

NORTH I-25 Sector Plan



CITY of ALBUQUERQUE

EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-09-263

ENACTMENT NO. 8.2010.041

SPONSORED BY: Debbie O'Malley by request

1

RESOLUTION

2 REPEAL OF THE 1986 NORTH I-25 SECTOR DEVELOPMENT PLAN AND
3 ADOPTION OF THE REVISED NORTH I-25 SECTOR DEVELOPMENT PLAN
4 AND ADDITION OF DESIGN STANDARDS AND AN SU-2 PREFIX FOR CERTAIN
5 PROPERTY'S WITHOUT A SECTOR PLAN DESIGNATION WITHIN THE
6 REVISED NORTH I-25 SECTOR BOUNDARY AS SPECIFIED IN EXHIBIT 1. THE
7 REVISED SECTOR PLAN BOUNDARIES ARE PASEO DEL NORTE AND SAN
8 BERNARDINO AVENUE TO THE SOUTH, LOUISIANA BOULEVARD TO THE
9 EAST, THE NORTH DIVERSION CHANNEL AND EDITH BOULEVARD TO THE
10 WEST AND SANDIA INDIAN RESERVATION'S SOVEREIGN LINE ON THE
11 NORTH AND CONTAINS APPROXIMATELY 2,800 ACRES.

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

16 WHEREAS, the City of Albuquerque adopted the North I-25 Sector
17 Development Plan in 1986 through Council C/S Resolution R-99, Enactment
18 Number 121-1986; and

19 WHEREAS, the Council has the authority to adopt, amend, or repeal such a
20 sector development plan; and

21 WHEREAS, on March 15, 2008, the Environmental Planning Commission, in
22 its advisory role on land use and planning matters, recommended that the City
23 Council repeal the 1986 North I-25 Sector Development Plan, adopt the revised
24 North I-25 Sector Development Plan, and change the zoning designation to
25 include an SU-2 prefix for all properties within the plan area that do not
26 already have one; and

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1 WHEREAS, the Environmental Planning Commission found approval of the
2 Revised North I-25 Sector Development Plan consistent with applicable goals
3 and policies of the Comprehensive Plan, Planned Growth Strategy, the North
4 Valley Area Plan, Major Public Open Space Facility Plan, Facility Plan for
5 Arroyos, Trails & Bikeways Facility Plan, the Alameda Boulevard Design
6 Overlay Zone and R-270-1980.

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

9 SECTION 1. THE 1986 NORTH I-25 SECTOR DEVELOPMENT PLAN,
10 Council C/S Resolution R-99, Enactment Number 121-1986, and the
11 corresponding amendments, listed below, are hereby repealed:

- 12 1. R-224, enactment no. 17-1987
- 13 2. R-254, enactment no. 27-1989
- 14 3. R-456, enactment no. 171-1991
- 15 4. R-337, enactment no. 6-1996
- 16 5. R-88, enactment no. 110-1996
- 17 6. R-287, enactment no. 5-1998

18 SECTION 2. ADOPTION OF THE REVISED NORTH I-25 SECTOR
19 DEVELOPMENT PLAN. The revised North I-25 Sector Development Plan is
20 hereby adopted. The zone categories of various sites within the identified plan
21 boundaries have been changed as identified in Exhibit 3 based on the findings
22 and subject to the conditions of approval contained in the Environmental
23 Planning Commission's Official Notice of Decision dated May 16, 2008.

24 SECTION 3. FINDINGS ADOPTED. The City Council adopts the following
25 Findings as recommended by the EPC:

- 26 1. This is a request for a recommendation of approval for an
27 amendment to the North I-25 Sector Development Plan. The March
28 2008 draft North I-25 Sector Development Plan is proposed to replace
29 the existing North I-25 Plan once a recommendation of approval is
30 forwarded to the City Council. Upon Council adoption of the North I-
31 25 Sector Development Plan, the existing North I-25 Plan, is to be
32 rescinded.

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- 1 2. The floor substitute to R-06-20 established the One-Year Objectives
2 for the City of Albuquerque and listed under the Sustainable
3 Community Development Goal, Objective 13, the directive to
4 “complete and introduce to the City Council the North I-25 Gateway
5 Plan”.
- 6 3. The boundaries of the North I-25 Sector Development Plan are Paseo
7 del Norte and San Bernardino Avenue to the south, Louisiana
8 Boulevard to the east, the North Diversion Channel and Edith
9 Boulevard to the west and Sandia Indian Reservation’s sovereign
10 line on the north.
- 11 4. The boundary of the updated North I-25 Sector Development Plan
12 follows the same boundary as the existing North I-25 Sector
13 Development Plan with one exception on the north half of the
14 western boundary. The existing Plan area is bounded by Edith
15 Boulevard for the entire length on the western side. The updated
16 North I-25 Sector Development Plan will follow the western right-of-
17 way boundary of the North Diversion Channel (beginning at the
18 intersection of Edith Boulevard) north to the sovereign line of Sandia
19 Pueblo. The parcels that were included between the North Diversion
20 Channel and Edith Boulevard (north of their intersection) are no
21 longer within the new Plan’s area. This is because these parcels are
22 within the unincorporated County and not the City.
- 23 5. The City of Albuquerque contracted with the professional planning
24 firm HDR, Inc. to produce the updated North I-25 Sector Development
25 Plan. The public involvement process began in March 2006 with a 3-
26 day charrette that included over 20 one-on-one individual
27 stakeholder interviews and was attended by over 30 members of the
28 public. A series of public meetings began in August 2006 to present
29 the direction the consultant team was working. After many
30 comments from the public and additional public comments were
31 received, submittal to the EPC was made in April 2007 for a June
32 2007 hearing.

- 1 6. The EPC recommended deferral at its June 2007 hearing and asked
2 many changes to the Plan occur. The consultant changed its
3 personnel and started a new document in place of the first updated
4 Plan. The Plan that is currently in front of the EPC is the March 2008
5 version.
- 6 7. Two more public meetings were held after the first EPC hearing in
7 June 2007. These meetings were November 14, 2007 and January 9,
8 2008. These meetings were necessary to garner more public input
9 into the creation of the new document – the document that is
10 presented currently. The November 2007 meeting was strictly to
11 gather input. The January 2008 public meeting was to present a
12 document and discuss what else was needed to go into the EPC
13 version of the document.
- 14 8. There are no proposed changes to land uses or entitlements for
15 individual properties with this update to the North I-25 Sector
16 Development Plan. However, all parcels shall have an SU-2 prefix
17 added to it and all parcels within the Plan area will be subject to the
18 design standards.
- 19 9. The update of the Plan is organized into 9 chapters. It consists of
20 goals and strategies to guide development and site design. The
21 introduction is chapter 1 and gives the users of this Plan a procedure
22 to follow in order to develop their property in accordance to the Plan.
23 Chapter 2, the “Community Context” gives an existing conditions
24 assessment as well as describing existing plans that also have some
25 control over the Plan area. Chapter 3 is the “Land Use Plan” and
26 describes the Land Use Districts. Chapter 4 is the substantial
27 portion of the Plan and provides the “Community Design Plan”; this
28 includes the building height overlay. Chapter 5 is the
29 “Transportation Plan” and discusses policies that will make traffic
30 circulation with the Plan area function better. Chapter 6 presents the
31 “Open Space Plan”. Chapter 7, The “Environmental & Public Safety
32 Plan” discusses drainage and landfill issues. Chapter 8 is the “Plan
33 Implementation” portion of the document and essentially is the CIP

- 1 projects list. Chapter 9 is the “City Zoning Districts Applicable to the
2 Plan”. This was put in to make sure that the intended uses of the
3 Plan are captured when the Plan is adopted. The appendices contain
4 the “Interim Guidelines for Development within City Designated
5 Landfill Buffer Zones” and “Traffic Calming Techniques”.
- 6 10. Land Use Districts are introduced with the updated Plan. These
7 districts cover the entire Plan area and provide flexibility by allowing
8 additional uses that are more characteristic to the promotion of the
9 vitality of the Plan area and offer a different use category that is more
10 advantageous to the community as articulated in the Comprehensive
11 Plan.
12 Land Use Districts are used as a method to guide development and
13 impose consistency of form. These Land Use Districts are overlay
14 zones and are used to form the types of developments that can
15 occur within certain areas. In general, the Land Use Districts expand
16 the allowable uses for each parcel while imposing tailored design
17 regulations that depend on the location of each particular parcel.
18 The Land Use Districts are:
19
 - Low-Medium Residential (LMDR)
 - High Density Residential (HDR)
 - Neighborhood Commercial (NC)
 - Regional Commercial (RC)
 - Commerce (C)
 - Manufacturing (M)
 - Recreation and Open Space (ROS)

20 11. Since the expanded uses are different than the permissive and
21 conditional uses of the underlying zoning, staff feels that notification
22 to all property owners in and bordering the Plan area shall be made.
23 Although this notification is not required, staff feels that it will
24 provide an additional opportunity for property owners to be notified.
25 12. Design standards are presented in the updated North I-25 Sector
26 Development Plan to create an image for the northern gateway into
27 the City and along the I-25 corridor. Along the lines on creating an

- 1 image for this area, design standards are also to be used for the
2 screening of manufacturing properties and storage yards from the
3 view-shed along roadways within this area. This will help to create a
4 sense of 'place', especially along the entrance to the Balloon Fiesta
5 Park.
- 6 13. The North I-25 Sector Development Plan is generally in compliance
7 with the Open Space goal and policies of the Land Use component of
8 the Comprehensive Plan. These are met as follows:
9 • The City's acquisition of the reclaimed Los Angeles Landfill and
10 using it as part of the Balloon Fiesta Park (policy a).
11 • The natural area adjacent to Wildflower Park and the inter-
12 connecting and traversing trails within the arroyos (policy c, f, j)
13 • The establishment of a more connected trail network linking open
14 spaces together and incorporating designated parks as part of a
15 network (policy g, h, i).
- 16 14. The North I-25 Sector Development Plan is generally in compliance
17 with the Developing Urban and Established Urban goal and policies
18 of the Land Use component of the Comprehensive Plan. These are
19 met as follows:
20 • The Plan area contains a variety of zones that allow for both
21 residential and commercial uses. These zone categories support
22 densities of 5 du/acre on average (policy a).
23 • Building height restrictions help to shape the type and mixture of
24 uses each parcel's development can have. This helps govern the
25 density and intensity as well as the design of new developments
26 within the area (Policy d).
27 • Development of the Plan area is regulated by the Zoning for each
28 parcel as well as the location of public easements for major roads
29 and natural drainage ways (Policy g).
30 • The high-density residential area is adjacent to Balloon Fiesta
31 Park and accesses Alameda Boulevard to the south (Policy h).

- 1 • The Land Use Districts Neighborhood Commercial, Regional
2 Commercial and Commerce allow for a mix of multi-family and
3 non-residential uses (Policy i).
 - 4 • The more intense commercial uses are intended for nodes of
5 development and are designated as Regional Commercial.
6 Proposed design standards for these land use districts are
7 intended to promote a quality environment for these areas by the
8 incorporation of design elements for buildings and sites and the
9 encouragement of a pedestrian environment (Policy k, l).
- 10 15. The North I-25 Sector Development Plan is generally in compliance
11 with the goal and policies of the Activity Centers section of the Land
12 Use component of the Comprehensive Plan. These are met as
13 follows:
- 14 • There are two designated Centers within the North I-25 Sector
15 Development Plan area: a Specialty Activity Center (Balloon Fiesta
16 Park) and a Major Activity Center that straddles Alameda Boulevard
17 with the intersection of Jefferson Street at the eastern edge (Policy a).
 - 18 • These Activity Center locations, therefore, shall develop in
19 accordance with more area-specific sub-area planning efforts, and
20 guide more intense development away from existing residential
21 areas (Policies f, g).
 - 22 • The Land Use Districts Neighborhood Commercial, Regional
23 Commercial and Commerce Park allow for mixed-use
24 developments. Multi-family structures of a density of at least 12-
25 du/acre but no greater than 20-du/acre are allowed in
26 Neighborhood Commercial and residential uses are allowed
27 second story and above in the Neighborhood Commercial,
28 Regional Commercial and Commerce land use districts with non-
29 residential uses on the ground floor. These land use districts are
30 a large portion of the Plan area including the lands abutting the
31 Balloon Fiesta Park and the lands within the Major Activity Center
32 that overlays Alameda Boulevard (Policy i, j).

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- 1 16. The North I-25 Sector Development Plan is generally in compliance
2 with the goal and policies of the environmental portion of the
3 Environmental Protection and Heritage Conservation section of the
4 Comprehensive Plan. The Goal for Solid Waste is achieved through
5 Policy e that utilizes the Los Angeles Landfill as a portion of the
6 Balloon Fiesta Park. The landfills area is used to park RVs during
7 the Balloon Fiesta and as a balloon landing site.
- 8 17. The North I-25 Sector Development Plan is generally in compliance
9 with the goal and policies of the Transportation and Transit section
10 of the Community Resource Management component of the
11 Comprehensive Plan. These are met as follows:
 - 12 • Alameda Boulevard is designated as an Enhanced Transit
13 Corridor east of I-25 and an Express Corridor west of I-25 through
14 the Plan area in the Centers and Corridors policies of the
15 Albuquerque/Bernalillo County Comprehensive Plan (policy a).
 - 16 • Non-motorized connections should be incorporated into the
17 interstate crossings linking pedestrian and bicycle trails together
18 from the east and west sides of I-25 (policy g) The Plan will
19 achieve this along Alameda Boulevard and the NMDOT is
20 proposing this connection in their reconstruction of the Paseo del
21 Norte/I-25 interchange.
 - 22 • The North I-25 Sector Development Plan's chapter 5,
23 Transportation Plan, addresses the need to have much more
24 connectivity throughout the Plan area by showing existing and
25 proposed alignments for pedestrian and bike trails (policy h).
 - 26 • Non-motorized trail connectivity should also provide access
27 through the trail network to the Balloon Fiesta Park and the Major
28 Activity Center along Alameda Boulevard (policy h).
 - 29 • The Plan suggests providing connectivity utilizing trails within the
30 arroyos, building a continuous bike path along the North
31 Diversion Channel, providing bike-lanes along collector streets
32 and constructing the I-25 flyover on San Diego Avenue (Policy q).

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- 1 • Infrastructure projects are addressed in the Plan's
2 Implementation chapter, chapter 8. These elements, collectively,
3 address the promotion and integration of pedestrian
4 opportunities, including at-grade crossings, urban walkways,
5 multi-purpose paved trails and overall Plan improvements to
6 mobility (Policies g, h, q).
- 7 18. The North I-25 Sector Development Plan is generally in compliance
8 with the goal and policies of the Economic Development portion of
9 the Resource Management component of the Comprehensive Plan.
10 These are met as follows:
 - 11 • Light industrial and office type developments. The demand for
12 this land use will allow the development of more and smaller
13 buildings to occur. These new buildings will require more labor
14 and thus an increased amount of jobs (Policy a, b).
 - 15 • The Balloon Fiesta Park is located on the western boundary of the
16 Plan area and will bring visitors from all over – regionally,
17 nationally and internationally. The area already has some
18 national and multi-national companies located within it, and the
19 Balloon Fiesta Parks' draw of a large crowd certainly adds to the
20 exposure of the Plan area as well as the City (Policy d).
- 21 19. The North I-25 Sector Development Plan is generally in compliance
22 with the goal and policies of Community Identity and Urban Design
23 of the Environmental Protection and Heritage Conservation
24 component of the Comprehensive Plan. These are met as follows:
 - 25 • The Plan area is unique for several reasons. First, it is the
26 gateway to north of the City. Second, Balloon Fiesta Park is
27 located within the Plan area. Third, the Plan area is also the
28 location of many commercial establishments and, therefore, this
29 helps to establish the area's identity as an employment center
30 (policy c).
 - 31 • Since the Balloon Fiesta draws visitors regionally, nationally and
32 internationally, attention needs to be paid to this area looking
33 especially aesthetically pleasing. The Plan encourages the

aesthetic enhancement of roadways that lead into the Park and around the Plan area. Screening of parking lots and storage yards, implementation of special signage type and attractively built interchanges and infrastructure are examples of ways to achieve this goal (Policy e).

- 6 20. The North I-25 Sector Development Plan is generally in compliance
7 with the goals and issues of the North Valley Area Plan (NVAP).
8 While the NVAP identifies the North Valley as a rural, low-density
9 area, it also recognizes the Plan area as an industrial/commercial
10 area of high employment. The Plan recognizes the North I-25 area to
11 develop as an employment center.

12 21. The policies of R-270-1980 are furthered as follows:

13 1) The expansion of possible land uses within each Land Use
14 District provided by the updated Plan is found to be consistent
15 with the health, safety, morals and general welfare of the City by
16 allowing property owners the flexibility to develop/use their
17 property in a manner that is current with the market place.

18 2) Stability of land use policy is recognized by the updated Plan
19 through the creation of Land Use Districts. The Plan area is still
20 looked upon as an employment center, but has new elements
21 added since the last version of the sector plan. The biggest
22 change is the addition of residential neighborhoods which need
23 to be buffered from non-residential uses. Also, the area is
24 developing into a more business park development rather than
25 strictly industrial uses. Therefore, the flexibility afforded by the
26 Land Use Districts provides for better utilization of land use.

27 3) The updated sector Plan is not in conflict with the Comprehensive
28 Plan and promotes the idea of a better served community through
29 the expansion of allowable uses in the Land Use Districts.

30 4) Land Use Districts present additional use categories that are
31 more advantageous to the community, as articulated in the
32 Comprehensive Plan or other City master plan.

- 1 5) The various Land Use Districts have certain expanded allowable
2 uses available to them and these uses were thought through to
3 make sure that adjacent properties, neighborhoods and the
4 community would not be harmed.
- 5 6) The updated sector Plan does include a capital improvements list
6 for projects to be completed that will enhance the area. These
7 projects are public investments to be made to increase the
8 attractiveness of the area and to make private investment in the
9 area more desirable by private property owners.
- 10 7) Land Use Districts are an addition to the underlying zoning. It is a
11 series of overlays that are Plan area wide - there will be no spot
12 zoning.
- 13 8) Land Use Districts are an addition to the underlying zoning. It is a
14 series of overlays that are Plan area wide - there will be no strip
15 zoning.
- 16 22. Several of the commenting agencies have responded to the request
17 to review this Plan. The comments from the City Engineer,
18 Department of Municipal Development, The Water Authority and
19 NMDOT have no comments on this Plan. The discussion with their
20 spokesperson is that the Plan itself does not ask for anything to
21 happen that they cannot handle at the individual site plan review
22 level. Thus, they will address specific issues with the property
23 owners' on a case-by-case basis. The agencies that did provide
24 comments offer a more explanatory quality and make suggestions
25 for the Plan to read better than they offer concerns.
- 26 23. The City Forester expands his observation of minimal design
27 standards with pointing out that there are no specific requirements
28 to buffer/screen landfills, Sandia Indian Reservation lands or the
29 North Diversion Channel. These areas have a large impact within the
30 Plan area and should be addressed.
- 31 24. Staff has received letters from residents and stakeholders in the Plan
32 area. A lot of the concerns from residents are about traffic through
33 the Plan area. Although these concerns are well noted, the sector

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1 Plan can only make recommendations of solutions, not correct them.
2 The concerns of the stakeholders have been addressed in the Plan
3 and their letters are attached to the staff report.

4 SECTION 4. CONDITIONS OF APPROVAL ADOPTED. The City Council
5 adopts the following Conditions of Approval as recommended by the EPC:

- 6 1. The EPC delegates final sign-off authority of this site development
7 plan to the Development Review Board (DRB). The DRB is
8 responsible for ensuring that all EPC Conditions have been satisfied
9 and that other applicable City requirements have been met. A letter
10 shall accompany the submittal, specifying all modifications that have
11 been made to the site plan since the EPC hearing, including how the
12 site plan has been modified to meet each of the EPC conditions.
13 Unauthorized changes to this site plan, including before or after DRB
14 final sign-off, may result in forfeiture of approvals.
- 15 2. Prior to application submittal to the DRB, the applicant shall meet
16 with the staff planner to ensure that all conditions of approval are
17 met.
- 18 3. This text shall be inserted on page 4 of the March 2008 Plan as
19 paragraph 7) of section 1.5 "How to Use This Plan", just in front of
20 section "1.6 Definitions" "*All developments shall conform to the*
21 *City's Development Process Manual, City Ordinances and applicable*
22 *policies with respect to storm water management*".
- 23 4. Modifications should be made to Section 1.5 "How To Use This
24 Plan". In paragraph 4) a) "*All site plans must be approved through a*
25 *DRB process*".
- 26 5. The DRB is the "Development Review Board", not the "Design
27 Review Board" and should be changed in section 1.5.
- 28 6. All properties within the Plan area shall have an SU-2 prefix in front
29 of their land use zoning to signify that they are within the sector
30 plan's boundaries.
- 31 7. Chapter 1 of the North I-25 Sector Plan shall state that all properties
32 with an SU-2 prefix shall be in control by the sector plan and shall
33 comply with the design standards of the sector plan.

- 1 8. Modifications should be made to Section 3.2 “Land Use Districts”.
2 Under the heading of Commerce (CP) on page 26, paragraph a) shall
3 read as follows:
4 • IP Zone Permissive and Conditional Uses,
5 • M-1 Zone Permissive Uses, EXCEPT A(1), A(5), A(6), A(12), A(15),
6 A(16), A(17), and
7 • M-1 Zone Conditional Uses B(5), B(7).
8 9. “Height Overlay”, page 36. The height overlay pertains to those
9 properties that utilize the expanded uses as presented in the Land
10 Use Districts. Property owners that follow the underlying zoning will
11 be subject to that zone’s height restrictions. Thus, the use of
12 bolding the first sentence of the last paragraph on this page should
13 be made. The sentence will read the same, but in bold letters: ***If
14 following the underlying zoning, development proposals are subject
15 to the height requirements set forth in the City of Albuquerque
16 Zoning Code***.
17 10. The EPC shall be given discretion of the building height when a
18 development proposal is reviewed by them for SU-1 zoned
19 properties.
20 11. The Environmental Health Department has asked that the following
21 language be inserted into the Plan:
22 *There is a potential for development and infrastructure projects
23 within this Plan area to be impacted by the presence of landfill
24 gas generated by several former private and City owned/operated
25 landfills (Los Angeles Landfill, Colorado Landfill, Nazareth
26 Landfill, Sacramento Landfill and Holly Landfill). Development in
27 select areas within the Plan area will be required to comply with
28 the most current version of the City of Albuquerque Interim
29 Guidelines for Development within City Designated Landfill Buffer
30 Zones. A review and approval of the Site Plan(s), the proposed
31 construction, design drawings and a certification of construction
32 will be required by the Environmental Health Department (EHD),
33 Environmental Services Division.*

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- 1 17. The text in Paragraph 4. of section 5.1.1 “Transportation Capital Improvements” on page 41 shall state that left turns from San Diego Avenue to Jefferson Street (south-bound) shall not be allowed at the San Diego Avenue/Balloon Museum Drive connection. The exception to this is during special events at the Balloon Park in order to alleviate traffic congestion. However, right turn traffic from Jefferson Street to San Diego (north-bound) shall be allowed on a regular basis.
- 2 18. Language regarding the North La Cueva Arroyo shall be made consistent. Section 5.1.2 “Transportation Recommended Actions”, paragraph 9. on page 42 incorrectly states modifications to be made to the trail are in the South La Cueva Arroyo and should say the North La Cueva Arroyo.
- 3 19. The word North should also be inserted in front of La Cueva Arroyo on page 50 Transportation, 5.1.2 (12) in the paragraph under Action.
- 4 20. On page 44, 6.2.1 “Open Space Capital Improvements”, paragraph 4. should be deleted as it is redundant; a trail connection already exists at Jefferson Street and Balloon Museum Drive.
- 5 21. The widening of Alameda Boulevard east of I-25 from two-lanes to four-lanes shall be included in chapter 8, “Implementation” of this Plan and included on the CIP project list.
- 6 22. Landscaping along Alameda Boulevard as an entrance to Balloon Fiesta Park shall be listed on the CIP list as a “Community Design” element on page 48.
- 7 23. Freestanding monument sign regulations on page 35 shall be amended as follows:
 - 8 • maximum sign face area 50 square feet mounted on a 24 inch to 36 inch base.
 - 9 • maximum overall height 13 feet
 - 10 • pole mounted signs are prohibited.
- 11 24. Figure 10, page 23, Lots 1A, 2, 3, 4, 5, 6A-2, Block 14, Tract A, Unit B, North Albuquerque Acres shall be designated regional commercial land use.

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- 1 25. On page 33, landscaping, numbers 4 and 5 shall be combined to read
2 "The special buffer zone shall be 10 feet".
3 26. Building signage, pages 35 and 36 add "Roof mounted signage and
4 signage that extends above the parapit are prohibited".

5 **SECTION 5. EFFECTIVE DATE AND PUBLICATION.** This legislation shall
6 take effect ninety days after publication by title and general summary.

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

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1 PASSED AND ADOPTED THIS 17th DAY OF February 2010
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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6 Ken Sanchez, President
7 City Council
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10 APPROVED THIS _____ DAY OF _____, 2010
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15 Bill No. R-09-263
16 _____

17 Richard J. Berry, Mayor
18 City of Albuquerque
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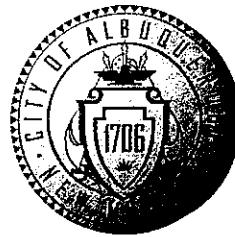
24 ATTEST:
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27 City Clerk
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CITY OF ALBUQUERQUE

Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk



Richard J. Berry, Mayor

Randy M. Autio, Interim City Clerk

March 16, 2010

To: Office of the City Clerk
From: Randy M. Autio, Interim City Clerk
Subject: Bill No. R-09-263, Enactment No. R-2010-041

PO Box 1293
Albuquerque

I hereby certify the Office of the City Clerk received Bill No. R-09-263 as signed by the president of the City Council. Enactment No. R-2010-041 was passed at the Council meeting of February 17, 2010. Pursuant to Article XI, Section 3, City Charter, this Resolution is in full effect without Mayor's approval or signature to the expiration of the ten days allowed for his signature. This memorandum shall be placed in permanent file for Bill No. R-09-263.

NM 87103

Sincerely,

www.cabq.gov

A handwritten signature in black ink, appearing to read "Randy M. Autio".

Randy M. Autio
Interim City Clerk

Acknowledgements

City of Albuquerque

Honorable Martin J. Chávez, Mayor

City Council

Brad Winter, District 4, City Council President
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Neighborhood Associations

Alameda North Valley Association
Jade Park Neighborhood Association
Nor Este Neighborhood Association
North Domingo Baca Neighborhood Association
North Edith Commercial Corridor Association
North Hills Home Owners Association
North Wyoming Neighborhood Association
Pleasant View Mobile Home Association
The Quail Springs Neighborhood Association
Sonora Home Owners Association
Sun North Estates Neighborhood Association
West La Cueva Neighborhood Association
Wildflower Area Neighborhood Association
Vista Del Norte Alliance

Special Thanks

A special thank you to the many participants who attended the public meetings, provided input, comments and support during the plan development process.

Consultant



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1 Introduction

1.1 PURPOSE OF THE PLAN

The North I-25 Sector Plan provides the framework for guiding the development of 2,800 acres in northern Albuquerque. The area covered by this Sector Plan serves as an important asset to the City of Albuquerque, functioning as a northern gateway to the City and as an emergent employment center for the region.

The purpose of the Plan is to achieve the City's vision for the area by guiding the future development of the Sector Plan area as a regional employment center and to buffer the residential development that has grown up within the area on its eastern boundary.

The North I-25 Sector Plan is a Rank 3 plan, the most detailed level of the City's planning program, intended to be implemented and enforced through policy, regulation, and capital improvements funding. The Sector Plan includes specific land use regulations, design standards, streetscape recommendations, and capital improvement priorities. The Sector Plan is consistent with the City of Albuquerque's overall goals for Sector Plan development, which are to implement the concept of centers and corridors, enhance livability of communities, attain stakeholder agreement through the planning process, and develop regulatory and capital project plans. All properties with an SU-2 prefix shall be in control by the sector plan and shall comply with the design standards of the sector plan.

1.2 ORGANIZATION OF THE PLAN

The North I-25 Sector Plan is presented in eight chapters:

Chapter 1 – Introduction, provides the background information to the North I-25 Sector Plan, describing the purpose of the plan, plan boundaries, organization of the plan, the plan development process, and how to use the Plan.

Chapter 2 – Community Context, describes the relationship of the Plan to other plans and codes and summarizes the existing conditions in the Plan area including demographic, land use, zoning, infrastructure and transportation conditions.

Chapter 3 – Land Use Plan, describes the Plan's Land Use policies and the recommended actions for complying with the policies. Chapter 3 also discusses the Land Use Districts established within the Plan area and the standards associated with each District.

Chapter 4 – Community Design Plan, discusses the Plan's Community Design policies and the proposed recommended actions for complying with the policies. Chapter 4 also describes the design regulations for the Plan area regulations for site design, building design and signage.

Chapter 5 – Transportation Plan, describes the Plan's Transportation Plan, including policies, capital improvements and recommended actions for motorized and non-motorized transportation and circulation.

Chapter 6 – Open Space Plan, describes the Plan's Open Space Plan, including policies, capital improvements and recommended actions for open space conservation and trail development.

Chapter 7 – Environmental and Public Safety Plan, discusses the Plan's approach to environmental and safety issues including issues related to drainage and landfills.

Chapter 8 – Plan Implementation, specifies how the Plan is to be implemented, including financing methods, plan adoption, and recommended capital improvements.

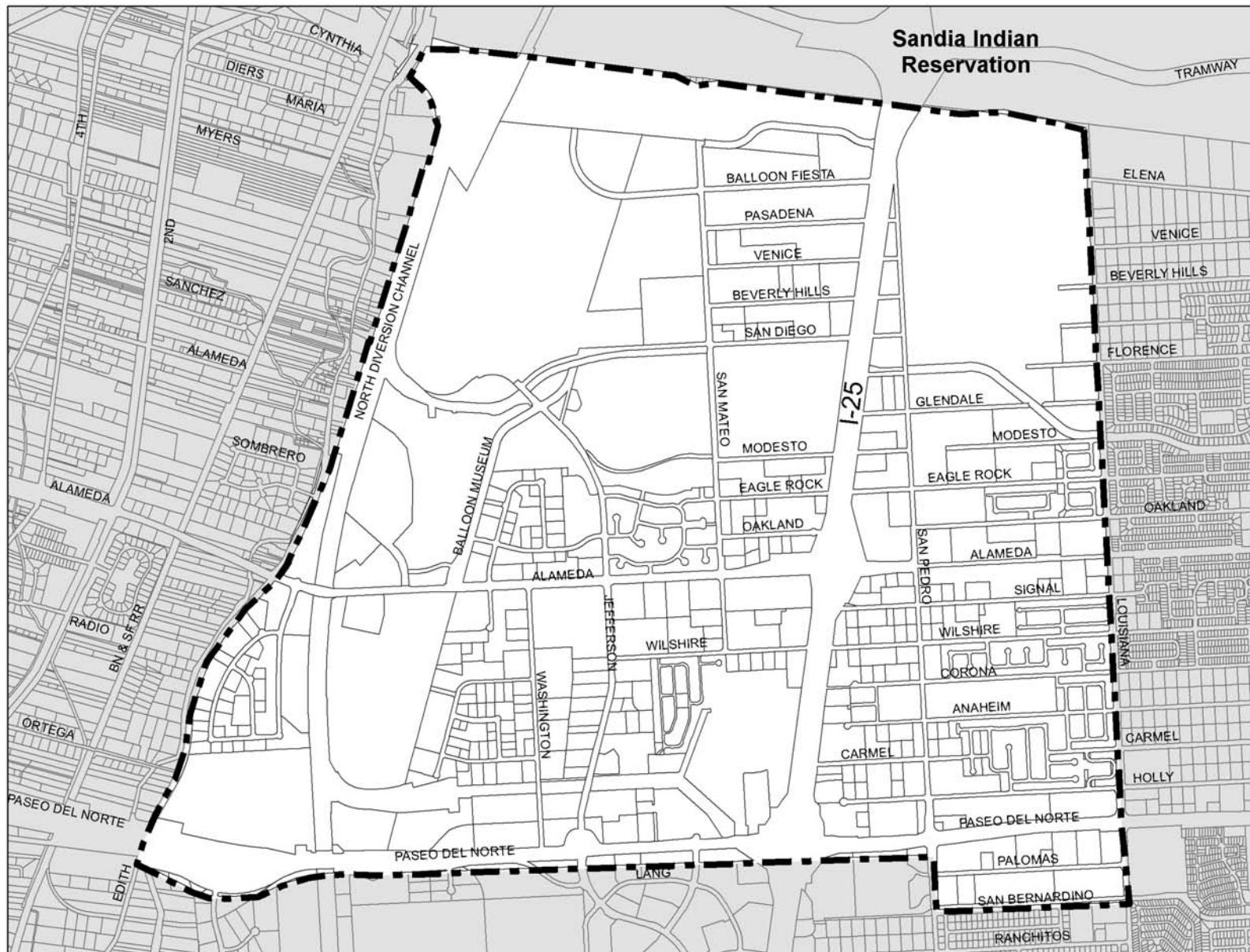
Within Chapters 3 through 7, the Plan is organized in the following manner:

Policies take effect upon adoption of the Plan.

Capital Improvements are those initiatives that make physical improvements to the Plan area. The City allocated funds through the Capital Implementation Program (CIP) for these projects, which come from the General Obligation Bonds and other sources.

Recommended Actions refer to those actions that would be undertaken by the existing City, County, or State departments, or other entity. They include improvements or suggested additions to current programs.

Figure 1
Sector Plan
Boundary



1.3 PLAN AREA BOUNDARIES

The Plan area is within the City of Albuquerque Council District's 2 (west of I-25) and District 4 (east of I-25). Sandia Pueblo's Reservation defines the Plan area's northern boundary; Louisiana Boulevard defines the eastern boundary; Paseo del Norte (SR 423) and the Domingo Baca Arroyo define the southern boundary; and the North Diversion Channel and Edith Boulevard define the western boundary. **Figure 1** illustrates the boundaries for the Sector Plan area.

1.4 PLAN DEVELOPMENT PROCESS

The North I-25 Sector Plan was developed in collaboration between the public and the City of Albuquerque. Public input, including input from residences, business and landowners, and community organizations, was integral in the planning process.

The development of the North I-25 Sector Plan began with a three-day design charrette held in March 2006. The purpose of the charrette was to receive input from the public regarding the vision for the Sector Plan area and to identify plan area issues. Two additional public meetings were later held to seek public comment through a draft plan review process performed by a stakeholder committee. From this process, a new land use plan was formulated and made available to the public via the City of Albuquerque's web site (www.cabq.gov) in October 2006. A draft plan was presented for review and comment at the public meeting held in November 2006 and was presented to the Environmental Planning Commission (EPC) in June 2007. The plan was updated based on comments from the EPC and presented to the public in November 2007 for review and again in January

2008. After incorporating public comments, the Plan was presented before the EPC in March 2008.

1.5 HOW TO USE THIS PLAN

This Plan does **NOT** change the existing zoning for properties within the plan area boundaries. All properties will have the SU-2 prefix to show that they are within this sector plan's boundaries and control. The Plan expands upon the uses allowed under current zoning through the use of a Land Use District Overlay, described in Chapter 3. When developing your property, you will have the choice of either developing in accordance to the uses allowed under your existing zoning or developing in accordance to the uses allowed in the Land Use District Overlay.

This Plan contains design regulations in §4.2 that will be enforced for **ALL** development proposals within the Plan area regardless of whether you choose to develop your property in accordance with the uses allowed under your existing zoning or within the Land Use Districts.

Sites that have obtained EPC or DRB approval of a site development plan since May 1, 2008 will not be subject to the design regulations.

This Plan strongly discourages any zoning change requests that are not in conformance with this Plan.

Procedures for Development Proposals

When developing a site within the Plan area, the following steps should be taken:

- 1) Locate your property on the Zoning Map referenced on page 18 of this Plan.

- 2) Decide whether you want to proceed using the uses allowed under your current zoning or the uses allowed in the Land Use District, Map on page 25, that overlays your property, as described in Chapter 3.
- 3) Refer to the Design Regulations in Chapter 4, beginning on page 30. These Design Regulations apply to all developments in the Plan area.
- 4) A Site Development Plan shall be required for all development within the North I-25 Sector Plan area.
- 5) All Site Development Plans must be approved by the Development Review Board (DRB) unless otherwise indicated below. Refer to the DRB for public hearing and advertisement requirements.
- 6) All Site Plans for Building Permit must include a landscaping plan and other documentation required by this Plan.
- 7) All properties that have SU-1 in their zoning descriptor are required to go to the Environmental Planning Commission for a public hearing (§14-16-2-22).
- 8) All properties zoned P, C-1, C-2, C-3, M-1 or M-2 that are five acres or greater shall comply with the Shopping Center Regulations (See §14-16-3-2 of the City Zoning Code).
- 9) All signs that exist at the time of the adoption of the Plan that do not conform to the Plan, are allowed to remain for the life of the sign.

- 10) Section 14-16-3-21(D) ROA 1994 provides that “In those cases where the owner intends to change the use of his land, and where such change of use would result in eviction of inhabited mobile homes, the landlord shall first give the resident of each mobile home subject to such eviction a written notice of his intent to evict not less than 18 months prior to such change of use of the land, notice to be mailed to each resident.” For property within the plan area, such notice shall include a ‘relocation plan’. A relocation plan shall set forth alternative locations available for relocation of mobile homes and restrictions that may apply with respect to all such alternative locations; alternative housing opportunities for low income housing, restriction that may apply to such alternative housing opportunities and the method to apply for such housing opportunities; financial consideration or other incentives that the landlord will provide to those who are relocated and the conditions under which those incentives will be provided.”
- 11) All developments shall conform to the City’s Development Process Manual, City Ordinances and applicable policies with respect to storm water management.

Policy: A specific statement of principle or guiding actions that implies a clear commitment but is not necessarily mandatory (the word “shall” makes a policy mandatory). A policy is a general direction that the City elects to follow in order to accomplish its goals.

Regulation: A rule or measure establishing levels of quality or quantity that must be complied with or satisfied.

The following conventions are used in this plan to designate the extent to which a statement is mandatory or optional:

- “May” refers to that which is permissible.
- “Should” signifies a directive to be honored if at all possible.
- “Shall” means that which is obligatory or necessary.

1.6 DEFINITIONS

Desired future conditions are stated in the form of goals, policies and regulations, which are the essence of the Sector Plan. These terms are defined below:

Goals: A general, overall and ultimate purpose, aim, or end toward which the City will direct effort.

2 Community Context

This section describes how the Plan relates to other adopted plans and discusses the existing framework in the Plan area including demographics, land use, zoning and transportation. This section also summarizes the issues in the Plan area and the concerns raised by the public during the plan development process.

2.1 RELATED PLANS & POLICIES

During the development of the I-25 Sector Plan, several existing plans were taken into consideration. These plans either have policies, regulations or codes that directly apply to the Plan area or have identified future projects within the boundaries of the Plan area. This Plan shall be considered supplemental to these plans and provisions. Where conflict arises between the City / County plans and policies and this Plan, the more restrictive shall prevail. The following plans were taken into consideration:

Albuquerque / Bernalillo County Comprehensive Plan

The I-25 Sector Plan area is part of the Developing Urban and Established Urban Area in the 2002 Albuquerque / Bernalillo County Comprehensive Plan. The Established Urban Area consists of existing, planned, or platted areas and the Developing Urban Area consists of undeveloped,

fringe areas. The Sector Plan conforms to the goals and policies for the Developing Urban and Established Urban Areas and will serve as the official policy guide for new development, redevelopment and improvements in the Plan area.

Specific Developing and Established Urban Area policies in the comprehensive plan that relate to the I-25 Sector Plan include the following:

Policy d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environment conditions and carrying capacities, scenic resources, and resources of other social, cultural, and recreational concern.

Policy i: 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 k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established neighborhoods shall be protected in transportation planning and operation.

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

Alameda Boulevard Design Overlay Zone

The *Alameda Boulevard Design Overlay Zone* (ABDOZ) was adopted in 1998 by the Extra-

territorial Land Use Authority and makes recommendations of regulations and guidelines for public streetscape improvements along Alameda Boulevard from the Rio Grande to I-25. The Alameda Boulevard corridor is broken into 4 segments or Character Zones. The primary focus is the portion of Alameda Boulevard that traverses the north valley from the Rio Grande River to Edith Boulevard. Character Zone 4 is from Edith Boulevard to I-25 and is the only character zone that is within the City. It recognizes that its character is focused on the Balloon Fiesta Park while maintaining a commercial campus feel. There are design regulations and guidelines that are for the entire corridor and apply to character zone 4. The regulations and guidelines address a uniform corridor with continuous sidewalks, landscaping, consistent off-street parking, restrictions on lighting, regulations of walls, consistent setbacks and limited on-premise signs.

Facility Plan for Arroyos

The *Facility Plan for Arroyos* establishes guidelines and procedures for implementing the goals of the Comprehensive Plan in order to create a multi-purpose network of recreational trails and open space along arroyos. The South La Cueva Arroyo, which runs east-west in the middle of the Plan area and abuts the natural area of Wildflower Park, is designated as a Major Open Space Link per the *Facility Plan*. Major Open Space Links are scheduled for the development of arroyo corridor plans which will locate recreational trails that will form continuous east-west linkages. The Domingo

Baca Arroyo, which is in the southern portion of the Plan area, is designated an Urban Recreational Arroyo per the *Facility Plan*. Urban Recreational Arroyos are located either in highly urbanized or in developing areas. They have the potential to connect major activity centers with residential development by trails located along segments of the arroyo.

Trails and Bikeways Facility Plan

The *Trails and Bikeways Facility Plan* was adopted in July 1993 with an amendment made to the *Trails and Bikeways Master Plan* in November of 1996. The initial intent of the plan was the implementation of an off-road recreational trail system. However, after public hearings in the fall of 1990, the public strongly indicated a strong desire that the trail system function not only as a recreational network, but also as an alternative method of transportation. The major goals for the *Trails and Bikeways Facility Plan* are to: secure a funding source; find an “administrative home” for the trails and bikeways; create a map of the proposed network; and develop policies for future trail and bikeway development and usage.

The *Trails and Bikeways Facility Plan* identifies two different types of trails, a Primary Trail and a Secondary Trail, with distinct policies and recommendations that apply to both types of trails. A Primary Trail is proposed for the Domingo Baca Arroyo east of I-25. At the intersection of the North Diversion Channel and Paseo del Norte to the north, a Primary Trail is proposed and Secondary Trails

are proposed along the La Cueva Arroyos and the Camino Arroyo.

Major Public Open Space Facility Plan

The purpose of the *Major Public Open Space (MPOS) Facility Plan* is to establish guidelines for implementation of the open space network goals as specified in the *Albuquerque / Bernalillo County Comprehensive Plan*. Section 6 of the *Major Public Open Space Facility Plan*, regarding arroyos, states several policies related to planning, land use, management and revenue generation. Applicable policies specific to this project are presented in the Planning Policies and state below:

Policy A.1: MPOS lands in the Major Public Open Space Arroyos shall be acquired and managed to promote the purposes of Major Public Open Space as is stated in the *Comprehensive Plan* and the following sub-goals:

- (a) Conserve natural resources and environmental features including the natural flow of water and the drainage capacity of the largest arroyos in Bernalillo County, the natural state of historic environmental features, geological features such as bluffs, wildlife habitat corridors, native vegetation, the infiltration of water into the arroyo’s gravel soils and recharge of the aquifer, provide wildlife corridors from both the Rio Puerco Escarpment and the Sandia foothills to the Rio Grande.

- (b) Provide opportunities for outdoor education and recreation including trails for a variety of users.

Policy A.3: The drainage management plans will attempt to address the policy recommendations for Major Public Open Space Arroyos contained in the *Facility Plan for Arroyos* and policies stated in A.1. The Open Space Division and Planning Department will work with the lead agency to determine areas that may be acquired as Major Public Open Space and to incorporate design policies, trails and other recreational uses into the drainage management plan. The draft arroyo corridor plans will be used for guidance in planning these facilities to the extent applicable.

Balloon Fiesta Park Master Development Plan

The *Balloon Fiesta Park Master Development Plan* was developed for the Parks and Recreation Department and adopted by City Council in December 1998. The plan provides the necessary framework for the phase development and implementation of the Balloon Fiesta Park based upon a number of considerations including the establishment of priorities for various recreational facilities and associated costs.

Applicable recommendations stated in the plan related to this project include the following:

- The gateway area to the Park from I-25 and nearby access roads east and west, should be protected by the City and County. It is

recommended that a regional set of design guidelines and/or overlay zone be prepared with enforcement provided by the City and County.

- The local governments, including Sandia Pueblo and the State of New Mexico, should continue cooperative work on a regional multi-modal circulation system that connects the local access of the Park with the metropolitan transportation system as a whole in the most efficient way possible.

Metropolitan Transportation Plans & Programs

The Metropolitan Planning Organization (MPO) is the policy board created and designated to carry out the metropolitan transportation planning process. In the Albuquerque Metropolitan Planning Area, the MPO is the Metropolitan Transportation Board (MTB). The MTB and MPO staff is administratively housed with the Mid-Region Council of Governments (MRCOG). The MPO is responsible for developing transportation plans and programs. The most important of these are the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP); they are the tools for bringing federal transportation funds to the metropolitan area.

The 2030 Metropolitan Transportation Plan (MTP) is the official multimodal transportation plan through the year 2030. The MTP is developed, adopted, and updated by the MPO through the

metropolitan transportation planning process. The MTP must conform with all State Implementation Plans for air quality. The MTP projects anticipated growth and land uses in the Albuquerque Metropolitan Planning Area through the year 2030 and identifies transportation strategies, projects and policies to facilitate the movement of people and goods.

The Fiscal Year (FY) 2008-2013 Transportation Improvement Plan (TIP) covers a six-year period and lists, in detail, all transportation projects that will receive federal transportation funds within that timeframe, as well as all regionally significant projects, regardless of funding source.

All of the transportation projects identified in the I-25 North Sector Plan must be consistent with the approved MTP and TIPs. New projects and policies in this sector plan may update the MTP and TIPs. Early and continuous coordination with MPO staff will ensure the appropriate consistency between these plans.

The Facility Plan: Electric Service Transmission Facilities

The Facility Plan: Electric Service Transmission Facilities (1995-2005) is a Rank II facilities plan that states policy for the system of electric transmission facilities in the City of Albuquerque and Bernalillo County. Transmission line corridors and substation sites are chosen based on the standards contained in the facility Plan, as well as economic feasibility and other operating

requirements. These criteria support the long range planning goals and policies of the City of Albuquerque, Bernalillo County and the electric utilities. The Plan identifies standards for the location and design of transmission facilities, project review process, and future electric facilities.

2.2 PLAN AREA DEMOGRAPHICS

Population

Data from the 2000 U.S. Census and Mid-Region Council of Governments (MRCOG) was used to provide demographic information about the I-25 Sector Plan area. According to these sources, the Plan area had a population of 4,425 persons. The Plan area has experienced an average annual growth rate of six percent since 1990; a higher growth rate than the City of Albuquerque's metropolitan area during the same time period.

The ages of the Plan area population resemble that of the Albuquerque metropolitan area. Nearly one-third of the Plan area population is between the ages of 30 and 49 years of age. In addition, 28 percent of the Plan area residents are under 18 years of age, 20 percent are between 18 and 29 years old, 11 percent are 50 to 64 years of age, and 10 percent are 65 years and over.

Household Income

In regards to income, the Plan area varies substantially between the residential areas east and west of I-25. As indicated by the 2000 U.S Census, the residential areas east of I-25 reported a median

household income of \$52,824 and the residential areas west of I-25 reported a median household income of \$34,851. For purposes of comparison, the Albuquerque metropolitan area had a median household income of \$39,308.

In correlation to the numbers reported for median household income, 6 percent of the households in the Plan area east of I-25 had incomes below the poverty level in 2000 as compared to 15 percent of the households in the Plan area west of I-25.

Owner-Occupied Housing

Demographic data also indicates that the Plan area is comparable to the Albuquerque metropolitan area in terms of owner-occupied housing. Owner-occupied housing is often an indicator of the stability of an area and can provide insight into redevelopment opportunities. In the Plan area, 94 percent of the available housing is occupied, with 70 percent accounting for owner-occupied housing. Within the Albuquerque metropolitan area, renter-occupied housing accounted for 32 percent of the market and owner-occupied dwellings accounted for 68 percent of the market.

2.3 LAND USE

Existing land use within the I-25 Sector Plan Area is shown in **Figures 2-6**. The most prominent land uses existing in the area include vacant, commercial, open space, industrial and residential uses. Currently, 20 percent of the Plan area is represented by vacant lands, 18 percent by commercial uses, 14

percent by parks and open space uses and 13 percent by industrial uses. The following discusses in more detail each of the major land uses in the Plan area.

Vacant Lands

The majority of vacant land within the Plan area occurs in larger parcels, indicating the potential for continued development. Large areas of vacant land are located in the northeast part of the Plan area and include the former Coronado Airport site located east of I-25. The property is owned by Sandia Pueblo and is primarily vacant with the exception of several buildings associated with the former airport facility. The Sandia Pueblo also owns several other smaller vacant tracts of land located along the La Cueva Arroyo, east of I-25. Other areas of vacant land are concentrated north of San Diego Avenue, west of I-25 and along Alameda Boulevard, east of I-25.

Commercial

Existing commercial uses within the Plan area include both retail and service oriented uses. Existing retail commercial development is primarily concentrated along Alameda Boulevard near the interchange of Alameda / I-25 and includes the Toyota and Drive Time auto dealerships. Existing service commercial uses throughout the Plan area are intermittent. New commercial development include the Blue Cross/Blue Shield building at Balloon Fiesta Parkway and several new commerce buildings in the vicinity of Alameda Boulevard.



View of an existing auto dealership located east of I-25

Parks and Open Space

The predominant parks and open space use in the Plan area is the Balloon Fiesta Park, a 365-acre, city-owned multi-use area located between the northern Plan area boundary and Alameda Boulevard. The Balloon Fiesta Park, operated by the City of Albuquerque, includes a 78-acre joint-use area which functions as a balloon launch field, driving range and 9-hole chip and putt course. Located south of the launch field are the city-owned Albuquerque Golf and Training Center. Other amenities within the park include the Anderson-Abruzzo International Balloon Museum, 23 game fields, eight youth baseball fields, and a 16-acre natural wildlife area, located on the south side of the intersection of Balloon Museum Drive/ Jefferson Street. The AIBF also uses other lands surrounding the park during the Balloon Fiesta event. The Nazareth Landfill, east of the launch field and the

Figure 2
**Existing
 Vacant Lands**



Legend

- Vacant Lands
- Pueblo of Sandia Owned Lands



Figure 3
Existing
Commercial



Legend

- - - Plan Boundary
- Light Pink Commercial Retail
- Red Commercial Service

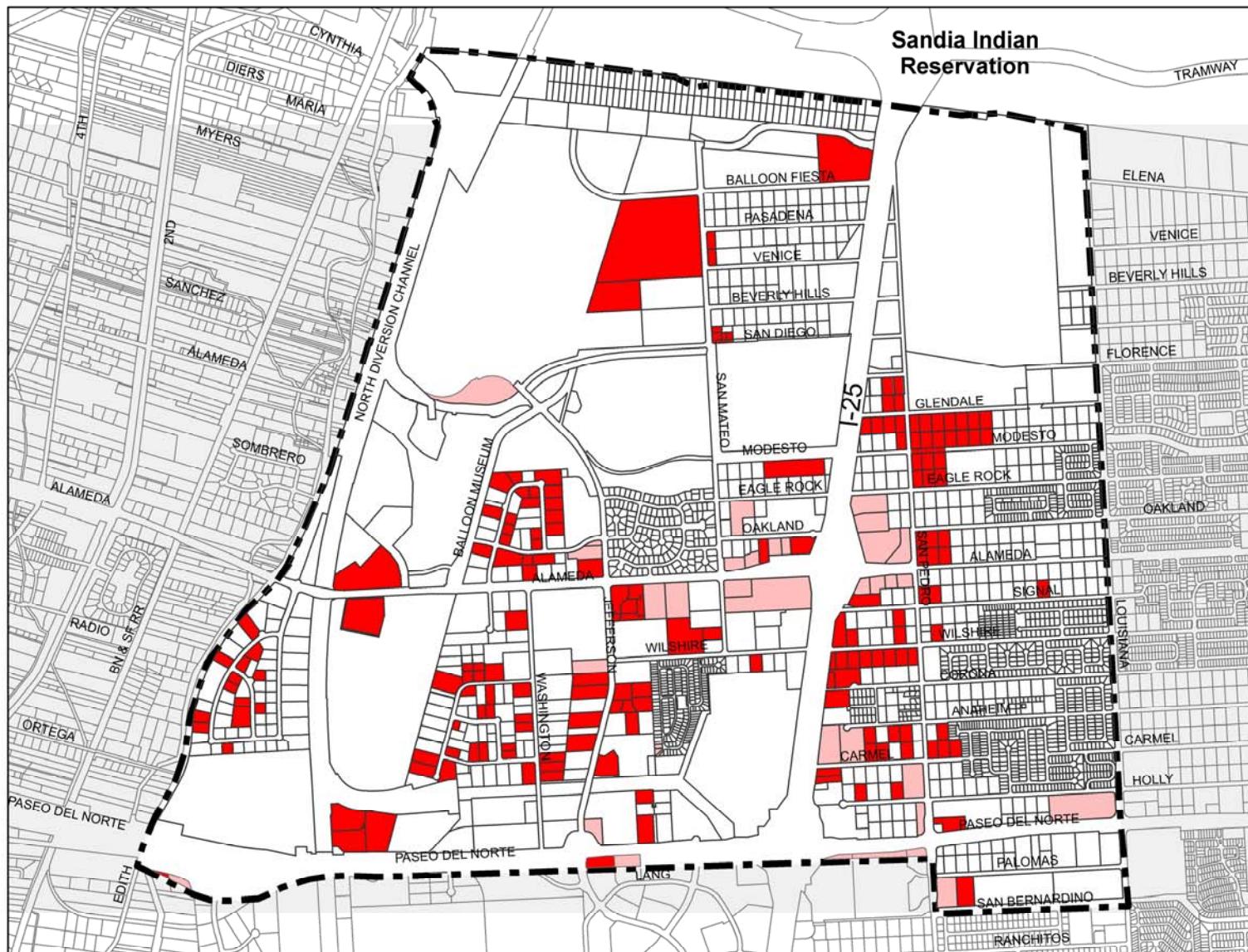




Figure 4
**Existing Recreation
& Open Space**



Legend

-  Plan Boundary
 -  Recreation & Open Space
 -  Balloon Fiesta Park

Los Angeles Landfill, south of the launch field and Alameda Boulevard, are used for recreational vehicle parking. The AIBF also uses surrounding properties owned by the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) for the Balloon Fiesta event.



View of Anderson-Abruzzo International Balloon Museum located at Balloon Fiesta Park

Other parks and open space uses within the Plan area include the Wildflower Park and the North Domingo Baca Park. Wildflower Park is a 12.5-acre passive park owned and maintained by the City. The park is located adjacent to the Wildflower subdivision, east of the Balloon Fiesta Park.

The North Domingo Baca Park is a multiuse, 32-acre community park located in the residential area of North Albuquerque Acres. While located outside of the Plan area, the park serves the residents within the Plan area. The park is bounded by Wyoming Boulevard on the east, Carmel Avenue on the south,

Louisiana Boulevard on the west and Corona Avenue on the north. Future plans for the park site include an off-leash dog area, a multi-generational center, as well as several other community facilities. The park is adjacent to a 27-acre AMAFCA property, which is available for joint use.

Industrial

Industrial land uses are focused in the southwest portion of the study area and continue to the north between I-25 and the Balloon Fiesta Park.

Heavy industrial uses are concentrated in the southwest portion of the Plan area including the General Mills operation, located at the southwest corner of this area, west of the North Diversion Channel. Light industrial uses occur at various locations throughout the Plan area, with newer development taking place west of Jefferson Street



View of the former Philips plant, located near the intersection of San Mateo Boulevard and San Diego

and north of San Diego Avenue. Major light industrial uses include Honeywell, Sumco and Miox.

Another major industrial operation in the Plan area is the old Philips plant, located near the San Mateo Boulevard / San Diego Avenue intersection. The Philips plant closed their 500,000 square foot facility in 2003, was purchased in 2006, and is now being considered for redevelopment.

Residential

Residential development in the Plan area is diverse, consisting of single-family homes, apartments and manufactured home subdivisions. Existing residential developments west of I-25 include Wildflower, Desert Apartments, Sun North Estates, Coronado Village and the Village at Alameda Assisted Living Facility.

Wildflower is a single-family residential subdivision located north of Alameda Boulevard and west of San Mateo Boulevard. Homes in the neighborhood were constructed in the early 1980's and were built at 3-6 dwelling units per acre. Directly west of the Wildflower subdivision is the newly constructed Desert Apartments complex. The apartment complex was built at 30 dwelling units per acre and is the only apartment complex in the Plan area. Other residential areas west of I-25 include the Sun North Estates manufactured home subdivision and the Coronado Village trailer park. Sun North Estates is located directly south of Wilshire Avenue and east of Jefferson Street. A majority of the lots in the development are under

Figure 5
Existing Industrial



Legend

- - - Plan Boundary
- ██████████ Industrial
- ██████████ Wholesale/Warehousing



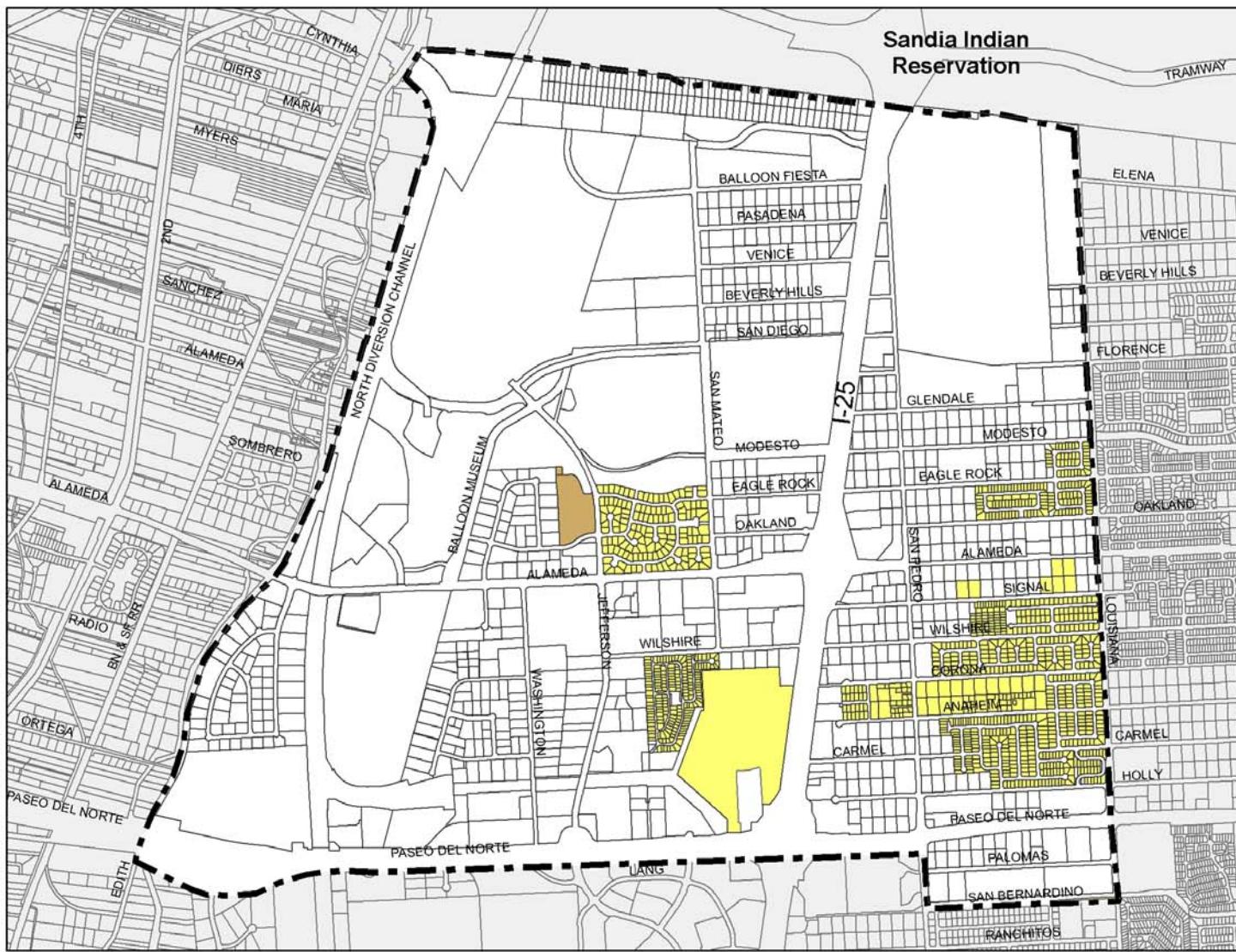


Figure 6
Existing Residential



Legend

-

single ownership and were built at 13 dwelling units per acre and greater. Coronado Village is located in the northwest quadrant of the I-25 / Paseo del Norte interchange and unlike Sun North Estates, is currently under single ownership. The Villages at Alameda, an assisted living facility, is located north of the office buildings at Alameda Boulevard and Balloon Museum Drive.

Residential development east of I-25 consists primarily of newer single-homes. Single-family development is located mainly west of Louisiana Boulevard between Alameda Boulevard and Paseo del Norte, and San Pedro Boulevard to the west. Additional residential development includes Pleasant View, a manufactured home development located between Anaheim Avenue and Corona Avenue.

Electric Facilities

There are numerous existing electrical transmission and substation facilities in the plan area. Traversing the plan area are two 15kV line facilities that extend from the Reeves Generating Station northward to Tramway Boulevard then on to the Sandia Pueblo. Other radial transmission lines serve substations in the plan area. Another bulk transmission line to serve Albuquerque may extend from Reeves Generating Station through the plan area. However, no alignment has been identified by the Public Service Company of New Mexico (PNM).

2.4 ZONING

The study area is primarily zoned for industrial uses, as shown in **Figure 7**, but also includes lands zoned residential, open space, commercial, and institutional. The majority of residential zoning is located east of I-25 and south of Modesto Avenue. There are also areas zoned for residential development near Alameda Boulevard between Jefferson and San Mateo and between Wilshire Avenue and the North Diversion Channel Easement. Lands zoned for open space are located along the western border of the Plan area, with the majority of the zone encompassing the Balloon Fiesta Park. Commercially zoned land is located directly to the northwest of the I-25\Paseo del Norte interchange. Lands zoned for institutional uses include the Edmund G. Ross Elementary School located in the southeast corner of the Plan area, the Hope Christian Academy, and the senior living facility located north of Alameda Boulevard. The remaining lands in the Plan area are zoned for industrial uses (IP, M-1) and account for more than half of the Plan area.

All properties within the boundaries of the sector plan area will have the SU-2 designation in front of their zoning. This signifies that they are under control of the sector plan and must abide by the design standards and intent of this plan. Where the sector plan is silent, the Zoning Code shall prevail.

Zones included in the Zoning Code are regulated as stated in the Zoning Code. Further, there are sector plan specific zone categories that were established

by the 1986 plan and are not included in the Zoning Code. These zones are grandfathered into the Plan area and the allowed uses are described as below. Since the underlying zoning will not change with this updated plan, the Land Use Districts are intended to provide an optional set of uses. The property owner shall choose to follow either their underlying zoning or the allowed uses and regulations set out by the Land Use District. However, it should be made clear on the site plan, which set of rules the property owner is developing under.

Zone changes to the 1986 sector plan specific zones are discouraged. Also, any new developments on properties using these older zone categories will need to abide by the design standards set forth in this updated plan. These 1986 sector plan specific zone categories are as follows:

- SU-2/MUD – Mixed-Use Development (only one tract – mobile home site of Coronado Village; I-25 & Paseo) – Shall be regulated by the Zoning Code's IP regulations.
 1. Mobile Homes as of effective date of 1986 plan.
 2. 16 acres in west portion of site shall be residential not exceeding 30 du/net acre.
 3. Balance of site may be used for IP w/ exceptions.
 4. Up to 15 gross acres in IP may be used for permissive C-2 subject to DRB traffic approval. Developer must submit:

- i) Detailed land-use plan with on site circulation plan
 - ii) Transportation plan – connecting San Mateo thru site & under Paseo
 - iii) Commitment of on/off site improvements paid privately
 - 5. EPC may approve adjustments to parking requirements to help pedestrian circulation.
- SU-2/HC – Shall be regulated by the Zoning Code's C-3 regulations.
1. C-3 permissive and conditional uses and as regulated in the Zoning Code with following exceptions:
 - a. All site plans and landscaping plans are required for new development; approval by Planning Director, subject to design standards in SDP.
 - b. Manufacturing, assembling, treating, repairing, rebuilding is permissive, except as follows:
 - i. Conditional uses in C-3 or M-1 zones or permissive or conditional M-2 uses are not permissive.
 - ii. Such activities shall be conducted inside a completely enclosed building.
 - iii. Conditional uses in addition to those in C-3:
 - (a) Automotive engine manufacturing, wholesaling or rebuilding of automotive vehicles or parts;
 - (b) Manufacturing activities conditional in IP
 - iv. Tire capping (re-treading) not allowed
 - c. Construction contractor's equipment storage or yards must be screened with at least a solid six-foot high wall/fence, etc.
 - d. Signs: on-premise as regulated in IP, off-premise not allowed
 - e. Auto dismantle yards are not allowed
 - f. Machine shops are permissive
 - g. Outdoor vehicle storage where vehicles are not moved (week or longer) is not allowed
- SU-2/IP-EP (Industrial Park and Earth Products) – Allows uses permissive and conditional in the SU-2/IP zone as regulated by the Zoning Code's IP zone with the following additions:
1. Conditional uses include concrete or cement products manufacturing batching plant, processing of stone, gravel, sand or dirt including mining stockpiling and distribution but not on-site retailing.
 2. Conditional uses should be conducted in an enclosed facility or within an area enclosed by a wall or fence at least 6-feet high and must be solid abutting or facing public ROWs or land not zoned SU-2/IP or SU-2/M-1.
 3. Auto sales and related service or repair is not a conditional use.

2.5 TRANSPORTATION

Vehicular Circulation

Alameda Boulevard and Paseo del Norte are the only two roads within the Plan area that provide east-west access across I-25 and are two of the eight Rio Grande River crossings within metropolitan Albuquerque. These roadways are designated as Principal Arterials west of I-25 on the City of Albuquerque's *Current Roadway Functional Classification Map: Albuquerque Metropolitan Area*, prepared by the Mid-Region Council of Governments. East of I-25, Paseo del Norte retains a principal arterial street designation and Alameda Boulevard is reclassified as a minor collector. Paseo del Norte is currently a limited access roadway within the Plan area, with access into the west side of the Plan area at Jefferson Street. Alameda intersects the north-south routes of San Mateo Boulevard, Jefferson Street and Balloon Museum Drive. On the east side of I-25, Paseo del Norte and Alameda intersect San Pedro Drive and Louisiana Boulevard. Alameda Boulevard is also the only east-west truck route through the Plan area and the North Valley. A third major east-west route in the Plan area is San Diego Avenue. San Diego Avenue is shown on the *Long Range Roadway*

System Map as a continuous collector street that crosses I-25, with a 68-foot right-of-way.

North-south roadways in the Plan area include Louisiana Boulevard, San Pedro Drive, San Mateo Boulevard, Jefferson Street, Balloon Museum Drive and I-25. I-25 is a limited access facility with interchanges at Roy/Tramway (north of the Plan area), Alameda Boulevard and Paseo del Norte. A southbound service road on the west side of the freeway provides access to east-west crossroads north of Alameda Boulevard, and serves as the primary access into the Pleasant View manufactured housing subdivision. On the east side, the northbound service road provides access to east-west crossroads east of I-25. Jefferson Street provides access from Paseo del Norte to San Diego Avenue and San Mateo Boulevard provides north-south access between Alameda Boulevard and Balloon Fiesta Parkway. Jefferson Street is designated as a minor arterial with 86 feet of right-of-way between Paseo del Norte and Alameda Boulevard as indicated in the City's *Roadway Functional Classification Map*. San Mateo Boulevard is designated as a minor arterial north of Paseo del Norte and as a collector street to the south. Balloon Museum Drive is designated as a collector street with a 68-foot right-of-way.

Public Transportation

Public transit is available at several locations within the Plan area including stops along Jefferson Street, Balloon Fiesta Parkway and San Mateo Boulevard. With the exception of Alameda Boulevard, there are

no planned or funded transit services in the Plan area, east of I-25 at this time.

Another transit route, the Rio Rancho Rail Runner connection, travels across Paseo del Norte west of the Plan area. The Rail Runner Express stop is located southwest of the Plan area at the location where El Pueblo Road and Paseo del Norte meet between Edith Boulevard and 2nd Street. There is no transit service connecting the Rail Runner Express to locations within the Plan area at this time.

Pedestrian and Bicycle Circulation

There are several trails within and adjacent to the Plan area including the North Diversion Channel Trail and the Domingo Baca Arroyo Trail. The North Diversion Channel Trail is located along the west side of the channel and approaches the Plan area from the south, terminating near Alameda Boulevard. The Domingo Baca Arroyo Trail is adjacent to the arroyo and approaches the Plan area from the east, terminating near San Pedro Drive south of Paseo del Norte. A third trail exists along Paseo del Norte, approaching the Plan area from west and termination at the North Diversion Channel.

In addition to the multi-use trails, there are several bikeways that are located near the southern Plan area boundary. There are bikeways that approach the area from the south and terminate at Paseo del Norte, including bikeways along San Pedro Drive and Louisiana Boulevard.

Figure 7
**Zoning in
Sector Plan Area**

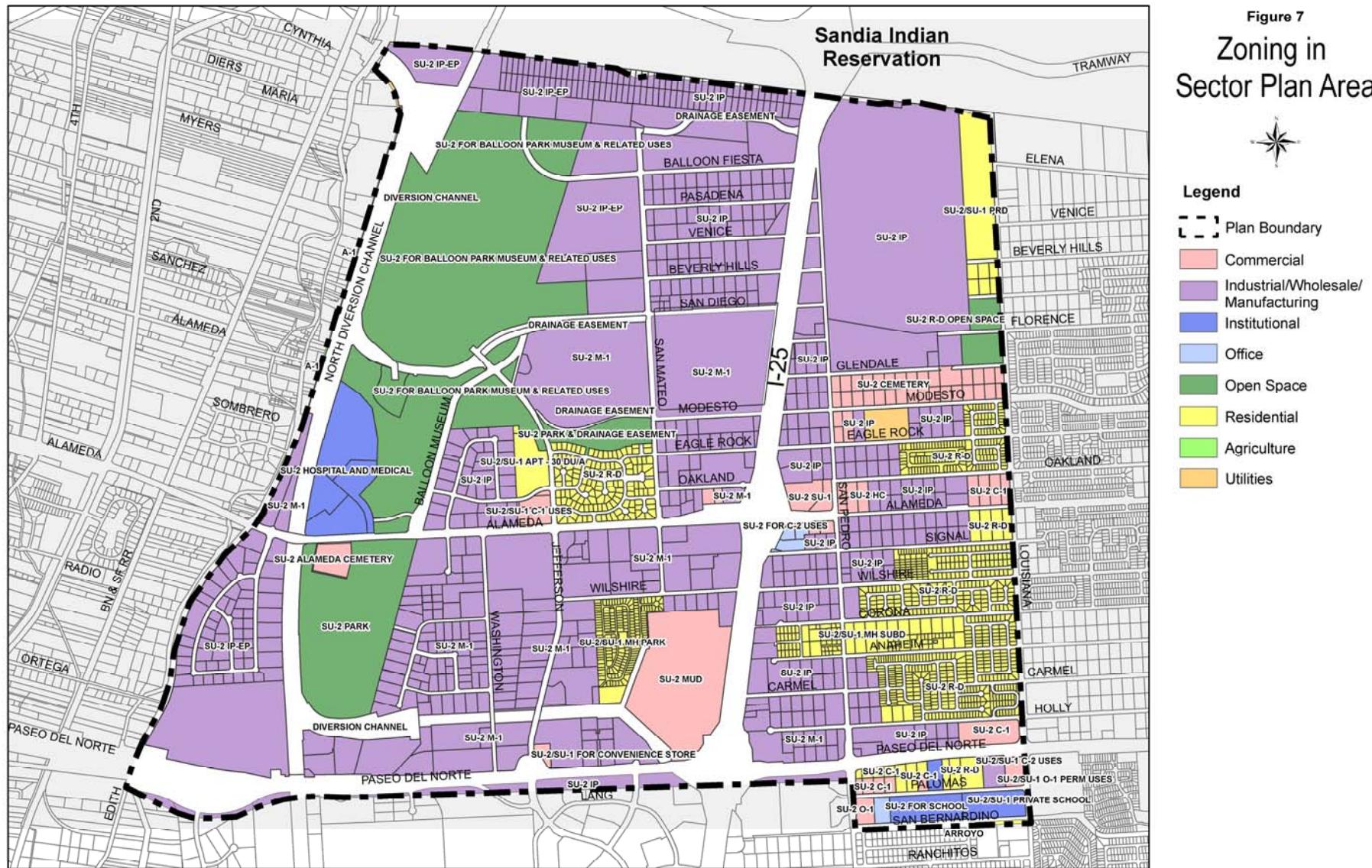


Figure 8

Existing Transportation Facilities



Legend

- Roadway
- Multi-Use Trail
- Bike Lane
- Bus Stop

Bus Routes

- Wyoming Commuter
- San Mateo / Jefferson
- North Fourth Street



2.6 DRAINAGE

Arroyos are considered primary elements in the City of Albuquerque's flood control system. The arroyos carry storm water runoff from the Sandia Mountains, foothills and mesas on the City's east side to the Rio Grande River. The Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) was established in 1963 to manage these systems, although some are maintained by the City of Albuquerque.

The North I-25 Plan area drains from east to west from the Sandia Mountains and foothills. The Plan area is located on the East Mesa and the North Valley, which rises above the Rio Grande. Multiple arroyos carry water to the Rio Grande including the North Camino Arroyo, the La Cueva Arroyo and the



View of the North Camino Arroyo located in the northern part of the Plan area.

Domingo Baca Arroyo. The North Camino Arroyo traverses the Sandia Indian Reservation and enters the Plan area near its northern boundary. The arroyo

channel is stabilized between I-25 and San Mateo Boulevard and is free flowing east of I-25 and again from San Mateo Boulevard to the North Diversion Channel. The La Cueva Arroyo parallels San Diego Avenue east of I-25 and traverses the Balloon Fiesta Park to the North Diversion Channel. East of I-25, the La Cueva Arroyo continues in an east-west direction towards Louisiana Boulevard. The Domingo Baca Arroyo channel is located north of Paseo Del Norte and conveys storm water through Coronado Village and Villa San Mateo subdivisions before continuing west to the North Diversion Channel.

2.7 LANDFILLS

There is a potential for development and infrastructure projects within this Plan area to be impacted by the presence of landfill gas generated by several former private and City owned/operated landfills (Los Angeles Landfill, Colorado Landfill, Nazareth Landfill, Sacramento Landfill and Holly Landfill as shown in **Figure 9**). Development in select areas within the Plan area will be required to comply with the most current version of the *City of Albuquerque Interim Guidelines for Development within City Designated Landfill Buffer Zones* (**Appendix A**). A review and approval of the Site Plan(s), the proposed construction, design drawings and a certification of construction will be required by the Environmental Health Department (EHD), Environmental Services Division.

The following City designated landfill buffer zones for the landfills within the plan area are as follows:

- Coronado Landfill North Cell -250 ft
- Coronado Landfill Middle and South Cells - 1000 ft
- Los Angeles Landfill -1000 ft
- Nazareth Landfill -500 ft
- Oakland Avenue Landfill – 1000 ft
- Sacramento Landfill - 500 ft

The Sacramento Landfill site was cleaned-up by the land owner as part of the development approval process. The Middle and South Cells of the Coronado Landfill, located near the former Philips facility, have also been identified for clean-up as the process for redevelopment of the site moves forward.

The Los Angeles Landfill is the largest former landfill site in the Plan area. The site is currently used for RV parking during the Balloon Fiesta event but is otherwise left vacant. The site closed in the mid 1980's but in recent years there has been a general concern because water seepage into the landfill debris has been generating methane gas. A landfill gas extraction system was installed in 2007 with the intent of removing landfill gas and diminishing the potential for landfill contaminants to travel as a gas and dissolve into the ground water. A drainage plan for the site is also in place and is being implemented by the EHD, however, the plan has not been fully implemented because of the lack of funds.

Figure 9
Closed Landfill Sites



- Legend**
- Plan Boundary
 - Closed Landfill Sites Present in the Plan Area
 - 1000 Ft. Landfill Buffer
- Landfills**
- Los Angeles
 - Nazareth
 - Coronado
 - Oakland Avenue
 - Sacramento

2.8 COMMUNITY-IDENTIFIED ISSUES

The following information was compiled through the public involvement process in addition to letters and emails received by the City Planning Department. The following highlights the main concerns and issues in the Plan area as identified by the residents, stakeholders and other participants in the planning process.

Land Use

Residents in the Plan area recognize the need to control and have regulations for new development as well as those areas being considered for redevelopment. Residents identified concerns over those areas that will serve as transition areas between existing residential development and future uses. In particular, there was a concern about the height of buildings and whether height is something that can be restricted. In addition, residents also saw the need to prohibit certain uses such as adult-oriented businesses and package liquor sales.

Community Design

Concerns were also expressed in regards to design regulations and the overall continuity within the Plan area. Residents stated they would like to see design regulations for signage, lighting, streetscapes and site design. Several community members also stated their concerns over the median landscaping and maintenance of the Alameda Boulevard median due to the lack of inappropriate plant materials and improper maintenance. Residents also view the area

as a gateway to the City and would like to see a unique identity established that would distinguish the Plan area as a gateway.

It was noted by those representing Balloon Fiesta Park the need for design regulations or a design overlay zone that would facilitate the flight and landing of balloons. It was stated that design considerations affecting this activity include building heights, cell phone towers or other tall obstacles, the percentage of property that's devoted to improvements, the percentage of property devoted to open space, the types and height of landscaping, and the number and height of light poles.

Transportation

Plan area residents have several concerns related to vehicular traffic and circulation in the residential neighborhoods. Key concerns for residents living within the Wildflower subdivision include traffic volumes and speeds on Jefferson Street, Alameda Boulevard and San Mateo Boulevard; the amount of truck traffic on Alameda Boulevard and the associated noise impacts; vehicle conflicts along Alameda Boulevard due to the high number of curb cuts; and the traffic traveling along Jefferson Street and accessing San Diego Avenue. Residents living east of I-25 expressed concerns over the amount of cut-through traffic using neighborhood streets; the amount of traffic congestion and speeds on Louisiana Boulevard and San Pedro Drive; and traffic congestion associated with the I-25 / Paseo del Norte interchange.

It was also noted at the public meetings the traffic problems related to special events at Balloon Fiesta Park. Thousands of visitors make their way to the park during the Balloon Fiesta, resulting in a number of traffic related issues. Traffic circulation in the area is poor, there is a lack of directional signage, and accessing neighboring properties was said to be problematic.

Open Space and Trails

Residents stressed the importance of the Balloon Fiesta Park and the need to try and incorporate previous planning for the park into the Sector Plan. It was also stated by residents in the community the importance of maintaining and utilizing the existing recreational resources in and around the Plan area.

Plan area residents identified the lack of non-motorized circulation and connectivity as an important issue to be addressed. Residents cited the lack of connectivity between I-25 and the North Diversion Channel; concerns over the omission of non-motorized connectivity in the design of the new arterial proposed by the New Mexico Department of Transportation; and in general, the lack of north south connectivity from and to existing community resources such as parks and schools.

Environmental Issues

Landfills and drainage were two major environmental issues identified by community members. In particular, several residents identified the Los Angeles landfill as a concern and the need to address the problems occurring at the site. Others

also identified drainage as a concern, citing the need to protect existing arroyos from encroaching development and to utilize existing arroyos as recreational resources.

3 Land Use Plan

Land Use Goal

Integrate existing and future land uses to support and promote economic and employment opportunities within the Plan area

This chapter of the Plan addresses the land use districts and their descriptions with reference to the corresponding zoning categories for the City of Albuquerque. The intent of the Land Use Plan is not to change the underlying zoning but to provide flexibility by allowing for additional uses within the different districts described in this chapter. It should be understood that a property can still be developed using the underlying zoning, but must comply with the design regulations outlined in Chapter 4. This Plan strongly discourages any zone change requests that are not in conformance with the land use districts contained herein.

The parcel described as Tract A-1, plat of Tract A-1 Coronado Village, containing approximately 57.3349 acres and located in the northwest quadrant of the intersection of Interstate-25 and Paseo del Norte, is excluded from the overlay portion, referred to as Land Use Districts in this sector plan. The existing zoning, SU-2/MUD, as described by this sector plan, shall remain as the existing zoning unless a sector development plan map amendment occurs on this parcel.

3.1 LAND USE POLICIES

Policy LUZ1: Define development patterns for guiding future development by establishing a land use plan.

Policy LUZ2: Promote land uses that contribute to the vitality of the Plan area and strengthen the economic and functional relationships to surrounding areas.

Policy LUZ3: Encourage a mix of uses that will balance the time and direction of traffic movements and promote other means of vehicular trip reduction so as to minimize increases in vehicular traffic produced by new development.

3.1.1 Land Use Recommended Actions

1. Incorporate and enforce the policies and Land Use District requirements into the development approval process.
2. As the Land Use Plan is implemented, areas of conflict between the desired land use and existing development should be identified, and incentives developed to encourage private property owners to bring their property into conformance with the land use plan.
3. Utilize the level of service (LOS) standards identified or referenced in the various chapters of the City's Comprehensive Plan to determine the capacity, or lack thereof, of supportive infrastructure and services. This determination should then serve as a guide in determining the need, and the extent of that need, for additional

support facilities as a result of the proposed Land Use Districts.

4. Increase support for development and redevelopment that strengthens and meets the goals for Activity Centers as identified in the City's Comprehensive Plan.
5. Amend the City Zoning Ordinance to create development procedures to allow for additional residential/ nonresidential mixed-use buildings in the Plan Area.

3.2 LAND USE DISTRICTS

The Land Use Districts described in this Plan serve as a guide to the physical development of the Plan area and reflects the spatial distribution of various land use classifications. Within each land use district, there is a range of expanded permissible uses and required actions that must be taken for development approval. The permissible uses listed for each Land Use District are in addition to the uses allowed under a properties existing zoning. It should be noted that public utility structures are permitted in each district within the Public Utility Easement (PUE). Land Use Districts include:

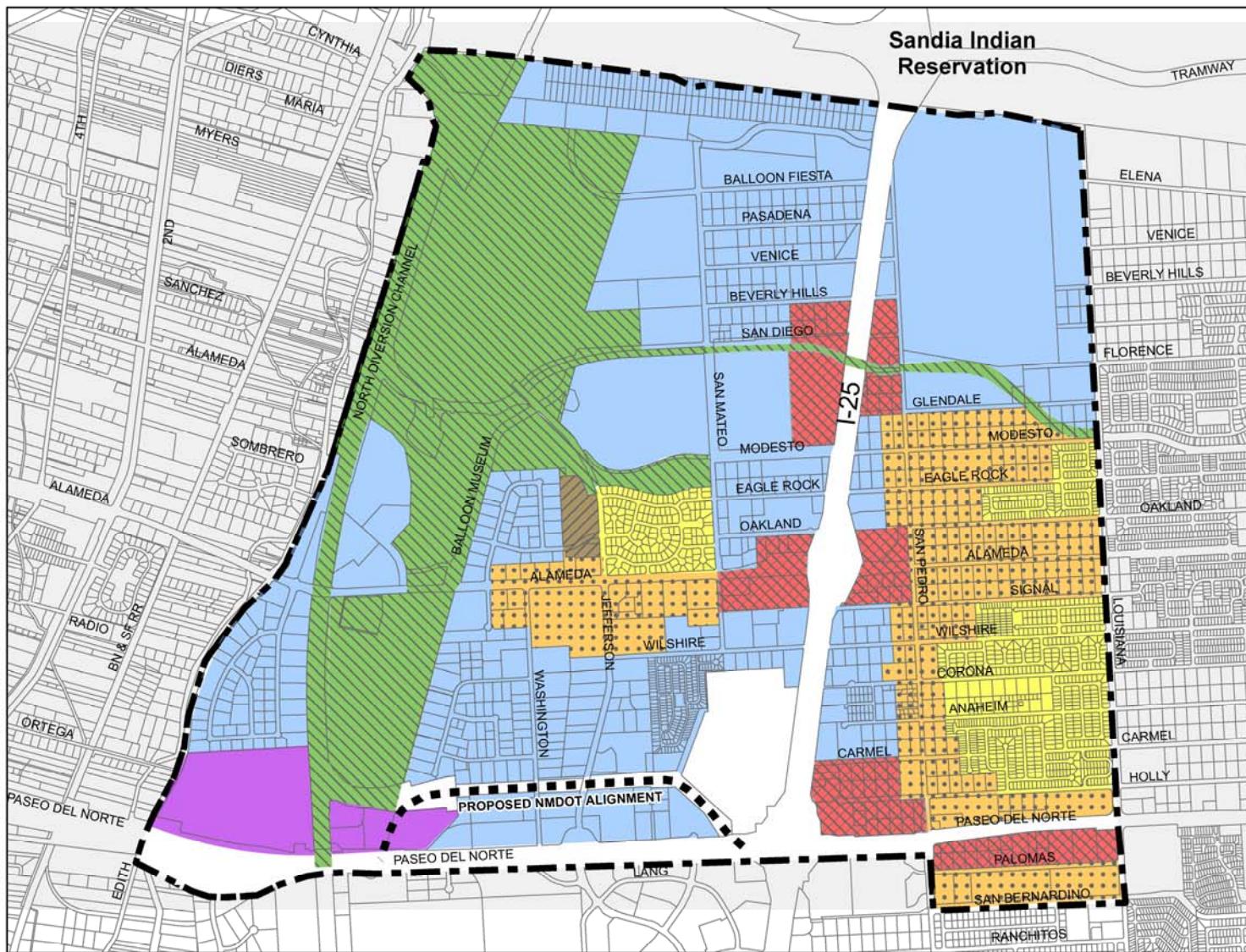
- Low-Medium Density Residential (LMDR)
- High Density Residential (HDR)
- Neighborhood Commercial (NC)
- Regional Commercial (RC)
- Commerce (C)
- Manufacturing (M)
- Recreation \ Open Space (ROS)

The following describes each of the Land Use Districts and their permissible uses.

Figure 10
Proposed Land Use Plan



- Legend**
- [Yellow square] Low-Medium Density Residential (LMDR)
 - [Dark grey square] High Density Residential (HDR)
 - [Orange square] Neighborhood Commercial (NC)
 - [Red square] Regional Commercial (RC)
 - [Light blue square] Commerce (C)
 - [Purple square] Manufacturing (M)
 - [Green diagonal lines square] Recreation\Open Space (ROS)



	COA Zoning District										
	R-1	R-LT	R-T	R-2	R-3	R-G	R-C	O-1	C-1	C-2	IP
Land Use District											
Low-Medium Density Residential (LMDR)	■	■	■								
High Density Residential (HDR)				■	■	■					
Neighborhood Commercial (NC)							■	■	■		
Regional Commercial (RC)								■	■	■	
Commerce (C)										■	■*
Manufacturing (M)											■
Recreation and Open Space (ROS)											

Land Use District Summary Table

* M-1 Zone Permissive Uses, EXCEPT A(1), A(2), A(5), A(6), A(7), A(12), A(15), A(16), A(17), and M-1 Zone Conditional Uses B(5), B(7). These exceptions are found in the City of Albuquerque Comprehensive Zoning Code.

Low-Medium Density Residential (LMDR)

The Low-Medium Density Residential land use district encompasses the existing single-family residential developments in the Plan area including the West La Cueva and Eagle Rock neighborhoods located east of I-25 and the Wildflower neighborhood located west of I-25. The intent of this land use district is to restrict single-family residential development to existing neighborhoods and not allow for additional single-family to occur within the Plan area.

b) Permissive uses: Development proposals that are in conformance with the requirements of the R-1 zone in the City Zoning Code and the design regulations defined in Chapter 4 of this Plan are appropriate to this category. Allowable uses include:

1. R-1 Zone Permissive and Conditional Uses;
2. R-LT Zone Permissive and Conditional Uses, and
3. R-T Zone Permissive and Conditional Uses.

c) Required actions:

1. A Site Development Plan for Building Permit, as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) §14-16-3-11 shall be submitted with all development proposals in this land use district.

Plan area. Densities of 9 dwelling units and above per acre and up to 26 dwelling units per acre are appropriate within this land use district.

a) Permissive uses: Development proposals in conformance with the requirements of the R-3 zone in the City Zoning Code and the design regulations defined in Chapter 4 of this Plan are appropriate to this category. Allowable uses include:

1. R-G Zone Permissive and Conditional Uses;
2. R-2 Zone Permissive and Conditional Uses, and
3. R-3 Zone Permissive and Conditional Uses.

High Density Residential (HDR)

The High Density Residential land use district is provided to include the existing multi-family in the

b) Required actions:

1. A Site Development Plan for Building Permit, as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) and as regulated by §14-16-3-11 shall be submitted with all development proposals in this land use district.

Neighborhood Commercial (NC)

The Neighborhood Commercial land use district is provided to encourage neighborhood-oriented street level retail and office uses, and retail and residential mixed uses along the corridors adjacent to existing residential development in the Plan area. The Neighborhood Commercial land use district is intended to create corridor consisting of pedestrian oriented elements and to create a transition zone between residential and non-residential uses.

The Neighborhood Commercial land use district is used and described as places that are designed to be pedestrian-friendly, activity areas that support a mix of retail and commercial service uses. These areas denote a high level of visual interest and are characterized by an attractive pedestrian-oriented environment. Uses may include restaurants, retail shops, entertainment and recreational uses, offices, and plazas. They may also include higher density (a minimum of 12 dwelling units per acre), vertically-mixed, commercial and residential uses. This land use district is not considered appropriate for “Big Box” commercial-type development (e.g., single use retail establishments greater than 100,000 square feet).

a) Permissive uses: Development proposals that are in conformance with the requirements of the C-1 zone in the City Zoning Code and the design regulations defined in Chapter 4 of this Plan are appropriate to this category. Allowable uses include:

1. RC Zone Permissive and Conditional Uses;
2. O-1 Zone Permissive and Conditional Uses, and
3. C-1 Zone Permissive and Conditional Uses.

b) Setback Requirements:

1. Front setback: Shall be as provided in the O1 zone of the Comprehensive Zoning Code.
2. Side street setback: 5 feet min.
3. Rear setback: 5 feet min.

c) Nonresidential Off-street parking

requirements: per the COA Zoning Code, with reductions for mixed-use shared parking and transit proximity per the COA Comprehensive Plan.

d) Residential off-street parking requirements: 2 spaces for units with 3 or more bedrooms, 1.5 spaces for units with 2 bedrooms, 1 space for units with 1 bedroom or studio apartments.

e) Mixed-use: Residential uses allowed on second story and above only.

f) Required actions:

1. All proposals for development in this land use district shall include a Site Development Plan for Building Permit as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) and as regulated by §14-16-3-11.

Regional Commercial (RC)

This land use district provides areas for large, pedestrian-oriented retail and retail/office centers that provide everyday goods and services for a number of neighborhoods. Regional Commercial uses are intended for nodes of activity and are oriented along major arterials.

a) Permissive uses: Development proposals that are in conformance with the requirements of O-1, C-1 and C-2 zones in the City Zoning Code and the design regulations defined in Chapter 4 of this Plan are appropriate to this category. Allowable uses include:

1. O-1 Zone Permissive and Conditional Uses, or;
2. C-1 Zone Permissive and Conditional Uses, or;
3. C-2 Zone Permissive and Conditional Uses.

b) Setback Requirements:

1. Front setback: 15 feet min.
2. Side street setback: 5 feet min.
3. Rear setback: 5 feet min.

4. Setback along I-25: minimum 50
Landscape setback
- c) **Off-street parking requirements:** Parking is per the COA Zoning Code, with reduction for mixed-use share parking and transit proximity per the COA Comprehensive Plan, and with the following exceptions:
 1. On street parking spaces adjacent to the site may be counted towards a site's off street parking requirements.
 2. No single parking area shall exceed 150 spaces unless divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees planted 30 feet on center.
- d) **Mixed-use:** Residential uses allowed on second story and above only.
- e) **Required actions:**
 1. A Site Development Plan for Building Permit, as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) and as regulated by §14-16-3-11, shall be submitted with all development proposals in this land use district.

Commerce (CP)

The Commerce land use district is intended to accommodate a variety of light industrial/business parks in campus-like settings, commercial support uses, corporate offices, high-tech uses and mixed-use residential developments. This category also provides for employment uses such as warehousing, assembly and storage that occur in a closed building or in a yard that is fenced and screened from view from the street, sidewalk or adjacent non-industrial land uses.

a) **Permissive uses:** Development proposals in conformance with the design regulations defined in Chapter 4 of this Plan and the following conditions are considered appropriate to this land use district:

1. *IP Zone Permissive and Conditional Uses,*
2. M-1 Zone Permissive Uses, Except:
 - Automobile dismantling.
 - Commercial agricultural activity and incidental structures.
 - Sign, off-premise, as provided in the C-2 zone and §14-16-3-5 of the Zoning Code.
 - Trailer sales, rentals, service, repair, and storage.
 - Blacksmith shop.
 - Poultry or rabbit live storage or killing and/or dressing.
 - Concrete or cement products manufacturing, batching plant, processing of stone.

- Gravel, sand, or dirt removal, stockpiling, processing, or distribution.
- Truck terminal, tractor, trailer, or truck storage, including maintenance facilities.

3. M-1 Zone Conditional Uses, Except:
 - The sale of alcoholic drink for off premise consumption.
 - Wireless Telecommunications Facility, Roof Mounted, more than 20 feet above the parapet of the building on which it is placed.

b) **Setback Requirements:**

1. Front setback: 0 feet min.
2. Side setback: 10 feet min.
3. Rear setback: 10 feet min.

c) **Nonresidential Off-street parking**

requirements: per the COA Zoning Code, with reductions for mixed-use shared parking and transit proximity per the COA Comprehensive Plan, and with the following exceptions:

1. On street parking spaces adjacent to the site may be counted towards a site's off street parking requirements.
2. No single parking area shall exceed 150 spaces unless divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees planted 30 feet on center.

3. A maximum of one bay of parking (one drive aisle parked on both sides) is permitted between the front of the building and the street. All other parking shall be located at the rear and sides of the buildings.
- d) **Residential off-street parking requirements:** 2 spaces for units with 3 or more bedrooms, 1.5 spaces for units with 2 bedrooms, 1 space for units with 1 bedroom or studio apartments.
- e) **Mixed-use:** Residential uses allowed on second story and above only.

f) **Required actions:**

1. A Site Development Plan for Building Permit, as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) and as regulated by §14-16-3-11, shall be submitted with all development proposals in this land use district.

Manufacturing (M)

The Manufacturing land use district provides for the development of areas where businesses, because of the nature of their manufacturing or storage operations (highly volatile substances), appearance, traffic generation or other conditions, may not be compatible with residential, retail, commercial, or business park land uses, or do not require visibility from arterial streets.

Appropriate land uses in the manufacturing land use district are characterized by businesses that use raw

materials to manufacture or fabricate goods on-site. These businesses generally require outdoor storage and proximity to major transportation corridors, accessibility to water and sewer systems and are incompatible with adjacent residential land uses.

- a) **Permissive uses:** Development proposals in conformance with the design regulations defined in Chapter 4 of this Plan and the following conditions are considered appropriate to this land use district:

1. M-1 Zone Permissive and Conditional Uses.

b) **Required actions:**

1. A Site Development Plan for Building Permit, as defined by the City of Albuquerque Comprehensive City Zoning Code (as amended) and as regulated by §14-16-3-18 shall be submitted with all development proposals in this land use district.

Recreation and Open Space (ROS)

The Recreation and Open-Space designation includes existing and planned City parks, open spaces, conservation areas, public recreation facilities, and arroyos intended for public recreation and resource conservation. Included in this designation are the Balloon Fiesta Park, the Domingo Baca, La Cueva and North Camino Arroyos and the North Diversion Channel.

- a) **Permissive uses:** Development proposals appropriate to this land use district shall be in conformance with the *Balloon Fiesta Master Development Plan* and the *Facility Plan for Arroyos: Multiple Use of Albuquerque's Arroyos and Their Floodplains*. Other site design regulations for development proposals within this land use district are found in Chapter 5 of this Plan.

4

Community Design Plan

Community Design Goal

Provide quality development and a quality, cohesive visual environment throughout the Plan area for residents, businesses and visitors

The intent of this Community Design Plan is to provide for an attractive, well-designed Plan area that will attract quality development, improve the visual character of the area, and create a positive, cohesive image for the Plan area.

It is the intent of the Community Design Plan to provide design regulations for the effective and efficient design of new commercial, employment, and mixed-use developments and for the redevelopment of existing areas within the Plan area. The Plan applies to both public and private development projects and should be used by citizens, developers, and public officials in the decision-making process.

The Community Design Plan is supplemented by design regulations that illustrate certain policies and action strategies contained in this chapter. As needed, regulations shall be updated and supplemented with appropriate examples of building and/or site design or other site features that meet the policies of this chapter.

4.1 COMMUNITY DESIGN POLICIES

Policy CD1: Views from the public right-of-way to natural features, including the Sandia Mountains, should be maintained. View opportunities for all major site developments should be identified.

Policy CD2: Buildings should be oriented to respect desired development patterns, such as the placement of structures to the street, alignment of building fronts and setbacks, relationship to neighboring properties, and the location of buildings at major intersections.

Policy CD3: Pedestrians and bicyclists should have safe, convenient access to the various functions of a site. A coordinated pedestrian and bicycle circulation system that fits the character of the site and minimizes conflicts between vehicular traffic should be provided.

Policy CD4: A continuous, safe, and convenient internal vehicular circulation system should be provided. Entry points for vehicles should be clearly defined and circulation should be planned as an integrated system throughout the site.

Policy CD5: Site lighting should be designed to facilitate sufficient light levels for safe and convenient circulation of motorists, bicyclists and pedestrians.

Policy CD6: Service areas, outdoor storage, loading docks and other similar features should be visually

unobtrusive and should be integrated with the design of the site and the building.

Policy CD7: Provide an informal, naturalistic landscape throughout the Plan area consistent with the prevailing landscape character of the City of Albuquerque.

Policy CD8: Buildings should appear to have a human scale, accomplished by using familiar forms and elements that can be interpreted in human dimensions.

Policy CD9: The primary roof form of a structure should help reduce the perceived scale of the building; varied roof forms in the appropriate context are encouraged.

Policy CD10: Exterior building facades should contribute to the human scale and encourage pedestrian integration by featuring a variety of design elements.

Policy CD11: Materials that reduce the perceived mass of a building and appear to blend with the natural setting should be used.

Policy CD12: Utilities and mechanical equipment should be designed such that visual impacts are minimized.

Policy CD13: Monument signage should be coordinated with the overall character of the property and be developed with the overall context of the building and of the area in mind.

Policy CD14: Building signage should take into consideration the overall character of the building, size and location.

Policy CD15: All public utility easements shall be clearly marked on site plans requesting approval. There shall be a 10-foot clearance around all ground mounted utility boxes.

4.1.1 Community Design Recommended Actions

1. Incorporate the Community Design Plan into the City's development application review and approval processes.
2. Prepare, in cooperation with the New Mexico Department of Transportation (NMDOT) and the private sector, landscape plans to improve the scenic quality of highly visible areas along I-25.
3. Provide incentives for improvements to existing private properties.
4. Work with all applicable public agencies, as well as private entities, such as local neighborhood / business associations, to develop maintenance plans prior to implementation of the proposed improvements. Ensure that the necessary maintenance for all of the improvements is provided, including but not limited to seasonal landscaping where applicable, regular litter collection, street cleaning, and general landscaping and lighting maintenance. Work with private property

owners to improve the maintenance of private properties in order to enhance the overall appearance of the gateway.

5. Periodically review the design regulations referenced in this Plan and keep these regulations and graphics current.

4.2 DESIGN REGULATIONS

The following design regulations relate directly to the policies identified above. The intent of these design regulations is to create a cohesive built environment that emphasizes the use of quality materials and creates a human scale setting. The design regulations are specific to the Plan area and are intended to identify and address issues of importance. These design regulations shall be considered supplemental to the applicable zoning use provisions and development regulations, including the Alameda Design Overlay Zone, and any other applicable Federal, State, or local regulation governing development unless otherwise noted. When the regulations are silent on an issue that would otherwise be governed by other City codes or plans, those codes and plans shall prevail. Where conflict arises between the City regulations and these design regulations, the more restrictive provisions shall prevail, unless a variance is granted by the zoning hearing examiner.

Site Design Regulations

The following site design regulations address the orientation of uses on a site, the arrangement of

pedestrian and vehicular circulation, the development of open space, and the organization of buildings and landscape design.

a) Views

1. Enhance views from the public right-of-way to scenic natural features, when feasible.
2. Locate a building to maintain key views as they are seen from the public right-of-way.
3. Orient buildings in relation to adjoining properties to frame a view as it may be observed from the public right-of-way.



Views to natural features should be maintained. Significant views may occur from major public open spaces, street intersections, bridges and roadways.

b) Outdoor Public Spaces

1. Provide an outdoor public space on site when feasible including plazas, parks, covered arcades, etc.

2. Develop an outdoor space as a focal point for the site. The space can be shared by adjoining buildings, when feasible or could be positioned on the site such that it may visually or physically connect with outdoor public spaces on adjacent properties.
3. Connect an outdoor space with major building activities.

c) Building Placement

4. Where two or more buildings are planned in site development, arrange them in a cluster to define outdoor spaces.
5. Where a major intersection occurs, provide a building anchor at the corner.
6. A building shall be positioned to fit within the established setback requirement for the land use district the building is within.
7. For buildings that abut a public sidewalk, building entrances shall be directly accessible from the public sidewalk. Pavement is required along the entire length of the façade that abuts the sidewalk.
8. Customer entrances shall be located convenient to pedestrian walkways and bus stops.
9. Consider solar orientation and access when siting a building.



Where an intersection occurs, provide a building anchor at the corner.

d) Non-residential building orientation:

1. Buildings shall orient customer entrances and/or windows to all public spaces, including common areas, trails and streets.
2. When the side of a building faces open space, trails or other public use, one of the following shall be provided to create an attractive façade facing the public street:
 - display window and landscaping
 - at least one customer entrance and landscaping
 - building design and details similar to a front façade and landscaping
3. When the rear of a building faces open space, trails or other public use, one of the following shall be provided to create an attractive façade facing the public street:
 - display window and landscaping
 - building design and details similar to a front façade and landscaping

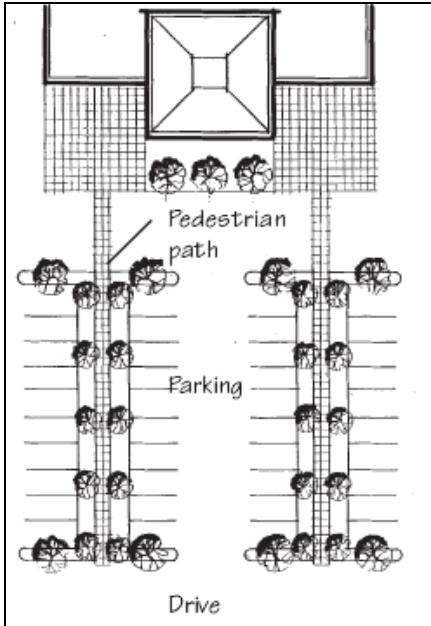
- display window and landscaping
- building design and details similar to a front façade and landscaping

e) Pedestrian and Bicycle Circulation

1. Link the various functions and spaces on a site with pedestrian ways in a coordinated system including connections from parking areas to buildings and connections to public outdoor space and green space.
2. Distinguish pedestrian surfaces or key pedestrian way from driving surfaces through the use of special materials such as special pavers, bricks, or scored concrete to enhance pedestrian safety and the attractiveness of the walkways.



Distinguish pedestrian surfaces from driving surfaces to enhance pedestrian activity and attractiveness of walkways.



3. Clearly define the primary pedestrian entrance into a major site development with distinctive landscape elements.
4. Use of curb cuts, curb returns and drive pads that reduce the continuity of walks or result in sidewalk grade changes shall be minimized and ADA compliant.
5. Continuous internal pedestrian walkways, not less than five (5) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer or employee entrance of all principal buildings on the site.

6. Sidewalks, no less than five (5) feet, in width, shall be provided along the full length of the building along any façade featuring a customer or employee entrance.

f) Internal Vehicular Circulation

1. Within a development, convey the hierarchy of internal streets and driveways in the streetscape design.
2. Minimize the number of curb cuts onto a public street along a property edge through the use of shared driveways and connections to secondary cross-streets, when feasible.
3. Identify a key entry point into a site development with landscape elements including accent paving, landscaping and/or signage.
4. Minimize the width of internal roadways, when feasible.

g) Site Lighting:

1. Site lighting shall be of a design and height in character with the setting and shall be located so as to illuminate only the lot. Up-lighting is not permitted. An exterior lighting plan must be approved as consistent with these regulations by the City.

2. At the front of the building, exterior lights shall be mounted between 6 feet and 14 feet above adjacent grade.
3. All lots with alleys shall have lighting fixtures within 5 feet of the alley right of way. This fixture shall illuminate the alley, shall be between 13 and 16 feet in height, and shall not cause glare into adjacent single-family lots.
4. Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate alleys, parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots or the street.
5. Floodlighting shall not be used to illuminate building walls (i.e. no up-lighting).



Site lighting should be design to facilitate safe and convenient circulation of motorists, bicyclists and pedestrians.

6. No flashing, traveling, animated, or intermittent lighting shall be visible on the exterior of any building except in historic areas where it is expressly permitted.
7. Lighting in the vicinity of Balloon Fiesta Park shall be limited to area lighting regulations that are no greater in height than 20 feet. Spacing for area lighting shall be spaced as far as part as possible to minimize the total number of fixtures. Pedestrian lights along Balloon Fiesta Park for trails and walks shall be limited to bollard lighting only.

h) Service Areas, Outdoor Storage, Loading Docks and Similar Facilities:

1. Service entrances, storage areas, loading docks and other similar uses shall not front onto public streets and open spaces.
2. Service areas, outdoor storage, trash collection area and other similar uses shall be visually screened from the view of public streets or open space by a visual barrier such as fencing or landscaping.
3. Non-enclosed areas for the storage and/or sale of seasonal inventory shall be permanently defined and screened with walls and/or fences.
4. Loading docks, garage doors, bays and other similar facilities shall be incorporated into the overall design of the building and landscaping.
5. Roof canopies shall be provided over all loading docks viewable from the public street and shall be architecturally integrated with the building.
6. Service areas shall be positioned to minimize conflicts with other abutting uses.
7. Service and emergency service lanes shall be designed as part of the site circulation and shall not use dedicated lanes that add impervious surface.

i) Landscape Design

Note that the landscape design regulations shall be per the City of Albuquerque Zoning Code and Development Process Manual, with the following additions/exceptions:

1. Per the COA Zoning Code, 15% of the net lot area shall be landscaped (no artificial turf allowed).
2. In reference to the Front Landscape Buffer, a minimum landscape strip of ten feet, or a six foot landscaped area with a 4 foot high screen wall, shall be maintained between parking areas and the primary street right of way.

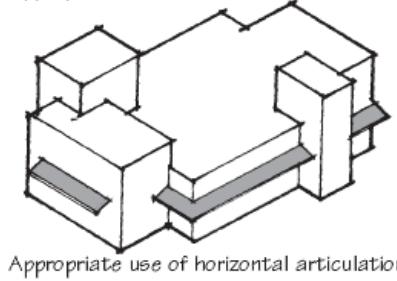
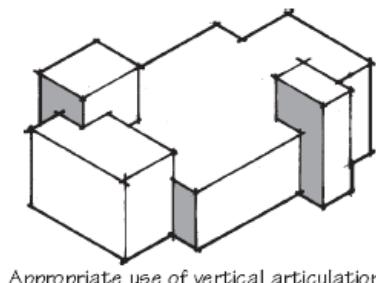
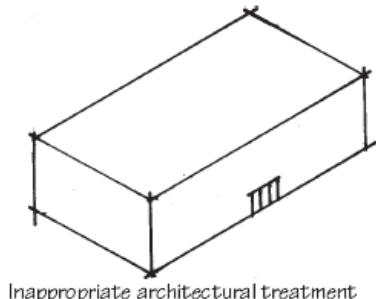


A landscape buffer should be provided between the street right-of-way and parking area

3. In reference to the Side/Rear Landscape Buffer, a minimum landscaped strip of 6

- feet shall be maintained between parking areas and adjacent lots, regardless of site size. This landscape buffer may be relocated or eliminated if the lot line is within a common access easement or shared parking area as determined by an approved site plan.
4. Where a nonresidential zone is developed for a nonresidential purpose and the site abuts a residential zone, special buffer landscaping is required to minimize noise and sight impact of the non-residential activities in the residential area:
- i) Trees and plants shall have non-invasive growth habits, and be planted in soil and conditions that are appropriate for their growth habits.
 - ii) Property owners are strongly encouraged to use xeriscape and other water conservation methods in selecting plant materials.
 - iii) Turf areas shall be identified on the landscape plan and cannot constitute more than twenty (20) percent of the landscape area requirement.
5. For sites greater than 20 acres, 5% of the site must be designated for usable open space. Open space requirements may be met on site by incorporating pedestrian, corridors, plazas, or other similar features throughout the site.
6. Off-street Landscaping requirements are per the City of Albuquerque Zoning Code, with the following exceptions:
- i) Landscape requirements apply to surface parking only.
 - ii) Required parking area trees may be of a deciduous or evergreen species.
 - iii) Landscape coverage: Tree canopy shall count towards the requirement that 75% of landscape areas 36 square feet or greater be covered with living, vegetation materials.
 - iv) Surface runoff into water harvesting areas shall be provided in parking lots.
- ### **Building Design Regulations**
- The following building design regulations focus on promoting buildings that will be compatible in scale and compatible with the Plan area by using materials and forms that reflect the design styles of the Albuquerque region.
- a) Building Principles**
1. Architectural details should be used to provide appropriate scale and proportion to facades. Details should be related, where feasible, to the properties of the materials from which the building is made.
- b) Exterior Façade Treatments:**
1. Building entrances shall be articulated with an awning, arcade, change in roof line, portico, recess or projection, tower element, or similar feature to identify a clear sense of entry.
- 
- This building is divided into vertical segments, reducing the mass and providing interest from the street view.*

2. Facades that face a public street shall have the front facade wrap around the structure at a distance equal to or greater than one-third the depth of the building or 20 feet, whichever is greater.



3. Facades shall be articulated to reduce the massive scale and composition of large buildings by providing visual interest that

will be consistent with each Land Use Districts' identity, character and scale.

4. Facades with a length greater than 100 feet, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3 feet and extending at least 20 percent of the length of the facade.

c) Building Roofs:

1. Roof-mounted equipment shall be screened from the adjacent public right-of-way by parapet walls or structural features that shall not exceed the height of the roof-mounted equipment. In order to achieve vertical articulation, architectural/structural features may exceed the height of the roof-mounted equipment but shall not, at any point, exceed one-half (1/2) of the height of the supporting wall.
2. Skylights and roof vents are permitted only on the roof plane opposite the primary street or right-of-way or when shielded from public right-of-way view by the building's parapet.

d) Permitted Building Materials:

1. Building facades shall be required to use a minimum of two different finishes. Combinations of materials are strongly encouraged to create visual interest and diversity.



Varying roof forms is encouraged

2. All primary building facades shall use materials that are durable and of a quality that will retain their appearance over time.
3. All accessory buildings shall be contextual and shall be of the same materials used in the primary building design.
4. Materials that are highly reflective or that do not convey a human scale are inappropriate as primary building materials.
5. Roof materials that reflect the design traditions of the Albuquerque region should be used.

e) Screening of Undesirable Materials:

1. Materials, colors, and design of screening walls and/or fences shall complement those used as predominant materials and colors on the building(s). If such areas are to be covered, the covering shall conform to

- those used as predominant materials and colors on the building(s).
2. Where feasible, mechanical equipment on the roof should not be visible or should be screened from all vantage points. Screening shall be consistent with the buildings architectural design, materials, and finishes.
 3. Ground mounted mechanical and electrical equipment, excluding transformers, adjacent to a major façade shall be screened through the use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.

Signage Regulations

The purpose of the signage regulations is to provide guidance in the design and evaluation of signage throughout the Plan area. These regulations address the relationship between adjoining uses and the general context of the sign with respect to natural features, views, proximity to residential uses, size and orientation to pedestrian activity. Signs as regulated in C-2 with the following exceptions:

a) Monument Signage

1. Freestanding, monument style with concealed supports are allowed (no poles), either single or double faced, limited to the building or tenant name and address. Monument signs shall be designed as part of the overall theme of the Land Use

- District in which it is located. The color and materials used for the sign shall complement the materials, color and texture of the building and have a good relationship with the surrounding landscaping.
2. Monument signage shall not block the visibility of vehicular traffic or risk the safety of pedestrians.
 3. The allowable dimensions for monument signage are 10' long by 4' high with an additional base height of 18".



Monument signs should have a good relationship to the surrounding landscaping.

4. Monument signage shall be attractively illuminated without excessive spillage of light upward or outward. Any exposed light source, flashing or moving character type sign shall not be permissible.

5. In addition to the regulations stated above, sites 5 acres or greater are permitted one additional monument sign.

b) Joint Premise Signs

1. For those properties not in a designated Shopping Center (SC) site, adjacent premises with a total of 5-acres or greater may have one freestanding sign if a written agreement is recorded with the County Clerk for each property.

c) Structural Shopping Center Signs

1. In the Regional Commercial (RC) overlay, a designated Shopping Center (SC) site may have a structural sign up to 26-feet in height for each of the entrances located at a minor arterial, arterial or freeway.

d) Free Standing Signs

1. Signs that are within 200-feet of a moving through land of Interstate-25 or the Paseo del Norte overpass may be up to, but shall not exceed 13 feet above the freeway driving surface at its closest point. Signs may be of a pylon type, however, no exposed poles shall be allowed. All supports shall compliment the materials, color, and texture of the associated building.

e) Building Signage

1. Two building mounted signs will be permitted per single tenant building. The color and materials used for the signs shall complement the materials, color and texture of the building.
2. For multiple-story buildings, building-mounted signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed 2' in height. In no case shall this band be higher than 18' or lower than 12' above grade.
3. For multi-tenant buildings, all wall signs shall be located at a consistent location on the building façade with two building mounted signs allowed for each tenant.
4. Projecting signs may be hung below the second story level, perpendicular to the right-of-way or from an overhang or awning. Signs shall not project more than thirty six (36) inches, perpendicular to the right-of-way, beyond the façade.
5. Building sign letters shall not exceed 18 inches in height or width and 3 inches in relief.
6. Wall signs cannot be higher than 30-feet.
7. Company logos shall not be larger than a rectangle of 8 square feet. Buildings that are within 300-feet of a moving lane of I-25 and have at least 100-feet of frontage to I-25 may have sign letters no larger than 4-feet in height or width on the façade that faces the roadway. Buildings that are within 15-feet of a moving lane of Paseo del Norte and have at least 100-feet frontage to Paseo del Norte may have sign letters no larger than 3-feet in height or width on the façade that faces the roadway.
8. Street addresses may be placed at between 6' and 12' above grade using 6 to 12 inch tall lettering.
9. For buildings that are within 300-feet of a moving lane of I-25 and have at least 100-feet frontage to I-25, company logos shall not be larger than a rectangle of 25 square feet on the façade that faces the roadway. For buildings that are within 150-feet of a moving lane of Paseo del Norte and have at least 100-feet frontage to Paseo del Norte, company logos shall not be larger than a rectangle of 15 square feet on the façade that faces the roadway.
10. Projecting signs shall not be more than 24 inches vertical by 48 inches horizontal and shall have a 9' minimum clearance height above the sidewalk.
11. Animated, illuminated flashing or intermittent illumination signage is prohibited.



Position a sign to be part of the overall building composition.

4.3 BUILDING HEIGHT OVERLAY

The maximum building height regulations are intended to protect adjacent residential neighborhoods and open space resources, including compatibility in scale and character, and to facilitate and maximize development / redevelopment opportunities. As shown in **Figure 11**, the majority of the Plan area west of I-25 has a height limitation of 39ft, which takes into account and accommodates the uses at Balloon Fiesta Park. The privately owned properties directly south of the balloon launch field have agreed to 52-foot and 72-foot building height limits. Areas east of I-25, adjacent to existing single-family homes, also have height limitations of 39 ft. Moving inward towards I-25,

away from Balloon Fiesta Park and the single-family residences, the height limitations gradually increase. Approaching the Interstate, the height regulations closely reflect the Land Use Districts contained in the proposed Land Use Plan. 65 ft (5 stories), the maximum height allowed under the Height Overlay, follows the Regional Commercial Land Use District located at the nodes of I-25. As a condition of Regional Commercial, hospitality uses located within 600 ft of the Interstate will be allowed to exceed the 65 ft height limitation and build up-to 10 stories or 120 ft.

If following the underlying zoning, development proposals are subject to the height requirements set forth in the *City of Albuquerque Zoning Code*.

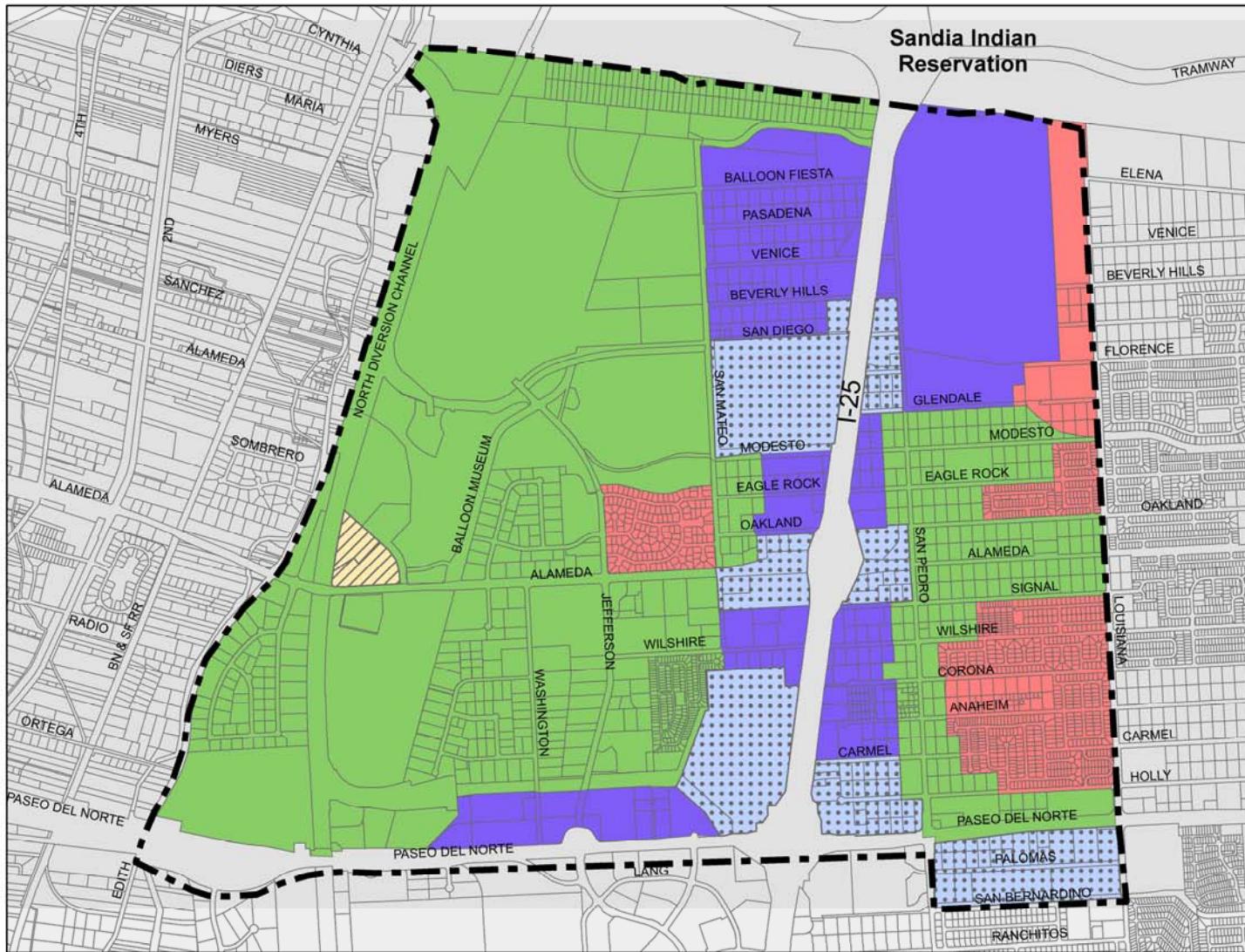
If the development proposal is not following the underlying zoning but instead following the requirements of the Land Use Districts, the development proposal is required to adhere to the height limitations set forth in the Building Height Overlay. The EPC shall be given discretion of the building height when a development proposal is reviewed by them for SU-1 zoned properties.

Figure 11
Building Height Overlay



Legend

26 ft MAX
3st - 39 ft MAX
4st - 52 ft MAX
5st - 65 ft MAX
6st - 72 ft MAX



5 Transportation Plan

Transportation Goal

To improve circulation and access to facilitate the movement of goods and people throughout the Plan area

A well-functioning transportation system in the Plan area is essential to ensure the efficient movement of people and goods, maintain the quality of life, and provide for economic growth and diversification. The intent of the Transportation Plan is to promote the safe and efficient movement of goods and people throughout the Plan area and surrounding areas. The plan utilizes a multi-modal approach to the transportation network including roadway, transit, bicycle, and pedestrian facilities, by providing policies, capital improvements and recommended actions for each mode of transportation.

5.1 TRANSPORTATION POLICIES

Policy T1: Provide additional north-south access to and from the Plan area.

Policy T2: Provide east-west vehicular access through the Plan area north of Alameda Boulevard

Policy T3: Reduce traffic speeds throughout the Plan area to improve safety and reinforce quality development.

Policy T4: Improve service levels throughout the Plan area.

Policy T5: Reinforce the hierarchy of streets, through the use of landscaping and design elements that are scaled appropriately to the street's width and function.

Policy T6: Alleviate traffic problems occurring during special events within the Plan area.

Policy T7: Encourage the provision of pedestrian and bicycle links between and among commercial properties, community facilities, and nearby residential neighborhoods.

Policy T8: Establish an interconnected system of right-of-way to provide for safe and efficient movement of pedestrian and bicycle traffic.

Policy T7: Enhance access from the Plan area to the Rail Runner Express platform located at Paseo del Norte and Edith Boulevard.

Policy T8: Provide additional transit routes and stops within the Plan area.

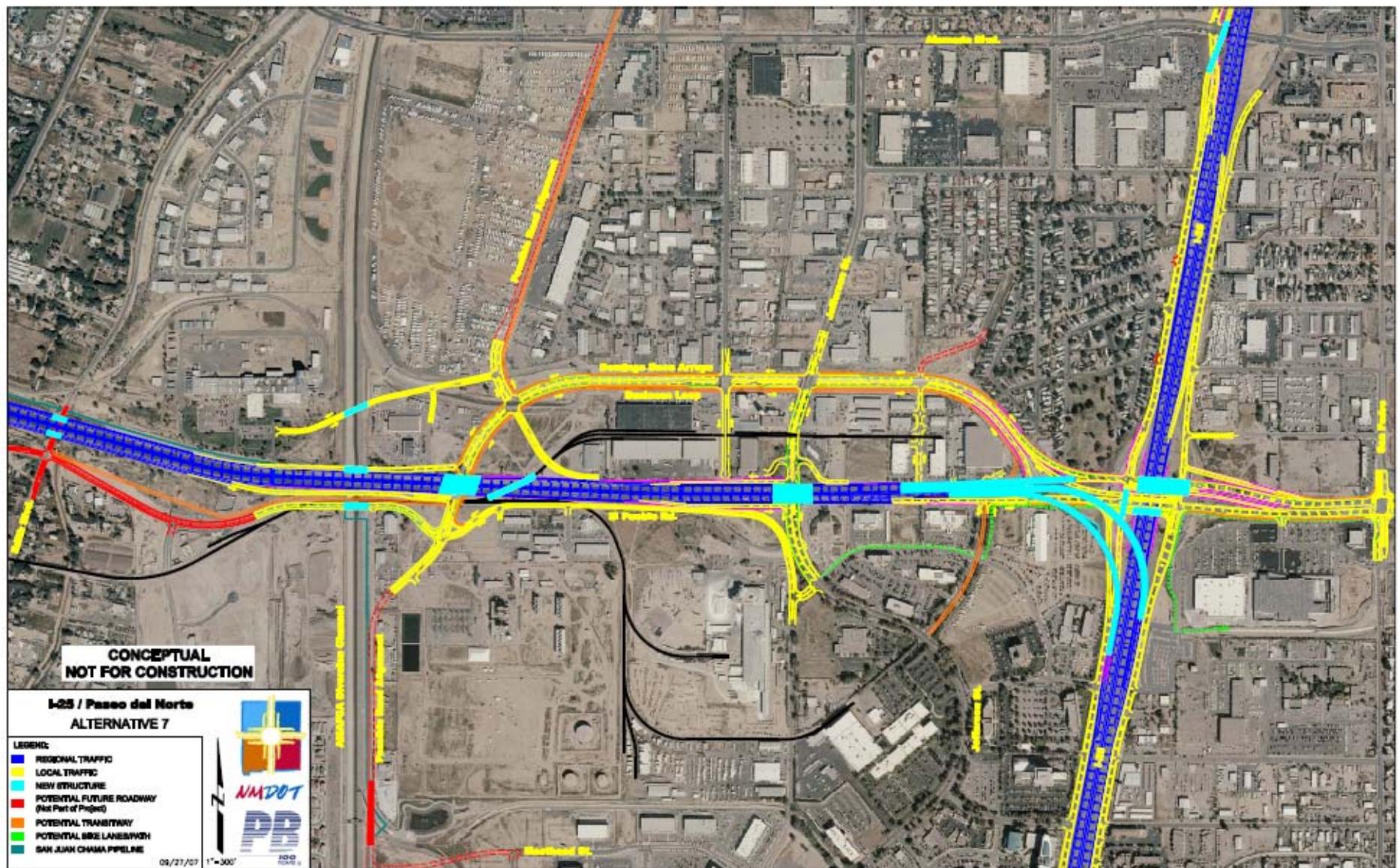
Policy T9: Improve pedestrian access to public transit facilities.

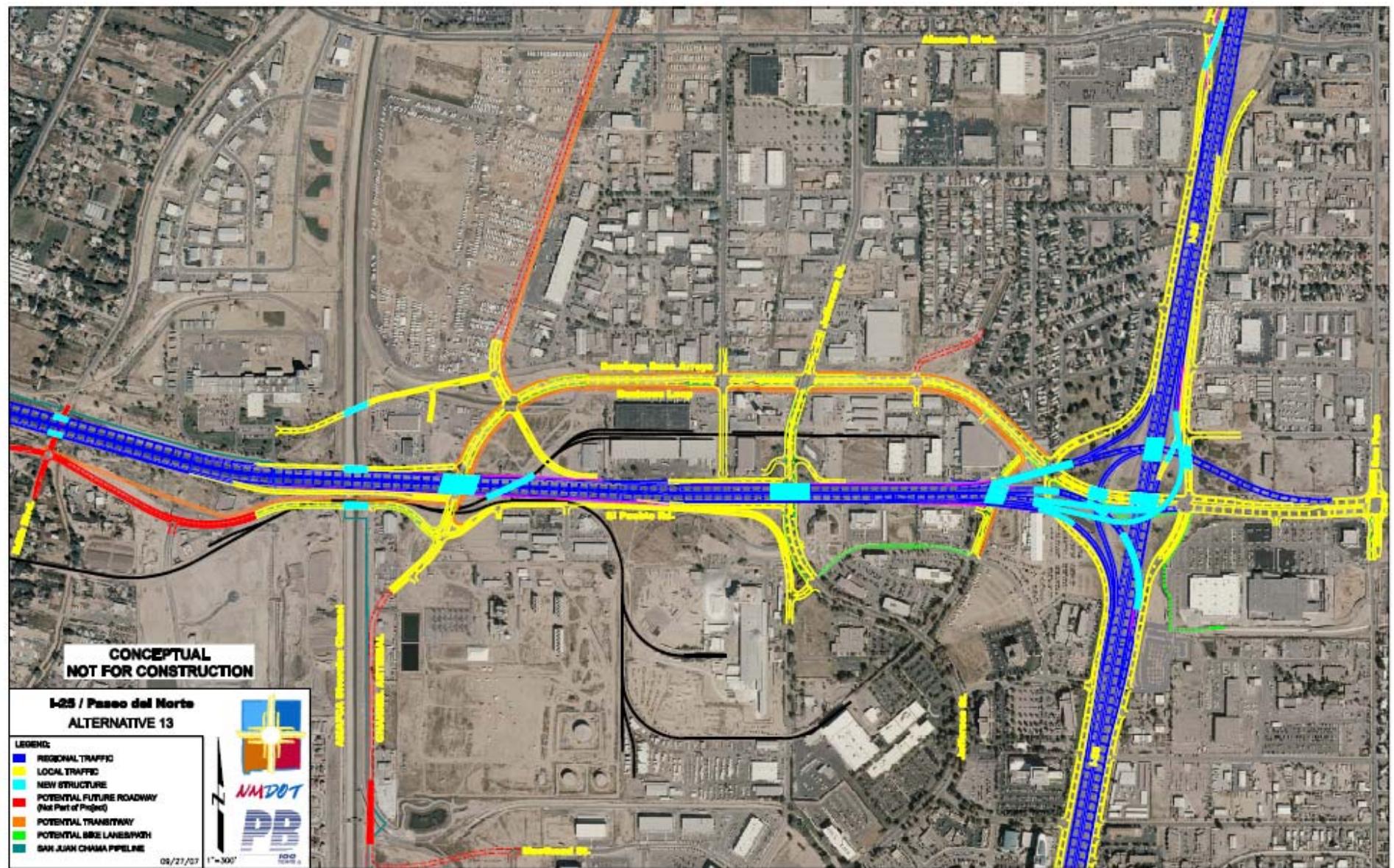
5.1.1 Transportation Capital Improvements

1. *Extend San Mateo Boulevard south to the arterial proposed by the New Mexico Department of Transportation.* NMDOT is

currently evaluating several alternatives that would improve the Paseo del Norte / I-25 Interchange and the segment of Paseo del Norte that serves as the southern boundary of the Plan area. Plans call for a new arterial roadway that would be located north of Paseo del Norte along the Domingo Baca Arroyo. A box culvert will be placed over the arroyo and a grade separated interchange will be provided at Jefferson Street. Two of the alternatives being considered are shown on the following pages. Extending San Mateo Boulevard to the south would improve north-south circulation and alleviate anticipated increases in traffic as the northern portions of the Plan area continue to develop. The extension of the roadway could be done in coordination with the redevelopment of the Coronado Trailer Park site.

2. *Extend Balloon Museum Drive south to Paseo del Norte.* Extending Balloon Museum Drive would also improve north-south circulation and serve as an alternate route to accessing Balloon Fiesta Park from the south. The extension could be constructed utilizing the public right-of-way and drainage channel on the eastern edge of the Los Angeles landfill. A Location Study should be conducted to determine the location and feasibility of constructing a road along the landfill.
3. *Extend San Diego Avenue across I-25 to San Pedro Drive.* Extending San Diego Avenue east of I-25 would provide additional east-west





capacity within the Plan area. The extension could be incorporated via an overpass of I-25 and could also serve as an opportunity to serve as a gateway to the City.

4. *Connect San Diego Avenue to Balloon Museum Drive.* The connection would provide the needed additional north-south capacity to the west side of the Plan area. The connection shall not allow for left turn/southbound traffic from San Diego to Jefferson Street at the San Diego Avenue/Balloon Museum Drive connection except during special events at the Balloon Park in order to alleviate traffic. Right turn traffic from Jefferson Drive to San Diego (north-bound) shall be allowed on a regular basis. The improvement should be evaluated in coordination with the proposed extension of Balloon Museum Drive to Paseo del Norte.
5. *Place a traffic signal at the intersection of San Pedro Drive and Alameda Boulevard.* A major concern for residents east of I-25 is the congestion and safety concerns at the intersection of San Pedro Drive and Alameda Boulevard. The intersection is currently a four-way stop but 2006 traffic counts indicated that a traffic signal is warranted.
6. *Conduct traffic calming studies.* Conduct traffic calming studies along the corridors in the Plan area encompassing Alameda Boulevard, San Mateo Boulevard, San Pedro Drive and Louisiana Boulevard. As congestion east of I-25 has worsened, cut-through traffic within existing

residential neighborhoods has become problematic. The City should take steps to evaluate traffic calming measures and implement improvements in collaboration with residents. Recommended traffic calming methods are provided in **Appendix B**.

7. *Extend the existing bicycle lane along Alameda Boulevard from its current termination at Jefferson Street to Louisiana Boulevard.* Extending the bicycle lane will provide additional non-motorized east-west access within the Plan and would provide an additional connection to the existing multi-use trail located south of Domingo Baca Park.
8. *Provide a bicycle lane along Jefferson Street between Balloon Fiesta Park and the Journal Center.* A bike-lane along Jefferson Street would provide a needed north-south connection for non-motorized traffic. The bike-lane would provide a connection between the proposed trails at the Domingo Baca Arroyo and the North La Cueva Arroyo and would also provide access to Wildflower Park.
9. *Provide a sidewalk along San Mateo Blvd. and Jefferson Street.* Sidewalks should be completed along Jefferson Street south of Alameda and along San Mateo Boulevard, north of Alameda. Completing the sidewalk connections at these locations will enhance pedestrian circulation and safety.

10. *Provide crosswalks across San Mateo Boulevard NE at Eagle Rock Avenue NE and Oakland Avenue NE.* Crosswalks should be a raised concrete that serves two purposes: 1) signify that the difference in material is a pedestrian walkway, and 2) be raised enough that it helps to reduce the speed of crossing traffic.

11. *Additional signage shall be added along San Mateo Boulevard NE and Balloon Museum Drive to advise drivers of upcoming changes.* These signs include the following:

- a. Reduced Speed Ahead
- b. Pavement Narrows
- c. Park Entrance
- d. Pedestrian Crosswalk

5.1.2 Transportation Recommended Actions

1. Remove the truck restrictions on Paseo del Norte and designate the roadway as the area's primary truck route.
2. Encourage the consolidation of commercial parking areas in order to reduce curb cuts and vehicular conflicts.
3. Reduce the speed limit along San Mateo Boulevard between Modesto Avenue NE and Alameda Boulevard NE to 30 m.p.h.

4. Consider making the temporary traffic signal at the intersection of Balloon Museum Drive and Alameda Boulevard a permanent signal.
5. Encourage the consolidation of access points and reconfigure internal circulation drives to improve vehicular and traffic safety, in a manner that does not cause internal congestion. Where appropriate and where such connections will not cause internal congestion, encourage the creation of inter-parcel connections to permit vehicular movement between adjacent commercial properties.
6. Examine a pedestrian / vehicular crossing from Alameda Road to Balloon Fiesta Park for use during special Park events.
7. Update the functional street classifications contained in the Long Range Roadway System Map to reflect land uses and roadway functions proposed in this Plan, including the Paseo del Norte alignment, identified by NMDOT as a principal arterial roadway.
8. Plan roadways to operate at a level of service (LOS) "D" or better.
9. During the development proposal process, require that the applicant set forth techniques to maintain existing LOS for those intersections and roadway segments already operating below LOS "D" and which would be further reduced by the traffic impacts of the requested development.
10. Place permanent signs, using a consistent theme, for directional purposes and identification within and around the Balloon Fiesta Park.
11. Place temporary way finding signage on affected roadways during special events in the Plan area including signage on I-25, Paseo del Norte, Alameda Boulevard, San Diego Avenue, San Mateo Boulevard and Jefferson Street.
12. Require the submittal of a circulation master plan as a condition of any Zone change request or development proposal on the former Coronado Airport site.
13. Require any redesign of Paseo del Norte to include protected north-south bicycle and pedestrian crossings at San Pedro Drive and Louisiana Boulevard.
14. Encourage the clear delineation of pedestrian ways in commercial parking lots and other thoroughfares for public use—through the use of landscaping, lighting, signage, contrasting pavement, pavement marking, or other innovative treatments.
15. Amend the Trails and Bicycle Facility Plan to include on street bike-lanes within the existing right-of-way along Alameda Boulevard, Jefferson Street and Louisiana Boulevard and to include a trail adjacent to the North La Cueva Arroyo.
16. As development continues, take the necessary steps to evaluate the speed limits in the Plan area, specifically in the areas near existing residential neighborhoods.
17. Require that new development within 150 feet of a bus stop provide direct access to the stop location.
18. Require the dedication of through streets to be no more than a quarter-mile apart in all new developments.
19. As development continues and transportation improvements are made, reevaluate the bus route system to ensure that a sufficient number of stops are being provided.
20. Provide a 25% parking space reduction for employers in the Plan area that provide private shuttle service for their employees to the Rail Runner Express.

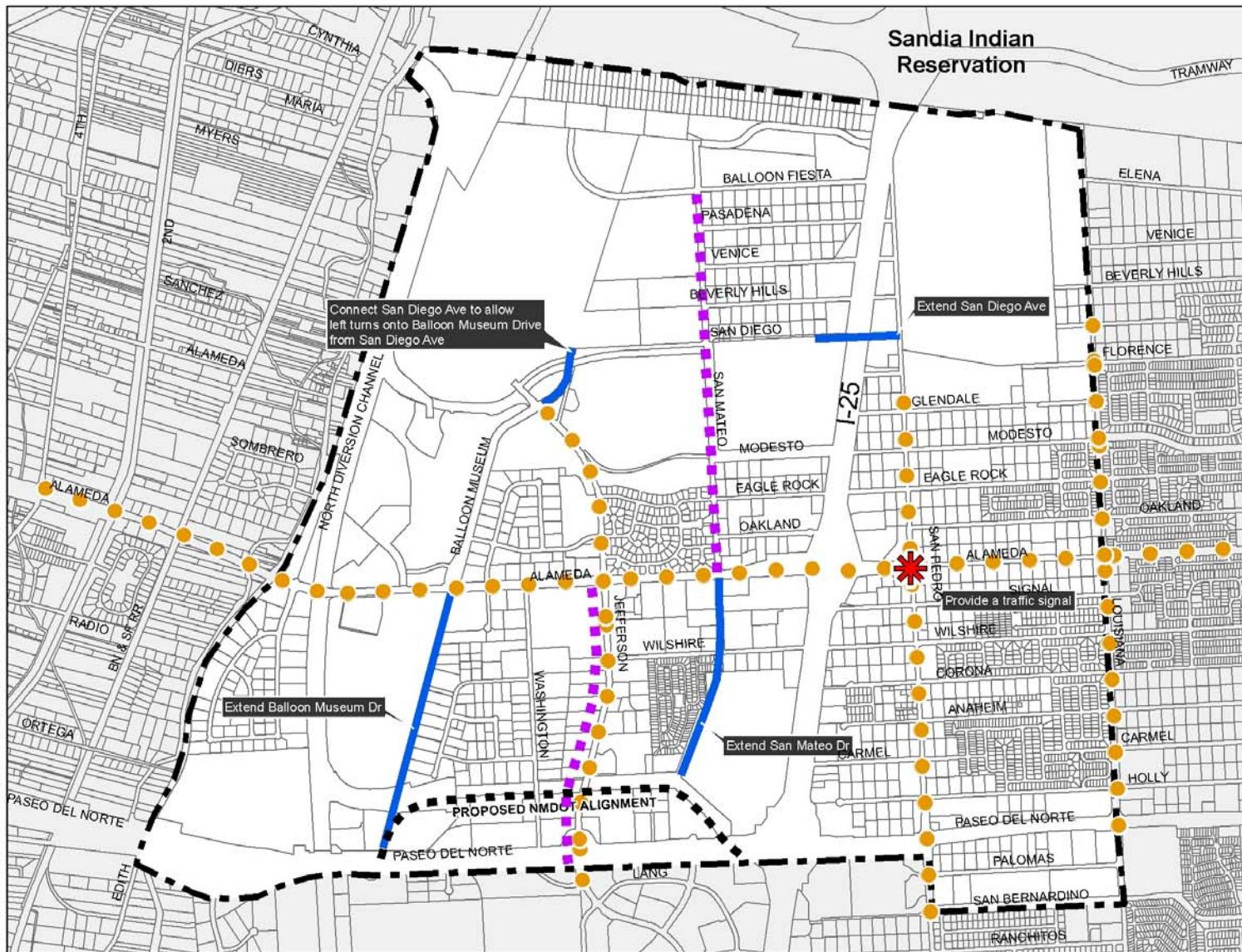
Figure 12

Proposed Transportation Improvements



Legend

- Proposed Sidewalk Improvements
- Proposed Roadway
- Proposed Bike Lane
- ★ Proposed Traffic Signal
- ■ ■ Proposed NMDOT Alignment



6 Open Space Plan

Open Space Goal

To protect and maintain a high-quality, accessible sufficient system of recreation facilities and sites to serve the Plan area

The intent of this Open Space Plan is to integrate existing open space and recreational resources into the Plan area by providing for improved access to those resources. The Balloon Fiesta Park consumes a large portion of the Plan area and is an important resource to the Plan area and to the City of Albuquerque. As such, the Park should be considered and integrated into the Plan's vision. Although this Plan does not directly address or recommend improvements to the Park, the Balloon Fiesta Park Master Plan should be taken into consideration and respected as the Plan area continues to develop.

6.1 OPEN SPACE POLICIES

Policy OS1: Provide better access to the broad range of recreational opportunities, by improved or reinforced links to open spaces within and outside the City.

Policy OS2: Encourage the location of public open spaces and facilities in new developments close to active uses--commercial, community services,

employment, and schools.

Policy OS3: Provide connections between existing trails and recreational resources within the Plan area.

Policy OS4: Encourage the integration of existing drainage facilities into the open space system.

6.1.1 Open Space Capital Improvements

1. *Provide for a multi-use trail along the North La Cueva Arroyo connecting Balloon Fiesta Park to Louisiana Boulevard.* A trail could be constructed along the North La Cueva Arroyo or within the existing San Diego Avenue right-of-way. The trail could use the I-25 flyover, proposed for San Diego Avenue as part of this Plan, and proceed east to connect to the bike lane located along Louisiana Boulevard.
2. *Provide for a multi-use trail along the Domingo Baca Arroyo, connecting the North Diversion Channel to Louisiana Boulevard.* A trail along the Domingo Baca Arroyo could be constructed within the right-of-way of the new arterial proposed by the New Mexico Department of Transportation. The trail could connect to the portion of the Domingo Baca Arroyo Trail already constructed south of the Plan area, east of I-25.
3. *Provide for a multi-use trail from the North Camino Arroyo, south to the Domingo Baca Arroyo.* A trail could be constructed in the

vicinity of San Mateo Boulevard, providing an additional north-south non-motorized connection. Private land owners could contribute to the trail right-of-way as the former Phillips site and Coronado Trailer Park are redeveloped.

4. *Renovate Wildflower Park.* The Park is in need of renovation, specifically for water conservation and the possible addition of a play area.

6.1.2 Open Space Recommended Actions

1. Amend the Trails and Bikeways Facility Plan to include trails along the Domingo Baca and North La Cueva Arroyos and delete the trail along the South La Cueva Arroyo. A trail along the South La Cueva Arroyo already exists.
2. Continue the phased development of Balloon Fiesta Park and identify adequate funding for maintenance.
3. Provide convenient, well-marked, well-defined entrance points of access for existing and proposed trails within the Plan area. Where possible, locate these entrance points at activity centers, such as park locations, public facilities public transit, residential communities, and private businesses.
4. Consider placing a trail study corridor designation on the proposed trails map a quarter-mile north and south of Paseo del Norte, between San Pedro Drive and the North

Diversion Channel. This will ensure that the existing trail connection between the Bus Rapid Ride system at Paseo del Norte and Edith Boulevard and the North Domingo Baca Arroyo remains.

5. Provide/study a north-south trail connection between I-25 and the North Diversion Channel in the redesign of the Paseo del Norte / Jefferson Street intersection.
6. Coordinate planning efforts to implement an interconnected system of trails between the Plan area and surrounding areas including trails for pedestrian and non-motorized vehicles. Connectivity between parks via trails, sidewalks, and linear corridors shall be encouraged.
7. Utilize the *Crime Prevention through Environmental Design (CPTED)* practices for points of access to trails and in trail designs.
8. Promote the implementation of proposed trails with the assistance of citizen groups, the development community, and the New Mexico Department of Transportation in order to link trails and open spaces to the Plan area's neighborhoods, businesses and transit facilities.
9. Develop and maintain regulations governing construction of trails. Regulations should consider, but not be limited to, the following factors:

- **Surfaces and Widths:** Trail surfaces and widths should be appropriate to the expected user types, intensity of use, and maintenance levels expected.
 - **Access Points:** Frequency and location of access points should relate to activity centers and transportation facilities.
 - **Lighting:** Adequate lighting should be provided where trails traverse security risk areas and serve users of public transit facilities.
10. Develop an appropriate structure to ensure community involvement in the management of open spaces.

Figure 13

Proposed Open Space & Trails Plan



Legend

- Plan Boundary
- Existing Open Space
- Existing Trails
- Planned Trails



Environmental & Public Safety Plan

Environmental & Public Safety Goal

Preserve, protect, and enhance the significant environmental resources and features of the Plan area, including arroyos, air quality, ground water, and natural viewsheds

7.1 ENVIRONMENTAL & PUBLIC SAFETY POLICIES

Policy EPS1: Consider environmental concerns at all levels of land use-related decision-making.

Policy EPS2: Limit the amount and extent of impervious surfaces.

Policy EPS3: Improve and reduce the effects of flooding as a result of existing and planned development.

Policy EPS4: Monitor former landfills within the Plan area in an effort to protect the environment and public's health and safety.

7.1.1 Environmental & Public Safety Capital Improvements

1. Continue the North Arroyo Channel through the northern boundary of Balloon Fiesta Park. Completing the improvements to the North

Camino Arroyo in the Northwest portion of the Plan area is necessary to proceed with development in the area and reduce flooding in the Park.

7.1.2 Environmental & Public Safety Recommended Actions

1. Incorporate community involvement in the design and maintenance of environmentally sensitive open space areas.
2. Require a master drainage plan for the closed Coronado Airport site to be submitted for any development proposals for the site. Require the drainage plan to address the connection between the North Camino Arroyo and its termination at I-25 and Louisiana Boulevard.
3. Implement the drainage plan for the Los Angeles Landfill established by the Environmental Health Department. Furthermore, evaluate potential surface stabilization methods as part of the landfill site remediation efforts.
4. All City departments and offices involved in land use shall coordinate with local, state, and regional environmental organizations to facilitate the exchange of data and implementation of environmental protection measures.
5. Ensure that the City is cognizant of the environmental issues and impacts of development projects within and adjacent to the Plan area that might affect the health, safety, and welfare of its residents.
6. Encourage developers to incorporate into site planning various environmentally sensitive approaches including low-impact development techniques, green building and sustainable design.
7. Encourage the minimization of the amount of impervious surfaces of development and utilize acceptable retrofit techniques in redevelopment in order to minimize storm water runoff through the use of appropriate low-impact development techniques.
8. Continue to remediate ground water contamination originating from former landfills in the Plan area.
9. Evaluate the effectiveness of the landfill gas extraction system at the Los Angeles landfill through close monitoring of the ground water, methane wells and underground structures in the nearby area.
10. Evaluate alternative energy uses for the landfill gas being removed at the Los Angeles landfill.

8

Plan Implementation

To implement the Plan, the following projects should be considered for inclusion in the City of Albuquerque Component Capital Improvement Plan (CCIP).

Abbreviations and Acronyms used in the table below:

AMAFCA – Albuquerque Metropolitan Arroyo Flood Control Authority

CIP – Capital Improvement Program

COA – City of Albuquerque

DMD – Department of Municipal Development

EHD – Environmental Health Department

MR-COG – Mid Region Council of Governments

NMDOT – New Mexico Department of Transportation

NTMP – Neighborhood Traffic Management Program

Element	ID	Policy Implemented	Action	Lead Agency	Coordination Required	Potential Funding Sources
Land Use	3.1.1 (1)	LUZ1	Incorporate the policies and Land Use District requirements into the development approval process	Planning (COA)		
Land Use	3.1.1 (5)	LUZ2, LUZ3	Amend the City ordinance to create development procedures to allow for additional residential/non residential mixed-use buildings	Planning (COA)	Property Owners	
Community Design	4.1.1 (1)		Incorporate the Community Design Plan into the City's development application and approval processes	Planning (COA)		
Community Design	4.1.1 (2)	CD2, CD5	Provide streetscape improvements to present a cohesive site design for existing and proposed developments	DMD (COA)	Parks & Recreation (COA)	CIP
Community Design	4.1.1 (3)	CD7, CD1	Prepare landscape plans to improve the scenic quality of highly visible areas along I-25, Paseo del Norte and Alameda Boulevard	DMD (COA)	Parks & Recreation (COA) / Property Owners / NMDOT /	CIP
Community Design	4.1.1 (4)	CD7	Provide landscaping along Alameda Boulevard as an entrance to Balloon Fiesta Park	DMD (COA)	Parks & Recreation (COA)/ NMDOT	CIP
Community Design	4.1.1 (5)	CD7	Provide landscaping in the median of Alameda Boulevard west of I-25 within the plan area.	DMD (COA)	Parks & Recreation (COA)/ NMDOT	

Element	ID	Policy Implemented	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	5.1.1 (1)	T1, T4, T6	Extend San Mateo Boulevard south to the arterial proposed by the NMDOT	Public Works / Traffic Analyses (COA)	Property Owners / NMDOT / AMAFCA	CIP
Transportation	5.1.1 (2)	T1, T4, T6	Extend Balloon Museum Drive south to Pase del Norte	Public Works / Traffic Analyses (COA)	NMDOT / EHD	CIP
Transportation	5.1.1 (3)	T2, T4, T6	Extend San Diego Avenue across I-25 to San Pedro Drive	Public Works / Traffic Analyses (COA)	Property Owners / NMDOT / DMD / Parks & Recreation (COA) / AIBF	CIP
Transportation	5.1.1 (4)	T2, T4, T6	Connect San Diego Avenue to Balloon Museum Drive	Public Works / Traffic Analyses (COA)	Property Owners / Albuquerque International Balloon Fiesta / Wildflower Neighborhood Assoc.	CIP
Transportation	5.1.1 (5)	T2, T6	Extend Alameda Drive to Balloon Fiesta Park	Public Works / Traffic Analyses (COA)	Property Owners / Albuquerque International Balloon Fiesta / AMAFCA / Bernalillo County	CIP
Transportation	5.1.1 (7)	T3, T4	Place a traffic signal at the intersection of San Pedro Drive and Alameda Boulevard	DMD / Traffic Analyses (COA)	La Cueva Neighborhood Assoc.	CIP / NTMP
Transportation	5.1.1 (8)	T3, T4, T7	Conduct traffic calming studies	DMD / Traffic Analyses (COA)		CIP / NTMP
Transportation	5.1.1 (9,10)	T7, T8	Provide bike lanes along Alameda Boulevard, San Pedro Drive, Louisiana Boulevard and Jefferson Street	DMD (COA)	MR-COG / Parks & Recreation (COA)	CIP / General Fund
Transportation	5.1.1 (11)	T4	Widen Alameda Boulevard east of I-25 from two-lanes to four-lanes	DMD	Property Owners	CIP

Element	ID	Policy Implemented	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	5.1.2 (1)	T3, T7	Remove truck restrictions on Paseo del Norte	DMD (COA)	NMDOT	
Transportation	5.1.2 (4)	T5	Update the functional classifications contained in the Long Range Roadway System Map	Planning (COA)	MR-COG	
Transportation	5.1.2 (8)	T6	Place temporary way finding signage on affected roadways during special events	DMD (COA)	Albuquerque International Balloon Fiesta / NMDOT	CIP
Transportation	5.1.2 (12)	T6	Amend the Trails and Bicycle Facility Plan to include bike lanes along Alameda Boulevard, San Pedro Drive, Louisiana Boulevard and Jefferson Street and trails along the North La Cueva Arroyo and Domingo Baca Arroyo	DMD (COA)	Planning (COA) / Parks & Recreation (COA)	
Transportation	5.1.2 (13)	T7, T8, T9	Construct Sidewalks along Jefferson Street & San Mateo Boulevards	DMD (COA)	Property Owners / NMDOT	CIP
Open Space	6.1.1 (1)	OS2, OS3, OS4	Construct a multi-use trail along the North La Cueva Arroyo	DMD (COA)	Property Owners / NMDOT / Parks & Recreation (COA)	CIP
Open Space	6.1.1 (2)	OS1, OS2, OS3, OS4	Construct a multi-use trail along the Domingo Baca Arroyo	DMD (COA)	Property Owners / AMAFCA / Parks & Recreation (COA)	CIP
Open Space	6.1.1 (3)	OS1, OS2, OS3, OS4	Construct a multi-use trail along San Mateo Boulevard from the North Camino Arroyo, south to the Domingo Baca Arroyo	DMD (COA)	Property Owners / AMAFCA / NMDOT / Parks & Recreation (COA)	CIP
Open Space	6.1.2 (4)	OS1, OS2, OS3, OS4	Study a north-south trail connection between I-25 and the North Diversion Channel in the redesign of the Paseo del Norte / Jefferson Street interchange	DMD (COA)	NMDOT / Parks & Recreation (COA)	CIP

Element	ID	Policy Implemented	Action	Lead Agency	Coordination Required	Potential Funding Sources
Environment & Public Safety	7.1.1 (1)	EPS3	Continue the North Arroyo Channel through the northern boundary of Balloon Fiesta Park	DMD (COA)	AMAFCA / Albuquerque International Balloon Fiesta	CIP / General Fund
Environment & Public Safety	7.1.2 (3)	EPS3	Implement the existing drainage plan for the Los Angeles Landfill prepared by EHD and the surface stabilization recommendation cited in this Plan	DMD (COA)	EHD (COA) / Albuquerque International Balloon Fiesta	CIP / General Fund

Appendix A:

Interim Guidelines for Development within City Designated Landfill Buffer Zones

Through normal decomposition of buried refuse in former landfills, methane gas may be produced as a byproduct. If production of methane is significant, the landfill becomes pressurized forcing the methane gas out beyond the boundaries of the landfill. Methane generally follows the path of least resistance when it migrates. Typical areas it migrates through are utility corridors, existing gravel and/or sand deposits below the surface or areas where prior excavations have occurred and the fill was not properly compacted. Because methane may migrate onsite and to offsite areas surrounding a landfill, there is a potential danger to development and activities associated with development as the methane may enter buildings through utility corridors or other means. Trenching during construction activities associated with development also has the potential to expose workers to methane. Methane gas is explosive when the concentration in air reaches a certain level. Landfill gas may also be a health hazard due to other byproduct gases. As a result of the above concerns, these Interim Guidelines for Development (Interim Guidelines)

within City of Albuquerque (City) Designated Landfill Buffer Zones are to be followed by all development within the City's jurisdiction. These guidelines apply to all active or inactive City designated landfill buffer zones of City and private permitted landfills, unpermitted landfills, and/or illegal dumpsites.

1. All development, whether it proceeds through the Environmental Planning Commission (EPC), Development Review Board (DRB), Design Review Committee (DRC) or the building permit process shall be subject to the Interim Guidelines if the property falls on top of or within a City designated landfill buffer zone. The Albuquerque Environmental Health Department Environmental Services Division or its consultant will review all documentation concerning development within each designated landfill buffer zone from professional engineers and the developers/owners/responsible parties to ensure that the Interim Guidelines have been followed.
2. Development projects will include input from a professional engineer, with expertise in landfills and landfill gas issues, to determine if landfill gas (including but not limited to methane) exists on the property in question and whether there is a potential for the migration of landfill gas to impact the property or other properties in the future.
3. If landfill gas is present at the property in question or there is a potential for the property to be impacted in the future, plans must include risk abatement measures, which are adequate to address any existing and/or future risk related to landfill gas.

The portion of the construction plans dealing with landfill gas abatement measures shall be certified by a professional engineer with landfill gas experience, noted on plat/site development plans or building permits, reviewed and signed-off by designated Albuquerque Environmental Health Department Environmental Services Division staff or its designated consultant. Work orders for construction of public infrastructure will not be issued by the Public Works Department until the Albuquerque Environmental Health Department has verified that the risk abatement measures are properly detailed on infrastructure construction plans. Certificates of occupancy will not be issued by the City's Planning Department until the Albuquerque Environmental Health Department has verified that the risk abatement measures are properly detailed on the building permit plans and properly constructed.

The certification process shall include the following steps:

- An assessment performed by the professional engineer, with expertise in landfills and landfill gas, to determine the current presence and/or potential for future presence and extent of landfill gas at the property. The scope of work undertaken concerning the assessment of landfill gases and/or the risk abatement measures at the property must be sufficient for the professional engineer to render an unqualified opinion concerning the current presence and/or potential for future presence and extent of landfill gases at the property, and the sufficiency of the risk

abatement measures to eliminate any hazards or potential hazards associated with landfill gases.

- A commitment by the owner/developer/responsible party to follow abatement measures and acknowledgment that the commitment is a condition of development approval. (In the case of a large corporation, the certification letter will be signed by a representative, who has the authority to commit the corporation to implement the risk abatement measures.)
- Construction plans detailing the risk abatement measures shall be submitted with the building permit plans.
- A stamped certification from a professional engineer licensed to practice in New Mexico certifying that the construction of the project has been completed in compliance with the risk abatement measures as detailed on original construction plans (any changes in the original design of the risk abatement measures shall be coordinated with the landfill gas professional engineer and Albuquerque Environmental Health Department prior to implementation of the change).

E. Copies of landfill certification documentation will be submitted to the Planning Department and maintained in its development files.

F. If a determination is made that there is no landfill gas existing at the property and there is no future risk from landfill gas, the assessment report shall state how such a determination was made and shall

be certified by a professional engineer with landfill gas experience. The “no risk” certification process shall include the same steps outlined above.

G. Properties within City designated landfill buffer zones must note on the site plan/plats/as-builts the following disclosure statement:

“The subject property is located (near, on) a (former, existing) landfill. Due to the subject property being (near, on) a (former, existing) landfill, certain precautionary measures may need to be taken to ensure the health and safety of the public. Recommendations made by a professional engineer with expertise in landfills and landfill gas issues (as required by the most current version of the Interim Guidelines for Development within City Designated Landfill Buffer Zones) shall be consulted prior to development of the site.”

H. The Interim Guidelines are for the development process and are not intended to affect planning or administrative processes that are not associated with physical changes to sites on or within City designated landfill buffer zones other than to raise the awareness of procedures to be undertaken prior to development.

I. Any removal of landfill materials during development of the property must also be coordinated with the New Mexico Environment Department – Solid Waste Bureau.

J. The following City designated landfill buffer zones are:

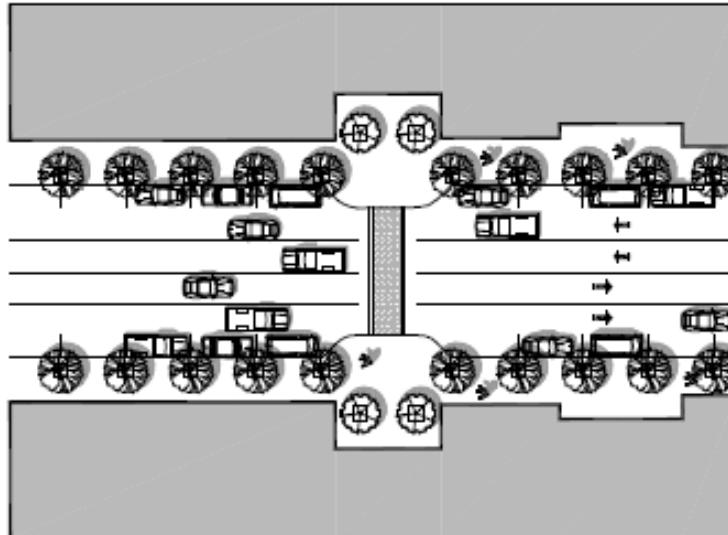
- Atrisco LF-250 ft

- Coronado LF North Cell -250 ft
- Coronado LF Middle and South Cells -1000 ft
- Eubank LF- 1000 ft (Except those areas within Sandia Science and Technology Park Phase I area)
- Los Angeles LF-1000 ft
- Nazareth LF-500 ft
- Oakland Avenue Landfill – 1000 ft
- Riverside LF-1000 ft
- Russ Pitney LF-1000 ft
- Sacramento LF- 500 ft
- San Antonio LF- 1000 ft
- San Francisco Drive LF-1000 ft
- Seay Brothers LF-1000 ft
- South Broadway LF-1000 ft
- Southwest LF-1000 ft
- Swartzman LF-1000 ft
- W.W. Cox LF-1000 ft
- Yale LF – 1000 ft
- Private Permitted Landfills* – 1000 ft
- Private Unpermitted Landfills* – 1000 ft
- Illegal Dumpsites- 1000 ft

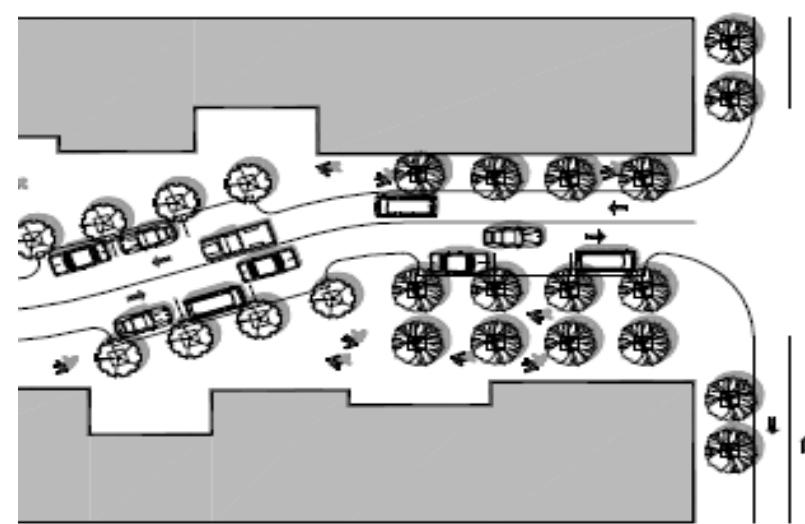
*Note – private permitted landfills have been permitted by the New Mexico Environment Department (NMED) Solid Waste Bureau, while private unpermitted landfills have not been permitted by the NMED Solid Waste Bureau.

Appendix B: Traffic Calming Techniques

Speed Table/Raised Crosswalk	
Flat-topped speed humps often constructed with brick or other textured materials on the flat section.	
<i>Pros</i>	<i>Cons</i>
<ul style="list-style-type: none">▪ Reduces speed▪ Provides safer crossing for pedestrians	<ul style="list-style-type: none">▪ More expensive than speed hump▪ May not reduce speed as much as speed hump



Chicane/Serpentine	
Curb extensions that alternate from one side of the street to the other, forming S-shaped curves.	
<i>Pros</i>	<i>Cons</i>
<ul style="list-style-type: none">▪ Shortens pedestrian crossing distance▪ Low impact on emergency response time	<ul style="list-style-type: none">▪ Potential drainage problems▪ Increased maintenance costs



Bulb-Out/Curb Extension/Neckdown

Curb extensions at intersections that reduce roadway width curb to curb.

<i>Pros</i>	<i>Cons</i>
<ul style="list-style-type: none"> ▪ Shortens pedestrian crossing distance ▪ Reduces speed of turning vehicles ▪ Can be landscaped 	<ul style="list-style-type: none"> ▪ Increased landscape maintenance costs ▪ Potential drainage issues

Speed Table/Raised Crosswalk

Flat-topped speed humps often constructed with brick or other textured materials on the flat section.

<i>Pros</i>	<i>Cons</i>
<ul style="list-style-type: none"> ▪ Reduces speed ▪ Provides safer crossing for pedestrians 	<ul style="list-style-type: none"> ▪ More expensive than speed hump ▪ May not reduce speed as much as speed hump

