan, adopted the following Conditions of Approval, which are adopted by the City Council:

A. The City Council delegates final sign-off authority of this Rank III Sector Development Plan to the Development Review Board (DRB). The DRB is

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responsible for ensuring that all Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the City Council hearing, including how the Plan has been modified to meet each of the Conditions.

B. Prior to application submittal to the DRB, the applicant shall meet with the Staff planners to ensure that all conditions of approval are met.

C. Site Development Plans for Subdivision for the Town Center (TC) zone and the Town Center Village (TCV) zone shall be reviewed and approved by the Environmental Planning Commission (EPC).

D. All development areas that lie within the boundaries of the Northwest Mesa Escarpment Plan (NWMEP) shall be subject to all of the policies and regulations contained therein.

E. Town Center (TC) zone- Land use:

i. The applicant shall explain how the entirety of the Town Center site will function as a cohesive New Urbanist area.

ii. The percentages of mixed-use, open space, commercial, office, and residential land uses shall be incorporated into the Town Center site and shall reflect the New Urbanist intent stated in the submittal.

iii. The hotel use shall comply with all applicable design regulations in the Westland Master Plan.

F. Town Center (TC) zone- Density:

i. The site development plan for subdivision for the Town Center shall identify minimum FAR's for specific development areas, with higher FAR's such as 2-3 in the central core area and lower FAR's such as 0.3-0.6 in the peripheral area.

ii. Front loaded garages shall not be allowed in the TC zone.

iii. Maximum residential lot size shall be 4,000 square feet.

iv. Variance of up to 10% above the maximum 4,000 square foot lot size is possible via an approved EPC site development plan for subdivision for limited areas provided that adherence to the following criteria can be clearly demonstrated:

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a. Furthering the intent of applicable Goals and policies in the Comprehensive Plan, the West Side Strategic Plan, the Westland Sector Development Plan, the Westland Master Plan, the Northwest Mesa Escarpment Plan and the Facility Plan for Arroyos.

b. Promoting pedestrian oriented design and function.

c. Providing for connectivity and integration with the surrounding mixed-use community, and

d. Functioning as a transition between the Town Center and the Town Center Village.

G. Town Center (TC) zone- Zoning:

i. The following shall be allowed in the TC zone: uses permissive in the R-2 zone, excluding uses allowed in the R-T, R-LT and R-1 zones. However, a home occupation as regulated by the R-1 zone would be allowed in the TC zone.

ii. Maximum structure height allowed in the TC zone shall be 65 feet.

iii. No drive-thru service windows shall be allowed in the TC zone except for in the outermost periphery area of the town center and as approved by the EPC.

iv. No drive-in restaurants shall be allowed in the TC zone.

v. The maximum setback in the TC zone shall be 15 feet. There shall be no minimum setback requirement.

H. Town Center Village (TCV) zone- Housing:

i. The phrase "shall accommodate a broad socioeconomic range of future residents" (p. 37) shall be added to the description of Town Center Village.

ii. R-1 regulations regarding lot size shall not apply.

iii. A home occupation as regulated by the R-1 zone shall be allowed in the TCV zone.

iv. The maximum setback in the TCV zone shall be 20 feet. There shall be no minimum setback requirement.

I. Town Center Village (TCV) zone- Zoning:

i. The following C-1 conditional uses shall not be allowed in the TCV zone: community residential program, auto/trailer/truck rental/service/

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storage, drive-up service window as approved by the EPC and outdoor storage.

ii. The following shall be allowed in the TCV zone: uses permissive in the R-2, R-T and R-LT zones.

iii. To be consistent with the TC zone, adult bookstores, adult photo studios or adult theaters shall not be allowed in the TCV zone.

iv. Free-standing wireless telecommunication facilities (WTFs) shall be limited to clock or bell towers and flag poles.

J. Resort/ Residential Zone:

i. The "hotel" use shall be removed from the Resort/ Residential zone.

ii. The applicant shall update the list of permissive uses in the Resort/ Residential zone as a text amendment to the Plan.

iii. The following C-1 and O-1 permissive uses shall not be allowed in the Resort/ Residential zone: temporary storage commercial, parking lots and free-standing wireless telecommunication facilities (WTFs) on residentially zoned lots.

iv. The Development Phasing section of the Plan shall be updated, as a text amendment to the Plan, to reflect the zone changes and overall phasing changes associated with this proposal.

K. Housing:

i. The applicant shall address affordable housing in the TC and the TCV zones.

ii. "Twenty percent of the housing units developed within the Master Plan area shall be affordable based on federally-established affordability criteria" (WMP, p. 41).

iii. This sector plan amendment and zone change shall not allow any increase in residential uses or residential housing units from the number of residential uses or units allowed under the Westland Master Plan prior to this amendment (R-08-60), unless those units are placed at second story or above. This Statement shall be placed on the Westland Sector Plan Land Use Map.

L. Education:

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i. The applicant shall address school overcrowding by coordinating with Albuquerque Public Schools (APS) to provide school sites and/or to meet the needs of future area residents.

ii. Based on coordination with APS, the applicant shall update the text of the Westland Master Plan to reflect current plans for provision of schools.

M. Open Space:

Zoning designations for open space, SU-2/SU-1 for Open Space and SU-2/SU-1 for Major Public Open Space (MPOS), shall be established and incorporated into the Plan for future use if and when needed.

N. Transportation/Traffic:

The applicant shall provide an explanation about transportation and connecting the subject site to transit, and how this would contribute to creating a new urbanist community.

O. Any maps in the master plan that have been affected by the proposed changes shall be updated correspondingly.

P. Conditions from City Transportation Planning (Department of Municipal Development):

i. The final results of the Supplemental Roadway Network Analysis must be received and acceptable to the City's transportation staff and the staff of the New Mexico Department of Transportation District 3 Office prior to final DRB action.

ii. The completed Supplemental Roadway Network Analysis shall include a "threshold study" to estimate the level of additional development that may reasonably be served with the existing and proposed roadway network before completion of the 118th & I-40 interchange is required.

Q. CONDITIONS FROM WATER RESOURCES, WATER UTILITIES AND WASTEWATER UTILITIES (WATER AUTHORITY):

The existing Development Agreement shall be amended if changes to this Land Use Plan are approved and the number of residential units are changed.

R. CONDITIONS FROM THE MID-REGION COUNCIL OF GOVERNMENTS (MRCOG):

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i. The developer shall coordinate with the DMD to ensure that transportation infrastructure is provided as planned and included in the 2030 MTP.

ii. The applicant shall coordinate with City staff and NMDOT to ensure that the development is consistent with these projects:

- MPO project ID #373.0-visitor center, bike/ped bridge, public art and xeriscaping (FY 2010).
- MPO project ID #449- rehabilitation and reconstruction of I-40 from the West Central interchange to the Rio Puerco. (FY 2012 and 2013).
- MPO project #414.2- reconstruct and add auxiliary lanes and a climbing lane (FY 2008-2013).

S. CONDITIONS FROM PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM)

The applicant shall coordinate with PNM, which will have to evaluate whether PNM has enough electric capacity in the area to serve the projected electric load.

Section 5. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect thirty days after publication by title and general summary.

Section 6. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 2nd DAY OF June, 2008

BY A VOTE OF: 9 FOR 0 AGAINST.

Brad Winter

Brad Winter, President

City Council

APPROVED THIS 13th DAY OF June, 2008

Bill No. R-08-60

Martin J. Chávez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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WESTLAND NORTH MASTER PLAN
ALBUQUERQUE CITY COUNCIL APPROVAL MAY, 1998
SPR - 96-2/SD (C) - 96-3
Council Bill R-20

Development Review Board Action:

I hereby certify that this document has been modified in accordance with the conditions of approval by the City Council on May 18, 1998

Project # 1000599 Application #: 00450 - 00000 - 00809

Planning Department — RP 6-13-00 — Date 6/14/00

Transportation Department — Date 8-11-99

City Engineer — Date 3-27-00

Utility Development — Date 8-18-99

Parks and Recreation/~~Design & Planning Division~~ Department — Date 8-11-99

Acknowledged:

AMAFCA — Date 3-10-00

Westland Master Plan

Prepared For:

Westland Development Company, Inc.
401 Coors Boulevard NW
Albuquerque, New Mexico 87121-1415

Prepared By:

Consensus Planning, Inc.
924 Park Avenue SW
Albuquerque, NM 87102
505-764-9801

Taschek Environmental Consulting
8901 Adams Street NE
Albuquerque, NM 87113
505-821-4700

Bohannan-Huston, Inc.
Courtyard 1
7500 Jefferson Street NE
Albuquerque, New Mexico 87109
505-823-1000

March, 2000

TABLE OF CONTENTS

EXHIBITS AND TABLES

ATTACHMENTS (For Informational Purposes)

I. INTRODUCTION

The Westland Master Plan covers 6,424 acres of varied terrain on Albuquerque's West Side (Exhibit 1 - Site Vicinity). General characteristics of the land include its location south of the basalt escarpment, moderate percentage slopes through the central portion, and flat grassland at the western and eastern portions of the Plan area. The Plan area is presently vacant, being used for cattle grazing, and is zoned for low density County residential and agricultural uses (A-1). Boundaries for the Westland Plan area are the Petroglyph National Monument boundary to the north, Interstate 40 to the south, the City limits to the east, and 1/4 mile west of Paseo del Volcan. These boundaries represent major physical and jurisdictional features that have been selected for their defining characteristics which will allow for comprehensive, rational, and efficient planning and provision of utility services. Such an approach is important for the West Side and the Albuquerque Metropolitan Area since the majority of Bernalillo County's future growth is likely to occur west of the Rio Grande.

The Westland Master Plan area is the western gateway to and from Albuquerque and represents a major developable portion of the Albuquerque Metropolitan Area. Travelers coming from the west will see this area first as they enter Bernalillo County, so this planning effort offers a unique opportunity to favorably shape the urban form and impress both travellers and residents with its quality development. As a highly visible gateway with broad and panoramic views of the Sandia Mountains and the rest of the City, it is imperative that the Westland Master Plan capture this potential and translate it into appropriate and flexible development guidelines that will provide for a variety of housing, commercial, office, and employment development with visual and recreational open spaces.

Westland Development Co., Inc.

Westland Development Co., Inc. was founded in 1967 after State legislation allowed corporations established under the 1891 New Mexico Territorial Land Grant Corporation Act to be reorganized as for-profit stock corporations. Westland Development Co., Inc. shareholders are heirs to the original Atrisco Land Grant awarded by the King of Spain in 1692 and 1768. Westland currently owns approximately 60,000 acres of land on Albuquerque's West Side in various states of development.

Westland Development Co., Inc. owns the majority of land within the Plan area (Exhibit 2 - Ownership). They will serve as the Master Developer for the entire Plan area and will oversee a Design Review Committee that will evaluate subdivision and site development plan proposals according to criteria set forth in the Design Guidelines Chapter of this Plan. The Design Review Committee will serve as a reviewing body prior to Bernalillo County's approval process.

Throughout the planning process, meetings were held with other property owners within the Plan area as well as with other interested parties such as the National Park Service, the Atrisco Land Rights Council, the Friends of the Albuquerque Petroglyphs, City of Albuquerque Open Space Division, and the Ladera West, Westgate Heights, Westgate Vecinos, and Laurelwood Neighborhood Associations. It is anticipated that additional meetings will be held with these groups during the review and approval process of this Plan.

Regional Context

The Westland Plan area is adjacent to and north of Interstate 40 which is a major east-west transportation corridor extending from California to Tennessee. It is close to future employment centers

at the Atrisco Business Park and the Double Eagle II Airport. A portion of the proposed State Highway Paseo del Volcan that will connect Interstate 40 to Rio Rancho is currently being studied by the State Highway Department and will be located within the existing roadway alignment or another alignment further west. Paseo del Volcan will eventually link with a southern extension of Paseo del Volcan SW to Rio Bravo that is currently under construction.

Linking Paseo del Volcan SW to Rio Bravo will create a southwestern route to link Interstate 40 with Interstate 25. Not only will this road connection facilitate growth and development in Albuquerque's southwest mesa, it will also help avoid continued traffic congestion at the intersection of Interstates 25 and 40. Known as the "Big I", congestion at this major interstate crossroads is expected to be exacerbated while construction takes place to improve and realign the entire "Big I" intersection. Construction is expected to begin in the latter half of the 1990's and continue for eight to twelve years.

Growth Inducing Factors

The Westland Plan area is an ideal location to accommodate development and growth that is occurring on the West Side. The purpose of the Plan is to meet the growing demand for housing, employment, commercial services, and recreation to service the Company's shareholders and the regions' residents, particularly in the City's northwest and southwest quadrants. The West Side represents one of the few large, contiguous areas where the County can efficiently expand since contiguous growth to the east, south, and north cannot occur due to physical and jurisdictional limitations.

Tremendous population and economic growth in Rio Rancho, spurred by the Intel plant expansion, and in the northwest quadrant of the City west of the river will be orienting future development to the 6,424 acre Westland Plan area. Most land for residential development in the Northeast Heights, where the majority of Albuquerque's growth has been concentrated for the past fifty years, has been absorbed. Absorption is also occurring rapidly on the West Side, particularly on land between the Petroglyph National Monument and Coors Boulevard north of Interstate 40.

Population

Table 1 shows the population growth that has occurred on Albuquerque's West Side since 1980. Bordered by the County line to the north, the Rio Grande to the east, Gun Club Road to the south, and the Rio Puerco Escarpment to the west, the population of Albuquerque's West Side has nearly doubled since 1980 while the population of the City as a whole has increased by approximately 25 percent.

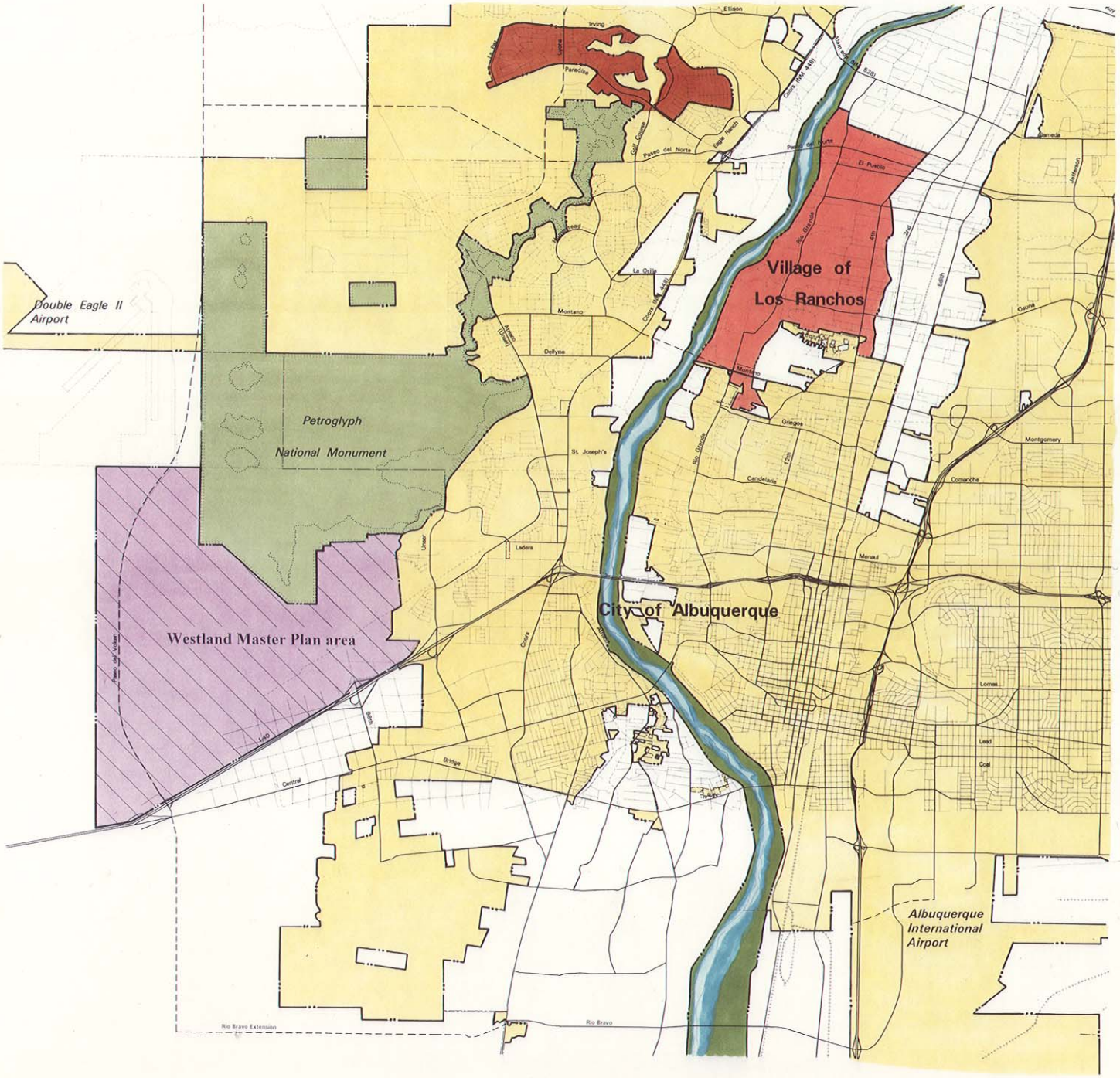
Table 1 - Population of the West Side and Albuquerque, 1980 - 1994*

	1980	1990	1994*	% Change 1980-94
West Side	38,523	62,677	73,775	91.5
Albuquerque	332,920	384,736	415,000	24.6

Source: City of Albuquerque Planning Department, 1994

*Estimated population

The population of Albuquerque's West Side is younger than the rest of the City. Nearly one-third of its population is younger than 18 (Table 2) and its median age is 27.6 years compared to 31.4 for the City.



Westland Master Plan

SITE VICINITY

- Westland Master Plan area
- City of Albuquerque
- Bernalillo County
- Paradise Hills
- Village of Los Ranchos
- Petroglyph National Monument

Prepared For

Westland Development

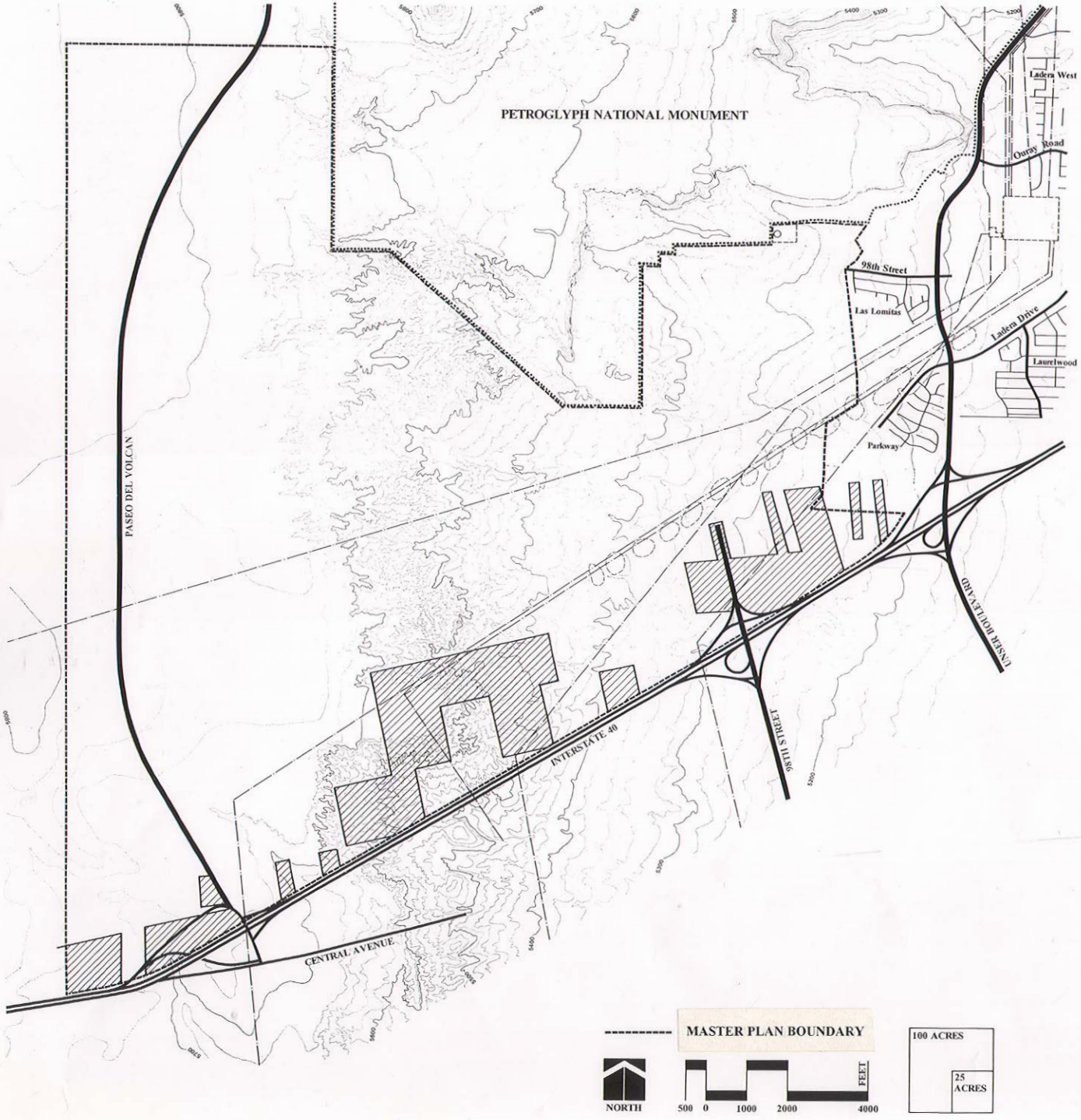
Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK
Environmental Consulting

EXHIBIT 1



Westland Master Plan

OWNERSHIP

Non-Westland Parcels

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK
Environmental Consulting

EXHIBIT 2

Table 2 - Population Distribution by Age for the West Side and Albuquerque, 1990

Age	WS	WS %	Alb.	Alb. %
< 5	5,947	9.49	28,641	7.44
5 -17	14,157	22.59	67,589	17.57
18 - 34	18,817	30.02	114,379	29.73
35 - 64	20,217	32.26	131,360	34.14
> 65	3,539	6.65	42,767	44.12
Totals	**62,677**	**100**	**384,736**	**100**

Source: 1990 U.S. Census

The Westland Master Plan recognizes the pressures brought about by a young population on school capacities and park and recreational facilities. These important components to the Plan area are addressed in Chapter IV.

Housing

The number of housing units has also increased as a result of the population influx to the West Side. Lower interest rates in the early 1990's and a pent up demand stimulated tremendous growth in the number of single family and multi family units on the West Side. Table 3 shows the number of lots for new major subdivisions that have been set aside since 1990. Table 4 highlights the dramatic climb of building permits issued since 1991 that is consistent with the West Side's increasing share of the total Albuquerque housing market, as seen in Table 5.

Table 3 - Number of Lots for New Major Subdivisions, 1990-1994

Year	WS	Total County	WS as % of County
1990	15	403	3.7
1991	128	337	38
1992	608	1,261	48.2
1993	988	1,924	51.4
1994	2,055	3,448	59.6
Totals	**3,794**	**7,373**	**51.4**

Source: City of Albuquerque Planning Department, 1995

Table 4 - Single Family Building Permits, 1989-1994

Year	WS	Alb.	WS as % of City
1989	582	1,335	43.6
1990	538	1,127	47.7
1991	500	1,226	32.6
1992	836	1,874	44.6
1993	1,276	2,198	58.1
1994	1,561	2,567	60.8

Source: City of Albuquerque Planning Department, 1995

Table 5 - Total Housing Units on the West Side and Albuquerque, 1980-1994*

	1980	1990	1994	% Change 1980-94
West Side	12,444	22,552	28,000*	125
Albuquerque	132,788	166,870	174,000*	31
WS as % of Alb.	9.4	13.5	16.1	N/A

Source: City of Albuquerque Planning Department, 1994; Urban Growth Trends, 1992
*Estimated

II. PLANNING INTEGRATION

Albuquerque/Bernalillo County Comprehensive Plan

Long range development is guided by the City of Albuquerque and Bernalillo County Comprehensive Plan that was adopted in August, 1988. The Comprehensive Plan is the governing plan for all Albuquerque and Bernalillo County development. As such, it is a Rank 1 Plan. The Westland Master Plan is a Rank 3 Plan and must comply with the Rank 1 Comprehensive Plan as well as the Rank 2 Northwest Mesa Area Plan and the Northwest Area Plan. As of summer 1996, the West Side Strategic Plan was being reviewed by Bernalillo County and the City of Albuquerque to be the overall Rank 2 Plan for the entire West Side. It has been prepared with the purpose of being the primary Rank 2 Area Plan for the West Side, so the future status of the Northwest Area Plan and the Northwest Mesa Area Plan is uncertain. The planning concepts and land uses proposed in the document directly and indirectly meet the goals and policies of these higher ranking plans.

Most of the Westland Master Plan area is currently zoned A-1 by Bernalillo County. There are two Comprehensive Plan designations for the property. Developing Urban is the designation in the eastern half of the Plan area between the current city limits and the 5600' elevation line, while Reserve is the designation west of this line that continues to the Rio Puerco escarpment (Exhibit 3 - Comprehensive Plan Designations). The acreage in the Developing Urban area is approximately 1,781 acres, while the acreage in the Reserve portion is approximately 3,957 acres. These figures exclude transportation, drainage, utility, and trail corridors.

Developing Urban Areas

Developing Urban is the Comprehensive Plan designation intended for areas of the City or County that are in the process of developing but that have not reached ultimate build-out. A full range of services will be extended to these areas in an orderly manner according to utility policies. The emphasis in Developing Urban Areas is on planning for large areas or sectors in order to provide varieties of housing types and other land uses along with appropriate open space. The following goals and policies from the 1988 Albuquerque/Bernalillo County Comprehensive Plan are met through the Westland Master Plan.

- Goal: Create a quality urban environment which perpetuates the tradition of the identifiable, individual but integrated communities within the metropolitan area.

- Goal: Offer variety and maximum choice in housing, transportation, work areas, and lifestyles while creating a visually pleasing built environment.

- Policy: A full range of urban land uses is allowed that results in an overall gross density up to 5 dwelling units per acre.

- Policy: These areas shall be subject to special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital improvements priorities.

- Policy: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

- Policy: Clustering of homes to provide larger shared open areas and houses oriented toward pedestrian or bikeways shall be encouraged.

- Policy: Higher density housing is most appropriate in the following situations:
  - In areas where it is compatible with existing area land uses and where adequate infrastructure will be available.
  - In areas with excellent access to the major street network.
  - In areas where a transition is needed between single-family homes and more intensive development.

- Policy: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

- Policy: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic.

- Policy: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

- Policy: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Open Space Goals

- Provide visual relief from urbanization.

- Offer opportunities for education, recreation, and conservation of natural resources.

Open Space Policies

- Open Space Lands should serve one or more of the following:
  - Conservation of natural resources and environmental features
  - Outdoor education and recreation
  - Conservation of archaeological resources
  - Trail corridors
  - Protection from natural hazards
  - Shaping of the urban form

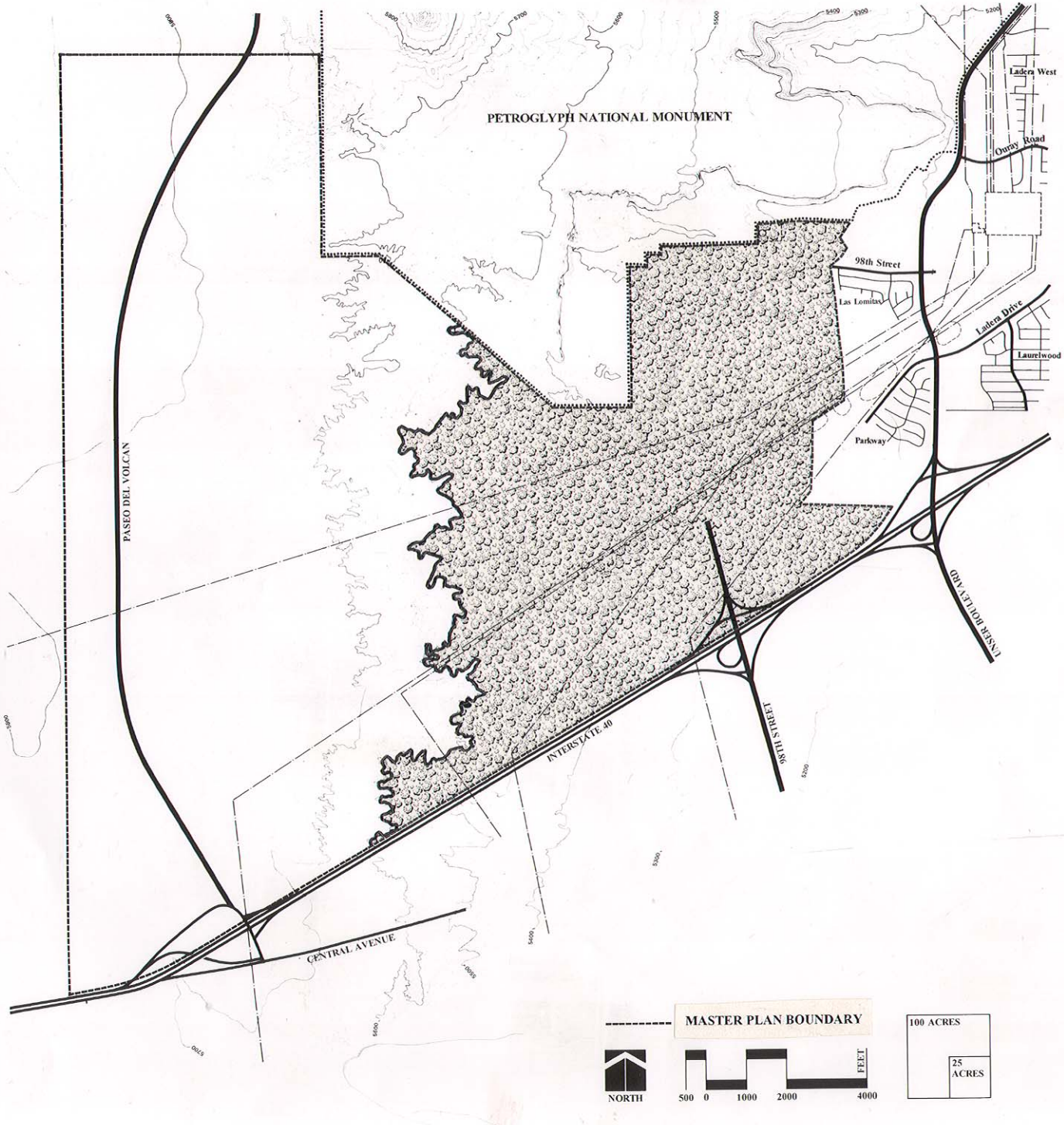
- A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created.

- Development in or adjacent to the proposed Open Space Network shall be compatible with open space purposes.

- Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

- Developing areas shall have neighborhood parks and open areas located to serve the population being accommodated in the developing area.

- The design of parks and other open areas shall incorporate the following criteria:
  - Multi-functional use of resources and compatible facilities;
  - Maintenance and landscaping appropriate to the location, function, public expectations, and intensity of use;



Westland Master Plan

COMPREHENSIVE PLAN DESIGNATIONS

- Reserve
- Developing Urban

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK
Environmental Consulting

EXHIBIT 3

  - Integration into residential design for easy accessibility and orientation to encourage use; and,
  - Lighting, site design, or other methods to minimize vandalism.
  - Connection between other Open Space Network areas and public facilities.
- Design of neighborhood open areas should tie into other open spaces to create an Open Space Network.

Environmental Goal: Air Quality

- Improve air quality to safeguard public health and enhance the quality of life.

Environmental Policies: Air Quality

- Adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment, and services.

- Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

- Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

- Air quality considerations shall be integrated into zoning and land use decisions to prevent new air quality/land use conflicts.

Environmental Goal: Water Quality

- Maintain a dependable, quality supply of water for the urbanized area's needs.

Environmental Policies: Water Quality

- Minimize the potential for contaminants to enter the community water supply.
- Provide greater emphasis on a total systems approach to water as a valuable resource.

Environmental Goals: Noise

- Protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Environmental Policies: Noise

- Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

- Construction of noise sensitive land uses near existing noise sources shall include strategies to minimize adverse noise effects.

Environmental Goal: Archaeological Resources

- Identify and manage or acquire significant archaeological and paleontological sites for research, education, economic, and/or recreation use.

Environmental Policies: Archaeological Resources

- A proactive program for identifying and evaluating archaeological and paleontological sites and items in the metropolitan area shall be undertaken.
- Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Environmental Goal: Developed Landscape

- Maintain and improve the natural and the developed landscapes' quality.

Environmental Policies: Developed Landscape

- The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

- Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

- Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native or naturalized vegetation should be used where appropriate.

- In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

Community Resource Management: Goal

- Develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

Community Resource Management: Policies

- Public service expansion costs, benefits, and effects should be evaluated and balanced between new service recipients, existing users and the community at large.

Water Management Goal

- Use and manage water resources efficiently.

Water Management Policies

- Measures shall be adopted to discourage wasteful water use, such as extensive landscape-water runoff to uncultivated areas.

- Maximum absorption of rainfall shall be encouraged through the use of :
  - arroyo channels designed to allow infiltration of water wherever possible and
  - conservation devices in all new developments.

Energy Management Goal

- Maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Energy Management Policies

- Use of energy management techniques shall be encouraged.
- Efficient and economic use of alternative and renewable energy sources including but not limited to solar, wind, solid waste, and geothermal shall be promoted.
- Land use planning that will maximize potential for efficient use of alternative and renewable energy sources shall be undertaken.

Transportation and Transit Goals

- Provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel.
- Provide sufficient roadway capacity to meet mobility and access needs.

Transportation and Transit Policies

- Compatible mixing and convenient placement of residential, commercial, manufacturing, and public service related land uses shall be encouraged where desirable and appropriate to lessen the need for intra-city motorized travel.
- Effective regional transit and paratransit shall be provided and promoted by the City and County, in cooperation with other jurisdictions.
- Pedestrianways and auto-free areas shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.
- A metropolitan area-wide bicycle and trail network shall be constructed and promoted.
- Street and highway projects shall include paralleling paths and crossings for bicycles, pedestrians, and equestrians where appropriate.
- In the newly developing areas, a portion of the street system should focus on arterial roadways upon which vehicles encounter few stops.
- Peak hour demands on the circulation system should be decreased.
- Transportation infrastructure should be planned to facilitate and expedite inter-city and intra-city automobile and public transportation.

Housing Goal

- Increase the supply of affordable housing.

Housing Policies

- The supply of affordable housing shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.
- Quality and innovation in new housing design and construction shall be promoted.

Economic Development Goal

- Achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Economic Development Policies

- New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

- Tourism shall be promoted.

Education Goal

- Provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age, and educational groups.

Education Policies

- Stronger communication and planning links with area schools and educational institutions shall be established.

- Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Planned Communities Criteria - Reserve Portion

The "Reserve" Area was created as a designation to "bank" land so that it would be available at a later date for either Bernalillo County to develop or for eventual urban expansion and development. A special set of development guidelines and criteria known as the *Planned Communities Criteria* were adopted by both the City and the County in 1991 after a year-long effort by a public and private sector task force to provide goals, policies, and criteria governing the size, configuration, land use mix, densities, and other features of planned communities in the Rural and Reserve Areas of Bernalillo County as identified in the Comprehensive Plan.

The basic purpose of the *Planned Communities Criteria* document is to provide guidance upon which developers can prepare planned community master plans as well as a framework for review of these plans by the City and County. The criteria are also intended to directly implement the goals and policies outlined in the Comprehensive Plan. Criteria were developed to allow flexibility and phasing of development.

Chapters IV, V, and IX of this Plan contain discussions on Land Use and Zoning, Environment and Open Space, Government and Public Services, Transportation and Air Quality, and Development Agreement. The result of this planning effort will be a flexible planning framework from which subsequent residential, commercial, and industrial development can proceed in a rational and efficient progression.

Rank 2 Plans

The Northwest Mesa Area Plan and the Northwest Area Plan are Rank 2 plans prepared by the City of Albuquerque in the early and mid-1980's. These plans are based on the 1975 Comprehensive Plan and are outdated because of the tremendous growth and changes on Albuquerque's West Side that have occurred since these plans were adopted. Their policy content is being reviewed as part of the current West Side Strategic Plan effort and some policy amendments may result.

Northwest Mesa Area Plan

- The Atrisco Terrace (see Exhibit 10 - Land Use and Zoning Plan) will be preserved as public open space to be acquired and meets the intent of this policy by not allowing permanent buildings within its boundaries.

- Before important new urban developments are allowed in the Northwest Mesa Area Plan area, sector development plans shall be adopted by the City for all areas which are not already substantially urbanized, regardless of the metropolitan area designation in the Comprehensive Plan.

Northwest Area Plan

- The goal is to preserve the unique natural features of the metropolitan area by achieving a pattern of development and open space respecting the river land, mesa, mountains, volcanoes, and arroyos.

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

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

- Patterns and types of employment and services shall be located to complement residential areas; they shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

- The goal is to enhance recreational opportunities and provide visual relief to urbanization by setting aside accessible and usable open spaces within each neighborhood.

West Side Strategic Plan

This plan contains several policies directed at the "Westland North" community that pertain to utilities, EMF exposure, open space, and drainage facilities. As of summer 1996, Bernalillo County was considering adopting a different version of the utilities phasing plan for the first decade of plan implementation (1995-2005). This version would identify the Westland North community as a priority #1 community for development and provision of utilities.

Facility Plan for Arroyos

The Mirehaven Arroyos (A, B, & C) cross the Westland Plan area in the extreme northeast portion near 98th and Unser. It has been designated as a Urban Recreational Arroyo in the Rank 2 Facility Plan for Arroyos. This designation means that the Mirehaven Arroyo has the potential to connect residential areas to the Ladera Golf Course to the east. The Westland Master Plan shows this arroyo as open space between the established Parkway subdivision and the envisioned golf course/resort within the Westland Plan boundaries. Recreation and visual relief will be the primary purposes of this arroyo after drainage functions are met.

Specific policies for urban Recreational Arroyos that will be addressed for eventual subdivision approval include:

- Policy 1: Park and Trail Development, Recreational Amenities

- Policy 2: Right-of-Way
- Policy 4: Location of Crossing Structures

Trails and Bikeways Facility Plan

This Rank II plan, adopted by Bernalillo County in 1993, recommends development standards, site locations, and establishes a multi-year program of capital improvements that involve non-vehicular trails and bikeways. Several trails in this plan are within the boundaries of the Westland Master Plan Area and are incorporated into the Master Plan.

- T165 is a study corridor that parallels Paseo del Volcan from Interstate 40 to the Sandoval County line. It is programmed to be a primary trail that will be constructed in approximately the year 2003.
- The second trail is T141 and 140 that extends from Unser Boulevard west to 118th Street along the Mirehaven Diversion Channel. It is programmed to be a secondary trail that will be constructed in approximately the year 2003.
- The third trail is 157 that extends south from T141 along the 90th Street alignment. It is programmed to be a secondary trail that will be constructed in approximately the year 2003.
- T166 extends south from T141 along the 118th Street alignment. It is programmed to be a secondary trail that will be constructed in approximately the year 2003.
- Two other trails on the southern and eastern edges of the Master Plan area are also planned according to the Trails and Bikeways Facility Plan. T599 is identified as the I-40 corridor trail that is currently being studied for exact location and right-of-way acquisition. This trail will extend from 98th Street to Eubank Boulevard. T117 will extend from Ladera Drive to I-40 along Unser Boulevard. This trail will be a primary trail that is programmed for construction in approximately 1999.

In addition to the above-mentioned trails, the Westland Master Plan proposes additional internal trails as illustrated in the Community Facilities Plan on page 45. These trails are intended to connect the different residential areas, community facilities, Town Center, and other non-residential areas to each other either via separate trail rights-of-ways or in the transportation and drainage corridors that traverse the plan area from east to west.

It is anticipated that Bernalillo County will sponsor amendments to the Trails and Bikeways Facility Plan to include the internal trail system prior to initial development. Amending this plan is necessary so that funds can be programmed according to a rational schedule.

Northwest Mesa Escarpment Plan

The Northwest Mesa Escarpment Plan is a Rank III plan that established the conservation, impact, and view areas along the northern, southern, and eastern edges of the escarpment. A portion of the Westland Master Plan area lies within the original boundaries of the conservation area prior to the formation of Petroglyph National Monument in 1990. The creation of the monument should have amended the conservation line boundary, yet this amendment never was formally carried through in the City or the County. Further, this plan has not undergone the biannual review and amendment process as specified in policy #5 on page 46 of the Northwest Mesa Escarpment Plan. It is anticipated that the City and/or the County should pursue amendments to the Northwest Mesa Escarpment Plan.

III. BENEFITS AND CONSTRAINTS ANALYSIS

Introduction

The purpose of this section is to summarize the opportunities and constraints for development of the Westland Master Plan area. The factors analyzed include existing environmental, physical, and man-made impacts both on and off-site. This information provides the basis for the land use and infrastructure planning and will serve an important function during future detailed planning processes.

In order to develop a comprehensive plan for the 6,424 acre Westland property, a detailed analysis was conducted. This analysis included a site inventory of the property, gathering data and analyzing all physical and environmental site conditions, and reviewing the impacts from all external factors (transportation and surrounding land uses). The following sections summarize the analysis of these impacts as they relate to the development potential for the Westland Master Plan property.

Transportation

Transportation access to and from the Plan area is critical for its development. Fortunately, the Plan area is well served by Interstate 40 at the southern boundary and interchanges at Unser Boulevard, 98th Street, and Paseo del Volcan/Airport Haul Road. All major on-site arterials are planned to have a larger right-of-way than is typically required in Albuquerque in order to establish joint use easements for drainage and trail purposes and to have room to accommodate additional transportation improvements in the future.

It is emphasized that the combined transportation, drainage, utility, and trail corridors that cross the Atrisco Terrace shall be considered to be outside of the Atrisco Terrace in its eventual acquisition as Major Public Open Space. It is envisioned that north-south trail linkages through and/or adjacent to the Atrisco Terrace will allow pedestrians or bicyclists to travel the full length of the Terrace from the southern boundary of the Petroglyph National Monument to I-40.

Transportation access and utility corridors through the Atrisco Terrace are necessary and must be allowed through this Major Public Open Space area scheduled for acquisition. The Ladera Drive Corridor is identified on the Long Range Major Street Plan as crossing the Atrisco Terrace. The Westland Master Plan also identifies two other east-west major arterials north of this future facility that cross the Terrace. Utilizing these corridors improves circulation within the entire Plan area and beyond to the west.

The Long Range Major Street Plan has identified several arterial roads within the Plan area. The following text identifies the proposed circulation corridors and summarizes the current stages of their planning processes.

Paseo del Volcan

Paseo del Volcan is the primary access to the Double Eagle II Airport and is designated as a principal arterial in the Long Range Major Street Plan. It is currently a two lane facility within a 156 foot easement from Interstate 40 to the airport entrance on the eastern edge of the airport property. Paseo del Volcan will be eventually connected north to Paseo del Norte and is anticipated to tie into the Rio Rancho street system further to the north.

Westland Development Co., Inc. granted the Paseo del Volcan easement at no cost to the City of Albuquerque in March 1982.

During the development of Double Eagle II Airport, this roadway was referred to as a "Haul Road" for the purposes of constructing the airport. This designation allowed the roadway to not be considered a Federal Aviation Administration (FAA) facility since it is not owned by the FAA.

The New Mexico State Highway and Transportation Department is currently studying two corridor options for Paseo del Volcan to be built to freeway standards with one-mile access restrictions. One option is the existing corridor (eastern alignment), while the other is a western corridor (western alignment) approximately two miles west from the existing corridor. If the western alignment is selected, the existing corridor will remain as a principal arterial with 1/2 mile access intervals. If the eastern alignments is selected, then intersections will be placed every mile as noted on the land use map (see Exhibit 10 - Land Use and Zoning Plan). Construction has just been completed for the portion of Paseo del Volcan from the current alignment south of Interstate 40 to Rio Bravo SW, which is being extended west from Coors Boulevard SW.

Since the final alignment for Paseo del Volcan has not been determined, and the extension of Paseo del Norte through the Petroglyph National Monument has not been resolved, the Double Eagle II Airport Master Plan has not been finalized. This Plan will certainly be influenced by the final road alignment. The circulation system above the escarpment, including the unresolved alignment for the extension of Paseo del Norte across the volcanic escarpment, will have an important impact on the airport's plans for expansion.

98th Street

The Long Range Major Street Plan has identified 98th Street as a principal arterial from Interstate 40 to Ladera Drive, and then as a minor arterial as it extends north and east to meet with Unser Boulevard just north of the Las Lomitas subdivision. The Westland Master Plan amends this concept to have 98th Street continue north and west to Paseo del Volcan as a principal arterial.

Ladera Extension

This extension would traverse the plan area east to west and connect Ladera Drive from 98th Street to the final Paseo del Volcan alignment. It is shown on the Long Range Major Street Plan as crossing the Atrisco Terrace, but without a specified alignment.

Double Eagle II Airport

The Double Eagle II Airport is located northwest of the Westland Master Plan area. The first phase of the airport is completed, and additional phases are projected to be built as demand increases over the next 20 years. The airport master plan update is currently on hold until transportation issues are resolved.

The 1989 Double Eagle II Airport Sector Development Plan shows that the Westland Plan area will not be affected by any of the four noise level contours. These contours are in the same shape and direction as the airport runways. Future expansion and employment activity at the airport will likely expand these noise contours closer to the northern portions of the Westland Plan area. For this reason, we have identified industrial park-type uses which should provide an adequate buffer to the residential uses to the south.

Adjacent Land Uses

North

North of the Westland Master Plan area is the Petroglyph National Monument. This monument is managed by the National Park Ser-

vice and serves many different useful and valued purposes. While access into the monument is now allowed by the National Park Service, limited future access by the public from the south is identified in the Petroglyph National Monument General Management Plan and the Community Facilities plan on page 45. The 17-mile long basalt escarpment where the petroglyphs are located ends just north of the northern boundary of the Plan area.

Approximately 700 acres at the southern edge of the monument outside of the Plan area boundary are still owned by Westland Development Co., Inc., but are slated to be acquired by the National Park Service. A timetable for this acquisition has not been announced and is contingent upon the availability of federal funds.

South

Interstate 40 and miscellaneous individuals' properties are south of the Plan area. Most of these properties are located outside the City limits and are zoned County A-1.

East

The Las Lomitas, Parkway, and Parkwest residential subdivisions are immediately east of the Westland Plan area within the existing City limits. These subdivisions are zoned R-D and are developing single-family homes. Albuquerque Public Schools has plans to construct an elementary school in the Parkway subdivision.

West

Unplatted and undeveloped property owned by Westland Development Co. Inc. comprise the adjacent lands to the west of the Westland Plan area. This property is zoned County A-1.

Utilities/Infrastructure

Electric

The Public Service Company of New Mexico (PNM), El Paso Electric, and Plains Electric have five power lines that traverse the plan area from east to southwest (Exhibit 4 - Utilities). These lines consist of three 115kV lines and two 345 kV lines that originate just east of Unser Boulevard between Ouray Road and Ladera Drive.

- A 115kV (a) line runs northeast to southwest and crosses the extreme southeastern portion of the plan area before it heads directly south, just north of Interstate 40 at 98th Street;
- A second 115 kV (b) line runs more directly east to west and is the northernmost electric utility easement in the plan area;
- The final 115kV (c) line runs between the first two 115 kV lines and turns sharply to the south approximately 2,500 feet north of Interstate 40 halfway between the 5600' and 5700' elevation line;
- A 345 kV (d) line that parallels the first 115kV line and crosses Interstate 40 approximately halfway between 98th Street and Paseo del Volcan; and,
- A 345 kV (e) line that parallels the final 115kV line and turns due south just east of Paseo del Volcan.

PNM single and three phase lines exist at both the east and west boundaries of the Plan area.

Gas

The Gas Company of New Mexico presently provides service for the developed area east of the Westland Plan area. An eight inch, high pressure gas line has been extended west on Central Avenue to Paseo del Volcan.

Existing Easements of Record

AMAFCA has drainage easements below the 115kV (c) and 345 kV (e) line where the Ladera Drainage System detention ponds are located.
Westland Development Co., Inc. granted a 25 year, or when abandoned as a roadway, easement in 1982 for the existing Paseo del Volcan and intends to dedicate this roadway to the appropriate governmental agency at the appropriate time to serve as a major north-south arterial.

Water and Sewer

Five water zones within the College Trunk are present in the Plan area from east to west: 3WR, 4W, 5WR, 6W, and portions of 7W (Exhibit 4 - Utilities). The College Trunk extends from slightly north of the Petroglyph National Monument boundary to Interstate 40.

The Master Plan area is included in the area to be serviced by the College Trunk. The existing College Reservoir, which services Zone 2W, lies within the Master Plan area and can possibly be capable of serving areas within the Westland Master Plan on an interim basis.

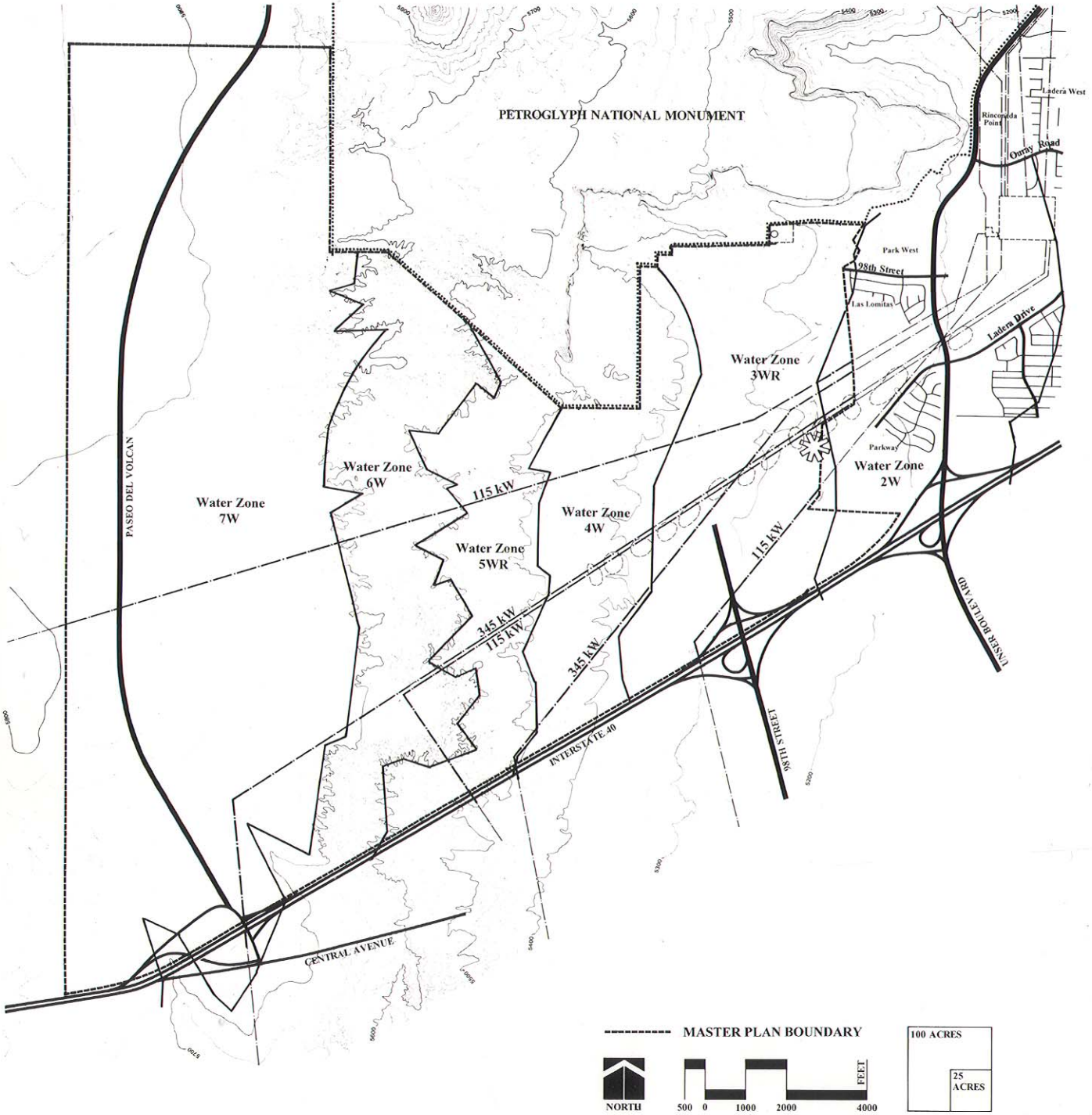
The Westland Master Plan area is divided into water pressure zones defined by the "Master Plan of Water Supply for the City of Albuquerque". The range of zones is from 2W on the eastern edge of the Plan area to 7W on the western edge. The only zone that is currently active in the vicinity is 2W. Due to the large elevation difference across the site the typical City of Albuquerque system utilizing on-site ground storage reservoirs to maintain pressures can be implemented for zones 2W through 5W. Zones 6W and 7W can be pressurized by off-site or on-site ground storage reservoirs with long transmission lines or on-site elevated storage.

The Utility Feasibility Study prepared for Bernalillo County identifies a sewage treatment plant to be located at the eastern boundary of the Plan area with intent of using the grey water on the nearby park and golf course facilities. Alternatively, with the cooperation of the City of Albuquerque, the Westland Master Plan area has two outfalls available for intercepting the sewage flowing from the site, the 64th Street interceptor and the 98th Street interceptor. Those flows unable to get to the 98th Street interceptor by gravity can be fed to the 64th Street interceptor. The far west portion of the Plan area can also be accommodated either through a 24" line that exists at Ladera, or through an alternate route in 98th Street to the south that would be predicated on overall densities in the western portions of the Plan area.

Visual Analysis

Vegetation

The Westland Plan area has flat grasslands at the eastern and western portions and is bisected by the moderate slopes of the Atrisco Terrace down the middle. Several varieties of native grasses are found within the Plan area, including mesa dropseed, Indian ricegrass, giant dropseed, spike dropseed, black grama, blue grama, sand dropseed, bush muhly, sacaton, and galleta. Shrubs include



Westland Master Plan

UTILITIES

Future Wastewater Treatment Facility

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK
Environmental Consulting

EXHIBIT 4

sand sagebrush, broom snakeweed, four-wing saltbrush, yucca, cholla, mormon tea, and winterfat. Wildflower species include chamisa, purple astor, butterfly weed, paperflower, gum weed, globe mallow, bush penstamen, and desert zinnia.

This variety of native grasses and shrubs provides opportunities for "naturalized" open spaces, particularly in arroyos, drainage channels, and easement areas. The variety of wildflowers may be utilized in reseeding disturbed areas after construction.

Views

Above the escarpment, excellent views of the Sandia, Manzanita, and Manzano Mountain ranges to the east and southeast characterize the majority of the Westland Plan area. The Rio Grande bosque is also visible as it winds its way south. The far western edges of the Plan area also have notable views of Mount Taylor to the west. To the north, the major volcanos in the Petroglyph National Monument offer a glimpse into geological history. Views of the City lights at night are also a defining urban feature from the Plan area.

The basalt escarpment to the north and the Rio Grande Valley to the east are the primary views at the eastern edge of the Plan area. This area is lower in elevation than the rest of the Plan area and thus does not share the full range of views that are present in the western portions of the site.

Visual Impacts

Much of the Westland Plan area falls within the View Area of the Northwest Mesa Escarpment Plan. This View Area extends for 5000 feet from the southern tip of the escarpment and is subject to design regulations which affect views from a distance. The height of structures within the View Area may not exceed 40 feet.

The Northwest Mesa Escarpment Plan also has Conservation and Impact Areas. Conservation Area boundaries are to be coterminus with the National Park Service boundaries and this designation does not preclude a property owner's right to develop subject to the land use planning provisions and the design overlay zone of the Northwest Mesa Escarpment Plan. The Impact Area is 350 feet immediately adjacent to the eastern alignment of the Conservation Area; the Impact Area is not present south of the Petroglyph National Monument in the Westland Plan area.

Tremendous potential exists for creative planning utilizing natural slopes and drainage ways and channels in order to preserve view corridors to the escarpment, bosque, Sandias, etc.

In addition to spectacular views of Albuquerque, the Rio Grande Bosque, and the Sandia Mountains from the Westland Master Plan area, the plan area itself is the subject of views from the far Northeast Heights and Sandia foothills. The integrity of the volcanic escarpment is protected via policies in the Northwest Mesa Escarpment Plan and via the creation of the Petroglyph National Monument. South of the escarpment, the Atrisco Terrace is identified in the Comprehensive Plan as Major Public Open Space and is scheduled for acquisition by the Open Space Division as a result of the passage in January, 1997 of the 1/4 cent Open Space and Park Development Acquisition Tax. Even with the combined transportation, drainage, utility, and trail corridors that will cross the Terrace, the integrity of the Terrace's visual continuance of the escarpment shall be maintained.

Power lines belonging to the Public Service Company of New Mexico, El Paso Electric, and Plains Electric dominate views to the north and northeast from the Plan area. These lines extend northwest from the West Mesa Switching Station near the intersection of Unser Boulevard and Ouray Road through the Petroglyph National Monument.

Physical Analysis

Geology and Soils

The geologic and soils conditions in the Westland Plan area pose few development restrictions on the property (Exhibit 5 - Soil Analysis). All of the soils have been noted in the Soil Survey for Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico (Table 6) as suitable for community development. The only area which may be subject to development constraints is the area with slopes steeper than 15 percent found in parts of the Atrisco Terrace. This area is an amorphous extension of the escarpment that has also been prioritized for Major Public Open Space acquisition in the draft Open Space Facilities Plan. Slopes in this area are generally above 10 percent.

Approximately half of the plan area has soil in the Bluepoint-Kokan association, a loamy fine sand which is found in hilly areas with slopes ranging from 5 to 15 percent. Approximately one-third of the Plan area along the Paseo del Volcan corridor is the Madurez-Wink association.

The remainder of the Plan area consists of Madurez loamy fine sand on slopes from 1 to 5 percent and Wink fine sandy loam, on slopes from 0 to 5 percent. Both of these soil associations are on the far western portions of the Plan area.

Animal Life

Wildlife found in the West Mesa area near the escarpment includes scaled quail, mourning dove, jackrabbits, cottontail, kangaroo rats, prairie dogs, deer mouse, and a variety of reptiles and invertebrates. Table 7 shows the potential for kinds of rangeland wildlife based on soil types.

In the Soil Survey for Bernalillo County, soils have been rated according to their suitability for improving, maintaining, or creating specific elements of wildlife habitat as well as for general kinds of wildlife. This document states that "ratings are based on potential rather than present land use. Poor means that a particular habitat can be improved, maintained, or created, but soil limitations are severe. Habitat management can be difficult and expensive and can require intensive efforts. Results are questionable." (Soil Survey for Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico, p. 55)

Table 6 - Potential for Wildlife: Rangeland

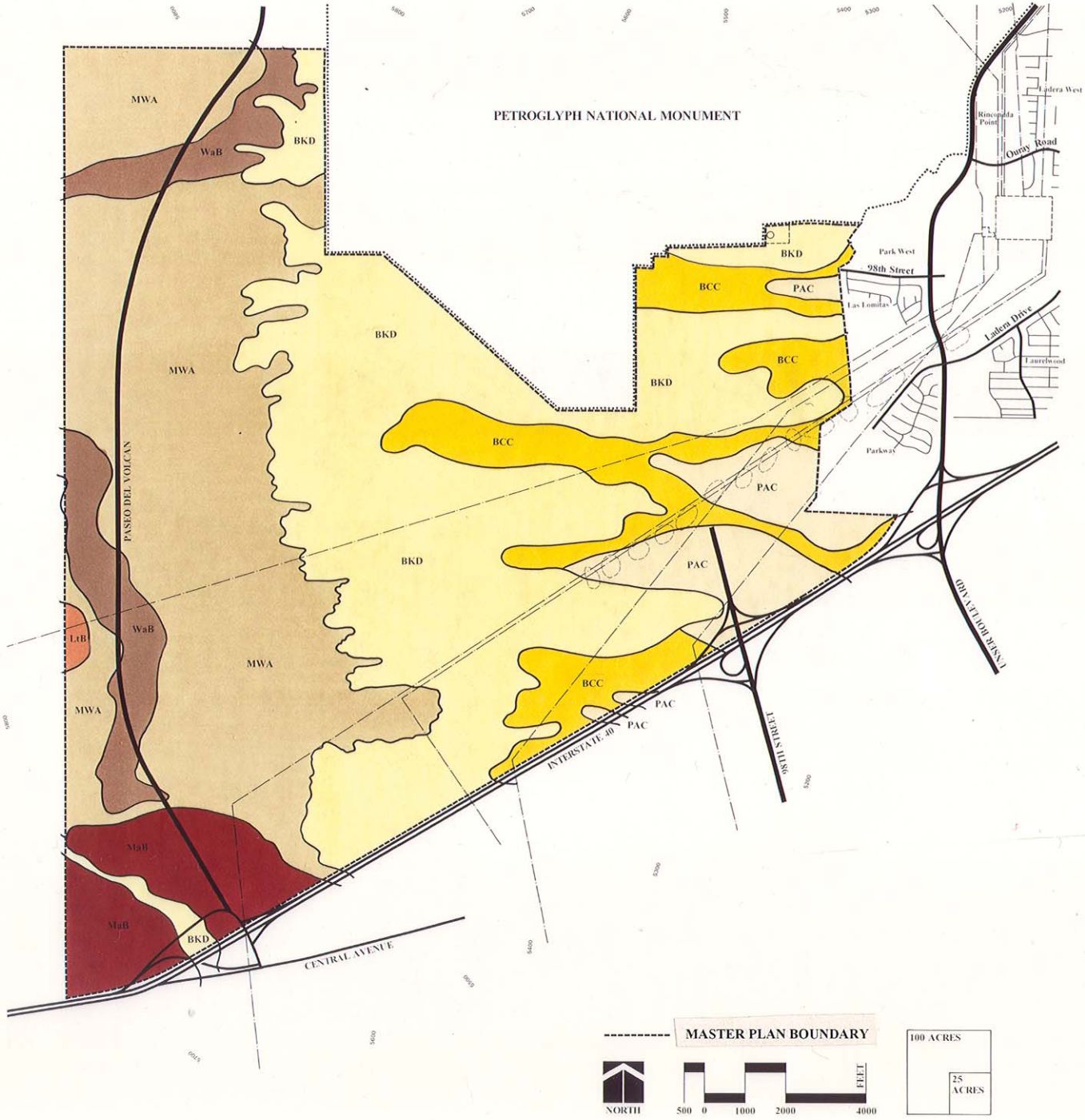
Soil	Suitability
BCC	Poor
BKD	Poor
LtB	Poor
MaB	Poor
MWA	Poor
PAC	Poor
WaB	Poor

Source: Soil Survey for Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico, United States Soil Conservation Service, Department of Agriculture)

A report entitled The Petroglyph National Monument: A Survey of the Biological Resources by the University of New Mexico Department of Biology was prepared in 1996. The purpose of this survey was to develop species lists for terrestrial plants, lichens, vertebrates, and common species of invertebrates of the Petroglyph National Monument.

Table 7 - Soil Survey

	Bluepoint-BKD	Bluepoint - BCC	Latene - LtB	Madurez - MWA	Wink - WaB	Madurez - MaB
Building Site						
Development						
Shallow Excavations	Severe: Cut Bank Caves	Severe: Cut Bank Caves	Moderate: Small Stone	Slight	Slight	Slight
Local Roads and Streets	Slight to Moderate	Slight to Moderate	Slight	Moderate	Slight	Moderate
Dwellings without Basements	Slight to Moderate	Slight to Moderate	Slight	Moderate Shrink Swell	Slight	Moderate Shrink Swell
Sanitary Facilities						
Septic Tank Absorption Fields	Slight to Moderate	Slight to Moderate	Moderate: Percs slow	Slight	Slight	Slight
Sewage Lagoon Areas	Severe: Seepage	Severe: Seepage	Moderate: Small Stone	Moderate: Seepage	Severe: Seepage	Moderate: Seepage
Sanitary Landfills	Moderate: Too Sandy	Moderate: Too Sandy	Slight	Slight	Severe: Seepage	Slight
Construction Materials						
Roadfill	Good	Good	Good	Moderate	Fair	Moderate
Sand	Fair: Excess Fines	Fair: Excess Fines	Poor: Excess Fines	Unsuited	Unsuited	Unsuited
Gravel	Unsuited	Unsuited	Poor: Excess Fines	Unsuited	Unsuited	Unsuited
Topsoil	Poor: Too Sandy	Poor: Too Sandy	Poor: Excess Lime	Poor	Good	Poor
Water Management						
Pond Reservoir Areas	Seepage	Seepage	Seepage: Small Stones	Slope if > 3%	Seepage	Slope if > 3%
Drainage	Excessively Drained	Excessively Drained	Well Drained	Well Drained	Well Drained	Well Drained
Hydrologic Group	A	A	B	B	B	B
Engineering Index						
Properties						
USDA Texture	(0-60") Loamy Fine Sand and Loamy Sand	(0-60") Loamy Fine Sand and Loamy Sand	(0-15") Sandy Loam (15-60") Gravelly Sandy Loam	(0-21") Fine Sandy Loam and Shaly Clay Loam (21-60") Sandy Loam	(0-60") Sandy Loam	(0-9") Loamy Fine Sand (9-21") Sandy Clay Loam (21-60") Sandy Loam
Liquid Limit (%)	Non-Plastic	Non-Plastic	15-35	15-35	Non-Plastic	0-35
Plasticity Index	Non-Plastic	Non-Plastic	10-Jan	0-15	Non-Plastic	0-15
Slopes (%)	5-40%	1-9%	1-5%	1-7%	0-7%	1-5%
Physical and Chemical						
Properties of Soil						
Permeability	Rapid	Rapid	Moderate	Moderate	Moderately Rapid	Moderate
Available Water Capaicty (inch	4-5.5"	4-5.5"	6-7"	7.5-9"	5.5-8"	7.5-9"
Soil Reaction (Ph)	7.4-8.4	7.4-8.4	7.9-8.4	7.9-8.4	7.9-8.4	7.9-8.4
Salinity (Mmhos/cm.)	0-1	0-1	0-1	0-1	4-Jan	0-1
Shrinks/Swell Potential	Low	Low	Low	Moderate	Low	Low to Moderate
Water Erosion	Moderate to Severe	Moderate to Severe	Moderate	-	Slight to Moderate	-
Soil Blowing	Severe	Severe	Moderate	Moderate to Severe	Moderate	Severe
Run-off	Slow	Slow	Moderate	Slow	Moderate	Slow
Depth to Bedrock	> 5'	> 5'	> 5'	> 5'	> 5'	> 5'



Westland Master Plan

SOILS ANALYSIS

BKD	Bluepoint-Kokan association, hilly
BCC	Bluepoint loamy fine sand, 1 to 9 percent slopes
PAC	Pajarito loamy fine sand, 1 to percent slopes
MWA	Madurez-Wink association, gently sloping
WaB	Wink fine sandy loam, 0 to 5 percent slopes
LtB	Latene sandy loam, 1 to 5 percent slopes
MaB	Madurez loamy fine sand, 1 to 5 percent slopes

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Westland Development

Prepared By

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While no full-scale biological study of the Westland Master Plan area is required or planned in order to secure approval from Bernalillo County, it is assumed that this UNM report contains similar assessments of plant, animal, and insect species that would be found in the Master Plan area if a study were undertaken. The significance of the biological survey for the Petroglyph National Monument and the West Mesa is acknowledged, and serves as a valuable resource for any future biological inquiries associated with development of the Master Plan area. The report and/or the National Park Service should be consulted for specific details about species, research methods, and conclusions.

Elevation

The elevation of the Westland Plan area gradually rises from 5250' at the eastern boundary to approximately 5920' at the far northwestern boundary in the Paseo del Volcan corridor (Exhibit 6 - Elevation Study). The intervening elevation lines are roughly consistent in width as they extend north to south, with the exception of the elevation between 5800' and 5900' which covers a wide swath over one mile wide in certain locations at the far western boundary of the Plan area. This gradual change in elevation across the property provides several developmental benefits to the property including:

- Creative Planning - creative design can be stimulated by the variations in topography and elevation.
- Views - the upper elevations where the plan area is relatively flat area has excellent views looking in all directions.
- Water Pressure Zones - the potential exists for gravity-based water systems at higher elevations to serve the lower elevations without expensive pumping systems.

Slope

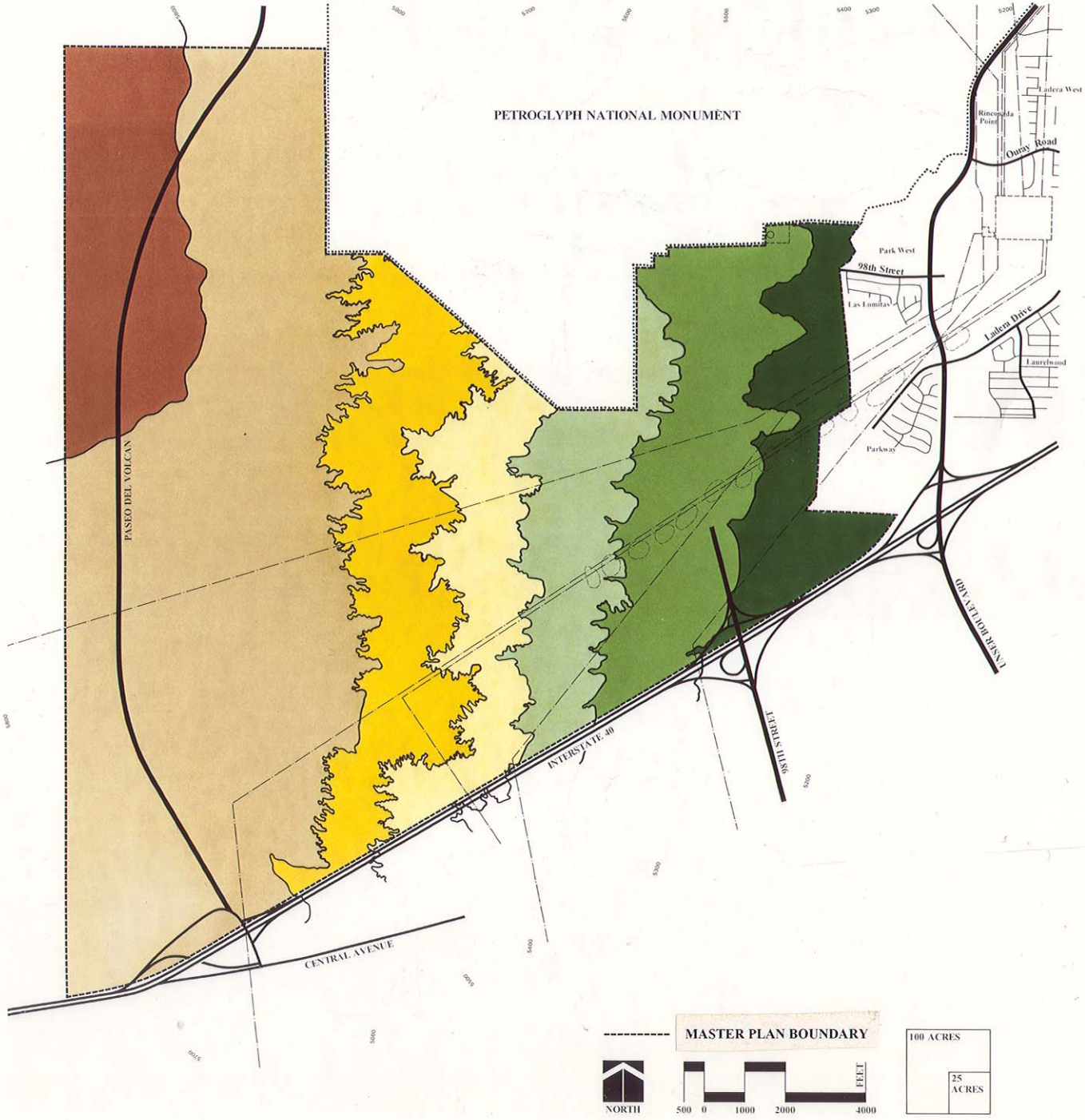
Approximately half of the Westland Plan area has slopes between 0-5 percent, which is very suitable for development (Exhibit 7 - Slope Analysis). These areas are concentrated on the far western boundary near Paseo del Volcan and at the eastern boundary of the property between Unser Boulevard and 98th Street. North of the Ladera drainage ponds at the eastern edge of the Plan area is where the greatest diversity of slopes are found. The middle of the Plan area has slopes ranging from 5 to 15 percent and above. The highest percentage slopes are found in the area of the Atrisco Terrace and immediately to the east and west. A slope of 3 to 5 percent is ideal for site development and major development constraints do not occur on slopes of less than 15 percent.

Site development standards which address slope and grading will ensure that the steeper slope and grading are utilized as an integral part of the site planning process. Sensitivity to the natural topography of the Westland Plan area will enhance the value, appearance, and function of the entire property.

Drainage

Several arroyos traverse the property from west to east as they flow from the mesa top downslope. These arroyos form a drainage basin that enters the Westland Plan area and is managed through a series of drainage detention ponds known as the Ladera Detention Facility. These detention ponds are underneath the PNM power line easement and carry runoff east to the Ladera Golf Course.

The far southwestern corner of the Plan area near Paseo del Volcan and Interstate 40 currently drains into the Amole Arroyo where runoff is then directed to the Westgate Dam south of the Interstate.



Westland Master Plan

ELEVATION STUDY

- 5200 - 5300
- 5300 - 5400
- 5400 - 5500
- 5500 - 5600
- 5600 - 5700
- 5700 - 5800
- 5800 - 5900

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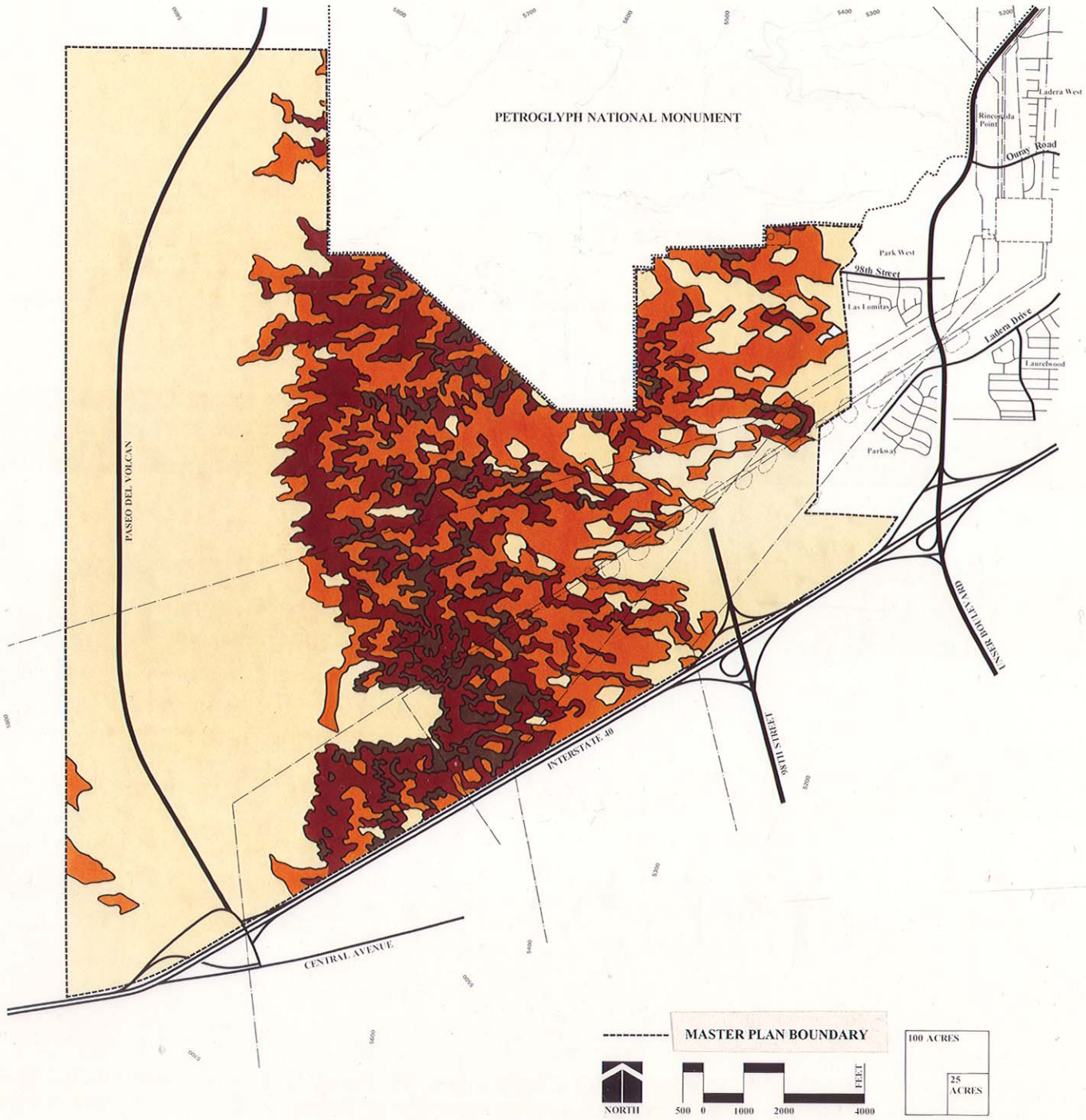
Westland Master Plan

SLOPE ANALYSIS



- 0 - 5 Percent
- 5 - 10 Percent
- 10 - 15 Percent
- 15+ Percent

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However, the Westbluff drainage study prepared for the Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) proposes to divert this basin as well as the area between I-40 and the Ladera Detention Facility to the proposed West -40 Diversion Facility.

AMAFCA is currently preparing the scope of services for this "Interstate 40 Interceptor Drainage Management Plan" (DMP) for the area north of Interstate 40, including the Amole Arroyo, the Ladera System, and the proposed Interstate 40 Interceptor. Runoff from the Amole Arroyo and the basins between the Ladera Detention Facility and Interstate 40 will be collected and discharged to the City's Westbluff Outfall, which currently exists at the Rio Grande.

Closed County Landfill

The old Bernalillo County landfill is located just north of Interstate 40 approximately 1/2 mile east of Paseo del Volcan. It is at the southwestern base of the Atrisco Terrace. This landfill operated until the late 1970's. The property is still owned and controlled by Bernalillo County.

Archaeological Resources

Pursuant to the Level B *Planned Communities Criteria*, a Class I literature search and a Class II sample of archaeological features was conducted by Cibola Research Consultants. The survey consisted of a records search and an archeological reconnaissance of the Plan area. The records search involved a review of the New Mexico Cultural Resource Information System (NMCRIS) files and consultation with the New Mexico State Inventory of Cultural Properties and the National Register of Historic Places (National Register). The archeological reconnaissance consisted of a random sample survey and statistical sample of the Master Plan area indicating the density of cultural resources within various physical landforms.

Previous archaeological investigations within the Plan area are limited and few cultural resources have been identified. Only two archaeological sites (LA 8678 and LA 26999) have been documented within the Plan area. Previous archaeological surveys, however, are limited to a corridor study for the proposed Paseo del Volcan extension (Marshall 1995), a limited inspection of areas adjacent to Interstate 40 (Dittert and Allen 1966), and the 98th Street overpass and extension (Maxwell, Timothy and James W. Lancaster 1984). Some archaeological reconnaissance of the area was probably made in 1969 as part of a Middle Rio Grande Paleoindian survey (Judge 1973), but specific site locations from the study, if any were found in the area, are unavailable. Other transect surveys may have been completed for powerline corridors which cross the Plan area, but if so, they have not resulted in the location of archaeological or historical sites.

The most extensive archaeological survey which has been completed in the vicinity is within the adjacent Petroglyph National Monument and the proposed extension of the National Monument on the Westland property outside the Plan area. The entire area within the Monument, including Westland's property at the Monument's southern boundary, has been subject to an archaeological survey (Schmader and Hays 1987). Numerous cultural resources were documented on the west mesa escarpment as a result of this survey. The data base for this survey remains on file at the Petroglyph National Monument. The National Monument study, while important to an understanding of prehistoric and historic land use in the area, is outside of the boundaries of the present Master Plan.

However, three cultural properties located along the southern boundary near Interstate 40 appear to extend into the Master Plan area. These sites were identified during cultural resource surveys within the I-40 and Paseo del Volcan right-of-ways. Most of the sites are within these public rights-of-way, though small areas may extend into the Westland property.

A review of the New Mexico State Inventory of Cultural Properties and the National Register of Historic Places indicates that no nominated properties are located within the boundaries of the Westland Master Plan.

Archaeological Reconnaissance: The Sample Survey

An archeological reconnaissance and sample survey of the Plan area was conducted by Cibola Research Consultants to provide an estimate of the type, density, nature and location of the cultural resources within the area.
The Plan area is a large tract of approximately ten square miles located on the western slope of the Ceja Mesa escarpment and on the upper grassland plains of the Ortiz Pediment. Outcrops of the Santa Fe formation, blankets of eolian sand, and extensive alluvial deposits occur in the area (Kelley 1977).

To accomplish a representative sample survey, the Westland Master Plan area was subdivided into a series of five environmental zones based on the physiographic structure of the landform. Each of these environmental zones was subject to archaeological reconnaissance. All cultural resources found in the zones were located on maps of the area and briefly identified.

Only a preliminary definition of the sites encountered in the Plan area was made, as the purpose of the reconnaissance was to gain an overall perspective of the type and location of cultural resources. The cultural resources that were found were located on aerial and topographic maps, and briefly described according to cultural-temporal affinity, size, and content. The sites were also marked in the field with field number identification tags for continued reference. To provide an adequate sample of each of the environmental zones, approximately five percent of the area was subject to the reconnaissance.

Most of the cultural resources that occur in the study area are aceramic encampments of probable Late Archaic Period affinity. Anasazi sites in the study area are apparently rare and none were found in the reconnaissance. Historic localities including abandoned roads and livestock related features also occur. The density of cultural resources within the various environmental zones varies significantly. A description of these zones and the results of the reconnaissance are provided in the following discussion and summarized in Table 8.

Table 8 - Environmental Zones within the Plan Area and Estimated Sizes

Environmental Zone	Zone Size	% of Area	Site per Square Mile	Est.* Total Sites
Upper Plains	4.5 sq. mi.	45%	3	14
Escarpment Edge	0.5 sq. mi.	5%	30	15
Upper Escarpment Slope	1.0 sq. mi.	10%	10	10
Lower Escarpment Slope	1.5 sq. mi.	15%	70	105
Lower Plains	2.5 sq. mi.	25%	12.5	31
TOTAL	10.0 sq. mi.	100%	17.5	175

*This estimate is based on a five percent reconnaissance of the area and should only be considered an approximation.

Preliminary Results

The reconnaissance sample survey indicated that the overall site density in the Master Plan area is low to moderate. An estimate of approximately 17.5 sites per square mile in the Master Plan area is indicated. This estimate is similar to densities determined elsewhere in the Albuquerque area (Marshall 1995).

The distribution and density of cultural resources within the Master Plan area varies significantly according to environmental zone. The reconnaissance study indicates that most of the sites in the area are located in the sandy ridges along the lower escarpment slope. The reconnaissance sample in this zone indicates a probable density of 70 sites per square mile and an estimated total of approximately 105 sites (60 percent of the total inventory) within the Plan area.

The site density on the upper plains is extremely low. An estimated three sites per square mile occur in this area. Site density on the upper escarpment slope and the lower plains is also low. This density is between ten and 12.5 sites per square mile.

The density on the escarpment edge is moderate, estimated at 30 sites per square mile. The total area of this zone is only five percent of the Master Plan area (Table 8).

Potential Importance of Cultural Resources

All of the sites that have been identified to date in the Westland Master Plan area are a-ceramic components of probable Late Archaic-Early Formative Period affinity. There is a curious absence of Anasazi components suggesting that the Plan area was for the most part outside of the primary Anasazi hunting-gathering sphere. Most of the a-ceramic sites are small encampments or limited activity areas, with or without hearth structures. These sites have low to moderate research value and are unlikely to contain cultural stratigraphic deposits. For these sites, it is probable that survey documentation and limited testing would determine that they are not eligible for nomination to the National Register.

There are a few sites, however, that have multiple hearths and hearth middens containing stratigraphic deposits. These sites may have good potential research value and are probably eligible for nomination to the National Register. These sites are all located along the sandy ridges in the lower escarpment zone (Exhibit 8 - Archaeological Zones). The cultural remains have the potential to yield date samples, cultural-biological subsistence remains, and large numbers of artifact material.

Table 9 provides a preliminary evaluation of the research value of the sites in the Plan area. The sites are rated on a scale that progressively indicates their potential importance on a scale from 1 to 5. As already discussed, most of the sites are in the lower range of 1 to 2; however, several sites are in the mid-range, with a rating of 3. None of the sites in the Plan area are likely to be in the upper range of 4 to 5. None of the sites identified at this time are likely to be of such importance that they would warrant preservation in place. However, the sites with a "3" rating would probably require data recovery and mitigative treatment, in coordination with the State Historic Preservation Division, if they were affected as part of State or Federal action.

Preliminary Management Concepts

The archeological survey represents an effort to identify cultural resources within the Plan area that may require additional study or consideration of management measures. Since the Master Plan is located on private property, the requirements of Section 106 of the Federal National Historic Preservation Act (36 CFR 800), the State of New Mexico Prehistoric and Historic Sites Preservation

Act, and other related historic preservation legislation only apply within certain limits. Full compliance with these laws is required for activities that have state or federal involvement or funding, such as roadway construction or housing projects that anticipate federally guaranteed mortgages. The management concepts for the Westland Master Plan are intended to ensure compliance with these laws where applicable and also provide a reasonable opportunity to achieve local cultural resource preservation goals.

The determination of importance of cultural resources and any necessary mitigative treatment will be established for those sites that will be impacted by development or activities with state or federal involvement. These site evaluations and treatments will be made on a stage by stage basis as the development proceeds under the guidelines of the applicable legislation. The specifics of this treatment will be determined in continued consultation with the state, federal, and local agencies involved in cultural resource preservation.

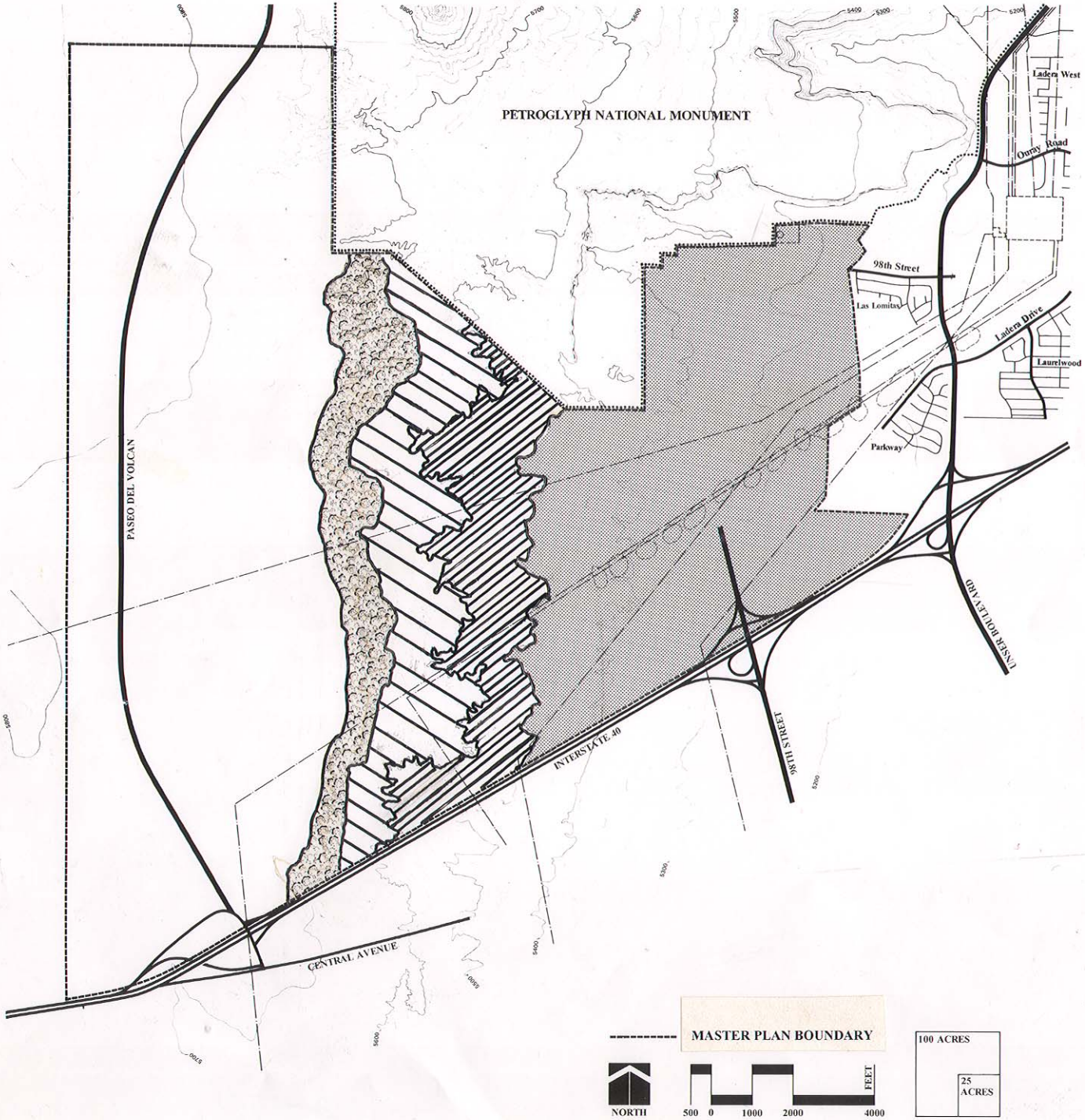
Table 9 - Preliminary Evaluation of Research Value of the Known Cultural Resources in the Westland Master Plan Area

Site No.	Size*	Hearths	Middens	Zone**	Research Value***
WLR #1	100	1		EE	1
WLR #2	100	Unknown		EE	1
WLR #3	100	Unknown		EE	2
WLR #4	600	Unknown		EE	2
WLR #5	2,000	Unknown		EE	2
WLR #6	800	Unknown		EE	2
WLR #7	800	Unknown		EE	2
WLR #8	100	NO		EE	1
WLR #9	10	NO		EE	1
WLR #10	100	NO		EE	1
WLR #11	2,500	5+		LES	3
WLR #12	2,500	2+		LES	2
WLR #13	100	Unknown		LES	1
WLR #14	1,200	2+		LES	2
WLR #15	3,600	YES	1 (10m)	LES	3
WLR #16	225	Unknown	1 (15m)	LES	3
WLR #17	1,000	YES	1 (10m)	LES	3
WLR #18	400	1		LES	2
WLR #19	400	Unknown		LES	1
WLR #20	400	NO		LP	1
WLR #21	900	6+	2 (5m)	LES	3
LA 103051	3,000	Unknown		UP	2
LA 8678		Unknown		LP	Unknown
LA 26999		Unknown		LP	Site Already Mitigated

*Measured in Square meters

**Zone location: EE = Escarpment Edge; UP = Upper Plains; LES = Lower Escarpment Slope; UES = Upper Escarpment Slope; LP = Lower Plains.

***Research Values: 0 = none; 1 = minor; 2 = fair; 3 = good; 4 = excellent; 5 = exceptional.



Westland Master Plan

ARCHAEOLOGICAL ZONES

- UP - Upper Plain
- EE - Escarpment Edge
- LP - Lower Plain
- UES - Upper Escarpment Slope
- LES - Lower Escarpment Slope

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Traditional Cultural Property

In July, 1995, SWCA, Inc. Environmental Consultants conducted an initial traditional cultural property study (TCP) of the Westland Master Plan property. Data gathered from this study will be utilized in the consideration for preservation or mitigation of impacts to traditional cultural properties and other cultural resources located within the study area.

SWCA contacted groups with potential traditional interests in the Westland property in order to gather information concerning traditional use areas in the vicinity of the parcel, including cultural and religious purposes. SWCA also reviewed existing documentation pertaining to the study area. The results of the literature review indicated the presence of various cultural resources on the West Mesa, with the heaviest incidence being within the boundaries of the Petroglyph National Monument. No traditional cultural properties were documented in the Westland Master Plan area during the course of consultation. Consultation with traditional groups disclosed that, with the exception of the Atrisco Land Rights Council (ALRC), they do not have concerns regarding cultural resources within the Plan area. Numerous unsuccessful attempts were made over a period of several months by SWCA to elicit comments from the ALRC for submission to the final report. SWCA, however, was unsuccessful in obtaining any comments from ALRC.

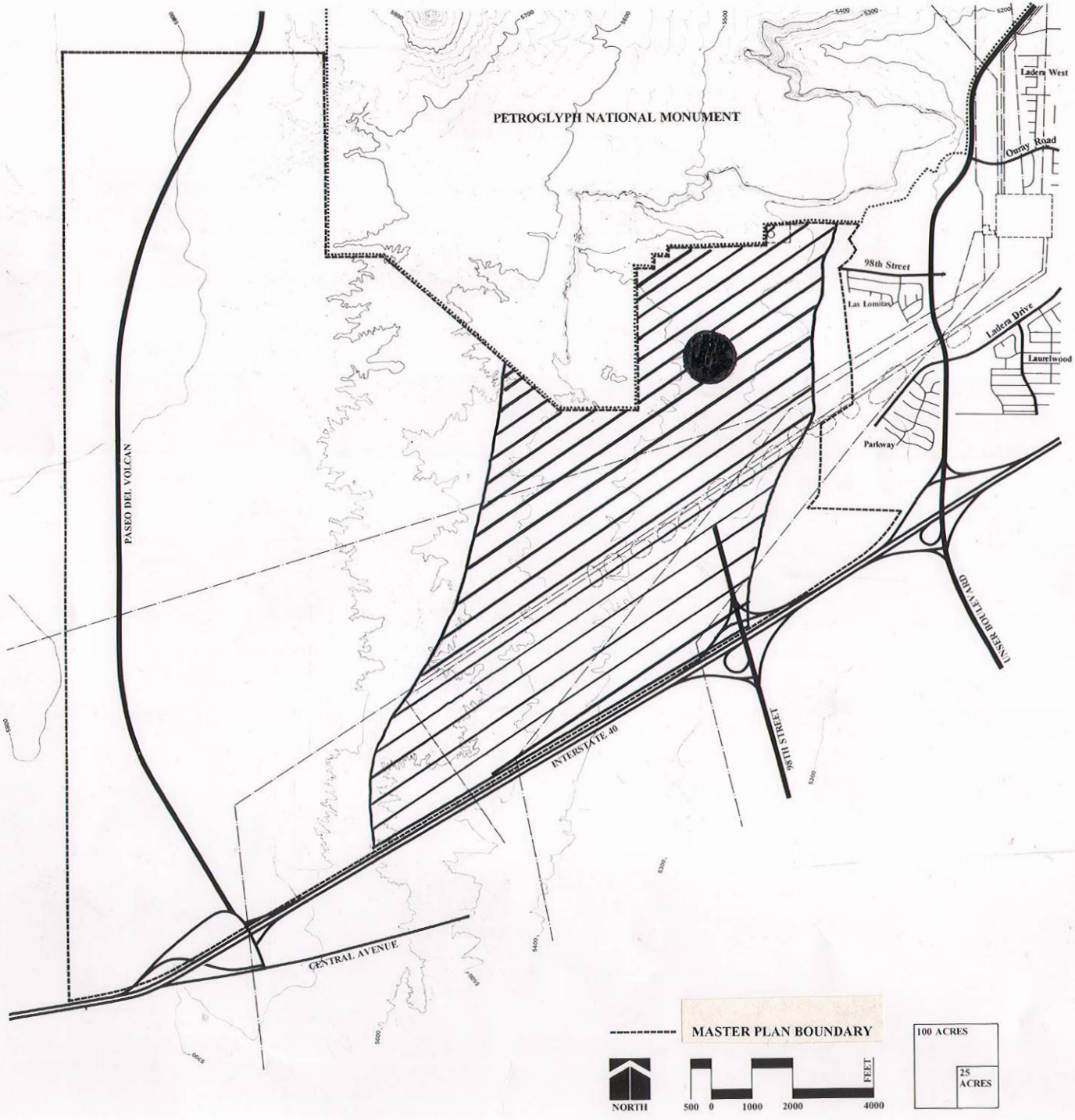
SWCA concluded that for a cultural resource to be eligible to the National Register, it usually must be at least 50 years old, maintain its integrity, and meet the criteria listed in 36 CRF 60.4. Past and present research and consultation by SWCA indicate the presence of various cultural resources on the West Mesa, with the majority of these resources being documented within the boundaries of the Petroglyph National Monument. Although the ALRC indicated verbally that traditional practices did occur within the Westland Master Plan area, SWCA was unable to document this claim and is therefore unable to identify any TCPs within the current study area. SWCA believes the current project has constituted a good faith effort by Westland to identify such TCPs.

Groundwater Quality and Quantity Analysis

As a key element to the environmental analysis for the Westland Master Plan, Westland Development Co., Inc. contracted with Dr. Tim E. Kelly, Geohydrology Associates, Inc. to prepare a reconnaissance investigation of the property and ascertain the groundwater potential for the property and its environs. The report and figures prepared by Geohydrology Associates, Inc. are contained in Appendix F.

Geohydrology Associates, Inc. prepared their investigation based on a field evaluation and a comprehensive review of published and file data. They reviewed the records of wells in the State Engineers Office, and have studied the recent reports prepared by the United States Geological Survey in cooperation with the City of Albuquerque. The study reviewed the geologic conditions of the area, location and thickness of the Upper Santa Fe Formation, water level data, and chemical quality data for all of the wells in the immediate vicinity.

There are two major faults through and adjacent to the Westland Master Plan area. The Upper Santa Fe Formation is relatively thick beneath the eastern two-thirds of the Westland Master Plan area. The Upper Santa Fe Formation is the principal source of ground water in the Albuquerque Basin. The thickness is generally more than 750 feet and exceeds 1,000 feet at the north boundary of the property. Water-level data from the State Engineer and other records indicate that the depth to water is about 300 feet near Unser Boulevard and increases to approximately 800 feet at the western boundary.



Westland Master Plan

GEOHYDROLOGY

Area of Greatest Groundwater Potential

Preferred Exploration Well Site

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On the basis of their investigation, Geohydrology Associates, Inc. believes that there is potential for development of ground water on the property. The area with the greatest ground water potential is indicated (Exhibit 9 - Geohydrology) by the cross hatched area. This exhibit also indicates the preferred location for an initial exploratory well. In this area a well should penetrate the upper Santa Fe Formation and have the production capacity similar to wells in the West Mesa Field. Wells on the Westland property would produce water from the saturated portion of the upper Santa Fe formations, and lesser quantities of water would be produced from the underlying middle member of the formation. Depth to water in this area would be reasonably shallow.

The chemical quality of water is always considered an integral part of the well design. There are indications that arsenic exists in wells in this region, though it tends to be stratified horizontally. Arsenic levels at any well location can vary depending on the location and depth of well screens. Individual wells can be optimized to pump only from desired stratigraphic levels where low arsenic levels exist in order to ensure water quality.

Three wells near the Plan area have been analyzed; Tierra West, American R.V. Park, and P.G. Corp.. Water quality analyses took place in March 1995 and have been found to have arsenic levels well within safe drinking water standards.

Geohydrology Associates, Inc. has recommended that a specially-designed exploration well be drilled to test the production capacity and water quality within the Plan area. This method is recommended based on concerns about arsenic levels in some City wells. Geohydrology Associates, Inc. has designed a number of municipal wells which sample water quality prior to final completion of the well. This technique requires that zones of high permeability are selectively sampled for water quality from the pilot hole. After the analyses are available, the pilot hole is reamed to production diameter and the well screens are selectively placed opposite those zones of high permeability and acceptable water quality. Zones of poor water quality are cased off. While this technique may somewhat reduce the production capacity of the well, water quality is assured.

IV. MASTER PLAN

Introduction

The Westland Master Plan proposes a variety of land uses to take advantage of the area's regional importance and strategic location on Albuquerque's growing West Side. A variety of housing densities, commercial and employment centers, and innovative open spaces are offered in order to create a cohesive community which will be an identifiable western entrance to the Metropolitan Area.

Innovative standards on allowed uses, gross densities, lot coverage, floor area ratio, major landscaping features, building massing, flood water management, and provisions for transportation are provided as per Comprehensive Plan goals. This Plan seeks evaluation based on special area-wide requirements and its conduciveness to flexibility rather than restrictive zoning classifications.

Land Uses

A mixed-use community is envisioned for the Westland Plan area where maximum opportunities for living, working, shopping, and playing will be offered (Exhibit 10 - Land Use and Zoning Plan). Comprehensive planning for the full 6,424 acres will allow the most appropriate and beneficial land uses to be developed. Natural topography and proximity to transportation access will be important guidelines in determining the locations and intensities of the mixed land uses. Table 10 shows the breakdown of land uses. Design guidelines for all land uses are presented in Chapter VIII. Until specific development projects begin, interim land uses will continue to be agricultural and grazing activities that are currently taking place. These activities will remain valid until site plan and subdivision applications are submitted.

Residential

The Westland Plan area will provide for a diversity of housing types to accommodate a broad socioeconomic range of future residents. Residential areas will provide opportunities for entry level housing. Large areas for future residential neighborhood development have been designated at a variety of densities. Each of these areas will incorporate a range product types and densities, in addition to small-scale neighborhood commercial centers, schools, parks, churches, etc.

Bernalillo County, as well as the growing West side, needs additional choices in the types and prices of housing. It is anticipated that the housing market will continue to have cycles similar to what has been experienced over the past 15 years on Albuquerque's West Side. The residential, Town Center, and Neighborhood Center land uses are representative of the village concept promoted in the *Planned Communities Criteria*.

Residential Resort

The Westland Master Plan has provided a specific area for the development of residential resort. The residential resort is designed to accommodate a wide range of residential development in conjunction with active recreational uses. While the overall density for this area is relatively low (2.5 du/acre), it is anticipated that these residential uses may be clustered around large open space areas including golf course, irrigations ponds, and natural open space areas. The residential resort will also allow the development of a resort hotel, recreational amenities, and related conference/meeting facilities.

The focus of the active recreation within the resort residential area will be a golf course, driving range, tennis facilities, and the clubhouse. The golf course development will provide open green areas

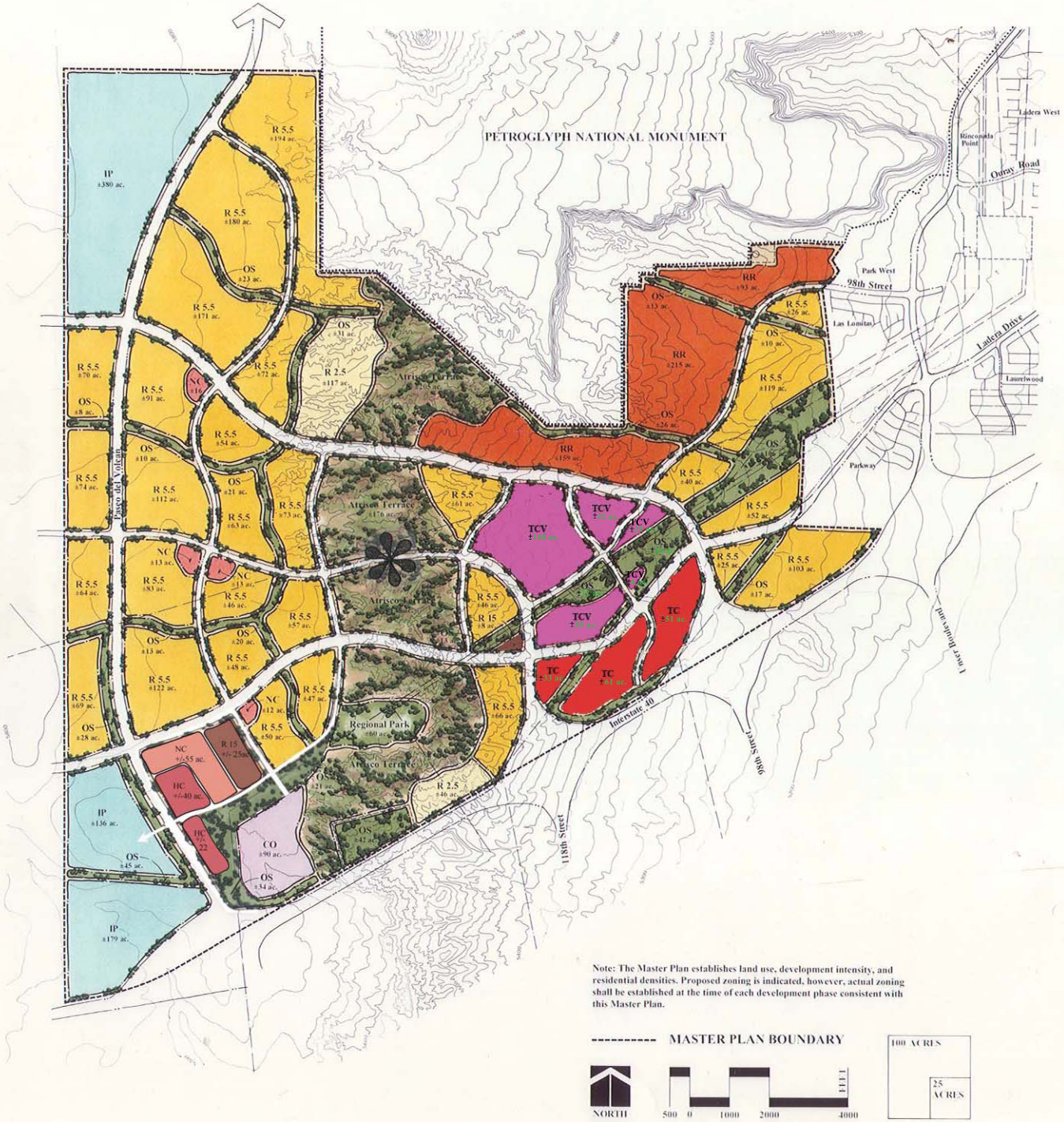
All numbers in parenthesis are original WMP numbers, the new numbers are reflected in red.

Table 10 - Land Uses

Land Use	Total Acreage	% of Total	Average du/ac	Minimum Density	Total du's
Residential - 2.5 du/ac. average*	163	2.52% (2.54%)	2.5	2	408
Residential - 5.5 du/ac. average*	2278 (2464)	35.17%(38.36%)	5.5	4.5	12,529 (13,552)
Residential - 8 du/ac. average* (TCV)	285	4.39%	8	5	2,280
Residential - 15 du/ac. average*	33 (101)	5.09%(1.57%)	15	12	495 (1,515)
RESIDENTIAL SUBTOTALS	**2759 (2728)**	**42.59% (42.47%)**			**15,712 (15,475)**
Residential Resort	467	7.21% (7.27%)	50% at 5 du/ac.		1,168 (840)
RESORT SUBTOTALS	**467**	**7.21%** (7.27%)			**1,168**
Neighborhood Commercial	109 (54)	1.68% (.84%)			
Highway Commercial	62 (17)	.96% (.26%)			
Town Center	161 (175)	2.49% (2.72%)	20% at 24 du/ac		773 (840)
COMMERCIAL SUBTOTALS	**332 (246)**	**5.13% (3.83%)**			**773 (840)**
Corporate Office	90 (153)	1.39% (2.38%)			
IP Uses	695	10.73% (10.82%)			
Corporate and IP Subtotals	**785 (848)**	**12.12% (13.20%)**			
Atrisco Terrace Major Public Open Space	824	12.72% (12.83%)			
Trail Network/ Open Spaces	625	9.65% (9.73%)			
OPEN SPACE SUBTOTALS	**1, 449**	**22.37% (22.56%)**			
Road/Drainage/Trail Corridors	686	10.59%(10.68%)			
Road/Drainage/Trail Corridors	**686**	**10.59% (10.68%)**			
TOTALS	6478(6424)	100.00%			17,653 (17482**)

*The Westland Master Plan has a goal that 20 percent of the housing units shall be affordable based on federally established criteria.

** The sector plan amendment and zone change shall not allow any increase in residential uses or residential housing units allowed under the Plan prior to the ammendment (R-08-58) unless those units are placed at the second story or above. This number represents that maximum.



Note: The Master Plan establishes land use, development intensity, and residential densities. Proposed zoning is indicated, however, actual zoning shall be established at the time of each development phase consistent with this Master Plan.

---------- MASTER PLAN BOUNDARY

NORTH

500 0 1000 2000 4000

100 ACRES

25 ACRES

Westland Master Plan

LAND USE/ZONING PLAN

R 2.5	Residential - 2.5 du/ac average / SU-PDA
R 5.5	Residential - 5.5 du/ac average / SU-PDA
R-15	Residential - 15 du/ac average / SU-PDA
RR	Residential/Resort - 50% at 5 du/ac average / SU-PDA
NC	Neighborhood Commercial / C-1
HC	Highway Commercial / C-2
TC	Town Center - 20% at 24 du/ac average / SU-PDA
TCV	Town Center Village - Residential 8 du/ac average/ SU-2 for TVC
CO	Corporate Office / O-1
IP	Industrial Park / M-1
OS	Trails / Drainage Corridors / Open Space
	Regional Park
	Atrisco Terrace / Major Public Open Space

This corridor is restricted to utilities, drainage, and trails. Roadway and other transportation facilities may be added if the City Council determines that they are required to serve the area's transportation needs.

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK Environmental Consulting

February 1997

EXHIBIT 10

that will separate and buffer clusters of residential development from one another and provide an open character to the development. Other recreational uses anticipated will be tennis facilities, swimming pool, trails, etc..

In the event that this portion of the Master Plan area does not develop as a residential resort with associated recreational uses, the development of high-density apartment units within the proposed SU-PDA zone shall be prohibited. The permissive uses within the R-2 zone as specified on page 43 shall be revised to state a maximum density of 15 du/ac in conjunction with the residential resort. A maximum density of 5.0 single family units per acre will be allowed if the residential resort does not develop.

Much attention has been focused recently on the land use/job mix on the West Side. This discussion has surfaced in the context of the number of lanes crossing the Rio Grande to get West Side residents to employment areas east of the river. The Westland Master Plan area will contain approximately 1,100 acres of nonresidential land uses that will have employment opportunities via commercial, corporate office, and industrial park uses. Based on Urban Land Institute standards as seen in Table 11, there are projected to be approximately 23,620 jobs.

Table 11 - Land Use/Job Mix

Land Use	Acres	Employee per Acre Multiplier	Employees (Jobs)
Residential Resort **	5	18.7	94
Commercial	246	18.7	4,600
Corporate Office	153	37.4	5,722
Industrial Park	695	19	13,205
TOTAL	**1,099**	**21.7*** **	**23,621**

*Source: Urban Land Institute

**Total acreage is 467. It is assumed that five (5) of these acres will be commercially-oriented to provide services to the resort.

***Average based on all employment-oriented acreage.

The ratio of persons to jobs is expected to be approximately 2.07, which is nearly identical to the city-wide ration of 2.08 persons per job. Further, other major employment centers are near the Westland Master Plan area, including the Atrisco Business Park east of Unser Boulevard and the future industrial parks associated with the Double Eagle II Airport and the Black Ranch.

Hierarchy of Commercial Centers

Town Center

Purpose: To Provide the primary focus, identity, and sense of character for the entire Plan area in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the Plan area. Land uses within the Town Center may include, but are not limited:

- Specialty and Service Commercial
- Retail Power Centers
- Offices
- Medical Offices, Urgent Care Center, and Clinics
- Public and Quasi-Public Uses such as library and/or sheriff/fire
- High Density Residential
- Churches
- Urban Park/Plaza

Park and ride facilities can be co-located at appropriate locations within the Town Center.

Wildlife corridors are discouraged within the Town Center Site as the planned density of the site would not be conducive to wildlife populations.

Neighborhood Center

Purpose: To provide for the daily service needs and focal point for all residents and employees within the neighborhoods. Land uses in the Neighborhood Centers may include, but are not limited to:

- Neighborhood Scale Commercial Services, including but lot limited to a grocery with liquor sales, and/or drug store anchor center
- Public and Quasi-Public uses such as a branch library, post office, and/or sheriff /fire
- Medium Density Residential
- Garden Offices
- Medical Offices and Clinic
- Churches

Highway Commercial

Purpose: To provide easy access to and from Interstate 40 for commercial and automotive needs. Seventeen total acres are envisioned for Highway Commercial uses near the Paseo del Volcan interchange with Interstate 40. Examples of land uses may include, but are not limited to:

- Gas Station
- Automotive Center
- Fast Food Restaurant
- Convenience Store

Corporate Office/Industrial Park

Access to Interstate 40 has also influenced the location of corporate office and industrial park parcels. A total of 848 acres have been set aside for these land uses along the southwest portion of the Plan area along Interstate 40 and Paseo del Volcan. Maximum visibility from these important transportation facilities will be achieved and substantial employment opportunities are associated with the corporate office and industrial park development. These land uses are separated from residential land uses in order to avoid the potential for groundwater contamination and toxic air emissions impacts on nearby residential or sensitive areas.

Zoning

The following zoning categories shall be utilized for the all property within the Westland Master Plan according to the phasing of development and the development agreement. Current agricultural zoning remains in effect as specified in this agreement.

Residential - Zones: R-LT, R-2 and Residential Resort

The plans goal is that twenty percent of the housing units developed within the *Master Plan* area shall be affordable based on federally-established affordability criteria.

- Westland will work with residential developers, City of Albuquerque and Bernalillo County to provide for affordable housing units throughout the plan area.

- Minimum densities are established for each residential zone pursuant to Table 10, and are 80 percent of the proposed maximum densities.

Industrial Park - Zone: M-1

This zone provides suitable sites for a wide range of industrial and commercial use, provided such uses are conducted in a compatible and harmonious manner within industrial environments achieved through a Development Plan. All regulations guiding the development within the M-1 zone (including conditional uses) are as defined within the Bernalillo County Comprehensive Zoning Code.

Corporate Office - Zone: O-1

This zone provides sites suitable for office, service, institutional, and dwelling uses. All regulations guiding the development within the O-1 zone (including conditional uses) are as defined within the Bernalillo County Comprehensive Zoning Code.

Neighborhood Commercial Center - Zone: C-1, with package liquor in conjunction with a Grocery or Drug Store

This zone provides suitable sites for office, service, institution, and limited commercial uses to satisfy the day-to-day needs of residential areas. All regulations guiding the development within the C-1 zone (including conditional uses) are as defined within the Bernalillo County Comprehensive Zoning Code.

Highway Commercial - Zone C-2

This zone provides suitable sites for commercial activities and certain specified outside storage. All regulations guiding the development within the C-2 zone (including conditional uses) are as defined within the Bernalillo County Comprehensive Zoning Code.

Town Center - Zone: SU-PDA

This zone, as applied by this Plan, provides suitable sites for a high intensity mixture of commercial, office, service, institutional, and residential uses. The design and general layout of these uses shall be controlled by the following:

A. Permissive Uses, subject to site development plan approval:

1. Uses Permissive in the C-2 zone, except:
   a. Parking lots (as a business or primary activity
   b. Adult bookstores, adult photo studios, or adult theaters.

2. Dwelling unit, provided it is developed as part of a residential or mixed-use site development plan at not less than 9 du/acre for the net residential development area.

3. Church or other place of worship, including the usual incidental facilities.

4. Public Park and/or Urban Plaza.

5. Hotel

B. Conditional Uses.

1. Uses conditional in the C-2 zone.

C. Height.

1. Structure height up to 40 feet shall be allowed within the Town Center.

D. Lot Size. No general limitation.

Town Center (TC) Zoning:

1. The following shall be allowed in the TC zone: uses permissive in the R-2 zone, excluding uses allowed in the R-T, R-LT and R-1 zones. However, a home occupation as regulated by the R-1 zone would be allowed in the TC zone.

2. Maximum structure height allowed in the TC zone shall be 65 feet.

3. No drive-thru service windows shall be allowed in the TC zone except for in the outermost periphery area of the town center and as approved by the EPC.

4. No drive-in restaurants shall be allowed in the TC zone.

5. The maximum front setback in the TC zone shall be 15 feet. There shall be no minimum setback requirement.

Town Center - Zone - Density

The site development plan for a subdivision for the Town Center shall identify minimum FAR's for specific development areas, with higher FAR's such as 2-3 in the central core area and low FAR's such as 0.3-0.6 in the peripheral area.

Front loaded garages shall not be allowed in the TC zone.

Maximum residential lot size shall be 4,000 square feet. However a variance of up to 10% above the maximum 4,000 square foot lot size is possible via an approved EPC site development plan for subdivision for limited areas provided that adherence to the following criteria can be clearly demonstrated:

1. Furthering the intent of applicable goals and policies in the Comprehensive Plan, the West Side Strategic Plan, the Westland Sector Development Plan, the Westland Master Plan, the Northwest Mesa Escarpment Plan and the Facility Plan for Arroyos.

2. Promoting pedestrian oriented design and function.

3. Providing for connectivity and integration with the surrounding mixed-use community, and

4. Functioning as a transition between the Town Center and the Town Center Village.

Housing within this zone shall contribute to the minimum percentage of 20% for affordable housing within the overall Master Plan and shall be based on federally-established affordability criteria.

TC Zone Estimated Land Use Percentages

Town Center (TC):
Residential- 35 to 45%
Non Residential- 40 to 60% (half office and half commercial)
Open Space- 10%

Amount of mixed use to be determined within the percentages of residential, office and commercial shown above.

E. Setback. As determined by an approved site plan.

F. Off-Street Parking. As defined by the Bernalillo County Comprehensive Zoning Code.

G. Site Development Plan Approval. A site development plan and landscaping plan shall be approved by the County Planning Director for each new building, building addition, or major use of open space on any site in the SU-PDA, Town Center zone. The Planning Director shall use the following procedures in reviewing site development plans:

1. No site development plan shall be approved in the SU-PDA, Town Center Zone Without a copy of notice of approval from the Westland Design Review Committee.

H. Site Development Plan Standards. Site development plans for property in the area zoned SU-PDA, Town Center, shall meet the intent of the design guidelines section of the Westland Master Plan.

1. Specific sign regulations for each development shall be established in the site development plan. The general principals guiding signage within the SU-PDA, Town Center zone shall be that the commercial uses should follow C-2 sign controls, signs for office should follow the O-1 sign controls, and signs for residential projects should follow the General sign Regulations in the Zoning Code.
2. Non-residential open space should be provided in the form of outdoor plaza space. Pedestrian linkages between the open space/outdoor plaza and the public street shall be provided whenever possible. Pedestrian ways should be integrated with structures, parking areas, open space, and generally incorporated as a key element of the site development plan.

Resort/Residential - Zone: SU-PDA

This zone provides suitable sites for uses which are special because of the infrequent occurrence of resort development, relationship of this property to Petroglyph National Monument, and the unique interrelationships between the various uses anticipated within this zone. This zone, as applied by this Plan, provides suitable sites for a wide range of residential densities, hotel and conference center facilities, and active recreational uses (golf courses, tennis, trails, etc.).

A. Permissive Uses, subject to site development plan approval:
1. Uses Permissive in the R-2 zone.
2. Club, Clubhouse as an ancillary use with the golf course or tennis facilities.
3. Golf Course or golf driving range.
4. Irrigation pond, as an ancillary use with golf course.
5. Meeting facilities
6. Office.
7. Restaurants, with full service liquor.
8. Community Recreational Center. (Public or privately owned facility designed to provide active and passive recreational areas for residents.)

A1. The following C-1 and O-1 permissive uses shall not be allowed in the Resort/ Residential zone: temporary storage commercial, parking lots and free-standing wireless telecommunication facilities (WTFs) on residentially zoned lots. Conditional Uses.

B. Uses permissive in the C-1 and O-1 zones.

Zone: Town Center Village (TCV)

This zone, as applied by this Plan, provides suitable sites for a range of residential densities, sizes, styles, and amenities that shall accommodate a broad socioeconomic range of future residents. The intent of this zone is to allow for a mixture of residential types and sizes that is not permitted by the current Zoning Ordinance. These units will be designed to complement the nearby Town Center and the commercial, office and residential uses therein. Future site plans should be reflective of the "New Urbanist" movement in town planning and designed to be reminiscent of the pedestrian oriented neighborhoods and townscapes of old. Principals of New Urbanism including walkability, connectivity, mixed-use and diversity, mixed housing, quality architecture, traditional neighborhood structure, transportation and sustainability will be integrated in the plan. The design and general layout of these uses shall be controlled by the following:

A. Permissive Uses
   1. Uses Permissive in the R-2 zone.
   2. Uses Permissive in the C-1 zone.
   3. Community Recreational Center. (Publicly or privately owned facility designed to pro vide active and passive recreational areas for residents.)

B. Conditional Uses
   1. Uses Conditional in the R-2 zone.
   2. Uses Conditional in the C-1 zone.

C. Height
   1. Structure height up to 40 feet shall be allowed within the Town Center Village.

D. Lot Size.
   1. No general limitation.

E. Setback. As determined by an approved site plan.

F. Off-Street Parking. As defined by the City of Albu querque Comprehensive City Zoning Code.

G. Signage

1. All signage shall conform to the signage regulations found in theC-1 zone of the City of Albuquerque Comprehensive City Zoning Code unless modified as part of an approved site development plan.

H. Lighting

   1. All lighting shall comply with the require ments of the Night Sky Ordinance, the Westland Master Plan and the Northwest Mesa Es carpment Plan, whichever is more restrictive.

I. Site Development Plan Approval. Site development plan approval shall comply with the requirements of the Westland Sector Plan. No site development plan shall be approved in the SU- PDA, Town Cen ter Village Zone without a copy of notice of approv al from the Westland Design Review Committee.

J. Site Development Plan Standards. Site development plans for property in the area zoned SU-PDA, Town Center Village, shall meet the intent of the design guidelines section of the Westland Master Plan.

1. Specific Design Regulations for each devel opment shall be established in the site development plan.

Town Center Village (TCV) Zone-Housing:

1. R-1 regulations regarding lot size shall not apply.

2. A home occupation as regulated by the R-1 zone shall be allowed in the TCV zone.

3. The maximum front setback in the TCV zone shall be 20 feet. There shall be no minimum front, rear, or side setback requirement.

4. Housing within this zone shall contribute to the minimum percentage of 20% for affordable housing within the overall Master Plan and shall be based on federally-established affordability criteria.

Town Center Village (TCV) Zone-zoning:

1. The following C-1 conditional uses shall not be allowed in the TCV zone: community residential programs, auto/trailer/truck rental/service/storage, drive-up service window as approved by the EPC and outdoor storage.

2. The following shall be allowed in the TCV zone: uses permissive in the R-2, R-T, and R-LT zones.

3. To be consistent with the TC zone, adult bookstores, adult photo studios or adult theaters shall not be allowed in the TCV zone.

4. Free-standing wireless telecommunication facilities (WTFs) shall be limited to clock or bell towers and flag poles.

TCV Zone Estimated Land Use Percentages

Town Center Village (TCV):

Residential-	70 to 80%
Non Residential-	5 to 15%
Open Space-	10%

C. Height.

1. Structure height up to 40 feet shall be allowed within the SU-PDA for Residential Resort zone, except within the View and Impact Areas of the Northwest Mesa Escarpment Plan.

D. Lot Size. No general limitation.

E. Setback. As defined by an approved site plan.

F. Off-Street Parking. As defined by the Bernalillo County Comprehensive Zoning Code.

G. Site Plan Approval. A site plan and landscaping plan shall be approved by the County Planning Director for each new building, addition, residential development area, planned development area, or major use of open space on any site in the SU-PDA, Residential Resort zone. The Planning Director shall use the following procedures in reviewing site development plans:

1. No Site Development Plan shall be approved in the SU-PDA, Residential Resort zone without a copy of notice of approval from the Westland Design Review Committee.

H. Site Development Standards. Site plans for property in the area zoned SU-PDA Residential Resort shall meet the intent of the design guidelines section of the Westland Master Plan.

1. Specific sign regulations for each development shall be established in the site development plan. The general principals guiding signage within the SU-1, Residential Resort zone should follow C-1 sign controls, or as determined by an approved site development plan.

SU-2/SU-1 for Open Space

Reserved.

SU-2/SU-1 for Major Public Open Space (MPOS)

Reserved

Government and Public Services

Community facilities and public services are provided in a variety of ways within the Westland Master Plan area (Exhibit 11 - Community Facilities Plan). Public schools will be the responsibility of Albuquerque Public Schools while libraries, sheriff, and fire protection will be provided by Bernalillo County. The needs projected in the following sections are to be used as a guide only. Future changes in technology, demographic trends, and the way that services are provided by various agencies will affect these needs, requirements, and the exact locations of facilities.

Useable public open space and public facilities (libraries, parks, elementary schools, middle schools, high schools, trails, etc.) shall not be located within the PNM easements for overhead power lines. Each facility should be located at a prudent distance away from these easements.

Schools

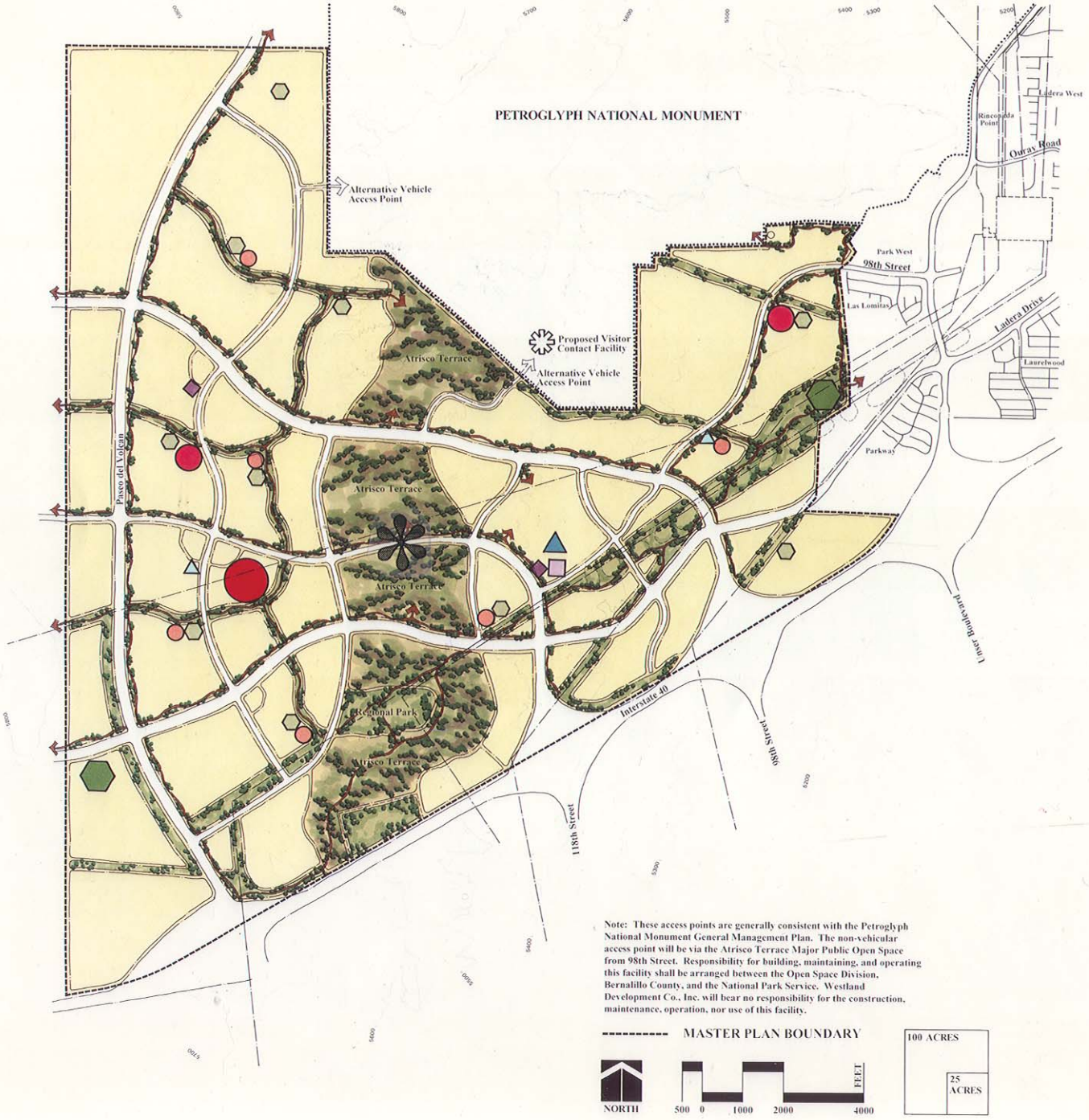
Based on estimated student population and facility standards, the following reflect the quantity and placement considerations for school facilities. SunCal will continue to meet with Albuquerque Public Schools as to proper size, amount and location of schools in the Westland Master Plan area as it becomes necessary for schools to be provided in the area

SU-2/SU-1 for Open Space

Reserved.

SU-2/SU-1 for Major Public Open Space (MPOS)

Reserved.



Westland Master Plan

COMMUNITY FACILITIES PLAN

- General Location For **Elementary School**
- General Location For **Middle School**
- General Location For **High School**
- General Location For **Neighborhood Park**
- General Location For **Community Park**
- General Location For **Trail Network**
- General Location For **Neighborhood Library**
- General Location For **Community Library**
- General Location For **County Sheriff**
- General Location For **Fire Station**

Note: A location for a future community center shall be determined in conjunction with Bernalillo County.

This corridor is restricted to utilities, drainage, and trails. Roadway and other transportation facilities may be added if the City Council determines that they are required to serve the area's transportation needs.

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.
ENGINEERS ARCHITECTS PHOTOGRAMMETRISTS SURVEYORS

TASCHEK Environmental Consulting

February 1997

EXHIBIT 11

Elementary School: The Plan includes six conceptual elementary school sites. A new elementary school is planned to be built by Albuquerque Public Schools in 1997 in the Parkway subdivision near Unser Boulevard and Interstate 40. Elementary schools are best located central to a neighborhood area and generally serve an area within a 1/2 to 1 mile radius. As a means to share facilities, elementary schools should be located adjacent to neighborhood park facilities. School sites within the Plan area are typically located adjacent to the trail network for more efficient and safe pedestrian access.

Middle School: The Plan indicates the general location for two middle schools sites. These sites are centrally located within the area that they serve. Site locations served by collector roads and away from busy arterials are best suited for middle schools.

High School: A singe high school site is identified to serve the Westland Plan area. The site should have good access, be near arterial or collector streets, and have minimal impact on nearby lower density residential areas.

Parks

Public parks are an integral component to the open space network and provide essential passive and active recreational opportunities. According to level of service standards set by Bernalillo County, approximately 11 separate park facilities of varying sizes and functions would be needed to service the Plan area. Parks servicing the Plan area envisioned to be a mixture of neighborhood and community park facilities.

Extra park credits not utilized in the immediate area of a residential subdivision may be applied toward other park credits elsewhere within the Master Plan area, or may be purchased by Bernalillo County. The provision of these facilities should be greatly aided and expedited by the County Development Impact Fees Ordinance.

Neighborhood Park: Neighborhood Parks may vary up to five acres and serve residences within a radius of 1/2 mile. They are ideally co-located with elementary schools and libraries and are adjacent to the open space trail system.

An urban park/plaza is a specialized type of neighborhood park that would be specifically located in the Town Center. This facility would be surrounded by the community services and facilities along the perimeter and would be modeled after plazas or zocalos found throughout Mexico and Latin America. View corridors and building placement are sensitive to solar access, building use compatibility, and pedestrian usability. A gazebo or similar open aired, yet covered structure is typically in the center of this facility with paths and benches radiating out toward the perimeter and reinforcing pedestrian corridors. These spots are ideal for small outdoor concerts, social gatherings, lunches, and picnics.

Community Park: Community Park facilities are typically greater than five acres and serve a population within a two-mile radius. These parks usually have more developed facilities such as ballfields, pools, locker rooms, etc. and are oriented to active recreation. They are also ideally co-located with middle or high schools, adjacent to a regional trail facility, and located on a minor arterial in order to handle larger-than-average traffic volumes.

Libraries

Exhibit 11 indicates the general locations for two neighborhood libraries and a community library. Neighborhood-scale facilities should generally be located on 1/2- acre sites adjacent to park or a school, or incorporated into neighborhood commercial developments. The community library should be integrated into the mixed-use makeup of the Town Center area.

Sheriff and Fire Protection

Sheriff and fire protection will come from Bernalillo County. Based on current level of service thresholds of one new fire station per 21,842 residents and one deputy for every 1,000 population, approximately two new fire stations and sheriff sub-stations are well-suited to being co-located with community parks, the Town Center, and middle and high schools. The location of police sub-stations along with other community facilities is conducive to and reinforces the concept of a community-based policing model.

Development Phasing

Additional government services associated with the provision of infrastructure is tied into the general phasing of residential and non-residential development improvements. General phasing has been outlined in a series of assumptions provided to the MRGCOG in 1994 as part of the traffic analysis (see Chapter X, Development Profile). These assumptions include an approximate 75 percent build out reached by the year 2015 for residential development. Non-residential development will gradually increase during this course of time, but will not begin until the year 2000, increasing to a total of 522,000 square feet by the year 2015. Office space is assumed to start around 196,000 square feet by the year 2005 and increasing to a total of 392,000 square feet by the year 2015. Industrial Park space is envisioned to consistently increase by approximately 1.3 million square feet starting in 2005 and tripling this amount by the year 2015. It should be noted that these are preliminary figures based on information needed for the traffic analysis and that market conditions and demand will ultimately be the factors in the amount of square footage available.

The balance between, and timing of, land uses are important considerations in development phasing within the Westland master Plan area. The Plan strives to accommodate a logical, efficient, and rational progression of utility services, provide adequate acreage of different land uses at key phasing junctions, and protect identifies land uses from development pressures that could change the desired land use.

Exhibit 12 on page 49 displays the five phases (each in approximate five year intervals) to guide utility development, while Table 12 shows the acreage by land use and phase.

Phase 1 is contiguous to and west of the current city limit line. It contains predominantly single family (5.5 du/ac) and residential resort development, with smaller amounts of the Town Center Village and high density residential.

Phase 2 is divided into phases 2a and 2b that consists of the residential resort, single family (2.5 and 5.5 du/ac), multi-family (8 and 15du/ac) and corporate offices. Phase 2a is east of the Atrisco Terrace and encompasses the residential resort, corporate office, single family (5.5 du/ac) areas, and multi-family (8 du/ac). Phase 2b shows a portion of the Town Center east of the Atrisco Terrace.

The phasing plan's intention is to protect the integrity of the Town Center. The Westland Master Plan explicitly wants to avoid down-zoning that would result in single family residential developing where the Town Center has been identified. This scenario could result if pressure is exerted by market forces to change the Town Center zoning because utility service isn't available elsewhere in the Plan area that has been identified for single family residential.

A portion of the industrial park is being identified in phase 3a, these 179 acres could provide needed employment acreage at approximately the same time that the Atrisco Business Park is built-

out/or if ABP is unable to accommodate large employment users. Its location at I-40 and Paseo del Volcan, as well as the current provision of utility services to the Campos de Suenos ballfield and the Flying J Truck Stop in the same area, also point toward development sooner rather than later.

Table 12 - Acreage by Phase and Land Use

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
Residential - 2.5 du/ac.	0	46	0	117	0	163
Residential - 5.5 du/ac.	365	168 (234)	458 (578)	455	832	2,278 (2,464)
Residential - 8 du/ac.	12	273	0	0	0	285
Residential - 15 du/ac	0 (15)	8 (40)	25 (0)	0 (46)	0	33 (101)
Residential Resort	308	159	0	0	0	467
Neighborhood Commercial	0	0	67 (12)	26	16	109 (54)
Highway Commercial	0	0	40 (0)	22 (17)	0	62 (17)
Town Center	0 (12)	23 (25)	0	138	0	161 (175)
Corporate Office	0	0 (63)	0	90	0	90 (153)
Industrial Park	0	0	315	0	380	695
TOTALS	685 (700)	677 (567)	905 (905)	848 (889)	1,228	4343 (4,289)

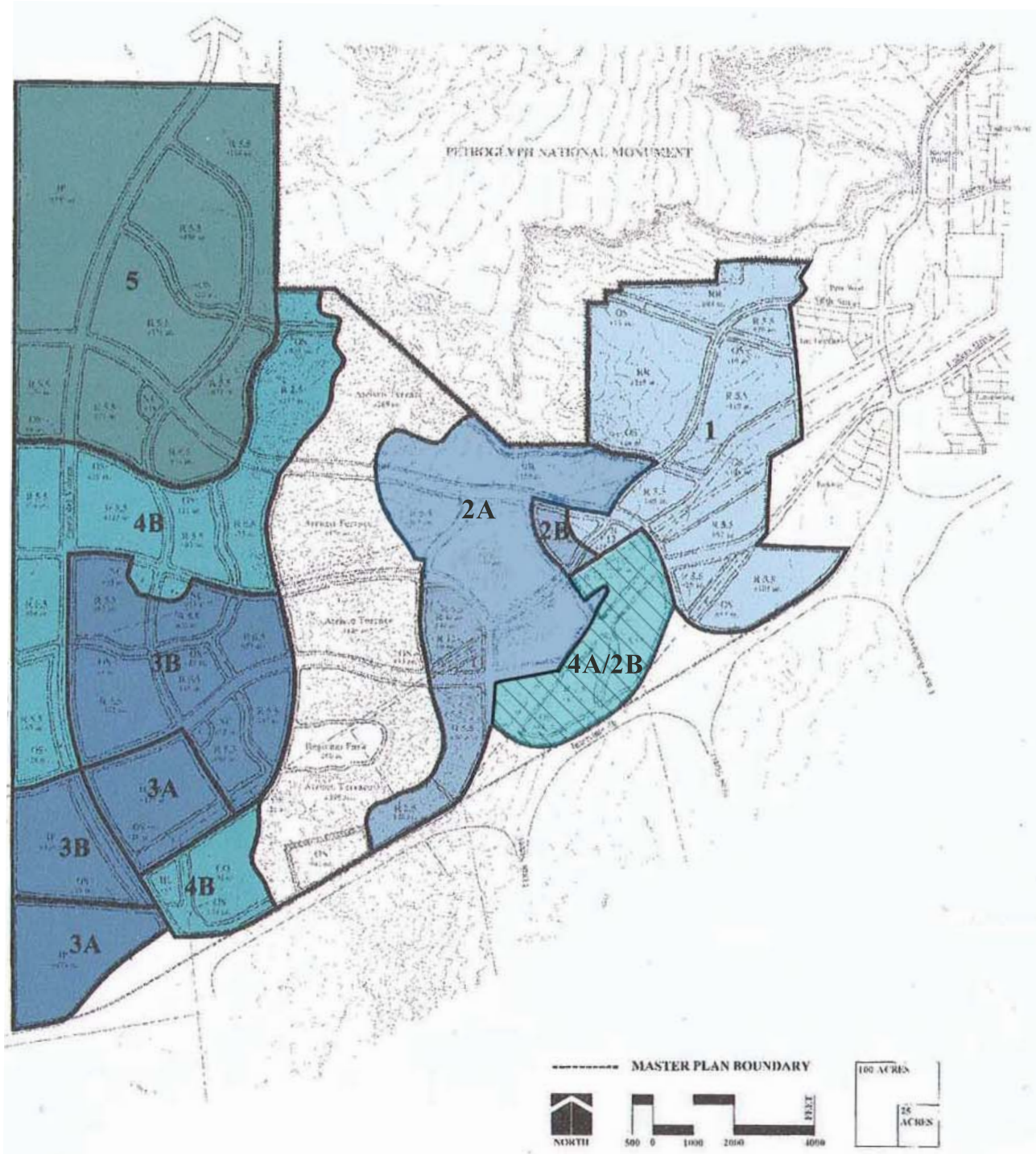
*Grand total excludes open space, Atrisco Terrace, Transportation/Utility/Drainage/Trail corridors.

Phase 3a is identified as 125 acres of highway commerical, neighborhood commerical, multi-family residential (15 du/ac) and 179 acres of industrial park. Similarly, the need for different housing products will have emerged by this phase to warrant development of some of the multi family residential. Phases 3a and 3b has some of the single-family residential above the Atrisco Terrace that will be developed to protect the Town Center from downzoning pressure. Phase 3b also has additional industrial park acreage.

The majority of the Town Center is identified in Phase 4a. The bulk of this land use is identified at this stage in order for enough single family housing to be developed during phases 1-3. An ample supply of rooftops development can be supported. Phase 4b will have a considerable supply of single family (2.5 du/ac and 5.5 du/ac), neighborhood commercial, highway commercial, and corporate office land uses that are in the northwest portion of the Plan area.

Phase 5 contains the remainder of the single-family residential (5.5 du/ac), neighborhood commercial, and industrial park land uses that are in the northwest portion of the Plan area.

In conclusion, at first glance it would appear that development leaps over and back across the Atrisco Terrace during phases 2-5. Considerable thought, however, has been given to the need to sequence utility service efficiently while also recognizing the potential market forces that could cause the integrity of the land use balance to change. If a suitable land use balance is to be maintained and on-site and off-site transportation systems are to be designed according to this balance, then flexibility and a realistic anticipation of future trends are needed with phasing.



Westland Master Plan

PHASING PLAN

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 4 and 2
- Phase 5

Note: It is anticipated that the phases will be developed in 5-year increments, and phase boundaries are subject to future modification.

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.

TASCHEK Environmental Consulting

February 1993

EXHIBIT 12

Environment and Open Space

General Open Space

Open spaces and their associated amenities will be one of the defining features of the Westland Plan area. From the Petroglyph National Monument to the north, to the Atrisco Terrace, and the Ladera Detention Facility bisecting most of the Plan area, future residents will have several open spaces that can provide recreational opportunities as well as visual relief from development. The Westland Master Plan has allocated extra right of way for its major east-west arterials in order to consolidate roadway, drainage, and trail functions. These corridors will offer substantial links between the eastern to the western portions of the Plan area and will be connected to regional and neighborhood parks within the Plan area. These links will be developed in the context of the Parks, Open Space, and Trails (POST) network which will require coordinated and cooperative planning efforts with the National Park Service and Bernalillo County.

The southern boundary of the Petroglyph National Monument is adjacent to the northern boundary of the Westland Plan area. The southern tip of the basalt escarpment lies approximately 2000 feet from the Plan boundary in this area, which provides adequate buffering to development in the Plan area and excellent views of the volcanos to the north.

Two alternative access points into the Petroglyph National Monument are shown on the Community Facilities Plan on page 45. Either of these access points are generally consistent with the Petroglyph National Monument General Management Plan. The 98th Street alternative access will be via a road within the Atrisco Terrace Major Public Open Space. This roadway would be contained entirely within the Major Public Open Space and the responsibility for building, maintaining, and operating this facility shall be arranged between the Open Space Division, Bernalillo County, and the National Park Service. Westland Development Co., Inc. will bear no responsibility for the construction or use of this facility. It has been provided via a series of meetings with the National Park Service and is intended to foster positive relations between the two landowners.

Atrisco Terrace

The Comprehensive Plan indicates that a bank of steep lands that cross the Master Plan area, known as the Atrisco Terrace, shall be acquired by the public as Major Public Open Space. In January 1997, voters approved a 1/4 cent increase to the local sales tax to fund the purchase of the Atrisco Terrace, other Major Public Open Spaces in the City and County, and to develop neighborhood parks. The land use plan on page 39 shows a revised version of the Atrisco Terrace that was developed between Westland Development Co., Inc., City of Albuquerque Open Space , and County staff after numerous meetings, field trips, and resource evaluation. This version is slightly modified from the Comprehensive Plan version by softening the eastern and western edges and making the overall configuration easier to discern, while still preserving the Comprehensive Plan's intent to preserve the property as visual and recreational Major Public Open Space.

It is the intention of the Westland Master plan for there to be full access to the Atrisco Terrace. Non-vehicular access is depicted on the land use map to show conceptual trail access points that will connect in order to form linkages between the Petroglyph National Monument to the north, the neighborhoods on either side of the Terrace, and the proposed Regional Park near the southern end of the Terrace. Vehicular access in an east-west direction will be

via the three arterials that are shown in the land use map. These rights-of-ways shall combine transportation, utilities, drainage, and additional trails and shall be considered outside of the Atrisco Terrace so that they won't constitute extraordinary facilities. These rights-of-way are not included in the 824 acres that comprise the revised Atrisco Terrace.

In the event that the Atrisco Terrace is not purchased by July 1, 2002 or is not under a purchase contract by that date, the land use shall revert to low density residential (2.5 du/ac.).

It is anticipated that exact locations of access points will be determined by Bernalillo County and Open Space Division after the Atrisco Terrace has been purchased.

It is acknowledged that since the revised version differs slightly from the adopted version in the Comprehensive Plan, a Comprehensive Plan amendment is necessary. Bernalillo County, the City of Albuquerque Open Space Division, and Westland Development Co., Inc. shall jointly (Open Space as the lead agency) request an amendment to the Comprehensive Plan at an appropriate time.

Additional Open Space

Additional open space areas are provided in the Ladera Detention Drainage System and in drainage corridors and buffers throughout the Plan area. This open space totals 625 acres separate from the Atrisco Terrace, or nearly 10 percent of the entire Plan area and provides the critical need to link all open space as planned for in the Bikeways and Trails Facilities Plan. These varied open spaces along with the Atrisco Terrace combine to create over 1,400 acres of open space, or approximately 22 percent of the entire Plan area. This exceeds the open space requirements of the *Planned Communities Criteria*.

Additional open space areas shall meet the open space requirements of adjacent developments. However, due to some encumbrance of the power utility easements, it will be credited at 50 percent. These additional open space areas will be allowed to meet off-site open space requirements of developments within 1/2 mile of the easement. Open space credits from individual, high-density residential developments will be allowed to be met from contiguous, low-density projects.

V. TRANSPORTATION AND AIR QUALITY ANALYSIS

Transportation

It is recognized that a comprehensive and visionary transportation system is critical to the success of the Master Plan. Transportation components of the Plan are comprehensive from the standpoint of providing vehicular, pedestrian, and alternative modes of traffic options.

The road network as depicted in this plan is different than the currently adopted Long Range Major Street Plan. Westland agrees to participate in efforts by Bernalillo County to have the Urban Transportation Planning Policy Board (UTPPB) amend the Long Range Major Street Plan to show the reconfigured road network within the Westland Master Plan area.

Major Street System and Related Components

The major arterial street system in the Master Plan area can be generally developed as:

1. Connection of existing 98th Street from the existing Interstate 40 exchange that will head north and then split to the east and west (see Number 2 below) at the Town Center. The eastern extension will align with the 98th north of the Las Lomitas subdivision as shown on the Long Range Major Street Plan.

2. The extension of 98th Street (renamed) westbound from the Town Center, intersecting with the existing Paseo del Volcan (also known as the Airport Haul Road).

3. A proposed new 118th (renamed) interchange on Interstate 40 approximately 1.25 miles west of the existing 98th (renamed) interchange. Federal and state regulations and processes to secure this interchange will be followed. The Master Plan will outline the need for this interchange and provide the basis from which to proceed.

4. A new thoroughfare connecting with the proposed interchange in #3 above and the existing Airport Haul Road.

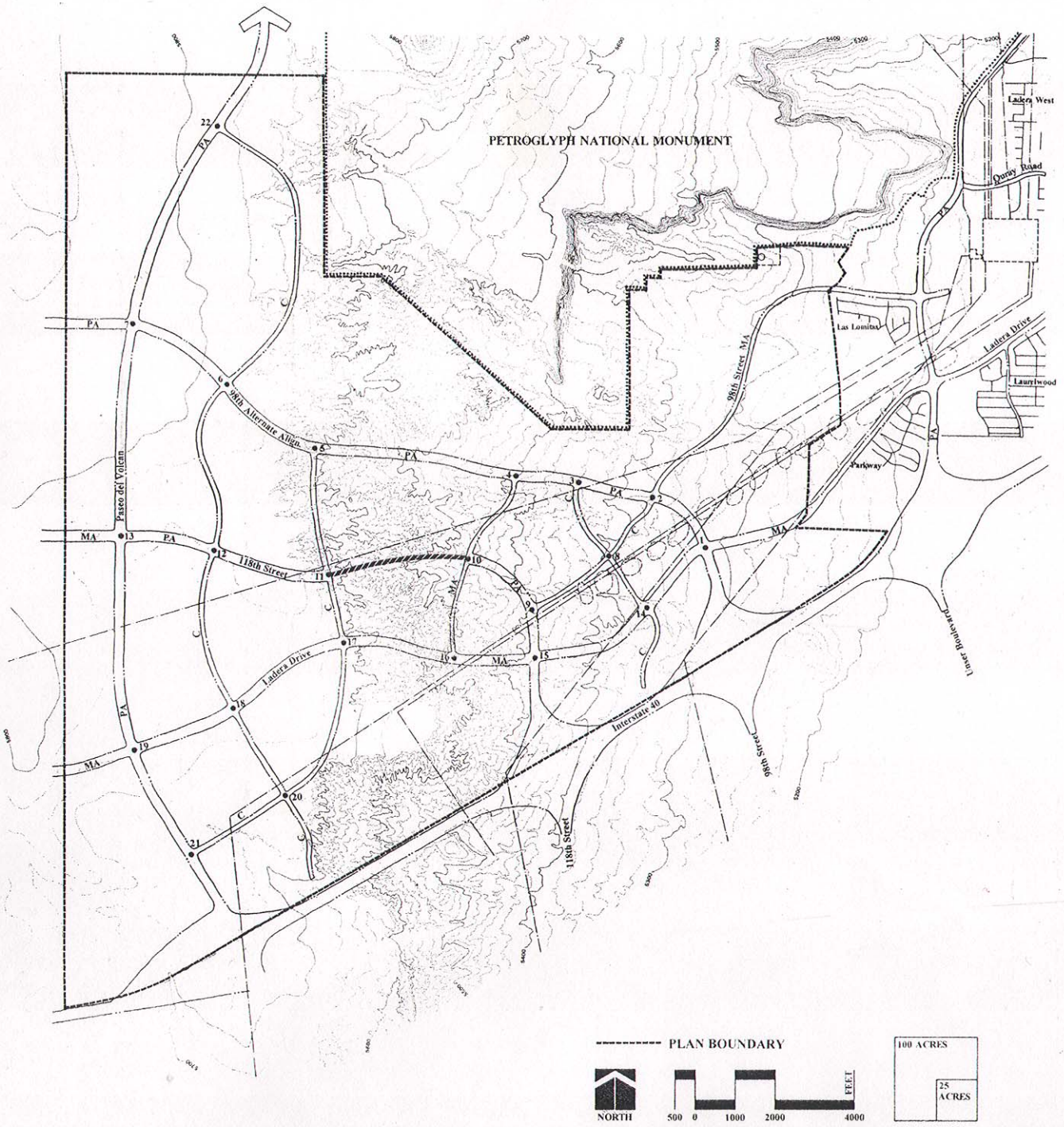
5. The extension of Ladera Drive westward to Paseo del Volcan from its current termination 1/2 mile west of Unser Boulevard. Ladera Drive will be the southernmost east-west arterial in the Plan area.

6. The continuation of the existing Paseo del Volcan to be designated at least as a north-south principal arterial.

7. The third (middle) crossing of the Atrisco Terrace is restricted to utilities drainage and trails, however, roadway and other transportation facilities may be added to this corridor at a future date if the City Council determines that they are required to serve the area's transportation needs and the City Council expressly approves the expansion of the corridor for transportation needs.

8. Wildlife and pedestrian trail crossing corridors shall be located at the Atrisco Terrace roadways. These corridors shall be a minimum of 30 feet. A minimum of two crossings per roadway shall be provided. (see Exhibit 10)

The arterial street system described above will be supplemented with major street access limitation concepts. Cross-sections of typical principal and minor arterials can be found in the Design Guideline section on page 84.



Westland Sector Plan

PROPOSED AMENDMENT TO THE LONG RANGE MAJOR STREET PLAN

• 18	Numbered Intersection Node
PA	Principal Arterial 180' R.O.W.
MA	Minor Arterial 152' R.O.W.
C	Collector 86' R.O.W.
	Restricted to Utilities, Drainage, and Trails. Roadway and other transportation facilities may be added with future City Council approval.

July 8, 1999

Prepared For

Westland Development

Prepared By

CONSENSUS PLANNING, INC.

BOHANNAN-HUSTON INC.

TASCHEK Environmental Consulting

While the above represents the major arterial system, a minor arterial system has been developed connecting with the larger thoroughfares. A frontage road system adjacent to Interstate 40 and the proposed West Bluff Drainage outfall between the Paseo del Volcan interchange and the 98th Street interchange will also be considered as part of the network. Exhibit 13 shows the proposed transportation network, street classifications, and intersections in the Plan area.

Strategies for Street Construction and Dedication

The unencumbered nature of the area provides excellent opportunities for new approaches to street construction and right-of-way dedication. Right-of-way dedications shall be in accordance with City of Albuquerque standard policies, procedures, and ordinances. Westland Development Co., Inc. will dedicate right-of-way above the standard widths. For example, the principal arterial street classification is defined by a 180 foot right-of-way, above the standard 156 foot width. The advantage of such an approach is that the traveling lanes, a bike path, landscaping, and opportunities for future expansion can be provided without dramatically impacting development. This future expansion can be for both additional lane construction or provisions for bus bays and transit and/or HOV lanes. Bus bays, park and ride locations, and transit transfer stations will be located according to parking restrictions, uses, and densities. The extra right-of-way widths also permit the construction of double lefts in the future at the major intersections. The minor arterial right-of-way width is also expanded to 152 feet from the standard 86 feet in order to incorporate many of the same features in the principal arterials as noted above.

Medians and median treatments and the type and approximate location of pedestrian, bicycle, and transit elements accompany the roadway cross-sections described above and found in the traffic study in Appendix A. Performance objectives for increasing transit ridership and strategies for achieving a target mode slit at level of service D or better will be submitted. Public and private responsibilities for on and off-site improvements will be specified in a development agreement, which is presented in Chapter IX.

Another major strategy which has been discussed is the incorporation of drainage features in the street cross-section. This approach would potentially allow for some alternative treatment approaches for arroyo flows since the excess right-of-way width will allow more area to reduce flow depths and velocities.

Transportation Analysis

The purpose of the Transportation Evaluation Study (Appendix A) is to provide the necessary analysis of transportation issues in support of the Westland Master Plan. An extensive effort has been undertaken to develop recommendations relating to all transportation elements of the Master Plan area. From the outset, it has been recognized that the term "transportation" represents more than single occupancy vehicle use. The analysis has addressed other modes of travel such as pedestrian, bicycle, and transit opportunities.

This analysis has been developed through a series of coordinated steps with various governmental agencies. These include the City of Albuquerque (City) Traffic, Air Quality, and Transit Divisions, the Middle Rio Grande Council of Governments (MRGCOG), the New Mexico State Highway & Transportation Department (NMSH&TD), and Bernalillo County. The key steps in the development of the document included pre-scoping meetings, traffic forecasts scoping requests, traffic forecasts, and recommendations for future transportation system in the Master Plan area.

At the time the Traffic Study was being scoped and prepared, Westland Development Co. was pursuing annexation by the City of Albuquerque. The initial scoping meetings were coordinated

with the MRGCOG. Since that time, copies of the studies and all relevant correspondence have been transmitted to the Bernalillo County Public Works Department for their review. The Project Team feels that the Traffic and Air Quality studies remain relevant and appropriate for development within Bernalillo County.

The study attempts to provide information and analysis necessary to define a transportation system by addressing six key points, which are summarized below. A recommendation matrix for key subjects follows the summary.

1. **Define the study area characteristics regarding locations, surrounding features, and a definition of the area's existing and planned transportation system.**

Interstate 40 provides the major transportation link to the Master Plan area. Unser Boulevard on the east boundary will also serve as a major thoroughfare. Paseo del Volcan provides direct access to the area at this time and will serve as a main thoroughfare as development occurs. The area is accessed by existing interchanges along I-40 at Unser Boulevard, 98th Street, and Paseo del Volcan. Other principal and minor arterial streets serving the area are Ladera Drive and Central Avenue.

2. **Provide an overview of the study process which includes the planning required to submit the scoping letter requests from the City to the MRGCOG and an overview of the agency interaction to date.**

Significance discussion between the study team and various public agencies has occurred during the Master planning process. This communication has taken place primarily through various meetings with staff. Whenever possible, meetings have been held with all key members to facilitate communication and input.

Early discussions with the City of Albuquerque and MRGCOG staff resulted in the transmittal of a formal request from the developer to prepare traffic forecasts. On July 28, 1994 this letter was sent to the city who has served as the agency of record regarding the request for forecasts from MRGCOG. The letter highlighted the various network alternatives and land use development levels for the years 2000, 2005, and 2015.

Following the July 26, 1994 correspondence, a series of meetings were held to discuss the modeling criteria and assumptions. One of these meetings included representatives from the Albuquerque Air Pollution Control Division. The significance of this dialogue was the recommendation to include the year 2005 as a forecast scenario so that the air quality could be evaluated for this timeframe. These meetings resulted in the City's formal request to MRGCOG dated September 22, 1994.

Significant coordination with impacted agencies has occurred since June, 1994. Eight different meetings have been held with various agencies to discuss assumptions, issues, and review results. This fact reinforces the perspective that interaction has occurred to ensure that a through and comprehensive transportation evaluation study was prepared for the proposed Master Plan.

3. **Describe the proposed forecast scenarios and associated assumptions.**

Traffic assignments for both the 2015 buildout year and 2005 midpoint year were produced by MRGCOG. A series of socioeconomic and data set assumptions was also derived by the development team, City staff, and MRGCOG staff prior to commencing the forecasting effort. One key forecast assumption is that the Master Plan area was assumed to be at full buildout in the year 2015. This strategy is conservative in nature and points to the desire of all

parties to assess the full impact of development on the proposed street network and surrounding system.

To develop an adequate road system, a series of street configurations and associated land uses was developed for the Master Plan area. The year 2005 was selected as an intermediate year along with the horizon year 2015 analysis. The analysis also needed to consider various options at the 118th Street alignment in the vicinity of I-40. This locations is approximately midway along I-40 between the 98th Street and Paseo del Volcan interchanges. Table 13 contains the analysis years and scenarios evaluated in this study.

Table 13 - Scenarios for Analysis

Years	Analysis Scenarios
2005	No Build
2005	Build - No interchange at
	118th St. - minimal
	development between
	Volcan and 98th St.
2015	No Build
2015	Full Buildout - No
	interchange a 118th St. - No
	98th St. Alternate Alignment
2015	Full Buildout - Grade
	separation at 118th St. - No
	98th St. Alternate Alignment
2015	Full Buildout - Interchange
	at 118th St. - No 98th St.
	St. Alternate Alignment
2015	Full Buildout - Interchange
	at 118th St. - Revised 98th
	St. Alternate Alignment
2015	Full Buildout - Grade
	separation at 118th St. -
	Revised 98th St. Alternate
	Alignment

4. Provide a summary of forecast results including Average Weekday Traffic (AWDT) along major streets and turning movements at key intersections.

Based on the assumptions and strategies defined, the MRGCOG staff produced Average Weekday Traffic (AWDT) Volumes for the various roadway configurations and associated land uses. This material is highlighted in detail in the separate transportation study document.

5. Provide a discussion of the analysis conducted and conclusions reached from the forecast results.

This section summarizes key points and conclusions relating to the forecast results. Each is described in more detail below:

- **Configuration with 98th Street Alternate Alignment** - Two options for handling traffic flow on 98th Street were initially evaluated. The first tied 98th Street into an extension of 118th Street which connected to Paseo del Volcan to the west. The second approach, referred to as the 98th Street Alternate Alignment, separated traffic on both a 98th Street and 118th Street extension. Under this scenario, both major streets were connected to Paseo del Volcan. After considerable discussion and review, it has been determined that the 98th Street Alternative Alignment provides the following advantages:

  a. It is expected to improve utilization of the existing I-40/98th Street interchange.

  b. It will provide arterial service to both the eastern and western portions of the higher intensity Town Center proposed in the Master Plan area.

c. It will improve future opportunities for travel through the Master Plan area.

d. It is expected to have better traffic flow along both 118th and 98th Streets, with moderate volume changes at major street intersections and total volumes increasing by small increments at the various intersections from Paseo del Volcan to Interstate 40.

e. It will provide a desirable spacing of east/west principal arterials in the vicinity of Paseo del Volcan.

- **Drainage and Utility Impacts on Proposed Street Network** - Because of unique topographic features in the area, utility and drainage impacts must be considered when developing the proposed street network. From a drainage standpoint, several major arroyo systems convey runoff from the mesa top to the west across the steeper Atrisco Terrace slopes, and to the outfall along I-40. It is a long established City strategy to combine transportation and utility corridors whenever possible to effectively utilize the required right-of-way. Both the proposed 98th Street and 118th Street extensions closely follow major drainage flow paths. From a utility standpoint, the north/south connecting streets on the mesa top (east of Paseo del Volcan), also match future water zone boundary lines.

- **Principal and Minor Arterial Street Classifications -** Utilizing both local and national data and planning tools, laneage requirements for the street network were make. In addition, proposed street classifications utilized in the Long Range Major Street Plan (principal arterial, minor arterial; and collector) were designation for the network.

- **118th Street Interchange Proposal -** Based on the forecast volumes, a comparison can be make regarding the impacts of the various interchange options on traffic flow. The forecast values indicate that the full interchange option impacts the distribution of flow to I-40. This distribution provides a lessening of impacts to the various streets feeding the I-40 interchanges. In summary, a full inter effective strategy compared to the other options analyzed for the following reasons:

  a. Reductions in the Average Weekday Trips (AWDT) ranging from 10-20 percent are realized at the Paseo del Volcan, 98th Street and Unser Boulevard interchanges when comparing scenarios. Therefore, the distribution of traffic along the arterials and interchanges is more balanced and impacts are reduced at any one facility.

  b. Without the 118th Street interchange, a heavier travel burden is placed on the existing 98th Street and Paseo del Volcan interchanges.

  c. This location also provides for improved access south of I-40.

  Forecasts for the option of a grade separated interchange at 118th Street and the 98th Street. Alternate Alignment were also obtained from the MRGCOG. A principal arterial along the 118th Street extension does benefit the overall street network by distributing the traffic flow to existing interchanges as well as providing necessary access to the proposed land uses. The forecasts figures also indicate that both an interchange and grade separation have similar effects on the traffic flow patterns. From a planning standpoint, the Master Plan development can move forward with

either a full interchange or grade separation option. The full interchange proposal will follow a formal approval process though the NMSH&TD. The applicant must dedicate or acquire all right-of-way for the new interchange.

- **I-40 Interchange Impacts -** Utilizing a planning methodology approach (this analysis tool evaluates total peak hour volumes and typical laneage capacities), an evaluation has been make regarding expected impacts to the interchanges at I-40 from full buildout in the Plan area. The forecasts were utilized for the 2015 year AM and PM peak hours for the 98th Street Alternate Alignment and full interchange at the 118th Street extension. Based on the existing laneage of the facilities, an evaluation was make regarding the operational upgrades at the interchange ramp locations which may be required to handle expected traffic volumes. Because the forecasts were developed based on partial buildout of the Westland Master Plan by the year 2015, the operations of the interchanges should be evaluated over time to determine the actual conditions as development occurs. Since the scenario analyzed represents a figurations will function satisfactorily for 10-15 years before upgrades are required.

- **Residential Streets -** Residential streets shall not be more than 32 feet in width.

- **Typical Street Cross-Section -** Since beginning the study effort, Westland Development Co., Inc. has recognized the unique opportunity to develop a set of policies for future planning for this entire area. As a developer sensitive to both the existing geographic features and progressive land use strategies, they have worked to develop unique approaches to solving a variety of challenges. One such issue deals with the dedication of right-of-way for major thoroughfares in the area.

- It is recognized that sufficient right-of-way for vehicular, pedestrian, utilities, and future intermodal facilities is a requisite of sound planning. All too often, the County is encumbered with insufficient right-of-way along its major streets, especially at key intersections. This situation leads to costly solutions that often fall short of a comprehensive strategy which meets immediate and long-term needs.

- To address this issue, Westland Development Co., Inc. has agreed to dedicate right-of-way in excess of the standards established by current County policy. For the principal arterial street, an 180 foot right-of-way width is recommended. A 152 foot width is proposed for the minor arterial street. This extra width above typical standards will allow for future roadway expansion (if required) pedestrian paths, utility corridors, and transit features. This approach will help prevent the conflicts created with a smaller right-of-way defined at the outset.

- The proposed arterial street right -of-way widths shall be considered minimal, subject to being varied for actual conditions. Drainage ways will have separate rights-of-way or easements that may be adjacent to street rights-of-way. The maintenance responsibility of the rights-of-way for such purposes as trails, drainage, and visual relief, and the annual maintenance costs must be identified. The applicant shall fund the construction of major streets in accordance with established policies and procedures.

- **Paseo del Volcan Access Strategy -** As stated previously, Paseo del Volcan is a critical link in the Plan's transportation network proposal, as well as Albuquerque's West Side

system in general. Recognizing that a decision has not been make regarding Paseo del Volcan's final alignment, the roadway network has been established around the one mile intersection spacing strategy. In the event the primary Paseo del Volcan facility is shifted to the west, it is proposed that intersections be allowed at 1/2 mile intervals if the final land use plans warrant such access.

- **Development Impact on Daily Vehicle Miles Traveled -** forecast results also yield total daily vehicle miles traveled in the Albuquerque urban area. The figures in Table 14 compare a no-build condition in the Master Plan area with the recommended land use and street network including the full 118th Street Interchange and 98th Alternative Alignment.

Table 14 - Scenarios and Total Daily VMT

Condition	Total Daily VMT
No Build	13,570,000
Recommended land use with full 118th St. Interchange and 98th Alignment	13,436,000

The reasons for the reduction include:

  - The Master Plan area is an efficient location in relation to access to major transportation infrastructure such as I-40.

  - Residents of the area will travel less distance to key destination points such as the Downtown area than if they resided further north.

- **Intermodal Opportunities -** A variety of intermodal opportunities exist for the Master Plan area. From a transit standpoint, it is recognized that increased transit service to the area will help reduce dependence on the single occupancy vehicle. The proposed roadway cross-sections provide the right-of-way for the standard strategy of bus bays located at key pick-up and delivery points. The development team is also open to transit strategies dealing with improved routing in the town center area.

For pedestrian and bicycle trails, two major strategies will ensure a progressive approach for pedestrian and bicycle travel. The first deals with the proposed street cross-sections and the fact that ample a opportunity exists to construct a bike and walking path. This approach is similar to the strategy utilized so effectively along Tramway Boulevard. The second strategy deals with a proposed network of trails in the proposed open space and Atrisco Terrace areas. These internal systems can be linked with the similar system on the arterial network, thus providing ample opportunities for these modes of travel.

The purposed cross-section also provides for the opportunity to construct an additional lane for high occupancy vehicles along the major arterials. Absent of any Metropolitan area-wide policy, the planning at this point can only provide the right-of-way necessary for such a strategy. A similar statement can be make about future park-and-ride lots adjacent to I-40. Based on the proposed land uses at these interchange locations, incorporating park-and-ride facilities feasible. It is recognized, however, that such strategies will required the formulation of County policy and an openness to the concept during the planning of these, or other sites, that are strategically located in the Master Plan area.

- **Phasing of Improvements -** Because the Plan is being viewed as a single unit, the possibility exists that develop-

ment may occur at various locations throughout the area at any one time. Market conditions will also effect what projects move forward and when. Any future development will require a supporting phasing plan which will specifically define:

- Required Permanent Improvements
- Required Temporary Improvements
- Construction Timetables
- Financial Responsibility

It is envisioned that such phasing plans will explore these issues in smaller geographic units of 150-500 acres in size.

- **Future Processing and Approval Requirements -** The previous section outlined a primary requirement for processing future development plans. The foundation of the phasing plan is the development of appropriate traffic data and analysis to support the recommendations. Each analysis will ensure the incorporation of necessary right-of-way widths and opportunities for other modes of travel, such as transit, pedestrian, and bicycle. The proposed full interchange at the 118th Street extension will require processing for approval through the SMSH&TD. It is also recommended that the upcoming Conformity Analysis include the proposed system is evaluated from the standpoint of area wide air quality impacts.

- **Financial Responsibility -** It is recognized that significant private sector and public investment will be necessary to provide the transportation infrastructure for the Plan area. A series of strategies linking the various processing steps expected in the future and associated requirements relating to dedicated right-of-way, financial guarantees,, and a traffic impact study is also being developed. At this time, the proposals for cost sharing closely follow existing public policy and regulations.

6. Provide recommendations for street layout configuration, classification, and cross-sections; intermodal opportunities; phasing of improvements; future processing and approval requirements; and financial responsibility.

The recommendations in Table 15 have been developed utilizing the forecast figures, basic transportation analysis tools, and intermodal strategies in an attempt to ensure a comprehensive and proactive approach to the dealing with transportation needs in the Master Plan area.

Table 15 - Transportation Recommendations

Subject	Recommendation
Basic Street Network	Provide street system with separate major arterials along Unser, 98th, 118th and Paseo del Volcan.
Basic Street Network	Streets of lesser status will support the proposed major arterial network.
118th St. Interchange	Construct a full interchange at the 118th St. extension
Existing Interchange Impacts	Monitor demand as existing interchanges and program required upgrades, as necessary.
Street Cross-Section	Incorporate transit, pathway, and drainage features into street cross-sections.
Paseo del Volcan Access Strategy	Provide access to sector plan development with one mile intersections spacing for major arterial streets.
Transit	Provide bus bays and shelters on major and minor arterial system.
Transit	Design town center to accommodate transit service.
Transit	Pursue optins for park and ride opportunities at I-40 interchange nodes, such as Volcan, 98th, and Unser.
Pedestrian and Bike Trails	Provide trail opportunities in proposed major and minor street cross-sections.
Future Processing and Approval Requirements	Ensure that all developments submit a phasing plan to define permanent and interim infrastructure requirements.
Future Processing and Approval Requirements	Process in near future a request for the approval and future construction of full interchange at the 118th St. extension.
Future Processing and Approval Requirements	Include proposed street system in upcoming Conformity Analysis prepared by MRCOG.
Financial Responsibility	Continue discussions regarding financial responsibility in light of upcoming adoption of development impact fees.

Westland supports the development of a trail along the I-40 corridor from 98th Street to Eubank, and agrees to cooperate and assist in this planning effort. It is anticipated that this trail will also be co-ordinated with any necessary drainage improvements on the north side of I-40. Specific right-of-way discussions between Westland, AMAFCA, Bernalillo County, the City of Albuquerque, and consultants preparing the corridor study shall take place at an appropriate junction in the future once the corridor study is underway.

Bernalillo County is concerned about the Master Plan's contingency in the event that the projected person per job ration of 2.07 in not realized, and the negative effect this would have a macro scale on the regional transportation system. The County wants to avoid a situation whereby the need for additional lanes crossing the river, particularly on I-40, becomes acute as residential development proceeds as planned, but employment center development and/or job creation does not.

First and foremost, the Westland Master Plan recognizes that the success of the Atrisco Business Park bodes well for the 6,424 acres to develop as planned. The 640-acre Business Park is well-located and situated to take advantage of many industrial and business needs in the Metropolitan Area, and its future success appears solid because of the shortage of large industrial and business park land elsewhere in Albuquerque. Commercial real estate experts predict that the Atrisco Business Park, as well as locations in Rio Rancho, will see most of the new industrial/business park development activity in the next few years. This optimism is supported by projections by the New Mexico Department of Labor that have Albuquerque experiencing job growth rates well above national averages.

Ideally, future residents of the Master Plan area will be able to work at the Atrisco Business Park, industrial parks associated with Double Eagle II Airport and areas along Unser north of I-40, as well as at identified industrial parks and corporate office areas within the Westland Master Plan area. These planned West Side employment centers elsewhere in Albuquerque can be minimized. It is also hoped, and anticipated, that transit opportunities for intra-West Side commutes as well as cross-river commutes will increase, thereby providing a palette of transportation options to the West Side resident and worker. This sentiment is also expressed for other non-single occupancy vehicle modes of travel such as car pools, van shuttles, and bicycle trails. For future Westland Master

Plan area residents who will need to cross the river in single-occupancy vehicles for employment purposes, the Plan area will have easy access to major transportation facilities other than I-40 to cross the river.

For example, Paseo del Volcan to Rio Bravo or Bridge will allow efficient access to employment areas near the airport and Gibson Boulevard (KAFB, Lovelace, Sandia Labs, etc.) Unser Boulevard to Paseo del Norte will also provide direct access to the popular and diverse, yet nearly built-out, North I-25 employment area. Unser Boulevard to Central Avenue also provides good access most direct route to the Uptown employment center. Nevertheless, east side employment centers are evenly dispersed, and existing and future transportation facilities strategically located, that options other than the I-40 river crossing are available.

If the Atrisco Business Park and other West Side employment centers fail to develop as planned, then the phasing plan can be modified at an appropriate time as a contingency to address the rate of development.

Long Range Major Street Plan - The *Westland Master Plan* network of arterial streets shall be proposed (by the City and/or County as sponsor for the applicant) as a modification of the Long Range Major Street Plan (LRMSP), following the procedure administered by Middle Rio Grande Council of Governments and its Urban Transportation Planning Policy Board. This modification shall be accomplished prior to the approval of any specific development actions for the plan area. Should the modification not be approved, the matter will return to the EPC for further consideration of the transportations system. Furthermore, in the earliest appropriate update of the LRMSP, funding sources for the plan area's roadway system shall be identified (e.g., public funds, private funds) and the timing of implementation will be determined. In addition, this roadway system will be incorporated in the Transportation/Air Quality Conformity Finding prepared by the MRGCOG for the LRTP. Arterial roadway elements will also be included in the Transportation Improvement Program (TIP) where appropriate.

Air Quality Analysis

Clean air is closely related to the availability of an efficient transportation system with the minimum congestion and opportunities for multimodal travel. An air quality analysis was prepared for the Westland Master Plan to evaluate reducing pollutant emissions and optimizing the operation of the street network. The plan also identifies a trail system and land use concepts that will help to reduce reliance on single occupancy vehicle travel.

Because the development of the total Plan area will occur over many years, a sketch planning approach was taken to the analysis of the transportation system and air quality impacts. The transportation analysis focused on the spacing, number, and laneage of street facilities needed to handle future traffic. As already discussed, several different street networks were defined to serve proposed development within the Plan area, and year 2015 traffic forecasts were prepared for each alternative by the Middle Rio Grande Council of Governments (MRGCOG). The air quality analysis evaluated total street system emissions resulting from the different network alternative, and compared these to each other and the no-build condition.

The air quality analysis for the Master Plan (Appendix B) relied on data from the land use plan and MRGCOG forecasts to calculate carbon monoxide (CO) emissions from each transportation alternative. Environmental Protection Agency (EPA) computer models were used, with baseline data and assumptions from the City of Albuquerque's Environmental Health Department to predict total CO emissions per day for each link in the transportation system.

These are summarized in Table 16 for each of the network alternatives.

Table 16 - Transportation Alternatives Carbon Monoxide Emissions

Alternatives	CO Emissions
118th St. Grade Separation	8.48
118th St. Interchange	8.51
98th St. Alternate Alignment	8.44

*measured in Tons per day

The results from the analysis show very little difference between the network alternatives. However, the 98th Street Alternate Alignment shows the lowest total emissions, amounting to an estimated 8.44 tons of CO per day. The 118th Street alternatives are only slightly higher with emissions of 8.48 and 8.51 tons of CO per day respectively. Although all of the alternatives are reasonable close in the amounts of CO generated, the 98th Street Alternate Alignment appears to be the most efficient alternative.

The 2015 projected emissions of about 8.4 tons of CO per day compare to total 2015 Bernalillo County-wide CO emissions of approximately 180 tons per day (MRGCOG, 1995), or about 4.5% of the total. The County-wide estimate includes the assumed development in the Westland Master Plan area distributed throughout the urban area.

If the Westland Master Plan was not implemented, the development proposed in the Plan area would locate elsewhere in the County and would contribute to total CO emissions. The locations of the proposed development in relation to other major land uses has important implications on air quality, however, that are related to the amount of total travel required between trip origins and destinations.

As part of the transportation forecasting process, the MRGCOG generates total urban area transportation system-wide vehicle miles of travel (VMT). Total VMT were generated for each of the alternatives and the no-build conditions, in which development planned for the Westland property in the build alternative would be distributed throughout the urban area. The results of the VMT forecast are shown in Table 17.

Table 17 - Transportation Alternative Total Vehicle Miles of Travel (VMT)

Alternative	Total Urban Area VMT
118th St. Grade Separation	13,474,146
118 St. Interchange	13,475,995
98th St. Alternate Alignment	13,435,903
No Build Condition	13,571,681

These data supports the conclusion that the amount of travel and resulting CO emissions are similar with each alternative. The 98th Street Alternative Alignment appears to be slightly more efficient than the others, with less travel and emissions. The 118th Street Grade Separation Alternative appears to result in a very small decrease in total daily travel compared to the 118th Street Interchange Alternative. The MRGCOG's no-build forecast shows the highest total VMT. The data indicate that CO emissions from the Westland Master Plan development would be lower than if the same level of development was to occur in other locations distributed throughout the urban area. The Westland property is located in a strategic location with direct access to the major transportation system and centers of activity in the urban area. The transportation system in the Westland Plan area has more reserve capacity and the Plan area is located closer to existing and future centers of employment and economic activity than many other comparable areas that could be developed in the future.

Within the Plan area, efforts were made to reduce the need for automobile travel and thus reduce air pollution Pedestrian and bicycle trails are planned along the arterial streets and power transmission line corridors, providing connections to the regional trail system. Connections are also proposed from the interior neighborhoods in the Plan area through the network of open space to the regional trail facilities. The Master Plan would serve to implement the Trails and Bikeways Facility Plan, and enhance it through a well-conceived internal network of additional trails. The trail connections would create opportunities for multimodal travel and reduced reliance on the single occupancy vehicle.

The Master Plan includes multiple-use land development concepts that promote reduced travel. A mixture of residential development, employment, retail outlets, services, and institutional uses are proposed in conformance with the guidelines for Planned Communities and Master Plans. These mixed land uses will encourage reduced travel time and distance by allowing people to live near their places of employment, shopping, schools, and other facilities.

The Plan is intended to encourage a self-reliant community with reduced travel demand and lower regional emissions.

Multimodalism, community self-reliance, and lower regional air emissions can all be facilitated by compatible subdivision design. An interlocking road system design minimizing, but not prohibiting, cul-de-sacs will reduce out-of-the-way trips, and promote non-vehicular, transit, and pedestrian oriented development. Access to the regional trail system should be enhanced by subdivision designs which will allow cul-de-sacs and perimeter walled subdivisions, as long as they have non-vehicular connections.

Appropriate, site-specific Traffic Impact Studies and Air Quality Impact Assessments shall be prepared for individual development proposals as required. Approval of these studies by the appropriate authority shall be required prior to subdivision. Major changes in land use which increase trip generation or change distribution may rigger the need to update the Air Study based upon Conformity.

VI. UTILITY SERVICE STRATEGY

Westland Development Co., Inc. has been working closely with the Bernalillo County Public Works Department over the last several months regarding utility services for the Master Plan area. Bernalillo County hired Leedshill-Herkenhoff in 1995 to prepare a Water and Wastewater Feasibility Study, which was completed in April, 1996 and adopted by Bernalillo County Commission. This study demonstrates the feasibility for the County to provide water and sewer services to the Westland Master Plan area. Rather than duplicate these studies here, these documents outline the service strategy and should be considered as a supplement to this Master Plan.

There are three volumes to the feasibility study. Volume I is the Feasibility Analysis, Volume II is the Technical Appendices, while Volume III is the Action Plan. Each volume was completed in April, 1996 by Leedshill-Herkenhoff, Inc.

Exhibit 12 on Page 49 shows the phasing plan for the Westland Master Plan area that shall be followed for utility development. Both the water and sanitary sewer system shall be developed by Bernalillo County according to City of Albuquerque standards and in a manner that is compatible with the City water and sewer systems to the east.

Water Utilities

Existing Conditions

The Master Plan area encompasses all of Zones 3WR, 4W, 5WR, 6W and portions of 2W and 7W, lying west of Paseo del Volcan (see Exhibit 4 - Utilities). The eastern boundary of the Master Plan is approximately the eastern boundary of Zone 3WR. The Plan area is included in the area to be serviced by the College Trunk.

With the advent of the Petroglyph National Monument and the Volcano Park, the area to be serviced by the College Trunk is much smaller than anticipated.

Proposed Conditions

The Master Plan proposes several service options. These include the following:

- An expansion of Zone 6W south to Interstate 40 be included.

- All of new Zone 7W from Interstate 40 north to the north boundary of the Master Plan area be included. Zone 7W would be bounded on the east by an elevation of 5715', and on the west by an elevation of 5830'. The zone would be serviced by an elevated reservoir with an overflow elevation of approximately 5945', and a companion ground storage reservoir with an overflow elevation of approximately 5830. The elevated tank would provide the pressure for servicing the zone. The ground storage reservoir would provide the major components of storage and would also provide the required storage and pressure for zones 6W and 5WR to the east.

- Due to the low densities of development within Zone 5WR, it is proposed that this zone remain a reduced pressure zone, serviced by the ground storage reservoir constructed within Zone 7W. Zone 5WR has always been considered a reduced zone. This concept would require only the ground storage reservoir within Zone 7W to provide permanent service to pressure zones 6W and 5WR by gravity and to zone 7W when used in conjunction with the elevated storage tank.

- An additional ground storage reservoir would be constructed within Zone 5WR to service Zone 4W and 3WR.

- Ultimately, the future reservoir in Zone 5WR and Zone 7W would be required to service the ultimate build out of the Master Plan area. Associated pump stations at the College Reservoir, the Zone 5WR reservoir and the Zone 7W reservoir would be needed. Major trunk lines connecting these facilities as well as north/south upper and lower zone lines along each pressure zone boundary would be required. A phasing plan for these facilities has been developed along with the Master Plan.

- In the event that water supply to the plan area is not provided by the City's water system, but by a system that requires arsenic removal treatment, all costs of arsenic treatment shall be borne by the applicant, the water provider, or the eventual customers of the water system serving the plan area. These costs shall not be subsidized by the City of Albuquerque taxpayers and water rate payers.

Phasing Considerations

Due to the elevations of the property, it may be more advantageous to begin development within the upper portions of Zone 3WR and all of Zone 4W, as well as extensive industrial development within Zone 7W along the corridor defined by the Double Eagle Airport Access Road. In order to allow for development across the entire Master Plan area, the proposed phasing scheme for the water system should allow this and not jeopardize the integrity of the uses proposed in the Plan. This approach will also maximize gravity flow of water resources within the Plan area.

The phasing scheme would consist of constructing the ultimate elevated storage reservoir and ground storage reservoir within Zone 7W. The east/west trunk lines would be constructed as required across the Master Plan area through all of the zones. Appropriate pressure reducing stations along the trunk line would feed the individual zones requiring service. These PRV Stations would be equipped with flow meters and data recording and transmission devices that would allow the usage in each of the zones to be closely monitored so that the demands in each zone can be observed over time and recorded for use in determining the timing of future expansion needs within the water system.

Once the demands within Zone 3WR through 7W have reached that capable of being serviced by the reservoir in Zone 7W, the reservoir in Zone 5WR would then be constructed. All initial wells would be drilled and completed in the area defined by Geohydrology Associates (see Exhibit 9 - Geohydrology) and pumped directly to the ground storage reservoir within zone 7W through the required series of pump stations. After the construction of the 5WR reservoir, pumping requirements will more closely mirror those in other parts of the City, and water sources presently being studied and defined by on-going County efforts can be incorporated in plans for servicing the Master Plan area. The Master Plan process will define the maximum densities within each zone that will allow for the master planning and phasing schemes to be developed along the College trunk for service to Zones 3WR through 7W.

Water Conservation Concerns

As required by code, all of the fixtures and facilities to be constructed within the Plan area will meet existing water conservation standards. Landscaping guidelines have been developed (Chapter VIII) that will provide guidance to ensure that conservation is a major element in the design of the aesthetics of the project. Other water conservation techniques that are developed and adopted by the County will be incorporated into the Master Plan criteria as they are adopted. Until this happens, City of Albuquerque water

conservation policies will apply to development in the Westland Master Plan area.

Per capita water consumption within the Westland Master Plan are targeted at 150 gallons per day, a figure consistent with the City of Albuquerque's goal. This represents a 32 percent reduction from the assumptions made in the feasibility study for the amount of acre feet needed to serve the project annually.

Sewer Utilities

Existing Conditions

An existing 48" City of Albuquerque line located east of the Plan area could be utilized with the cooperation of the City. This system has been sized to accept the flows up to approximately 98th Street and potentially farther east along Interstate 40. An analysis of this system was prepared by the City of Albuquerque in the recent past and is available as base data to view the impacts of the Plan.

Proposed Conditions

Based on the densities developed within the Plan area, the County's feasibility study proposes that a waste water treatment facility be located at the east boundary of the Master Plan area with the ability to use the grey water effluent to irrigate nearby parks and golf course facilities.

If and when annexation to the City of Albuquerque occurs, wastewater treatment shall be pursuant to a development agreement approved by the City.

Phasing Considerations

As stated previously, the market forces and configuration dictated by the transportation elements within the Master Plan would indicate that the eastern portion of the Plan area between Unser Boulevard and 98th Street, and the area along the Double Eagle Airport access road will be the first areas of the plan to develop. It is proposed that all of the sanitary sewage be directed to the waste water facility.

Another option may be available that would utilize the existing private sewer outfall for the Tierra West development south of Central Avenue and east of Paseo del Volcan. Westland Development Co., Inc. would have to limit land uses for areas that can be serviced by the outfall to allow sewage flow from north of Central to go into it. This would allow development in the Paseo del Volcan/I-40 area .

VII. DRAINAGE MANAGEMENT PLAN

Project Overview

The Westland Plan area lies within the Amole and Ladera Watershed, which includes the Ladera Drainage system that consists of 15 detention ponds. These ponds divert flows to the east toward the Rio Grande. Previous studies by AMAFCA and the City of Albuquerque have determined that the Ladera Drainage System is deficient for existing and developed conditions.

The intent of the Westland Drainage Management Plan is to evaluate drainage alternatives and make recommendations to AMAFCA that will allow AMAFCA to identify the most economically feasible drainage solutions for the involved watersheds. The soil types and hydrological conditions dictate the need for hardlined channel treatments in some areas. AMAFCA is the lead agency on the current detailed drainage management plan that will be reviewed and adopted by the AMAFCA Board of Directors and will cover an area larger than the Plan area boundaries.

This Plan is evaluating several alternatives including upgrading the deficient dams in the existing Ladera system, constructing a new drainage diversion along Interstate 40, constructing the Ladera West Dam in the Petroglyph National Monument, and providing diversions from the Ladera System to the West Bluff Outfall. A coordinated effort will take place with AMAFCA for basin-wide alternatives in the Drainage Management Plan which include areas outside of the Plan area. AMAFCA has contracted with Bohannan-Huston, Inc. to prepare the Drainage Management Plan. The Westland Master Plan shall comply with the results of this effort.

This plan will also be subject to "Westland Sector Development Plan - Appendix D, Drainage" with Engineer's stamp dated June, 1995 as approved by City Hydrology correspondence dated July 31, 1995, and by AMAFCA correspondence dated August 8, 1995.

Previous Drainage Studies

The watersheds of West Bluff, Ladera, and Amole have been previously evaluated by a number of drainage studies and master plans. The following lists the major drainage studies performed in the affected watersheds:

- Design Report for the Ladera Storm Drainage Diversion and Detention System, June 1979 by Boyle Engineering Corp.
- West Bluff Drainage Plan, January 1987 by Andrews, Asbury, and Roberts.
- Feasibility Report of Alternatives, West Bluff Storm Sewer Outfall, September 1987 by Bohannan-Huston, Inc.
- Northwest Mesa Drainage Management Plan, October 1989 by Scanlon & Associates, Inc.
- Ladera Diversion to West Bluff Outfall Drainage Study, July 1989 by Bohannan-Huston, Inc.
- Far Northwest Drainage Management Plan, March 1986 by Bohannan-Huston, Inc.
- Amole Arroyo-Westgate Dam Drainage Management Plan, October 1993 by Scanlon & Associates.

The Ladera Diversion to West Bluff Outfall Study assembled an AHYMO model of both the Ladera and West Bluff Watersheds. This report favorably evaluated the possibility of diverting a portion of the flows from the Ladera System to the West Bluff System.

At present the Ladera System outfalls from Dam 15 (Ladera Golf Course) through a storm drain into the San Antonio Arroyo where outfall is severely limited. The impact of the new hydrology and unaccounted for drainage areas upstream has shown that the Ladera System is under capacity.

The Amole Arroyo-Westgate Dam Drainage Management Plan determined that the Westgate Dam and the Interstate 40 crossing structures were under capacity for developed conditions. AMAFCA's adopted recommendation from this report was to add two additional detention ponds upstream of Interstate 40 and outflow these ponds to the proposed Interstate 40 Interceptor. The amount of flow to be diverted is to be determined by the AMAFCA study.

The Interstate 40 Interceptor Drainage Management Plan will need to assemble into one AHYMO model the Amole, Ladera, and West Bluff Watersheds. The separate models developed from previous studies (Amole Arroyo-Westgate Dam Drainage Management Plan and Ladera Diversion to West Bluff Outfall Drainage Study) can be supplied by AMAFCA. The models can be updated to reflect the hydrology methodology currently adopted by the community in the DPM Section 22.2 Hydrology, January 1993. The Interstate 40 Interceptor Study is expected to be undertaken beginning in May 1995 and completed in approximately one year.

Conceptual Drainage Management Plan: Summary

The drainage study prepared for the Westland Master Plan (Appendix D) included a comprehensive hydrologic AHYMO output of the Plan area that identifies peak flows, channel sizes, and drainage rights of way as per the DPM. Maximum flows from off-site and on-site basins have been identified and the types of drainage system improvements are recommended. Appendix D contains tables with the results of the model, including:

- Land treatment types;
- Summary of treatment types, time to peak, runoff volume, and peak discharge for each basin;
- Summary of runoff volume, peak discharge and drainage area for existing and developed conditions; and,
- Listing of runoff, volume and peak discharge at key analysis points in the Ladera Watershed.

Conclusions from the hydrology analysis include:

- Detention pond #12 would be severely over capacity for the fully developed conditions with a peak flow of approximately 6390 cfs. This flow needs to be attenuated either upstream or at Dam #12 by increasing the size of detention storage.
- The total flow from the portion of the Amole System in the Plan area at Interstate 40 is approximately 2650 cfs. This flow will be reduced and slowly released when the proposed AMAFCA detention facilities are constructed.
- The four drainage basins between the existing Ladera System and Interstate 40 combined produce a peak flow of approximately 1500 cfs. This combined flow will exceed the capacity of the proposed Interstate 40 Interceptor, and combined with other downstream flows, exceeds the capacity of West Bluff Outfall structure. These flows will need to be attenuated prior to outfalling into the proposed Interstate 40 Interceptor.

Potential drainage solutions include:

- Ladera West Dam - Construct a dam within the Petroglyph National Monument behind the southern tip of the escarpment.

- Ladera Diversion to the West Bluff - Construct a diversion facility to divert a portion of the flow from the Ladera System to the proposed Interstate 40 Interceptor.

- Amole Diversion to West Bluff - Construct a diversion facility to divert a portion of the flow from the Amole System to the proposed Interstate 40 Interceptor.

- Amole Detention Ponds - Recommend the ultimate size of the proposed dams recommended from the Amole Arroyo-Westgate Dam Drainage Management Plan.

- Ladera Dams 11 & 12 - Combine and upsize these existing Ladera Dams.

VIII. DESIGN GUIDELINES

Introduction

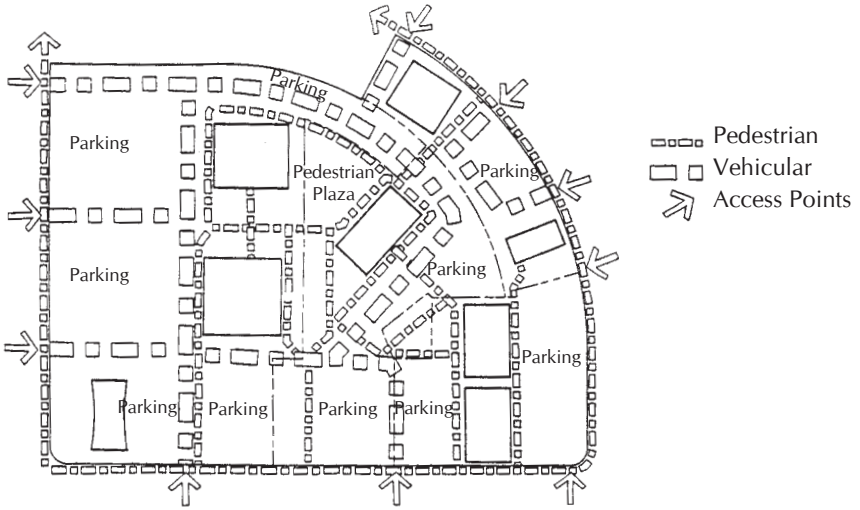
The Westland Master Plan recognizes the importance of creating design guidelines that promote and foster a sense of cohesiveness within the community while remaining consistent with affordable housing efforts City-wide. The purpose of these design guidelines is to provide a flexible framework for community design with specific objectives that encourage innovative and creative solutions, rather than setting a rigid set of requirements that all site development plans must adhere to. The desired character of design features common to the community such as grading, landscape, signage, lighting, walls, and architecture are expressed in these guidelines. A Design Review Committee selected by Westland Development Co., Inc. will evaluate how well each site development plan submitted for approval meets these objectives. Bernalillo County and/or COA will have final review per site standards.

The design guidelines listed below have been established to set standards for development of community systems and private land uses within the Plan Area. These guidelines will be administered by the Design Review Committee.

A. Site Design

A primary focus in site design will be the creation of a community that is pedestrian oriented. Site development plans shall include circulation diagrams that illustrate pedestrian circulation within the site, pedestrian connections from adjacent sites, and coordination with vehicular circulation systems with the intent of minimizing potential conflicts.

The relationship of building to street contributes to how the environment is perceived and experienced and as such is an important design issue to consider in site planning for all types of land uses.

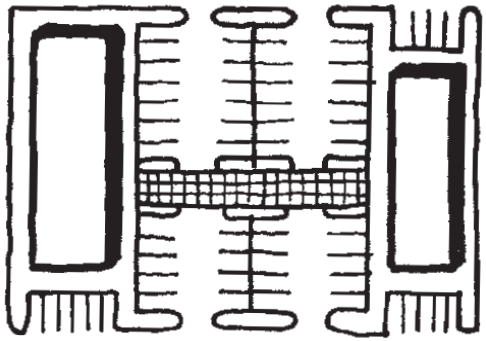


Example of a circulation diagram illustrating pedestrian and vehicular circulation on a commercial site.

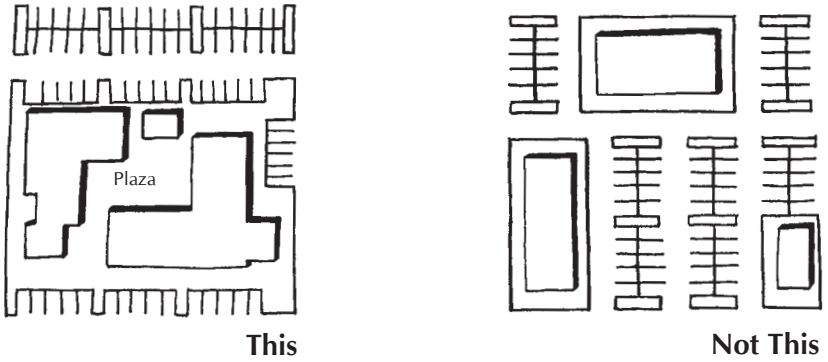
1. Commercial and Industrial

- All buildings shall be oriented to pedestrian movement and the public right-of-way except in cases where the development creates an interior pedestrian plaza. At least one continuous pedestrian walkway shall be provided between the sidewalk adjacent to the roadway and building entry. Providing enhanced paving treatments connecting parking areas to main building entries is encouraged for visually denoting crosswalks to approaching vehicles.

- With the exception of shopping centers, the use of the front yard area for primary off-street parking is discouraged. Locating primary parking, service, storage, and loading area to the rear of buildings is encouraged. If located in the front yard area, these uses shall be screened from view with landscaping and/or walls designed to be compatible with the building's architectural style, color, and materials.



Enhanced paving treatments connecting parking to main entries.



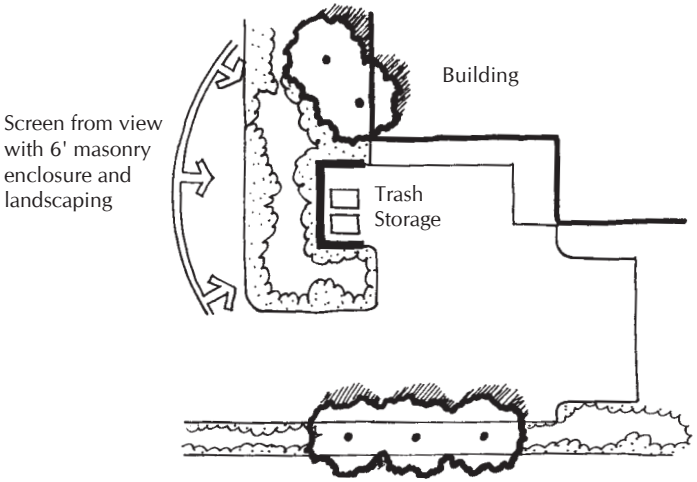
Structures clustered to form outdoor rooms or plazas.

- Structures should be clustered whenever possible. Clustering of structures creates pedestrian plazas and other types of "outdoor rooms" that are particularly well-suited to New Mexico's temperate climate. These "outdoor rooms" should provide pedestrian amenities such as shade, benches, fountains, bike racks, trash receptacles, etc.

- Entries to the site from major arterials should be located on side streets in order to minimize pedestrian/vehicular conflicts. Whenever possible, shared entries to commercial businesses are encouraged. The number of vehicular access points to parking lots should be limited to the minimum necessary to provide adequate circulation.

- Expansive areas of asphalt or concrete paving in parking lots should be avoided. In large developments, dividing the parking into a series of smaller connected lots is preferred over one expansive parking lot.

- No refuse storage/collection areas will be allowed to be sited between any street or building front. Refuse collection areas shall be enclosed within a six (6) foot tall masonry enclosure which is large enough to contain all refuse generated between collections. The design of the enclosure shall be compatible with the architectural theme of the site.



Trash collection and storage areas enclosed and screened from

- A variety of building and parking setbacks should be provided in order to avoid long, monotonous building facades.

- Buffers shall be provided where industrial uses are adjacent to non-industrial uses. Buffering techniques using a combination of setbacks, landscaping, walls, and grade changes will help mitigate the negative impact of industrial operations. Plant materials used for buffering should be predominantly evergreen species.

- Large commercial parking fields shall be shared with other users such as government uses, churches, etc.

2. Town Center

The design guidelines for the town Center includes the commercial design guidelines in the preceding section and the guidelines detailed below.

The Town Center will be the heart of the Westland community. The most positive aspects of the development will be focused into this centralized area. Mixed use housing shall be encouraged in the Town Center. Residents living in the Town Center will not need to travel far to satisfy many of their basic needs. Civic services including a library, post office, schools, churches, synagogue, and meeting hall should be located in the Town Center. Medical facilities including an urgent care center, grocery stores, financial institutions, and daycare centers should be located close by. Restaurants, theaters, and a small outdoor amphitheater will offer evening entertainment to the residents and other visitors.

- Power centers and stand alone retail boxes shall be discouraged in the Town Center. These uses are more appropriate in an I-P zone.

- Drive-thru services shall be discouraged in the Town Center.

Plaza

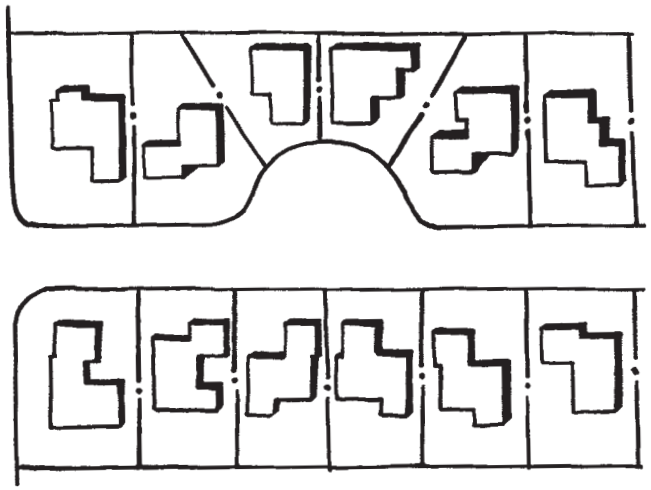
The Town Center will be developed with a traditional Spanish plaza area. This area is intended to be an enjoyable place to visit for residents and visitors alike. It will be developed on an eight to ten (8-10) acre site, with one (1) acre dedicated to a centralized plaza/park. The plaza should be heavily vegetated and provide opportunities for small gatherings and outdoor performances, The buildings in this area should be oriented inward towards the plaza.

- The design of the plaza area shall be very pedestrian oriented. The goal is to separate pedestrians from vehicular circulation and parking. Sidewalks in the main pedestrian corridors shall be a minimum of eight (8) feet in width. Courtyards, placitas, cafes, and other types of passive outdoor spaces should be provided.

- Streets should be laid out with one predominant orientation, perpendicular to the main pedestrian corridors. Narrow, irregular street alignments is one technique to help slow traffic flow through this area.

- The buildings in the plaza area should be small scale and predominately one (1) and two (2) stories. Residential uses on the second floor of retail buildings are encouraged. Building fronts should incorporate portals for pedestrian comfort. Interior walkways between buildings should also be created through careful site planning.

- The plaza area shall be densely vegetated with thirty percent (30%) of the net site area allocated to landscaping.



Knuckles provide variety and visual interest in the streetscape.

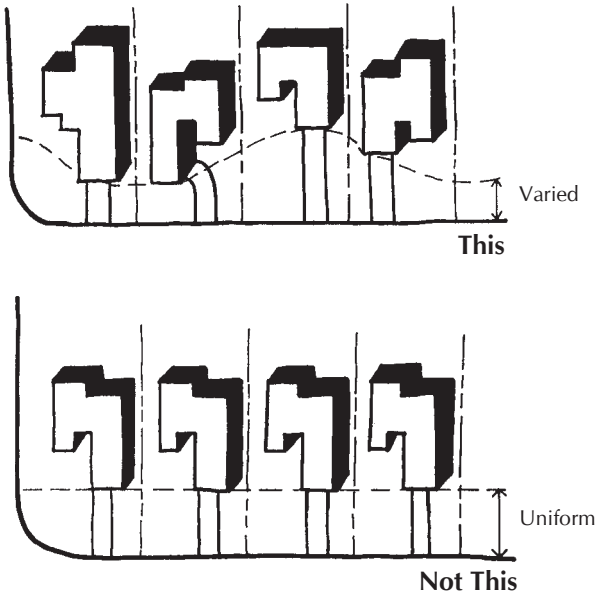
3. Residential

Site plans for residential subdivisions should provide variety and visual interest in the streetscape. Pedestrian connections between neighborhoods should be planned for efficient pedestrian movement.

- On long, straight roads, knuckles or cul-de-sac are encouraged to provide variety and visual interest in the streetscape.

- Uniform front yard setbacks in residential areas should be avoided. Varied setbacks add visual interest and avoid creating a tunnel effect. No more than three (3) structures in a row should have the same front yard setback.

- Varying the placement and orientation of garages also helps to avoid the creation of a monotonous streetscape visually dominated by garage doors. The visual impact of garage doors may be minimized by placing them even with the house fronts, rather than projecting out from the house. Side-entry garages may be used for wide lots (including corner lots) or on narrow lots if the garage is extended in front of the home creating an ell shape. No greater than three (3) houses in a row should have the garage doors parallel to the street.



Use varied setbacks to avoid creating a tunnel effect.

- Pedestrian openings at the end of cul-de-sacs or openings in perimeter walls are simple techniques that can be used to achieve connection between subdivisions or commercial areas.

B. Views

The Westland properties offer spectacular views of the Sandias, the Rio Grande Bosque, and the Volcanic Escarpment. Significant visual features, identified in this Plan, should be retained and enhanced through the methods described below.

- The visual impact of built forms on the natural landscape should be minimized. Though not required, buildings with flat roofs are encouraged because they will help preserve views in addition to being more Southwestern in style. Rooftop mechanical equipment shall be screened from streetview (See Architectural Style section for specific guidelines).

- On-site utilities, including electrical, telephone, and communication wires and equipment shall be installed and maintained underground. Transformers, utility pads, cable TV, and telephone boxes shall be located out of view from public rights-of-ways or visually screened with vegetation, fences, or walls.

C. Signage

Signage should enhance the overall attractive character of the community, as well as provide information and direction to residents and visitors. A common design theme for signage in the Plan Area will enhance the Westland Community image.

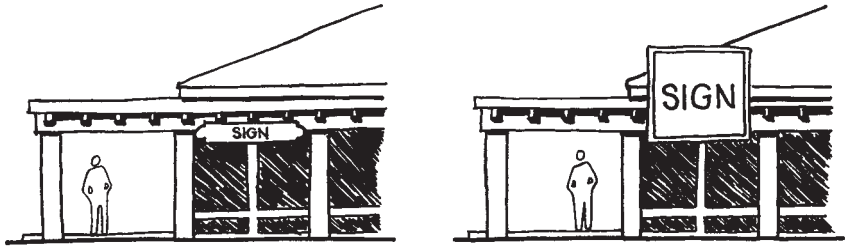
Application for sign approval to the Design Review Committee shall be accompanied by scaled, dimensioned drawings, The drawings shall delineate the size, shape, color, lettering, lighting, and position in relationship to the structure or location where it will be displayed.

General Guidelines:

- Pursuant to the condition placed on development within the Westland North Plan Area by the City Council, residential streets shall not be more than 32 feet in width.

- Avoid too many different colors on a sign. Too many colors can be confusing and usually fails to communicate the intended message.

- There should be a significant contrast between the background and the text. If the colors are too close in value or hue the sign will be difficult to read.



This **Not This**

Signs should be compatible with the architectural features of the building.

- Avoid overly ornate or intricate typefaces - they are difficult to read.

- Minimize the amount of words on a sign. A brief message is easier to read and is usually more attractive.

- Avoid signs with unusual shapes. The viewer's attention will tend to focus on the shape instead of the message the sign was intended to convey.

- Letters should not appear to occupy more than seventy five percent (75%) of the sign area. The sign is harder to read if the type takes up too much of the sign area.

- Pedestrian-oriented signs should be smaller than vehicle-oriented signs. A pedestrian oriented sign is usually read from a distance of fifteen (15) to twenty (20) feet.

- Building wall signs should be compatible with the predominant visual features of the building. Where there is more than one (1) sign, all signs should be complementary to each other in the following ways:

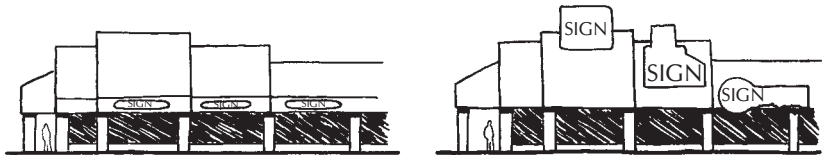
    - Type of construction materials
    - Type size and style
    - Shape of sign
    - Method used to support sign
    - Configuration of sign area

1. Commercial and Industrial

Monument-type signs are encouraged for business identification. Signage should be designed to blend with the surrounding landscape.

- Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

- Sign color, material, and placement shall be compatible with the building it identifies.



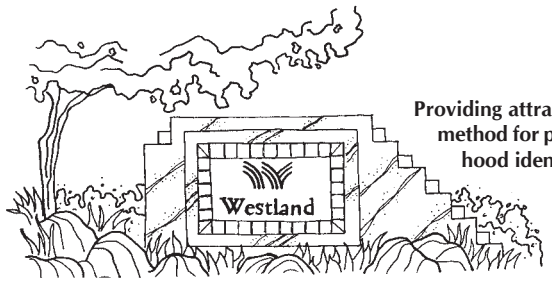
Avoid unusual shapes. Signs should complement the building's architecture.

- Signs that flash, blink, move, or have audible sound are note permitted. Portable or roof top signs are not permitted.

Directional signs should provide general public information and blend in with the landscape.

- No off-premise signs except the following exceptions are permitted in the Westland Plan Area. The exceptions are as follows:

    - Traffic safety signs
    - Street signs
    - Location markers or directory maps (limited in height)



Providing attractive entryway signage is one method for promoting a sense of neighborhood identity.

2. Residential

Entryway signage shall be developed for each residential area to foster an unique sense of neighborhood identity.

- Monument-type signs are the preferred alternative for entryways. Landscape materials should be provided at the base of monuments.

D. Lighting

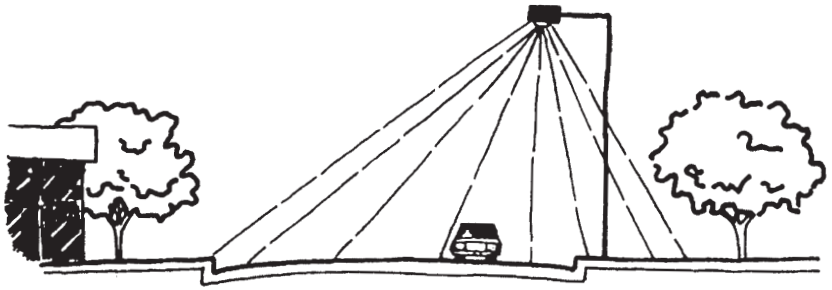
One of the attributes of the West Side most appreciated by residents is its "dark sky". The objective of the lighting guidelines therefore is to preserve the "dark sky" while providing lighting that enhances the safety, security, and visual aesthetics of the area.

Careful attention to lighting detail will contribute to the sense of a cohesive community image. Lighting design and features will differ according to the land use. In all cases, light fixtures and standards shall conform to state and local safety illumination standards.

1. Street Lighting

- Lighting should be located to enhance the safety of pedestrian and vehicular flows at key points along roadways. Light shall be concentrated at intersections and pedestrian crosswalks. The maximum height of street light fixtures shall be thirty (30) feet, unless otherwise required by the County and/or Engineer.

- Excessive light spillage on adjacent properties shall not be allowed. Light fixtures shall be recessed or shielded.



Street lights should be designed for vehicular and pedestrian safety while preventing excessive light spillage onto adjacent properties.

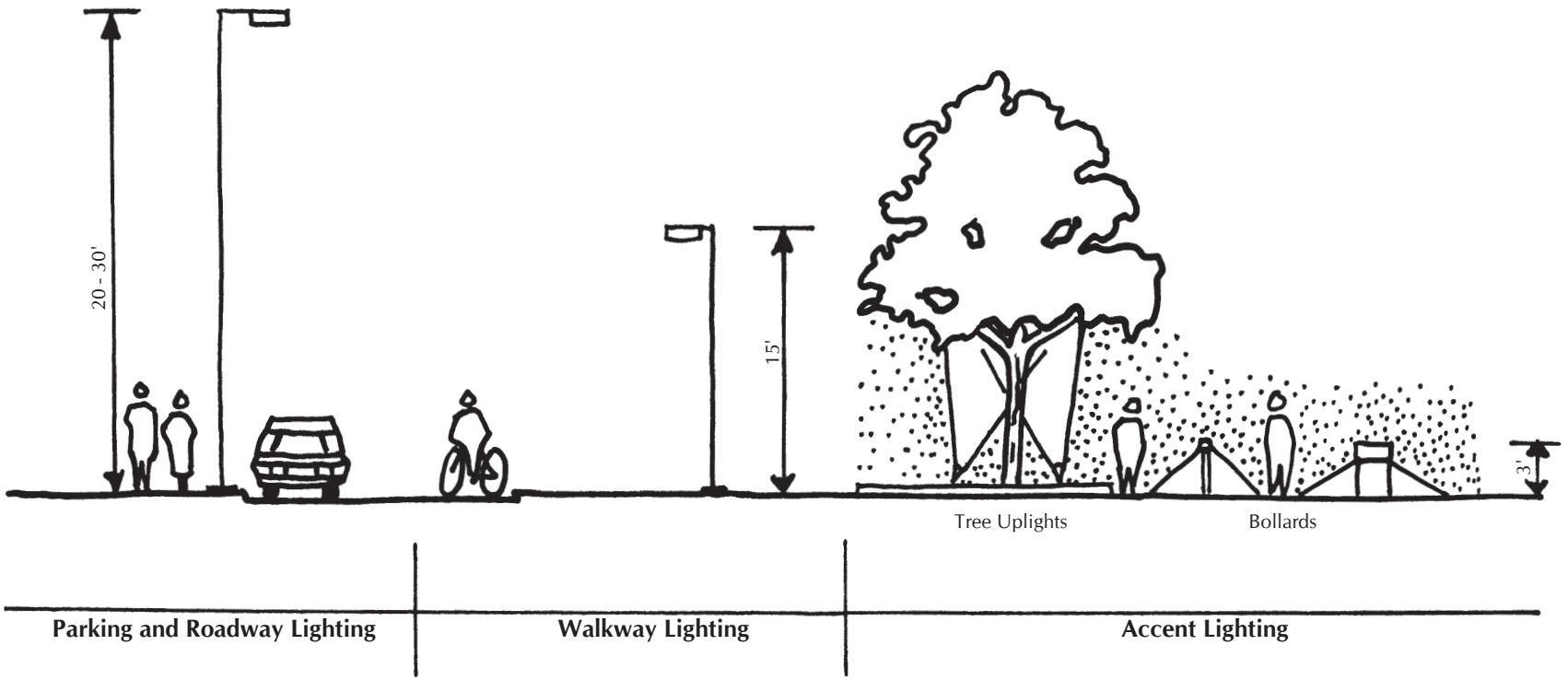
- Cobra head fixtures should not be used for street lighting. Metal halide or low-pressure sodium lights are recommended.

2. Parking Lot and Building Exterior Lighting

Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, service, and pathways. Providing attractive lighting for building exteriors is an effective, yet subtle way to enhance the design of the structure.

- The design of the lighting fixtures should be compatible with the architectural features of the main structures on-site.

- Lighting fixtures shall be recessed or shielded to prevent light spread outside of the site boundary. The maximum height of parking lot lights shall be twenty to thirty (20-30) feet.



- Building entrances should be well lighted.

3. Pedestrian Lighting

Lighting should be pedestrian oriented in districts with high pedestrian movement, such as the Plaza area. Bollard or wall pocket lighting is encouraged along Plaza sidewalks and other public areas.

- Pedestrian lighting should not exceed fifteen (15) feet in height.

- Bollard material and design shall be compatible with the adjacent buildings. Bollards should be no greater than three (3) feet in height. Shatter-proof coverings should be provided for bollards and other types of low-level lighting.

- Lighting may be used to accent certain landscape features. This type of lighting should be of a low-level intensity and only illuminate the intended landscape feature.

E. Landscape and Streetscape

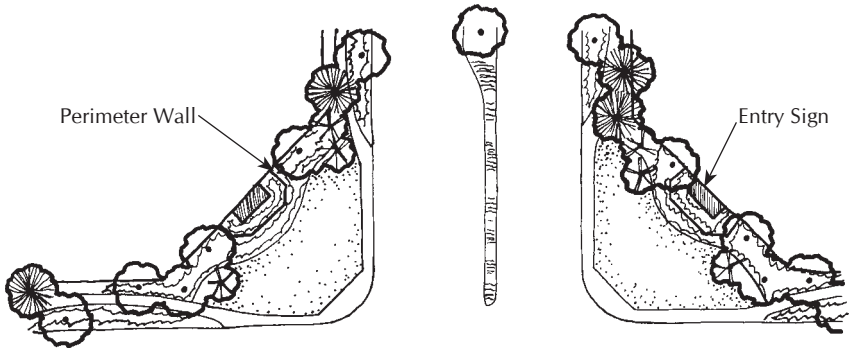
The key to creating a truly liveable and high quality environment will be the development of an overall landscape master plan. The environmental, as well as aesthetic, value of landscaping in an arid region can not be overestimated. Landscaping should be used to frame views, as a buffer from noise or undesirable views, to break up large expanses of parking, to provide wind protection, shade,

and relief from the heat and glare generated by development, to control soil erosion, and enhance pedestrian and vehicular traffic and safety.

Recognizing the increased public awareness of water conservation, this Plan promotes the use of native and naturalized plant species that perform well in an arid environment . Major arterials shall be landscaped with native species and will serve as a demonstration project to the rest of the community. A Plant Palette and xeriscape principals of design are included in the appendices.

Special attention shall be given to landscaping the major entries to the Westland Community. Plant materials should be used to highlight these key areas with the intent of reinforcing the community image.

- Site development plans for commercial, industrial, office, and multi-family areas shall include a landscape plan that comprises twenty percent (20%) of the net site area.



Major entries should be highlighted with signage and landscaping.

- Proposed landscape plans should have a limited amount of turf area. Turf should be generally located in high pedestrian use areas. It should not be planted on slopes greater than 3:1. Turf shall not be allowed in any street medians within the Plan Area.

- If turf is to be used in non-pedestrian areas, it should be one or a combination of the drought tolerant grass species.

1. Streetscapes

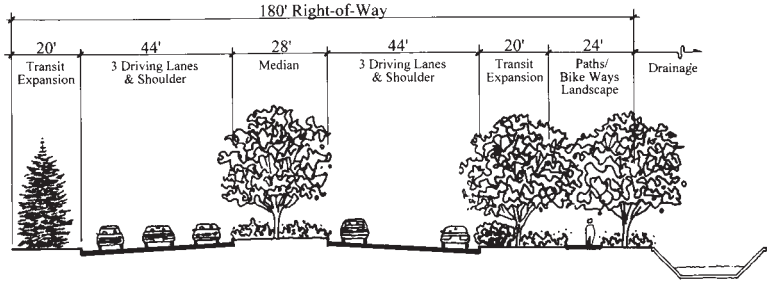
Streetscape design is another key factor in determining neighborhood quality and liveability. Providing streetscape amenities such as landscaping and street trees, benches, bus shelters, bike racks, and trash receptacles will help create an attractive community for residents and visitors. Ideally, Bernalillo County and/or COA is the entity to maintain the streetscape and its assorted amenities. This will be handled on a case-by-case basis.

A. Non-residential Streetscape

- Streets that are unduly wide serve as a barrier for pedestrian movement. Tapered intersections may be used as a technique to slow traffic as well as decrease the distance a pedestrian must cross to get from one side of the street to the other. In addition to increasing safety, this technique provides an opportunity for locating a cluster of street trees, benches, and other pedestrian amenities.

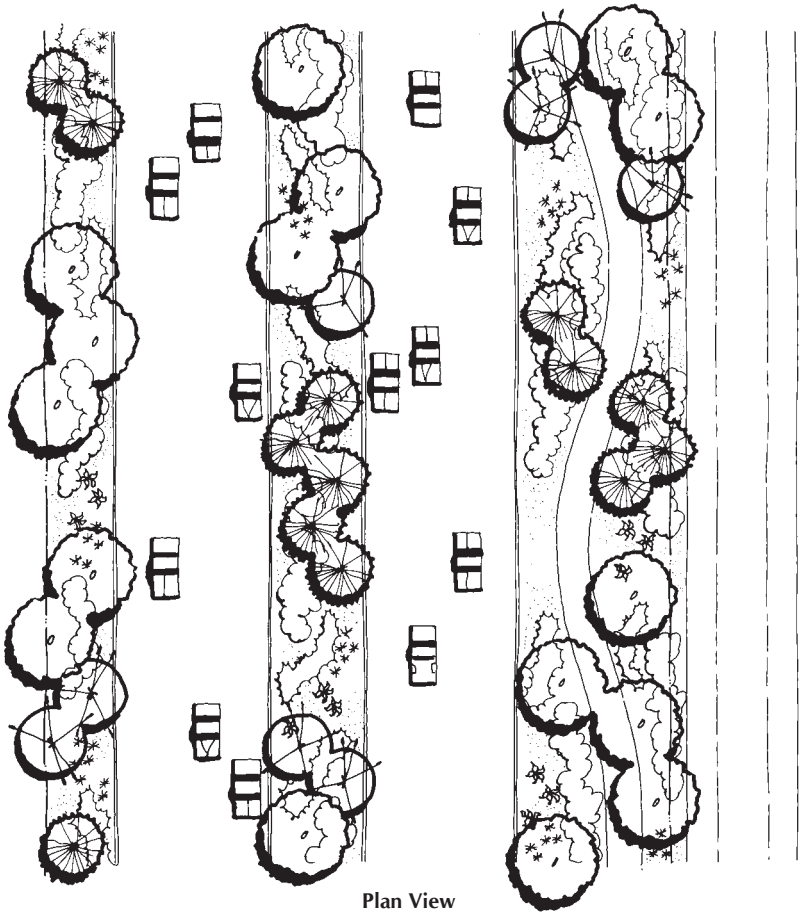
- Generally, sidewalks on residential streets shall be a minimum of four (4) feet wide. Sidewalks along arterials or adjacent to solid walls shall be a minimum of six (6) feet wide.

Principal Arterial



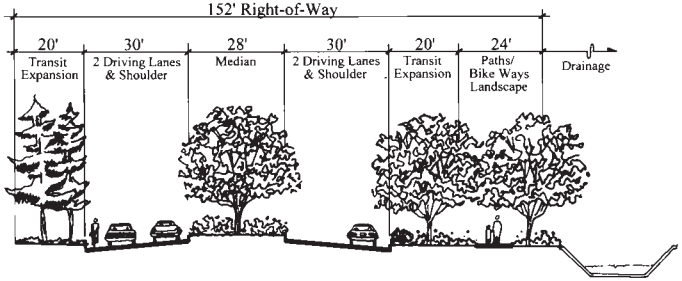
Note: Required width for drainage may vary based on actual conditions.

Cross Section



Plan View

Minor Arterial



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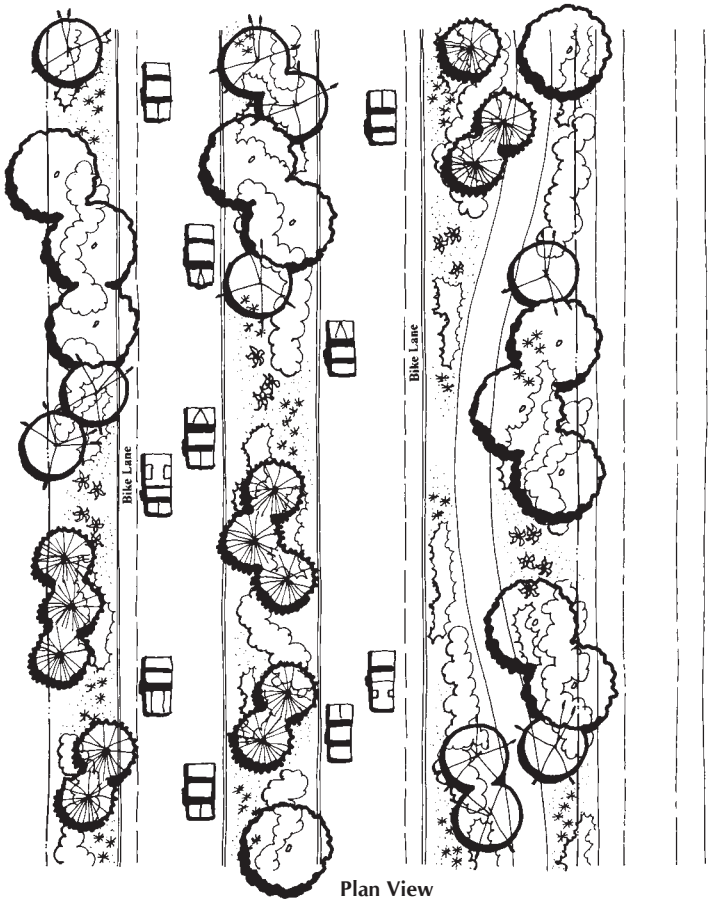


Plan View

- A minimum landscaped area of ten (10) feet between the back of curb and the sidewalk shall be provided along all major arterials. The required landscaped area width may vary only where meandering sidewalks are planned. The landscaped area may be reduced to six (6) feet from the back of curb to the sidewalk if the sidewalk is designed to meander.

- Benches shall be provided along certain designated public rights-of-way in the Town Center to encourage pedestrian activity. They shall be amply shaded with trees and/or trellising. Metal mesh or wrought iron are the recommended construction materials for benches because they discourage graffiti vandals.

- One (1) street tree shall be planted for every thirty (30) linear feet along public right-of-ways. Street trees may be planted either in random clusters or uniformly placed along the street edge. Gaps between street trees that exceed fifty (50) feet are discouraged.

- As development of the Westland Community progresses, an attempt should be make to coordinate new street tees with existing street trees.

- The use of bicycles as an alternative mode of commuter transportation is promoted. Striped bicycle lanes, four (4) feet wide, should be provided on all minor arterials and collector streets.

B. Residential Streetscapes

A consistent landscape theme in residential areas will reinforce community identity. Providing large canopied street trees in residential areas will soften the streetscape and provide the feeling of an established neighborhood as the trees reach maturity.

- One (1) street tree per lot is required in all residential subdivisions (see Plant Palette for Street Trees in Residential Areas).

- Street trees shall be planted within twelve (12) feet of the curb.

2. Parking Lots

- Parking lots shall be screened from view by providing a landscape strip between parking lots and public rights-of-way. The landscape strip provided shall be at least ten (10) feet in width. For large scale commercial development, the landscape strip may be required to be wider than ten (10) feet.

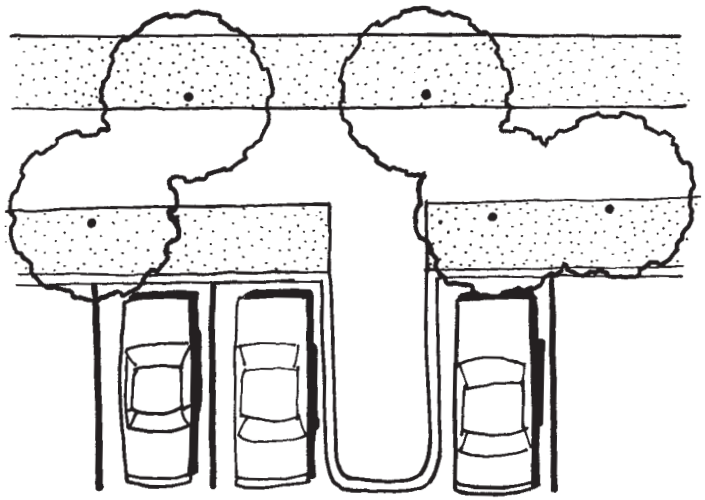
- Screening material shall be one or a combination of plant materials, walls, or earthen berming and shall be a minimum of three (3) feet in height.

Screen parking lots with one or a combination of plant materials, walls, or berms.

- Where practical, lowering the grade of the parking lot from the existing street elevation may aid in screening views of automobiles while enhancing the view of architectural elements of the structures beyond.

- A landscaped island shall be provided for every ten (10) parking spaces. Six (6) feet is the recommended minimum width to provide adequate planting space for trees and shrubs or parking lot lighting.

- One shade tree shall be provided for every ten (10) parking spaces, with no space being more than one hundred (100) feet from a tree.



Provide pedestrian links between parking spaces.

- Seventy-five percent (75%) of the required parking lot trees shall be deciduous and have a minimum mature height and canopy of twenty-five (25) feet.

F. Architectural Styles

The goal of the architectural guidelines are not to limit design creativity, but to provide the framework for high quality design. While architectural style is not restricted, certain common elements should be complementary to and enhance the community image. Generic franchise design shall be discouraged. Building design shall be contextual to land forms, adjacent buildings and the overall design guidelines of the master plan.

1. Building Materials and Colors

- The use of similar roof materials and colors aids continuity. Compatibility in roof design with adjacent buildings is encouraged.

- Metal may be used as a roofing material for commercial and residential structures. Metal roof shall be corrugated or standing seam and non-reflective. Roof colors shall be in shades of red, green, or silver.

- Exterior building materials shall be predominantly contextual in nature. Stucco, natural stone, split face CMU, and other appropriate materials of earth tone colors should be required for 65% of the building surfaces. Wood, stone, or brick may be used to accent architectural features. Glass will not be considered a finishing material for the purpose of these design guidelines.

- Exterior colors shall predominantly be in warm desert earth tones. Other colors may be used to accent architectural features such as entryways, window trim, fascias, and other traditional southwestern architectural features. Metallic and high intensity colors will not be permitted.

2. Residential

The prospective home buyer should be offered a choice in architectural styles. The use of a single style within neighborhoods is discouraged. Individual dwelling units should be distinguishable from each other.

- Residential structures shall not exceed two (2) stories and are limited to a maximum height of twenty-six (26) feet. The height shall be measured from the established grade three (3) feet from the structure to the highest point of the parapet on a flat roof, the highest point on a pitched roof or to the average height between the plane and the ridge of a gable, hip, or gambel roof.

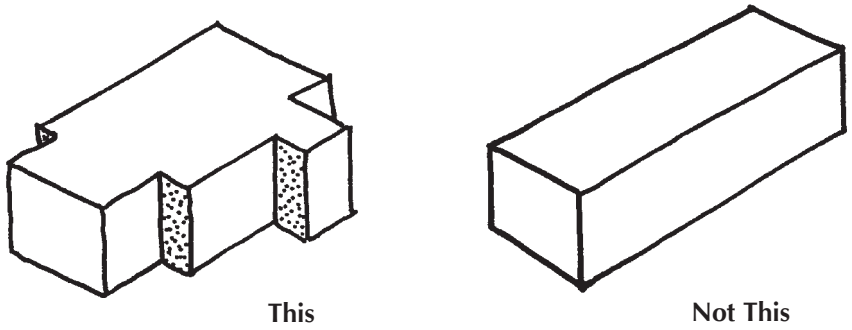
- The second story should be limited to sixty-five percent (65%) of the building footprint and set back from the first story to eliminate the appearance of a two (2) story wall.

3. Commercial and Industrial

- Massive building forms are discouraged in favor of buildings which incorporate stepped floor elevations. Buildings should be designed that are more horizontal in nature than vertical.

- Rooflines visible from street view should not run in a continuous plane for more than fifty (50) linear feet without offsetting or jogging the roof plane. Masard roofs should wrap around the entire perimeter of the structure.

- Long, uninterrupted exterior walls should be avoided on all structures. Staggering of planes along an exterior wall provides relief from monotonous, uninterrupted expanses of wall.



Staggered planes along exterior walls of buildings create pockets of light and shadow and provide relief from monotonous, uninterrupted expanses of wall.

4. Walls

A consistent approach to wall design will provide an element of visual continuity in the Westland Community. Walls within a residential or commercial site shall be considered an integral part of the site/building design.

- The style, materials, and color of the wall should be complementary to the architecture of the building it is attached to.

- Masonry and stucco are the recommended primary building materials for walls in residential areas within public view from the roadway. Brick, wood, or ornamental iron may be used as an accent feature. Other fencing materials, such as chain link, welded wire, unfinished concrete, wood, and colored block may be used as long as they are not visible from the public roadway.

- To soften the horizontal mass of a continuous wall, the wall may be set back from the adjacent sidewalk with the space left between the wall and sidewalk used for landscaping. If

this method is used, the wall should be set back from the sidewalk at a distance equal to its height. For example, if a six (6) foot wall is to be constructed adjacent to a sidewalk it should be set back from that sidewalk six (6) feet.

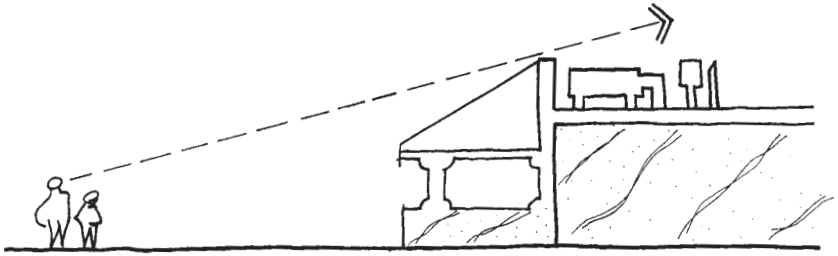
5. Undesirable Design Elements

- Large, blank, unarticulated wall surfaces
- Large, block like structures
- Chain link fencing parallel to a public street or in the front yard setback
- Concertina or barbed wire fencing
- Metal or aluminum siding
- Highly reflective materials and finishes
- Exposed, untreated precision block walls within street view
- Roofs that are illuminated or have highly reflective surfaces

6. Mechanical Equipment

- Mechanical equipment, including but not limited to cooling and heating systems, ventilation, antenna and other reception devices, shall be screened from street view through the use of parapets or other architectural elements of the same nature as the building's basic design, material, and color. The height of a screening element such as a parapet should be uniform around the entire structure.

- Mechanical equipment may be installed on the rear side of pitched roofs with the requirement that it is not visible from the roadway. The highest point of the equipment shall be equal to or below the roof ridge height.



Screen mechanical equipment from street view with an architectural element.

- Mechanical equipment mounted on the ground shall be screened from street view with landscaping or fencing materials.

G. Antenna and Towers

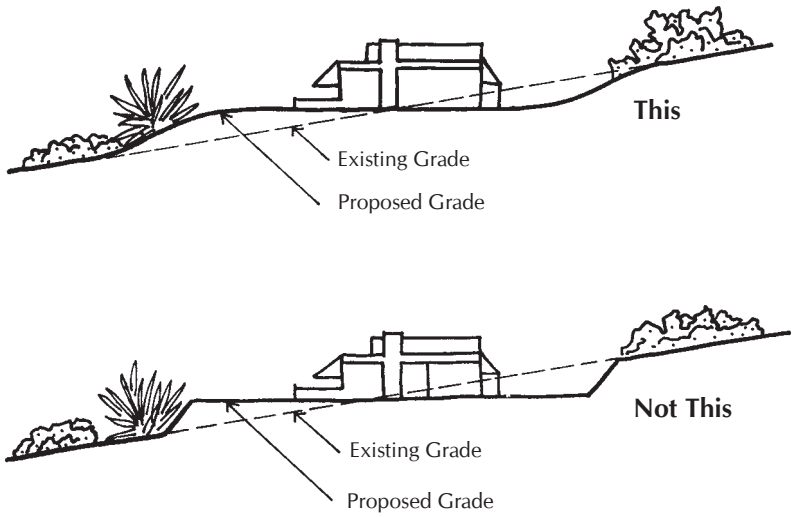
- Freestanding cellular antenna and cell towers shall be discouraged. Antennas shall be integrated with buildings, light poles, existing utility structures and other public facilities.

H. Grading

The natural topography of the area and significant vegetation should be preserved and incorporated into the site plans whenever feasible to save in grading costs and provide variation in the landscape.

- The transition between new grades and the existing terrain shall be smooth and rounded. All graded slopes shall be revegetated to prevent soil erosion.

- Individual parcels shall be graded in such a way to direct runoff away from buildings and into drainage facilities.



The transition between new grades and existing terrain shall be smooth and rounded.

- Grading for new roads shall run with the existing contours whenever feasible. Natural drainage patterns should be maintained to prevent soil erosion.

- Graded slopes, in conjunction with landscape materials and walls, may be used to help screen parking lots.

- Retaining walls may be used as a technique to minimize grading and stabilize slopes. Terracing of walls is encouraged for retaining walls above six (6) feet.

- Rear-lot ponding on lots larger than one quarter (1/4) acre may be also be used to minimize grading and decrease street flows.

I. Drainage

Due to their predominant west to east orientation, the arroyos in this area present an opportunity for their designated use as scenic corridors with spectacular views of the Sandia and Manzano Mountain Ranges. Arroyos should be viewed as a significant design feature to be incorporated into the site planning for new development. Joint development of drainageways and detention basins for open space and recreational use is encouraged.

- Arroyos and other natural drainageways should be preserved in their natural state, whenever possible. The use of rip-rap and native vegetation instead of concrete for lining drainageways is encouraged when feasible.

- On-site drainage, including rear-lot ponding, is encouraged for decreasing street flows and the need for large, unattractive drainage facilities. Detention ponds and other water harvesting methods can be utilized to supplement landscape irrigation. Pursuant to the City DPM, there will be no credit for rear lot ponding.

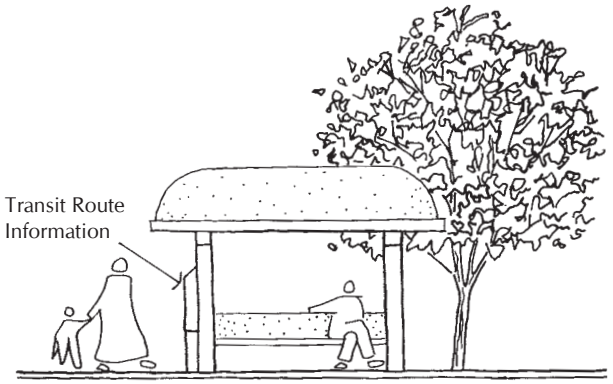
- The use of rear yard alleys and pedestrian ways may be used for the conveyance of drainage.

- Cut and fill required by drainage and detention facilities shall be rounded whenever possible to avoid steep unnatural slopes.

J. Transit

Accessibility is the key to encouraging mass transit ridership. Transit stops that are centrally located and convenient to pedestrians should be provided. Pedestrian oriented mixed use developments, including conveniently located shopping, office development,

post offices, libraries, parks, recreational facilities, and residential uses, will help create an environment conducive to mass transit systems.



Transit stops should be centrally located and comfortably designed.

- Transit stops shall provide shelter, comfortable seating, and adequate lighting. Signage shall be provided to illustrate the routes that serve each transit stop.

- Trash containers and public telephones should be conveniently located. Safe and secure bike storage facilities are encouraged.

- The transit stop should be designed to blend with the architecture of the surrounding buildings.

K. Plant Palette

The plant palette provided below includes recommended street trees for residential areas, street trees for arterials and non-residential areas, and a general plant materials list.

Xeriscape principles of design should be used in landscaped areas to conserve water and minimize maintenance requirements.

Indigenous species or appropriate species of vegetations of a minimum of 40% shall be encouraged at all new private development and shall be required at all public development to preserve habitat and plant area.

Xeriscape Principles

- Plant materials with similar water and cultural requirements should be grouped together.

- Exotic plant species may be used sparingly. The majority of the plant materials selected should be native or naturalized species.

- Limit the amount of space designated for turf. Use native grasses as an alternative to exotic grass species.

- Mulches should be provided to reduce evaporation and watering requirements.

- Use water conserving irrigation equipment, such as bubblers and drip systems. Water deeply and less often rather than for short periods of time.

Street Trees for Residential Areas

A minimum of one street tree per residential lot shall be planted within twelve (12) feet of the curb. Other areas within residential lots may be landscaped with plant material from the General Plant Palette list.

Scientific Name	Common Name
Fraxinus spp.	Ash spp.
Gleditsia triacanthos	Honeylocust
Koelreuteria paniculata	Golden Rain Tree

Pistache chinensis	Chinese Pistache
Platanus spp.	Sycamore spp.

Street Trees for Arterials and Non-Residential Areas

The majority of these trees are drought tolerant species. The Ash and Honey Locust are included to provide variety and height in the landscape.

Scientific Name	Common Name
Chilopsis linearis	Desert Willow
Forestiera neomexicana	New Mexico Olive
Fraxinus oxycarpa	Raywood Ash
Gleditsia triacanthos	Honey Locust
Juniperus scopulorum	Rocky Mt. Juniper
Pistacia chinenis	Chinese Pistache
Pinus sylvestris	Scotch Pine
Pinus edulis	Pinon Pine
Robinia neomexicana	New Mexico Locust
Vitex agnus-castus	Chaste Tree

General Plant Palette

The following list of plants should be used in selecting plant material. Plants other than those listed below may be used subject to the approval of the Design Review Committee.

Large Deciduous Trees

Scientific Name	Common Name
Carya illinoinensis	Pecan
Catalpa speciosa	Catalpa
Celtis occidentalis	Hackberry
Fraxinus oxycarpa	Raywood Ash
Fraxinus pennsylvanica	Marshall, Summit, Patmore Ash
Fraxinus texana	Texas Ash
Fraxinus velutina	Modesto Ash
Gleditsia triacanthos var. inermis	Honey Locust
Gymnocladus dioica	Kentucky Coffee
Juglans major	Arizona Walnut
Juglans regia 'Carpathian'	Carpathian Walnut
Maclura pomifera	Osage Orange
Metasequoia glyptostroboides	Dawn Redwood
Pistachia chinensis	Chinese Pistache
Platanus wrightii	Arizona Sycamore
Populus acuminata	Lanceleaf Cotton-wood
Populus fremontii	Cottonwood
Quercus macrocarpa	Bur Oak
Quercus texana	Texas Red Oak
Robinia x ambigua	Idaho Locust
Robinia pseudoacacia	Black Locust
Tilia cordata	Littleleaf Linden
Ulmus crassifolia	Cedar Elm
Ulmus parvifolia	Chinese Elm

Small Deciduous Trees

Albizia julibrissin	Silk Tree
Celtis reticulata	Western Hackberry
Cercis canadensis	Eastern Redbud
Cercis occidentalis	Western Redbud
Cercis reniformis	Oklahoma Redbud
Chilopsis linearis	Desert Willow
Cotinus coggygria	Smoketree
Crataegus ambigua	Russian Hawthorn
Crataegus crusgallin 'Inermis'	Thornless Cockspur Hawthorn
Crataegus laevigata	English Hawthorn

Scientific Name	Common Name
Crataegus phaenopyrum	Washington Hawthorn
Forestiera neomexicana	New Mexico Olive
Fraxinus cuspidata	Fragrant Ash
Koelreuteria paniculata	Golden Raintree
Malus species	Crabapple
Melia azedarach 'Umbracliformis'	Texas Umbrella Tree
Prosopis glandulosa	Honey Mesquite
Prosopis pubescens	Screwbean Mesquite
Prunus americana	American Plum
Prunus armeniaca	Apricot
Prunus cerastifera	Purpleleaf Plum
Prunus virginiana	Chokecherry
Ptelea trifoliata	Hoptree
Pyrus calleryana	Ornamental Pear
Quercus gambelii	Gambel Oak
Rhamnus cathartica	Buckthorn
Rhus lanceolata	Prairie Flameleaf Sumac
Robinia neomexicana	Rose Locust
Sambucos mexicana	Mexican Elder
Sapindus drummondii	Soapberry
Sophora japonica	Japanese Scholar Tree
Sorbus aucuparia	European Mountain Ash
Vitex agnus-castus	Chaste Tree
Ziziphus jujuba	Chinese Date Jujube
Evergreen Trees	
Abies concolor	White Fir
Cedrus atlantica	Atlas Cedar
Cedrus deodara	Deodar Cedar
Cedrus libani	Cedar of Lebanon
Cercocarpus ledifolius	Curlleaf Mountain Mahogany
Cupressus arizonica	Arizona Cypress
Cupressocyparis leylandii	Leyland Cypress
Juniperus chinensis	"Spartan," "Hetzi Columnaris," "Keteleeri," Juniper
Juniperus deppeana	Alligator Juniper
Juniperus monosperma	One-seed Juniper
Juniperus scopulorum	Rocky Mt. Juniper
Juniperus virginiana	Hillspire Juniper
Picea pungens	Blue Spruce
Pinus aristata	Bristlecone Pine
Pinus edulis	Pinon Pine
Pinus flexilis	Limber Pine
Pinus nigra	Austrian Pine
Pinus sylvestris	Scotch Pine
Quercus turbinella	Shrub Live Oak
Sequoia sempervirens	Coast Redwood
Sequoiadendron giganteum	Giant Sequoia
Taxus species	Yew
Thuja species	Arborvitae
Yucca elata	Soaptree Yucca
Yucca faxoniana	Palm Yucca
Deciduous Shrubs	
Amorpha fruticosa	False Indigo
Anisacanthus thurberi	Hummingbird Trumpet
Berberis thunbergii	Japanese Barberry
B. thunbergii 'Atropurpurea'	Redleaf Barberry

Scientific Name	Common Name
B.t. 'Atropurpurea Nana'	'Crimson Pygmy' Barberry
Buddleia davidii nanhoensis	Dwarf Butterflybush
Caesalpinia gilliesii	Bird of Paradise
Caragana species	Peashrub
Caryopteris clandonensis	Blue Mist Spirea
Ceanothus fendleri	Ceanothus
Celtis pallida	Desert Hackberry
Chamaebatiaria millefolium	Fernbush
Chaenomeles japonica	Flowering Quince
Chrysothamnus nauseosus	Chamisa
Cornus alba	Tartarian Dogwood
Cornus stolonifera	Redtwig Dogwood
Cotoneaster apiculatus	Cranberry Cotoneaster
Cotoneaster divaricatus	Spreading Cotoneaster
Cotoneaster horizontalis	Rockspray Cotoneaster
Euonymus alata 'Compacta'	Burning Bush
Fendlera rupicola	Cliff Fendlerbush
Forestiera neomexicana	New Mexico Olive
Fouquieria splendens	Ocotillo
Genista tinctoria	Summer Broom
Hibiscus syriacus	Rose of Sharon
Hippophae rhamnoides	Sea Buckthorn
Holodiscus dumosus	Rock Spriea
Ilex cornuta	'Burford' Holly
Ilex wilsonii	Wilson Holly
Jasminum nudiflorum	Winter Jasmine
Kolkwitzia amabilis	Beauty Bush
Lagerstroemia indica fauriei	Crape Myrtle
Ligustrum vulgare	Common Privet
Lonicera fragrantissima	Winter Honeysuckle
Lonicera tartarica	Tartarian Honeysuckle
Parryella filifolia	Dunebroom
Parthenium incanum	Mariola
Philadelphus cultivars	Mockorange
Philadelphus microphyllus	Littleleaf Mockorange
Potentilla fruticosa	Shrubby Cinquefoil
Prunus besseyi	Western Sand Cherry
Prunus x cistena	Redleaf Plum Bush
Prunus tomentosa	Nanking Cherry
Psorothanmus scoparia	Broom Dalea
Punica granatum	Pomegranite
Rhamnus frangula 'Columnaris'	Tallhedge Buckthorn
Rhus glabra	Smooth Sumac
Rhus glabra cismontana	Cutleaf Sumac
Rhus microphylla	Littleleaf Sumac
Rhus trilobata	Threeleaf Sumac
Rhus trilobata 'Prostrata'	Prostrate Sumac
Ribes aureum	Golden Currant
Rosa foetida	"Austria Copper", "Persian Yellow", Roses
Rosa rugosa	Rugosa Rose sp.
Rosa woodsii	Woods Rose
Salvia greggii	Cherry Sage
Shepherdia argentea	Silver Buffaloberry
Spiraea x bumalda	'Anthony Waterer' Spirea
Spiraea japonica	'Little Princess' Spirea
Spiraea prunifolia 'Plena'	Bridal Wreath

Scientific Name	Common Name
Spiraea vanhouttei	Bridal Wreath
Symphoricarpos albus	Snowberry
Symphoricarpos orbiculatus	Coralberry
Syringa rothomagensis	Chinese Lilac
Syringa patula 'Miss Kim'	Korean Lilac
Syringa vulgaris	Common Lilac
Viburnum carlesii	Korean Spicebush
Viburnum plicatum tomentosum	Mariesii Viburnum
Viburnum opulus 'Sterile'	Snowball Bush
Viburnum trilobum compactum	Dwarf Cranberry-bush
Vitex agnus-castus	Vitex
Weigela florida	Weigela

Evergreen Shrubs

Abelia grandiflora	Glossy Abelia
Arctostaphylos pungens	Pointleaf Manzanita
Arctostaphylos uva-ursi	Kinnikinnick
Artemisia cana	Silver Sage
Artemisia filifolia	Threadleaf or Sand Sage
Artemisia tridentata	Big Sage
Atriplex canescens	Fourwing Saltbush
Baccharis salicina	Desert Broom
Berberis gladwynensis	"William Penn" Barberry
Berberis haematocarpa	Algerita
Berberis mentorensis	Mentor Barberry
Cercocarpus montanus	Mountain Mahogany
Cotoneaster buxifolius	Grayleaf Cotoneaster
Cotoneaster congestus	Pyrenees Cotoneaster
Cotoneaster dammeri	"Coral Beauty", "Eichholz", "Low-fast" Cotoneaster
Cotoneaster lacteus	Parney Cotoneaster
Cotoneaster salicifolius	Willowleaf Cotoneaster
Cotoneaster salicifolius repens	Dwarf Willowleaf Cotoneaster
Cowania mexicana	Cliffrose
Cytisus scoparius	Scotch Broom
Dasylirion wheeleri	Sotol
Elaeagnus pungens	Silverberry
Ephedra viridis	Mormon Tea
Ericameria laricifolia	Turpentine Bush
Euonymus kiautschovia	"Manhattan" Euonymus
Eurotia lanata	Winterfat
Fallugia paradoxa	Apache Plume
Garrya wrightii	Wright's Silk Tassel
Genista hispanica	Spanish Broom
Hesperaloe parviflora	Red Yucca
Juniperus chinensis	"Ames", "Blue Point", "Fruitland", "Hetzii Glauca", "Pfitzer"
Juniperus horizontalis	"Sargent", Juniper "Wilton Carpet", "Gray Carpet" Juniper

Scientific Name	Common Name
Juniperus sabina	"Arcadia", "Buffalo", "Scandia", "Tam" Juniper
Juniperus squamata	"Blue Carpet" Juniper
Larrea tridentata	Creosotebush
Lavandula angustifolia	English Lavender
Ligustrum japonicum	Waxleaf Privet
Mahonia aquifolium 'Compacta'	Oregon Grape
Mahonia repens	Creeping Oregon Grape
Nandina domestica	Nandina
Nolina microcarpa	Beargrass
Nolina texana	Beargrass
Opuntia clavata	Dagger Spine Cholla
Opuntia imbricata	Cholla
Opuntia phaecantha	Prickly Pear
Photinia fraseri	Photina
Prunus caroliniana	Carolina Cherry Laurel
Purshia tridentata	Antelope Bitterbush
Pyracantha lelandii	Firethorn
Raphiolepis indica	India Hawthorn
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary
Salvia dorrii	Desert Sage
Santolina chamaecyparissus	Lavender Cotton
Spartium junceum	Spanish Broom
Vauquelinia californica	Arizona Rosewood
Viburnum x burkwoodii	Burkwood Viburnum
Yucca baccata	Datil
Yucca glauca	Soapweed

Scientific Name	Common Name
Herbaceous Perennials and Annuals	
Abronia sp.	Sand Verbena
Achillea millefolium	Yarrow
Achillea taygetea	Moonshine Yarrow
Agave parryi	Century Plant
Agastache cana	Giant Hyssop
Alcea rose	Hollyhock
Amsonia arenaria	Sand Stars
Anacyclus depressus	Mat Daisy
Anchusa azurea	Anchusa
Anemopsis califonica	Yerba de Mansa
Antennaria rosea	Pussytoes
Anthemis tinctoria	Golden Marguerite
Arabis alpina	Mountain Rockcress
Argemone squarrosa	Prickly Poppy
Armeria maritima	Thrift
Artemisia abrotanum	Southernwood
Artemisia frigida	Fringed Sage
Artemisia ludoviciana	Prairie Sage
Artemisia pontica	Roman Wormwood
Artemisia stelleriana	Beach Wormwood
Artemisia x 'Powis Castle'	"Powis Castle' Wormwood
Asclepias tuberosa	Butterflyweed
Aster novae-angliae	Aster
Baileya multradiata	Desert Marigold
Berlandiera lyrata	Chocolate Flower

Scientific Name	Common Name
Callirhoe involucrata	Poppy Mallow
Calylophus sp.	Sundrops
Campanula carpatica	Carpathian Hare-bells
Campanula rotundifolia	Harebells
Castilleja sp.	Indian Paintbrush
Centaurea cyanus	Cornflower
Centaurea cineraria	Dusty Miller
Centranthus ruber	Velerian
Cerastium tomentosum	Snow in Summer
Ceratostigma plumbaginoides	Dwarf Plumbago
Chrysanthemum maximum	Shasta Daisy
Chrysanthemum x morifolium	Chrysanthemum
Chrysopsis villosa	Golden Aster
Clarkia unguiculata	Clarkia
Consolida ambigua	Larkspur
Coreopsis lanceolata	sp. & hybrid Core-opsis
Coreopsis verticillata	Threadleaf Coreop-sis
Cosmos bipinnatus	Cosmos
Delosperma cooperi	Purple Iceplant
Delosperma nubigenum	Yellow Iceplant
Dianthus barbatus	Sweet William
Dianthus deltoides	Maiden Pink
Dicentra spectabilis	Bleeding Heart
Dictamnus sp.	Gas Plant
Dimorphotheca sinuata	African Daisy
Dyssodia acerosa	Wild Marigold
Echniacea purpurea	Purple Coneflower
Echinops sp.	Globe Thistle
Eriogonum umbellatum	Sulphur Flower
Erysimum hieraciifolium	Siberian Wallflower
Eschscholzia californica	California Poppy
Euphorbia marginata	Snow on the Mt.
Euphorbia myrsinites	Blue Spurge
Eustoma grandiflorum	Tulip Gentian
Gaillardia x grandiflora	Gaillardia
Gaura lindheimeri	Gaura
Geranium macrorrhizium	Geranium
Geum ciliatum	Prairie Smoke
Gilia tricolor	Bird's Eyes
Gypsophila elegans	Annual Baby's Breath
Gypsophila paniculata	Baby's Breath
Gypsohphila repens	Creeping Baby's Breath
Helenium hoopesii	Common Sneeze-weed
Helianthus annuus	Sunflower
Helianthus maximiliana	Maximillian Sun-flower
Hemerocallis hybrids	Daylilies
Hesperis matronalis	Dames Rocket
Heuchera sanguinea	Coral Bells
Hymenoxys argentea	Perky Sue
Iberis sempervirens	Candytuft
Iberis umbellata	Globe Candytuft
Ipomoea leptophylla	Bush Morning-glory
Ipomopsis longiflora	Blue Gilia
Ipomopsis rubra	Skyrocket
Iris hybrids	Bearded Iris
Kniphofia uvaria	Red Hot Poker
Lavandula angustifolia	English Lavender
Liatris punctata	Gayfeather
Liatris scariosa	Tall Gayfeather
Linaria maroccana	Baby Snapdragon
Linaria vulgaris	Butter & Eggs
Linum graniflorum 'Rubrum'	Scarlet Flax
Linum perenne	Blue Flax

Scientific Name	Common Name
Lobelia cardinalis	Cardinal Flower
Lobularia maritima	Sweet Alyssum
Lupinus argenteus	Silverstem Lupine
Lupinus perennis	Sundial Lupine
Lupinus texensis	Texas Bluebonnet
Lupinus hybrids	Lupine
Machaeranthera bigelovii	Purple Aster
Melampodium leucanthum	Blackfoot Daisy
Mirabilis jalapa	Four O' Clock
Mirabilis multiflora	Giant Four O' Clock
Monarda citriodora	Lemon Mint
Monarda didyma	Beebalm
Monarda menthifolia	Wild Bergemot
Nemophila menziesii	Baby Blue Eyes
Nepeta mussini synfaassenii	Catmint
Oenothera berlaniera	Mexican Primrose
Oenothera caespitosa	White Evening Primrose
Oenothera hookeri	Evening Primrose
Oenothera missourensis	Yellow Evening Primrose
Oenothera pallida	Pale Evening Primrose
Oenothera speciosa	Mexican Evening Primrose
Papaver nuducale	Iceland Poppy
Papaver orientale	Oriental Poppy
Papaver rhoeas	Shirley Poppy
Penstemon ambiguus	Bush Penstemon
Penstemon angustifolius	Narrowleaf Penstemon
Penstemon barbatus	Scarlet Penstemon
Penstemon cardinalis	Cardinal Penstemon
Penstemon clutei	Sunset Penstemon
Penstemon jamesii	Janes Penstemon
Penstemon palmeri	Palmer Penstemon
Penstemon pinifolius	Pineleaf Penstemon
Penstemon pseudospectabilis	Desert Beardtongue
Penstemon strictus	Rocky Mt. Penstemon
Petalostemon purpureum	Prairieclover
Perovskia atriplicifolia	Russian Sage
Phlox paniculata	Summer Phlox
Phlox subulata	Creeping Phlox
Phyla nodiflora	Creeping Lippia
Physalis lobata	Purple Groundcherry
Physostegia virginiana	False Dragonhead
Psilostrophe tagetina	Paperflower
Ratibida columnifera	Coneflower
Rudbecia fulgida 'Goldsturm'	Goldsturm Rudbeckia
Rudbeckia hirta pulcherrima	Black-eyed Susan
Rudbeckia laciniate 'Golden Glow', 'Hortensiana'	Golden Glow
Ruta graveolens	Rue
Salvia azurea grandiflora	Pitcher Sage
Salvia farinacea	"Blue Bedder", "Victoria", Mealy Sage
Salvia greggii	Autumn Sage
Salvia officinalis	Garden Sage
Salvia splendens	Scarlet Sage
Sanvitalia procumbens	Creeping Zinnia
Saponaria ocymoides	Soapwort
Scabiosa caucasica	Scabiosa
Sedum spectabile	Stonecrop
Sedum spurium	Dragon's Blood Sedum
Sedum 'Autumn Joy'	Autumn Joy Sedum

Scientific Name	Common Name
Sempevivum tectorum	Hen and Chicks
Senecio longiflora	Silver Groundsel
Solidago hybrids	Goldenrod
Sphaeralcea coccinea	Scarlet Globe-mallow
Stachys byzantina	Woolly Lamb's Ear
Tagetes erecta	African marigold
Tagetes patula	French Marigold
Talinum calycinum	Flame Flower
Tanacetum densumamani	Partridge Flower
Tanacetum vulgare	Tansy
Teucrium chamaedrys	Germander
Thelesperma ambigua	Threadleaf Cota
Thymus pseudolanuginosus	Wooly Thyme
Thymus serphyllum	Creeping Thyme
Verben bipinnatifida	Fern Verbena
Verbena x hybrida	Garden Verbena
Verbena rigida	Purple Verbena
Verbena wrightii	Western Vervain
Veronica incana	Wooly Speedwell
Veronica liwanensis	Turkish Speedwell
Veronica pectinate	Wooly Speedwell
Veronica spicata	Veronica
Vinca minor	Periwinkle
Viola cornuta	Tufted Violet
Viola ordorata	Sweet Violet
Viola x wittrockiana	Pansy
Wyethia scabra	Desert Mule's Ear
Zauschneria californica	Hummingbird Plant
Zinnia grandiflora	Desert Zinnia

Scientific Name	Common Name
Bulbs	
Allium caeruleum, cernuum, christophii, karataviense, schoenoprasum, sphaerocephalum, tuberosum	Flowering Onion
Crocus sp.	Crocus
Fritillaria imperialis	Crown Imperial
Galanthus	Snowdrop
Ipheion uniflorum	Starflower
Muscari armeniacum	Grape Hyacinth
Narcissus	Daffodil
Scilla siberica	Siberian Squill
Tulipa acuminata, clusiana, kaufmanniana, chrysantha	Tulip
Ground Covers	
Anacyclus depressus	Mat Daisy
Artemisia frigida	Fringed Sage
Baccaris pilularis 'Twin Peaks'	Dwarf Coyotebush
Cerastium tomentosum	Snow-in-Summer
Chamaemelum nobilis	Chamomile
Clematis ligusticifolia	Western Virgins-bower
Convallaria majalis	Lily-of-the-Valley
Cotoneaster dammeri	"Coral Beauty", "Eichholz", "Lowfast", Bearberry Cotoneaster
Cytisus decumbens	Creeping Broom
Delosperma nubigenum	Ice Plant
Duchesnea indica	Mock Strawberry

Scientific Name	Common Name
Eriogonum umbellatum	Sulpher Flower
Euonymus fortunei colorata	Purpleleaf Winter-creeper
Euphorbia cyparissias	Cypress Spurge
Euphorbia epithymoides	Cushion Spurge
Euphorbia rigida	Spurge
Galium odoratum	Sweet Woodruff
Gysophila repens	Creeping Baby's Breath
Juniperus horizontalis	Juniper
Lamium maculatum	Spotted Nettle
Lantana montevidensis	Trailing Lantana
Mahonia repens	Creeping Mahonia
Melampodium leucanthum	Blackfoot Daisy
Oenothera sp.	Evening Primrose
Paxistima myrsinites	Oregon Boxwood
Penstemon caespitosus	Mat Penstemon
Phlox subulata	Moss Phlox
Potentilla tabernaemontani	Spring Cinquefoil
Ranunculus repens	Creeping Butter-cup
Santolina chamaecyparissus	Lavender Cotton
Saponaria ocymoides	Soapwort
Sedum spp.	Stonecrop
Sedum spurium	Dragon's Blood Sedum
Semperivivum tectorum	Hen and Chicks
Thymus spp.	Lemon, Creeping, Wooly, or Common Thyme
Verbena peruviana	Verbena
Veronica prostrata	Harebell Veronica
Vinca minor	Periwinkle
Zinnia grandiflora	Rocky Mt. Zinnia

Scientific Name	Common Name
Vines	
Parthenocissus inserta	Woodbine
Campsis radicans	Trumpet Vine
Clematis hybrids	Clematis
Clematis ligusticifolia	Western Virgins-bower
Clematis tangutica	Golden Laterns
Euonymus fortunei colorata	Purpleleaf Winter-creeper
Hedera helix	English Ivy, Hahn's Ivy
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Lonicera sempervirens	Coral Honeysuckle
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata	Boston Ivy
Periploca graeca	Silkvine
Polygonum aubertii	Silverlace Vine
Rosa banksiae	Lady Bank's Rose
Wisteria sinensis	Wisteria
Grasses	
Agropyron smithii	Western Wheat-grass
Bouteloua curtipendula	Sideoats Grama
Bouteloua gracilis	Blue Grama
Buchloe dactyloides	Buffalograss
Cortaderia selloana	Pampas Grass
Eragroshs tricodes	Sand Lovegrass
Erianthus ravennae	Northern Pampas Grass
Festuca ovina	Sheep's Fescue
Festuca ovina glauca	Blue Festuca
Festuca elatior	Turf Tall Fescue

Scientific Name	Common Name
Helictotrichon sempervirens	Blue Avena
Hilaria jamesii	Galleta
Oryzopsis hymenoides	Indian Ricegrass
Pennisetum aloepecuroides	Hardy Fountain Grass
Pennisetum setaceum 'Cupreum'	Fountain Grass
Pennisetum villosum	Dwarf Feathertop
Poa pratensis	Kentucky Bluegrass
Schizachyrium scoparium	Little Bluestem
Sporobolus cryptandrus	Sand Dropseed
Sporobolus wrightii	Giant Sacaton

K. Definitions

berm - a mound or embankment of earth.

caliper - diameter of a tree trunk measured six (6) inches above the ground.

drainageway - a watercourse, natural or constructed.

gross site area - the total area within the boundary line of a lot or parcel of land before public streets, easements, building pad, or other areas to be dedicated or reserved are deducted from such lot or parcel.

indigenous - produced, growing, or living naturally in a particular region.

mulch - Any material such as leaves, bark, straw, or other materials left loose and applied to the soil surface to reduce evaporation. Organic mulches include pine bark, compost, and wood chips. Inorganic mulches include rock, cobble, and gravel.

net site area - the total area within the boundary line of a lot or parcel of land after public streets, easements, building pad, or other areas to be dedicated or reserved are deducted from such lot or parcel.

off-premise signs - any sign installed for the purpose of advertising a project, development, business, event, person, or subject not relocated to the premises upon which the sign is located.

open space - an outdoor area left primarily in its natural state.

parapet - a low wall or railing sometimes used to screen rooftop mechanical equipment.

portable signs - a freestanding sign not permanently affixed, anchored, or secured to the ground or the structure on the lot it occupies.

right-of-way - an area set aside for public use such as roadways, walks, and utilities.

roof signs - any sign erected, constructed and maintained upon or over the roof of any building, unless it is a projecting canopy sign or sign tied in architecturally to the framework of the roof.

screen - to partially or fully screen from view.

setback - the distance a building or structure must be constructed from a given location.

streetscape - the design elements within or near the road right-of-way.

street view - measured from the center line of roadway and six (6) feet above finish grade.

IX. DEVELOPMENT AGREEMENT

Introduction

The purposes in preparing a development agreement are to successfully implement important components of the Master Plan and specify the timing, conditions, and responsibilities for accomplishing necessary tasks. Transportation, drainage, water and sewer, and open space acquisition are the components that will be contained in Westland's development agreement with Bernalillo County.

The following items will be addressed in the final development agreement:

Minor Plan Amendments

Minor changes to the sector plan shall be approved administratively by the County Planning Director including but not limited to:

- Final Roadway Alignments
- Minor Land Use Boundary Amendments
- Public Facility Locations
- Phasing of Development and/or Infrastructure

The determination of minor vs. major amendments shall be made by the County Planning Director.

Water Service

The County shall work in cooperation with Westland Development Company to provide the Master Plan area with water. This commitment to build water zone and sewer infrastructure shall be completed within a reasonable time frame, currently estimated to be early 1998. The agreement shall also provide for the County to pay back Westland Development Company if Master Plan infrastructure is installed prior to funding being available through the County. Westland Development Company reserves the right to purchase utility services from a source other than the County if the County does not fulfill its agreement to provide services.

Prior to submittal to the City Council (and the County Commission) for approval, the developer shall submit a strategy for funding and scheduling of infrastructure, including demonstrated financial feasibility of the proposed phases, which shows that there is no net expense to local government (s) for development within the reserve area.

Impact Fees

With the implementation of Development Impact Fees by Bernalillo County, the Westland Master Plan area provides an opportunity to deliver capital improvements in a logical and phased manner as impact fees are generated. Development within the Master Plan area will generate a significant amount of revenue for Bernalillo County to offset capital expenses required to serve the new development. In cases in which the Master Developer is required to install infrastructure prior to the County's Capital Improvement's schedule, the future development impact fees shall be credited against monies paid up front. Since the Master Plan process provides Bernalillo County with all the necessary studies (air quality, traffic, drainage, water/sewer, etc.), the Master Plan could function as a separate sub-area as defined by the New Mexico Development Fees Act.

Development Concepts

Bernalillo County shall provide a commitment to give serious consideration of alternative development ideas including but not limited to the following:

- On-site detention as an amenity and for recharge of ground water
- Village-style, mixed-use development
- Narrower and more intimate residential streets
- Separate pathways in lieu of sidewalks
- Multi-use, extra-wide transportation corridors (auto, transit, trails, drainage, etc.)
- Naturalized arroyo treatment where appropriate (naturalized treatment may include a combination of naturalistic and "hard" engineering improvements)
- Water conservation techniques

Traffic Circulation

Based upon the results of the traffic modeling which indicates a more efficient transportation system with the inclusion of the 118th Street Interchange, Bernalillo County shall work with Westland Development Co., Inc. to initiate, design, and implement a new interchange at approximately 118th Street and Interstate 40.

Bernalillo County agrees that the traffic study will be "good" for 10 years from date of approval if the actual development densities remain within 10 percent of the approved sector plan densities.

Petroglyph National Monument/Northwest Mesa Escarpment Plan

As stated in the Petroplygh National Monument Establishment Act of 1990, the National Park Service "may participate in land use and transportation management planning conducted by appropriate local authorities for [the applicant's] lands adjacent to the Petroglyph National Monument." The applicant will allow and coordinate access through the plan area to the adjoining portion of the monument.

The Northwest Mesa Escarpment Plan established the conservation, impact, and view areas along the northern, southern, and eastern edges of the escarpment. The Westland Master Plan area lies within the original boundaries of the conservation area prior to the formation of Petroglyph National Monument in 1990. The creation of the monument should have amended the conservation line boundary, yet this amendment never was formally carried through in the City or the County. Further, this plan has not undergone the biannual review and amendment process as specified in policy #5 on page 46 of the Northwest Mesa Escarpment Plan. It is anticipated that the City and/or the County should pursue amendments to the Northwest Mesa Escarpment Plan.

Major Public Open Space

Several items have been completed since the initial submittal of the Westland Master Plan. The facts and issues related to the Atrisco Terrace are as follows:

a) The Westland Project Team, the City Open Space staff, County staff, and the Open Space Advisory Board spent a great deal of time and effort over the past two years meeting, reviewing detailed environmental information for the area, archaeological studies, and field trips which resulted in the refinement of the Atrisco Terrace resource. This revision was presented to the Open Space Advisory Board.

b) The revised Atrisco Terrace was the basis for the inclusion of 890 acres on the Open Space Acquisition ballot which was recently passed by the voters to increase the gross receipts tax 1/4 cent to fund the acquisition of these parcels.

c) Westland has reviewed the revised Atrisco Terrace and prepared some minor amendments to these revisions

which were agreed to at meetings with Westland and Dr. Matt Schmader, Open Space Deputy Superintendent; John Slown, Bernalillo County Parks and Recreation Department; and Diane Souder, National Park Service/Petroglyph National Monument.

d) The revised Atrisco Terrace has been utilized in the revision to the Westland Master Plan Land Use Map which is on page 39.

e) The County, City of Albuquerque Open Space Division, and Westland shall jointly (COA Open Space should be the lead agency) request an amendment to the Comprehensive Plan to refine the Major Public Open Space to correspond to the Westland Master Plan.

f) Public acquisition is expected to proceed in accordance with the 1/4 cent tax and priorities, however, the Master Plan shall be amended to conform with the Comprehensive Plan if the area is removed from the acquisition.

g) Wildlife and pedestrian trail crossing corridors shall be located at the Atrisco Terrace roadways. These corridors shall be a minimum of 30 feet. A minimum of two crossings per roadway shall be provided.

h) The third (middle) crossing of the Atrisco Terrace is restricted to utilities drainage and trails, however, roadway and other transportation facilities may be added to this corridor at a future date if the City Council determines that they are required to serve the area's transportation needs and the City Council expressly approves the expansion of the corridor for transportation needs.

Open Space and Park Dedication

In cases where additional open space or park lands that are above the County's requirement are dedicated, the excess dedication credits shall be applied to future development within the Westland Master Plan area.

In specific cases in which Bernalillo County desires additional park or open space lands above the standard County requirement, the County may negotiate for the purchase of the excess lands at fair market value. Private parks and open space may also be developed within the Westland Master Plan at the developers discretion according to Bernalillo County standards.

Useable public open space and public facilities (libraries, parks, elementary schools, middle schools, high schools, trails, etc.) shall not be located within the PNM easements for overhead power lines. Each facility should be located at a prudent distance away from these easements.

Agriculture/Grazing Status

The property within the Westland Master Plan area shall continue to be utilized for the purpose of agriculture/grazing until development occurs. Property tax rates shall recognize the use of land as agricultural until such time as development occurs. The adoption of the Westland Master Plan shall not be considered as a change in land use or the agricultural status of the property.

X. DEVELOPMENT PHASING

The Westland Master Plan area is designed to accommodate a complete mix of land uses and is projected to develop over a 20 to 30 year period. The following development profile has been prepared in order to provide input to the County on the anticipated phasing of the project.

Residential

Year	Total DUs	VL (2.5)	Low (5 & 5.5)	Med (15)	High (24)	Total
2000	3,061	0	2,778	225	58	3,061
2005	2,682	115	2,372	195	0	2,682
2010	3,017	0	2,492	405	120	3,017
2015	4,148	293	2,503	690	662	4,148
	12,907 as reported to MRGCOG	408	10,145	1,515	840	12,908
		100% build out by 2015	69% build out by 2015	100% build out by 2015	100% build out by 2015	4,576 units to distribute beyond 2015
WLMP Table 10 - Land Use Totals		408	14,720	1,515	840	17,488

The Westland Plan area will be developed in phases or "villages". Prior to any development occurring, subdivision and site plans will be prepared. The Westland Master Plan outlines the overall strategies and framework for development as well as design guidelines.

Non-Residential

Type	Avg. Value Gross S.F.	S.F. Built per Year
		0 per yr. yrs. 1-5; 39,000 per yr. yrs. 6-10;
Office	$70	78,000 per yr. yrs. 11 to completion
		4,400 per yr. yrs. 1-5; 21,000 per yr. yrs. 6-
		10; 65,000 per yr. yrs. 11-15; 104,000 per
Retail	$50	yr. yrs. 16 to completion
		0 per yr. Yrs. 1-5; 260,000 per yr. Yrs. 6 to
Indust./Whse.	$24	completion
Lodging	$40	

XI. APPENDIX

New Urbanist Intent

"The Town Center site proposal is based on the idea of a traditional, walkable, mixed use neighborhood or small town. It provides for a variety of residents, a range of experiences from urban to natural open space, and an integrated community. It promotes wildlife movement away from the Town Center core, recreation facilities, civic gathering spaces, and alternative transportation. In this range of program and function, with an emphasis on the pedestrian, the Town Center Site proposal aims to produce a New Urbanist type of development.

In the larger scale of West Side development, the Town Center Site performs as a community activity center providing necessary hierarchy and a discernable center for the overall Watershed/Inspiration area. Additionally this community center will be accessible by foot or bike from the dwelling units in and adjacent to the site, as well as by bus line from residences further away. Having a concentrated core within the development will promote a sense of identity for residents, as well as a place for civic gatherings.

Walking paths and trails, along with natural open spaces that act as wildlife corridors to promote wildlife movement in appropriate locations away from the Town Center core, are integral design elements for the Town Center site, and the overall Watershed/Inspiration Development. They provide the interconnectivity between neighborhoods, transition between natural and developed land, and the opportunity for individual interaction essential for a New Urbanist area.

Along with the trails and paths, roads will be an interconnected network to so as to provide for a variety of routes and itineraries to ease traffic congestion. These streets will be relatively narrow and shaded by rows of trees so as to enable a more pedestrian and bike friendly street. This will also aid in the interconnectivity of the neighborhood. Along with these corridors, a system of parks is anticipated with a variety of uses, from playgrounds to baseball diamonds. These parks will help to encourage neighborhood identity, and to connect adjacent neighborhoods.

The development within the Town Center site will be residential, commercial, institutional and civic, thus adhering to New Urbanist principles of mixed use planning. This will enable the Town Center to provide an active and connected community. Additionally, a minimum of 20% of the residential units within the total Master Plan Area will be affordable, enabling a mix of residents to avoid the creation of concentrated areas of poverty. By having mixed use program, the Town Center site is also creating the possibility of employment within the development, decreasing its role as a bedroom community. It will also increase its link to the larger Albuquerque area, as residents from other areas may be employed or depend upon basic services found within the Town Center site.

Also important to New Urbanist principles is a variety of housing types. The Town Center site and overall development will accomplish this with its many neighborhoods and densities, from the Town Center itself to the Town Center Village, as well as other less dense neighborhoods. There are strict design requirements to ensure that no 'cookie cutter' housing occurs. In addition, buildings will have strict maximum setbacks in order keep them close to the street to help create "a strong sense of place."

The Town Center site is to be a New Urbanist community, intended to be interconnected, balanced, and sustainable. It will be a pedestrian friendly, and will promote biking and public transportation. Within it will be a mix of building types, programs, and people that will create a cohesive whole."