



**Environmental
Planning
Commission**

**Agenda Number: 02
Project Number: 1001195
Case Number: 17EPC- 40010
Hearing Date: June 8, 2017**

Staff Report

Agent	Tierra West, LLC
Applicant	Horne Stewart, LLC
Request	Map Amendment to the Albuquerque & Bernalillo County Comprehensive Plan
Legal Description	Section 16 T9N R3E, excluding right-of-way and the southwesterly portion of the section; and including the AT&SF Railroad Spur
Location	South of the Albuquerque International Airport, north of the Mesa del Sol Master Plan area, east of Interstate-25, west of Kirtland Air Force Base, and on the lower Tijeras Arroyo.
Size	Approximately 540 acres
Previous Zoning	A-1
Recently Updated Zoning	SD-V-M-1 and SD-V-OS

Staff Recommendation

**APPROVAL of
Project # 1001195
Case # 17EPC-40010
based on the
Findings and subject to the
Conditions of Approval
within this report**

**Staff Planner
Cheryl Somerfeldt**

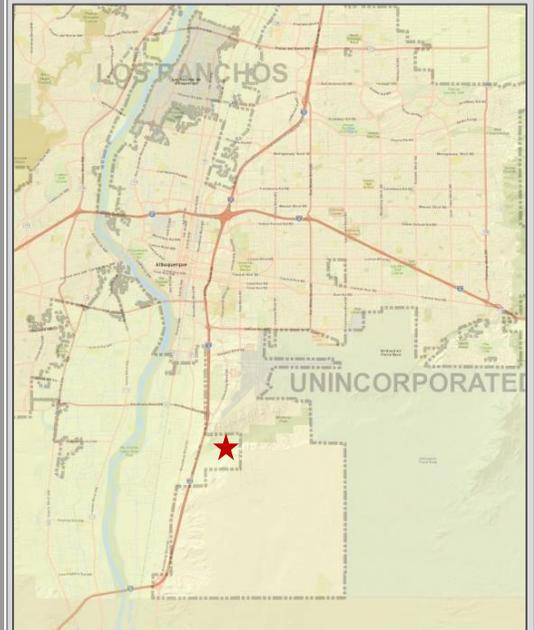
Summary of Analysis

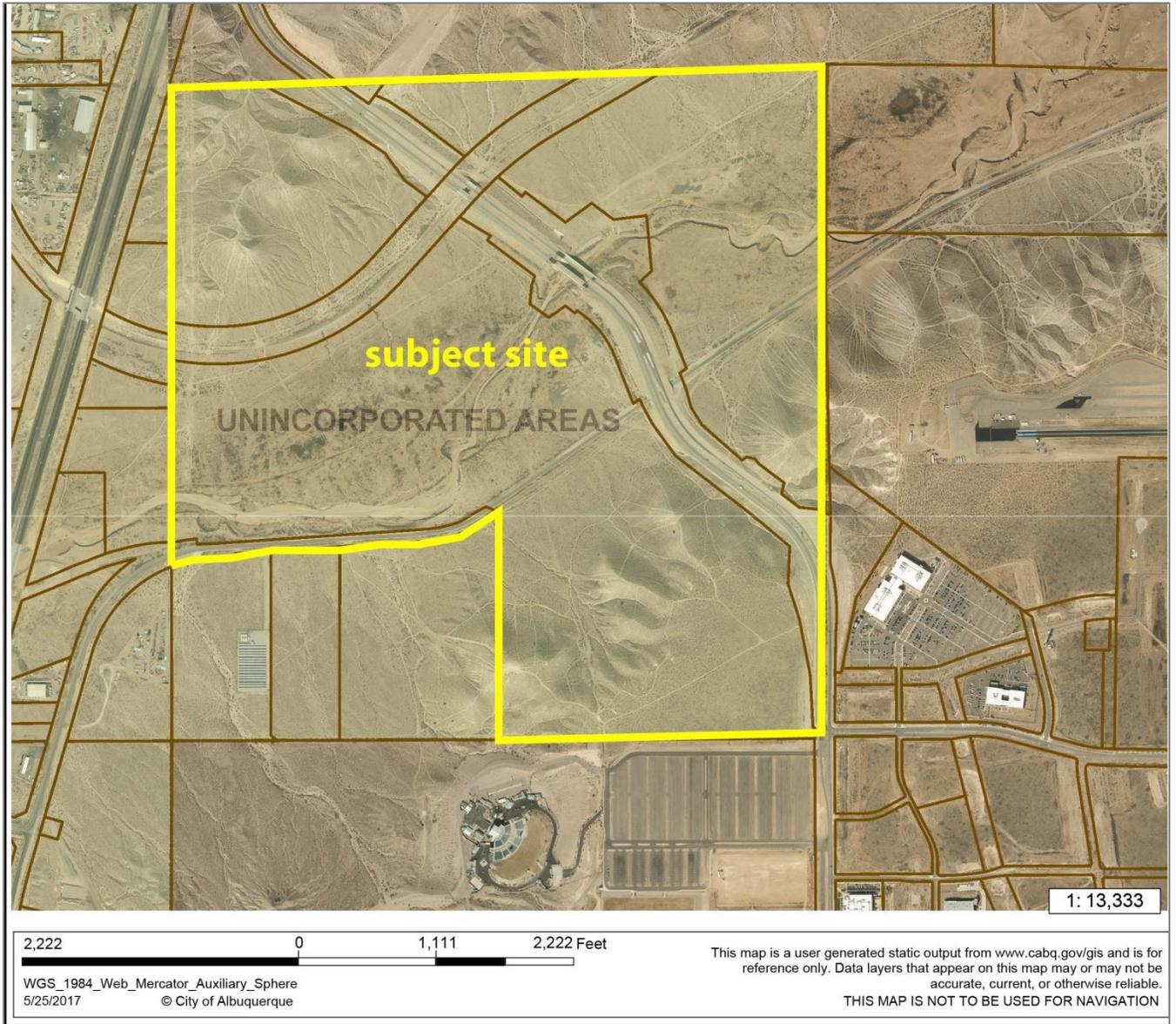
This request is for a Map Amendment to the Albuquerque and Bernalillo County Comprehensive Plan for a 540 acre L-shaped property. The subject site is located south of the Albuquerque International Sunport, north of Mesa del Sol, east of Interstate -25, and west of Kirtland Air Force Base. The purpose of the request is to amend the subject site's land use designation from Reserve to Developing Urban on the County Development Areas Map within the 2017 Comprehensive Plan.

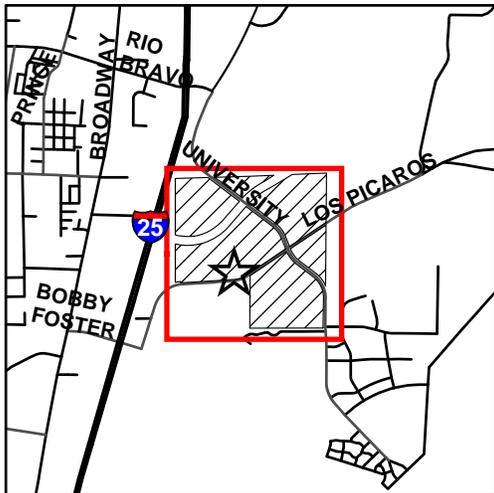
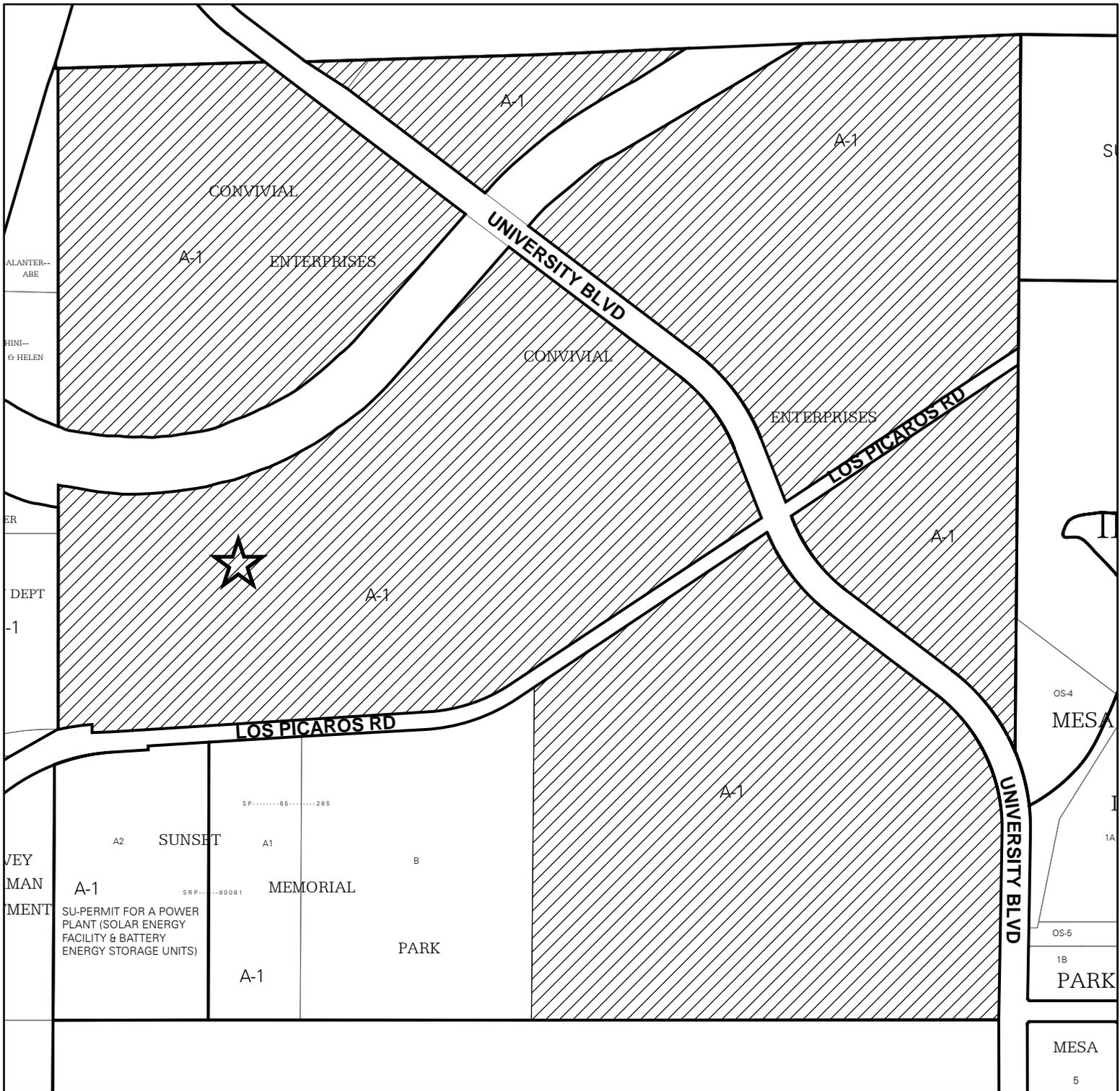
The subject site is in the unincorporated portion of Bernalillo County, outside of the City of Albuquerque, but within the joint Albuquerque Bernalillo County Comprehensive Plan boundary. In addition, the subject site is governed by the Valle del Sol Sector Development Plan which proposes light industrial and open space zoning, requiring the Developing Urban designation.

The request is consistent with and furthers applicable Comprehensive Plan goals and policies. There are no neighborhood and/or homeowner associations within the area. No facilitation meeting occurred, and there is no known neighborhood opposition to this request. Staff recommends approval based on the findings outlined in this staff report.

Map







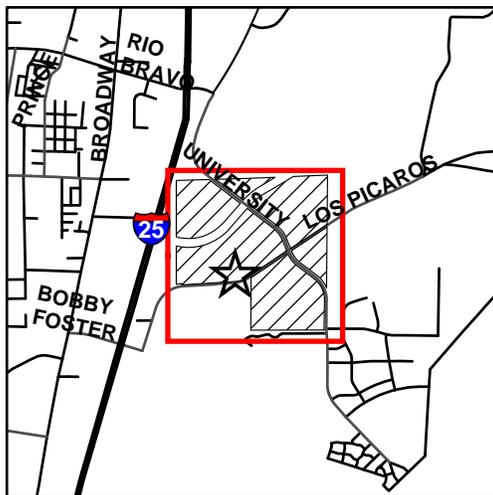
ZONING MAP

Note: Grey shading indicates County.



1 inch = 756 feet

Project Number:
1001195
Hearing Date:
06/8/2017
Zone Map Page: Q-15
Additional Case Numbers:
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LAND USE MAP

Note: Grey shading indicates County.

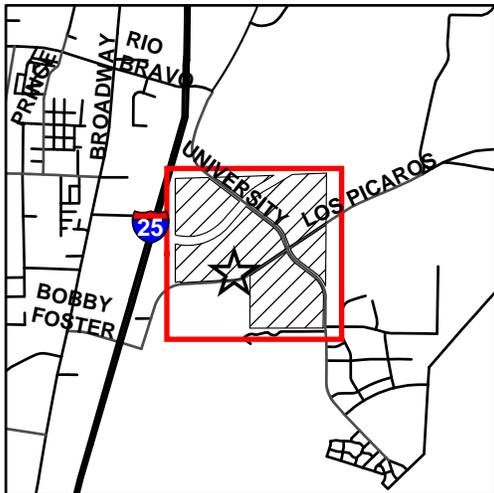
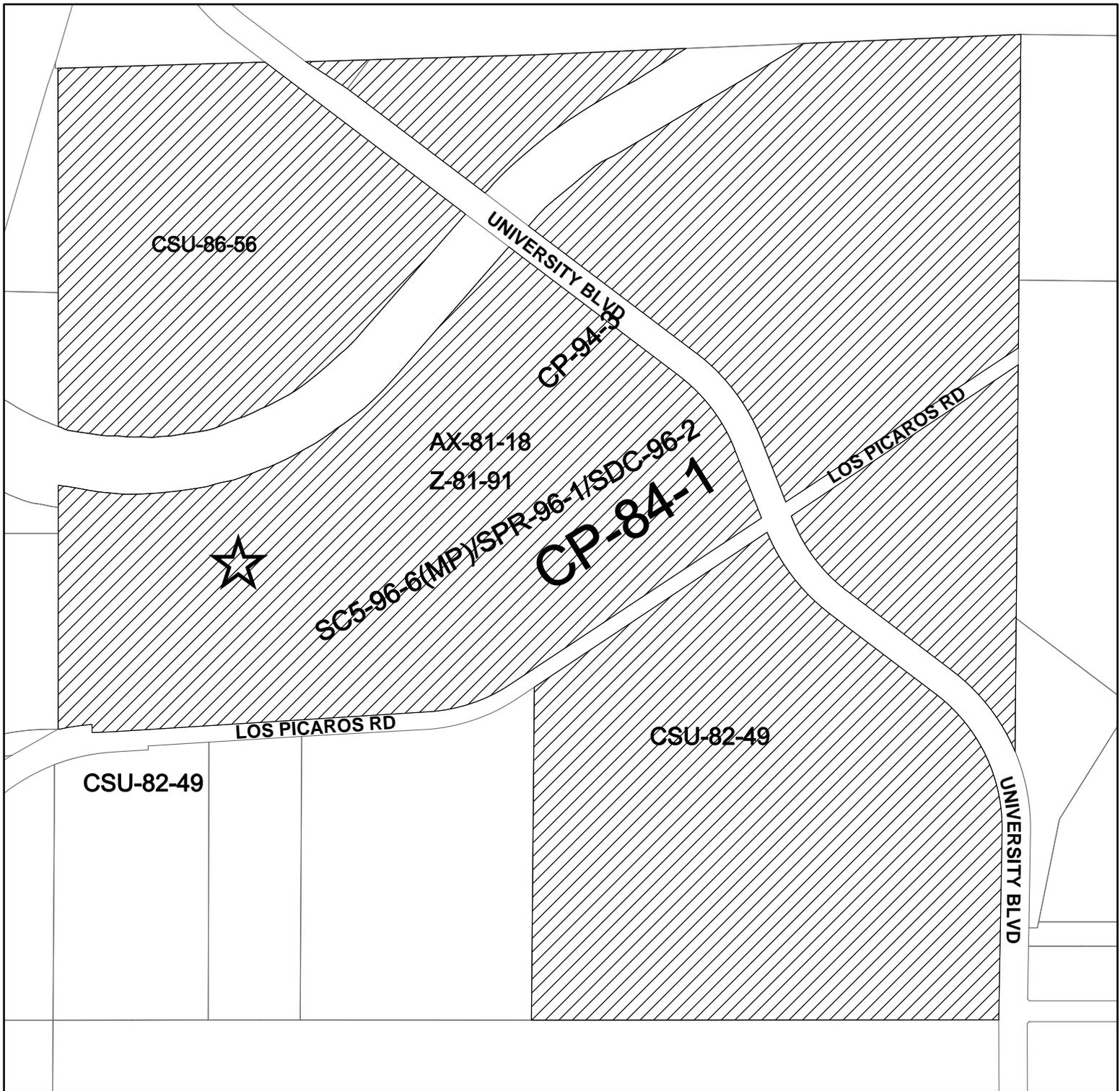
KEY to Land Use Abbreviations

- AGRI Agriculture
- COMM Commercial - Retail
- CMSV Commercial - Service
- DRNG Drainage
- MFG Manufacturing
- MULT Multi-Family or Group Home
- PARK Park, Recreation, or Open Space
- PRKG Parking
- PUBF Public Facility
- SF Single Family
- TRAN Transportation Facility
- VAC Vacant Land or Abandoned Buildings
- WH Warehousing & Storage



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HISTORY MAP

Note: Grey shading indicates County.



1 inch = 756 feet

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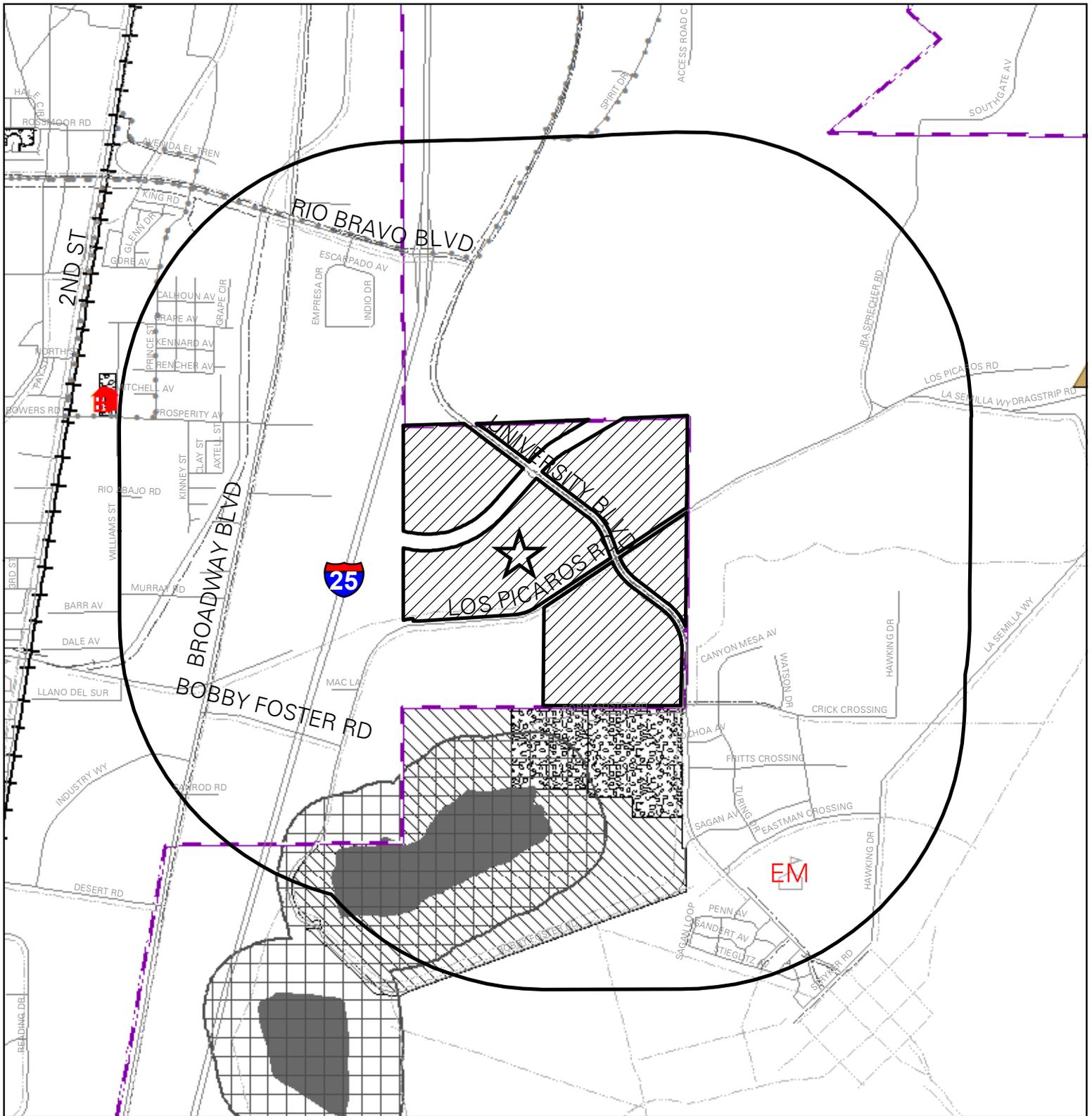
Hearing Date:

06/8/2017

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Public Facilities Map with One-Mile Buffer

- | | | | |
|---|---|--|---|
|  COMMUNITY CENTER |  FIRE |  Public Schools |  Landfill Buffer (1000 feet) |
|  MULTI-SERVICE CENTER |  POLICE |  Proposed Bike Facilities |  Landfills designated by EHD |
|  SENIOR CENTER |  SHERIFF |  ABQ Bike Facilities |  Developed County Park |
|  LIBRARY |  SOLID WASTE |  ABQ Ride Routes |  Undeveloped County Park |
|  MUSEUM |  Albuquerque City Limits |  Undeveloped City Park | |



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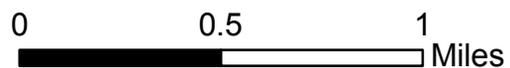


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I. INTRODUCTION

A. Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SD-V-M-1 and SD-V-OS per County’s Sector Development Plan, and A-1 per City’s AGIS	Reserve	Vacant/Other
North	SU-1 Airport & Rel Fac	Developing Urban	Transportation/Utilities
South	SU-1 for Urban Regional Park	Reserve	Concert Hall or Amphitheatre; Vacant/Other
East	SU-1 Sludge Treatment Facility; PC Open Space; PC Employment Center	Reserve	Vacant/Other; Race Track; Manufacturing/Industrial; Commercial
West	M-1	Developing Urban	Vacant/Other

B. Proposal / Request

The applicant is proposing a Map Amendment to the 2017 Albuquerque & Bernalillo County Comprehensive Plan in order to develop a 540 acre L-shaped property (the “subject site”) in the unincorporated portion of Bernalillo County into an employment center along with major public open space. The applicant proposes to amend the subject site designation from mostly Reserve to fully Developing Urban on the County Development Areas Map (attached Figure 5-5, page 5-22) within the 2017 Albuquerque & Bernalillo County Comprehensive Plan.

The Board of County Commission adopted the Valle del Sol Sector Development Plan for the subject site in April of 2017. With the Valle del Sol Sector Development Plan, the applicant proposes to develop the site for light industrial uses with a framework for land use, transportation, drainage, water, wastewater, trails, and open space; as well as design standards for architecture, parking, landscape, and site design features.

The 2017 Comprehensive Plan currently designates the northwest portion of the site, 87.5 acres as Developing Urban, and the remainder southwest portion of the site, 452.5 acres as Reserve. The two halves are divided by the existing railroad easement that traverses the site from west to east in the northern portion of the site. The request is to designate the entire site as Developing Urban. Re-designating the entire site to Developing Urban would align with the vision for the property outlined in the Valle del Sol Sector Development Plan instead of requiring residential development.

The City of Albuquerque's joint Comprehensive Plan recently went through an all-inclusive updated that was adopted in March 2017. Apart from the recent amendment for the subject site, the County's current Comprehensive Plan was last amended in 2013, therefore within this staff report, the County's adopted Comprehensive Plan is referred to as the 2013 Comprehensive Plan. If the request is approved, the City's 2017 Comprehensive Plan would be amended to align with the County's 2013 Comprehensive Plan. Bernalillo County is currently involved in the review and approval process for the 2017 Albuquerque & Bernalillo County Comprehensive Plan.

C. EPC Role

The EPC is a recommending body with review authority for this request per the City's Planning Ordinance (§14-13-2-5 (C)(2)). The EPC's task is to make a recommendation to the City Council regarding the proposed amendment. The City Council will make the final decision as established in the City Charter: "The Council is the city's ultimate planning and zoning authority, including the adoption and interpretation of the Comprehensive Plan." (City Charter, Art. XVII, Sec. 1)

The EPC will use the policies from the 2017 Albuquerque & Bernalillo County Comprehensive Plan (the current governing document for the City of Albuquerque) that correspond with policies from the 2013 Comprehensive Plan (the current governing document for the County) to determine a recommendation.

The County considered the request first because the site is under the jurisdiction of Bernalillo County. The Board of County Commission approved the Valle del Sol Sector Development Plan and subsequently amended the 2013 Albuquerque/Bernalillo County Comprehensive Plan Map from Reserve to Developing Urban for the subject site in March of 2017.

D. History/Background

Historically, the subject site was used for ranching. In 1975, the first Albuquerque & Bernalillo County Comprehensive Plan was prepared and the property was given its original designation as Major Public Open Space, essentially blocking development. In 1988, the Albuquerque & Bernalillo Comprehensive Plan was re-written but did not change the development designation for the site.

In 1995, the property owner initiated the re-designation from Major Public Open Space to Reserve. The Reserve designation requires a Master Plan for Planned Communities and in 1996, the Valle del Sol Master Plan was created and heard before a joint meeting of the Bernalillo County Planning Commission and the Albuquerque Environmental Planning Commission (EPC). The proposed plan for Valle del Sol at the time was a mixed-use development including primarily residential uses along with retail, commercial, and industrial. The Albuquerque EPC voted to disapprove the project due to the concern over

residential uses being too close to the noise associated with the adjacent flight paths of the Albuquerque International Sunport.

Subsequently, significant amendments affected the 1988 Comprehensive Plan including one in 2002 which established a “Centers and Corridors” framework for future growth, a mapped network for mixed use activity centers and transportation corridors, and a strategic policy based framework for infrastructure and development across the metropolitan area. In 2013, the Comprehensive Plan was updated with according to recent demographic and planning data. The 2013 Comprehensive Plan also added Centers and Corridors that had subsequently been approved through separate planning efforts, including Mesa del Sol, which is adjacent to the subject site. This is the current adopted version of the Comprehensive Plan for the unincorporated portions of Bernalillo County.

In March of 2017, the Albuquerque City Council adopted an updated Albuquerque & Bernalillo County Comprehensive Plan, which like its predecessor, includes the City of Albuquerque and all unincorporated portions of Bernalillo County, excluding other County incorporated municipalities. This version of the Comprehensive Plan revised the way it categorized land use areas into Areas of Change and Areas of Consistency for the City of Albuquerque. However, the unincorporated portions of Bernalillo County will continue to use the Development Area designations as those in the original Comprehensive Plan which include Reserve and Developing Urban.

For unincorporated properties in the County, the development area designations will continue to guide density and zoning. The County will continue to use the system of ranked plans such as sector development plans for specific areas to provide additional guidance beyond the Comprehensive Plan. Once the County adopts the updated 2017 Comprehensive Plan, the County Zoning Ordinance will remain in effect.

In March of 2017, the Board of County Commission approved the Valle del Sol Sector Development Plan for the subject site. The residential component present in previous master plans was eliminated, and the project was re-designed with light industrial and open space zoning. In April of 2017, the Board of County Commission approved an Amendment to the 2013 Albuquerque/Bernalillo County Comprehensive Plan to change the Reserve designation to Developing Urban for the subject site.

E. Context

As described in the Valle del Sol Sector Development Plan, the subject site’s eastern boundary abuts the City of Albuquerque’s Montessa Park Open Space and Mesa del Sol’s Escarpment area and further east is Kirtland Air Force Base. A small portion of the southeastern corner of the site abuts the Mesa del Sol Employment Center. The western portion of the southern boundary abuts the Mesa del Sol County Rec Complex and the Isleta Amphitheater. The eastern portion of the southern boundary is expected to be a cemetery. To the west, adjacent properties which abut the Interstate-25 corridor and

South Broadway are unincorporated and undeveloped and are zoned M-1, which is the County's Light Industrial Zone. Adjacent property to the north is owned and operated by the Albuquerque International Sunport.

The subject site is vacant. The lowest points on the site lie along the Tijeras Arroyo which drains east to west toward the Rio Grande, and the land rises with steep slopes occupying the southeastern and northwestern corners forming escarpments and plateaus. A currently unused railroad spur with a 300' right-of-way easement owned by the Air Force runs east to west through the northern portion of the property. Presently, the only access to the site is from Broadway Boulevard via Bobby Foster Road and Los Picaros Road since the University Boulevard southern extension is elevated and there are currently no at-grade intersections within the subject site.

F. Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. The LRRS designates University Boulevard north of Los Picaros Road as a Regional Principal Arterial and south of Los Picaros Road as a Community Principal Arterial. The LRRS designates Los Picaros Road west of University Boulevard as a Major Collector and east of University Boulevard as a Minor Arterial. Interstate-25 touches the northwestern corner of the subject site and travels diagonally in a southwest direction to the west of the site.

Access within the Valle del Sol area is restricted east/west by University Boulevard and north/south by the Tijeras Arroyo and the rail spur. Presently, University Boulevard and Los Picaros Road do not intersect since University Boulevard is elevated; however an interchange is expected if the Valle del Sol project is developed. University Boulevard traverses the site from the northwest corner to the southeast corner and is expected to eventually provide primary vehicular access. University Boulevard will be expanded to a four-lane roadway with a raised median, bikelanes, and a trail. Los Picaros Road passes through the site from the southwestern corner to the mid-eastern border and is planned to be a four lane roadway with bike lanes. The TIS recommended six driveways off of University Boulevard and seven driveways off of Los Picaros Road. Planned improvements to the transportation system are expected to be at 30% by 2025 and 100% by 2040 with improvements phased to match the development timing as dictated by development demand, and reviewed and modified at the time of platting.

G. Comprehensive Plan Corridor Designation

University Boulevard is an Enhanced Transit Corridor and I-25 is an Express Corridor as designated by the 2017 Comprehensive Plan.

H. Trails/Bikeways

The intent is to meet the Comprehensive Plan’s objective to encourage alternative modes of transportation by interconnecting transit facilities with bicycle and pedestrian trails and open space (with many trails independent of automobile traffic). Connections needed for trails between open space will be created and developed under the Valle del Sol Sector Development Plan. Provisions and areas for bicycles both as part of the public roadway and as part of an extensive private trail system will be provided. A public bicycle facility trail will be constructed along University Boulevard as well as a private trail system connecting the Tijeras Channel Trail with Los Picaros Road. Eventually, trails and bike lanes will be planned to connect the subject site with University Boulevard, Mesa del Sol, Kirtland Air Force Base, and west past Broadway Boulevard.

I. Transit

The subject site is not currently located in a transit corridor or on a transit route. Comments regarding transit access and distribution to the site are on file with the Bernalillo County Planning Commission and the proposed change to the Comprehensive Plan designation does not alter those comments.

Transit stops are expected along University Boulevard with the future build-out of both Valle del Sol and Mesa del Sol.

J. Public Facilities/Community Services

Please refer to the Public Facilities Map in the packet for a complete listing of public facilities and community services located within one mile of the subject site.

The Tijeras Arroyo carries a major portion of the developed urban runoff for both the City and the County. The arroyo will be developed and approved by AMAFCA with the County and County Parks having input on the design. Urban uses over and above the conveyance of stormwater will be incorporated into the design.

The Albuquerque Bernalillo County Water Utility Authority will not service the subject site until the Sector Development Plan has been approved.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS AND POLICIES

A. Bernalillo County Comprehensive Zoning Ordinance

The subject site is outside the incorporated area of the City of Albuquerque and is therefore subject to the Bernalillo County Comprehensive Zoning Ordinance. The Valle del Sol Sector Development Plan re-zoned the subject site from county zoning A-1 to SD-V-M-1 Light Industrial (intended for light fabricating, warehousing and wholesale distribution) and SD-V-OS Open Space (which will allow for major public open space within the site). The City’s AGIS map still shows the subject site zoned A-1 since the process for updating the map has not yet been completed.

B. Definitions (if applicable)

SECTOR DEVELOPMENT PLAN: A plan that covers a large area satisfactory to the city body with the authority to approve the plan, and specifies standards for the area's and sub-area's character, allowed uses, structure height, and dwellings per acre; the plan may specify lot coverage, floor area ratio, major landscaping features, building massing, flood water management, parking, signs, provisions for maximum feasible solar access, provisions for transportation, and other such features. Such plan constitutes a detailed part of the master plan and must be essentially consistent with the more general elements of the master plan, the Albuquerque/ Bernalillo County Comprehensive Plan.

C. Albuquerque / Bernalillo County Comprehensive Plan

The existing Comprehensive Plan development designation north of the rail spur is Developing Urban and the majority of the site south of the rail spur is Reserve. The request is to amend the development designation for the site to be entirely Developing Urban which would revise Figure 5-5: County Development Areas on page 5-22 of the 2017 Comprehensive Plan.

The existing Reserve designation allows only two types of development, that which is in accordance with:

- the Rural designation which permits a maximum density of one dwelling unit per acre. OR
- a Planned Community Master Plan which permits a residential density of three dwellings per acre. Planned Communities are intended to be large self-sufficient areas which include employment, goods and services, and primarily residential development, all separated from the City by open space. As described in the History section of this report, the property owners attempted to create a Planned Community Master Plan on the Valle del Sol property and it was determined by the EPC that residential uses would not be conducive to the subject site's close proximity to the Albuquerque International Sunport.

The proposal requests the Developing Urban designation. According to the 2017 Comprehensive Plan, "Developing Urban Areas...are planned or programmed for future residential and commercial development that will result in more urban land uses and patterns." Developing Urban areas often use a site specific Sector Development Plan to guide densities and land uses for the subject property.

The subject site is inappropriate for residential uses as determined by the EPC, and is in a unique geographical position within the City regarding access to ground, air, and rail transportation. Therefore, the Developing Urban designation and the Sector Development Plan process are the best mechanisms to meet the Comprehensive Plan's Goals and Policies.

Bernalillo County is still under the jurisdiction of the 2013 joint Albuquerque & Bernalillo County Comprehensive Plan, and the City of Albuquerque is currently under the jurisdiction of the updated 2017 joint Comprehensive Plan. Therefore, the applicant used policies from the 2013 Comprehensive Plan in the justification for how Valle del Sol will meet the goals of the Comprehensive Plan. Since the EPC is the City of Albuquerque's recommending body, the EPC will use the corresponding policies from the 2017 Comprehensive Plan to justify the requested amendment; and policies from the 2017 Comprehensive Plan are used for the EPC Findings.

Note: Associated policy numbers from the 2013 Comprehensive Plan and the 2017 Comprehensive Plan are in ***bold and italics***. The policy text is in regular text. The applicant's justification is in *italics*. Staff's analysis is *underlined italics*.

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Goal IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5, Developing and Established Urban Areas:

Create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Valle Del Sol meets this goal by providing a quality employment center situated between the airport and Mesa del Sol. This development will provide a variety of employment possibilities that will assist the housing already established in Mesa del Sol and support long term housing growth south of the area. The location of the employment center enhances the job opportunities and reduces the vehicle miles traveled (VMT) for the area. The Sector Plan allows for diverse employment that is not allowed within the Mesa Del Sol area.

The Valle del Sol Sector Development Plan provides for a variety of work areas and lifestyles with the relatively unique opportunity to provide access to ground, air, and rail transportation for employers as well as a variety of transportation options for employees such as pedestrian, bicycle, and vehicular options with a network of trails and connections to open space and the extended City infrastructure.

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Policy b IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5.d, Developing and Established Urban Areas:

Develop and enforce special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital investment priorities in Developing Urban Areas.

Again, the Sector Development Plan is the appropriate mechanism to ensure the correct zoning and development of the area. Situated within the intense zoning areas already established this continues the buffer of the area from the International Airport and Interstate.

The Valle del Sol Sector Development Plan as adopted by the County will allow for infrastructure phasing and special design treatments to include planned management of the Tijeras Arroyo which is crucial to area hydrology.

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Policy d IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5.f, Developing and Established Urban Areas:

Encourage the location, intensity, and design of new development to respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, acequia easements, and resources of other social, cultural, and recreational concern.

The Sector Development Plan has shown that the area has the capacity and the ability to regulate the land uses in this area to be compatible and can accommodate new growth.

The Valle del Sol Sector Development Plan area is an appropriate location for light industrial land use due to existing transportation and utility infrastructure along with specific design standards which respect natural, social, and recreational resources, such as the Tijeras Arroyo.

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Policy e IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5.g, Developing and Established Urban Areas:

Accommodate new growth through infill and compact development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

The development of Valle del Sol, currently vacant, is ideal for growth while meeting the need to protect the integrity of the airport and Mesa del Sol. Many of the facilities (such as power, gas and sewer) exist in and adjacent to Valle del Sol.

The Valle del Sol Sector Development Plan furthers the integrity of the existing neighborhoods by providing potential employment for residents (especially those in the South Valley and the planned Mesa del Sol communities) without introducing additional residential uses into the area.

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Policy g IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5.i, Developing and Established Urban Areas:

Ensure that development is carefully designed to conform to topographical features and include trail corridors and dedicated open space where appropriate.

Complete development plans and infrastructure will be developed for the project and routed through the normal County Development Review Authority (CORA) approval process. The open space slopes were set aside for the benefit of the Community.

The Valle del Sol Sector Development Plan describes specific standards that will maintain and enhance the natural characteristics that make the existing site unique such as

the Tijeras Arroyo and the escarpments leading to the higher portions of the site. In addition, the Valle del Sol Sector Development Plan specifies native or naturalized plant material and trails that will capitalize on views.

RELATED additional policy furthered by the project, 2017 Comp Plan, Policy 11.3.1, Natural and Cultural Features, Developing and Established Urban Areas:

Preserve and enhance the natural and cultural characteristics and features that contribute to the distinct identity of communities, neighborhoods, and cultural landscapes.

Minimize negative impacts and maximize enhancements and design that complement the natural environment, particularly features unique to Albuquerque, in development and redevelopment in light of the relationship to and effect upon the following:

- i. Indigenous vegetation and other materials appropriate to landscapes;
- ii. Topography and landscape features such as arroyos, the Rio Grande and Bosque, the foothills, and escarpments;
- iii. Soils and erosion potential
- iv. Colors and textures of the natural environment; and
- v. Scenic views from the public right-of-way

2013 Comp Plan, B. Land Use, 5. Developing Urban Area, Policy I IS EQUIVALENT TO 2017 Comp Plan, Policy 5.5.5.k, Developing and Established Urban Areas:

Ensure that employment and service uses are located to complement residential areas and are sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

This site is the best site for employment services in the County. Situated adjoining to the International Airport, Interstate 25 and a potential rail access it offers new multimodal opportunities and is best suited to be an ideal employment center for the community.

Due to the location of the subject site, existing residential areas south of downtown will be complemented by proximity to the employment center without being adversely effected by noise, lighting, pollution, and traffic because they will not be immediately adjacent to the site.

2013 Comp Plan, C. Environmental Protection and Heritage Conservation, 4. Noise, Goal

The Goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

RELATED 2017 Comp Plan, Policy 13.5.5.1c, Land Use Impacts

Mitigate potential adverse impacts – including noise, emissions, and glare – of new development on surrounding land uses during and after construction through land use regulations, environmental permitting, and enforcement.

The Valle del Sol Sector Development Plan was specifically created to eliminate residential uses from the area close to Albuquerque International Sunport flight paths, therefore mitigating potential adverse noise impacts.

2013 Comp Plan, D. Community Research Management, 5. Economic Development, Goal

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environment goals.

2013 Comp Plan, D. Community Research Management, 5. Economic Development, Policy a

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

RELATED 2017 Comp Plan, Policy 8.1.2, Resilient Economy

Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

The Valle del Sol Sector Development Plan proposes an employment center for the southern portion of the metro to include industrial and warehouse uses that will not be permitted in the Mesa del Sol employment center, therefore encouraging a diverse economy.

2013 Comp Plan, D. Community Research Management, 5. Economic Development, Policy f

- 1) Provide incentives to prospective employers through use of municipal industrial revenue bonds, planning activities, utility extensions, and support of *recruitment* and training services.
- 2) Encourage expansion of export-based business to strengthen the economy. The City and the County should remove obstacles to sound growth management and economic development throughout the community.

RELATED 2017 Comp Plan, Policy 8.1.1, Diverse Places

Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

The location of Valle del Sol will support exporting and diverse business models including light industrial and warehousing in combination with a nature trail, thereby offering diverse contexts, densities, and scale.

2013 Comp Plan, B. Land Use, 1. Open Space Network, Goal

The Goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside major public open space, parks, trail corridors, and open areas throughout the Comprehensive Plan area.

RELATED 2017 Comp Plan, Policy 5.5.1, Community Green Space

Provide visual relief from urbanization and offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside publicly-owned open space, parks, trail corridors, and open areas throughout the Comp Plan area.

Part of the Valle del Sol Sector Development Plan area will be zoned SD-V-OS, which will preserve that portion as major public open space, providing opportunities for trail connections and open areas.

2013 Comp Plan, B. Land Use, 1. Open Space Network, Policy c

Development in or adjacent to the proposed open space network shall be compatible with open space purposes.

Development will promote the pedestrian and trail connections through the development both in the east-west and north-south connections. Currently there are no designated trails but the Sector Plan has identified connections that will be built by the development and maintained. In the future should these trails serve as a link to a larger network then it will be made available. The Open Space will be County Parks for maintenance and preservation.

RELATED 2017 Comp Plan, Policy 10.3.2.b, Open Space

Ensure that development within open space is compatible with its preservation purpose.

The Valle del Sol Sector Development Plan endeavors to preserve a portion of the site as open space in order to be compatible with the site topography and development uses along the Tijeras Arroyo.

2013 Comp Plan, B. Land Use, 1. Open Space Network, Policy f

A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the open space network.

RELATED 2017 Comp Plan, Policy 10.3.1.b, Open Space

Acquire trail, wildlife, and drainage corridors as important elements of the open space network.

RELATED 2017 Comp Plan, Policy 10.4.4.a, Coordination

Acquire, regulate, and manage trail corridors to protect natural features, views, drainage, and other functions and/ or to link other areas within the open space network.

The Comprehensive Plan amendment will permit the Valle del Sol Sector Development Plan to manage the Tijeras Arroyo drainage corridor as an important part of the Open Space Network.

III.AGENCY & NEIGHBORHOOD CONCERNS

A. Reviewing Agencies/Pre-Hearing Discussion

Please refer to the Agency Comments at the end of the staff report.

B. Neighborhood/Public

There are no neighborhood and/or homeowner associations in proximity to the subject site. Property owners within 600-feet of the subject site were notified via City of Albuquerque mail. A facilitated meeting did not occur. There is no known neighborhood opposition.

IV. CONCLUSION

The request is for a Map Amendment to the 2017 Albuquerque & Bernalillo Comprehensive Plan from Reserve to Developing Urban for the subject site located in the unincorporated Bernalillo County immediately to the south of the Albuquerque International Sunport, to the north of Mesa del Sol, and to the east of Interstate-25.

Approval of the request supports numerous Comprehensive policies regarding land use, economic development, noise, and open space. The proposed Map Amendment is consistent with surrounding properties and will establish the site as an employment center under the direction of the Valle del Sol Sector Development Plan.

The subject site is within the jurisdiction of Bernalillo County. In 2017, the Board of County Commission approved the Valle del Sol Sector Development Plan, the zone change to SD-V-M-1 and SD-V-OS, and the Comprehensive Plan Map Amendment from Reserve to Developing Urban for the subject site. As of this writing, there is no known opposition to the request. Staff is recommending approval based on the findings found in the staff report.

FINDINGS

Comprehensive Plan Map Amendment, Project # 1001195, Case # 17EPC- 40010

1. This is a request for a Map Amendment to the 2017 Albuquerque & Bernalillo County Comprehensive Plan to change the portion of the subject site designated Reserve to Developing Urban.

The property is located on tracts of land within Section 16 T9N R3E, excluding right-of-way and the southwesterly portion, and including the AT&SF Railroad Spur. The property is located south of the Albuquerque International Airport, north and west of the Mesa del Sol Master Plan, east of Interstate-25, west of Kirtland Air Force Base, and on the lower Tijeras Arroyo. The approximately 540 acre subject site is adjacent to the city limits of Albuquerque, but lies entirely in an unincorporated portion of Bernalillo County.

2. The request will allow the property to develop under one Comprehensive Plan Area designation (Developing Urban) that is more suited to the surrounding area and the plan for development of the site.
3. The request has been submitted subsequent to approval of the Valle del Sol Sector Development Plan which governs the subject site (in March of 2017), and an amendment to the 2013 Comprehensive Plan from Reserve to Developing Urban for the subject site (in April of 2017) by the Bernalillo Board of County Commission.
4. The Valle del Sol Sector Development Plan established zoning for the subject site to be SD-V-M-1, Light Industrial and SD-V-OS, open space, which will guide development with primarily industrial uses and open space, exclusive of residential uses.
5. The City of Albuquerque Environmental Planning Commission previously disapproved Master Plans for the subject site due to incompatibility between residential uses and the adjacent Albuquerque International Sunport. Residential uses have been eliminated from the Valle del Sol Sector Development Plan for the subject site.
6. The 2013 joint Albuquerque/Bernalillo County Comprehensive Plan is the governing document for Bernalillo County. The updated 2017 joint Albuquerque & Bernalillo County Comprehensive Plan is the governing document for the City of Albuquerque. Since the EPC is the City's recommending body, the EPC use associated policies from the 2017 joint Comprehensive Plan to evaluate the request and for the findings herein.
7. The intent of the proposed Comprehensive Plan amendment and the Valle del Sol Sector Development Plan is to create a quality urban environment with employment opportunities in the southeast portion of the Metropolitan Area.

8. The proposed Comprehensive Plan amendment will result in development that is consistent with the natural features and land uses adjacent to the site.
9. The proposed Comprehensive Plan amendment will result in implementation of the Valle del Sol Sector Development Plan which includes a framework for transportation, drainage, water, wastewater, trails, open space, architectural styles, parking, landscape, walls, fences, lighting, and site design that will enhance the development that occurs on the site.
10. The request to amend the subject site's land use development designation from Reserve to Developing Urban furthers the following Goals and Policies of the 2017 Albuquerque & Bernalillo County Comprehensive Plan:

Policy 5.5.5: Create a quality urban environment that perpetuates the tradition of identifiable, individual, compact, but integrated communities within the metropolitan area and that offers variety and maximum choice in housing, transportation, work areas, and lifestyles, while creating a visually pleasing built environment.

The Comprehensive Plan amendment will provide for a variety of work areas and lifestyles with the relatively unique opportunity for access to ground, air, and rail transportation for employers as well as vehicular, pedestrian, and bicycle transportation options for employees with a network of trails and connections to open space.

The Comprehensive Plan amendment will provide a quality employment center south of the Sunport, providing a variety of employment possibilities that will support long term housing growth established in Mesa del Sol Plan south of the area. The location of the employment center should help to reduce vehicle miles traveled (VMT) and provide for diverse employment that is not allowed within the Mesa Del Sol area.

Policy 5.5.5.d: Develop and enforce special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital investment priorities in Developing Urban Areas.

The Comprehensive Plan amendment will allow for infrastructure phasing and special design treatments to include management of the Tijeras Arroyo which is crucial to area hydrology. The Sector Development Plan is the appropriate mechanism to ensure the correct zoning and development of the area. The light industrial uses will buffer the surrounding uses from the International Airport and Interstate.

Policy 5.5.5.f: Encourage the location, intensity, and design of new development to respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, acequia easements, and resources of other social, cultural, and recreational concern.

The Comprehensive Plan amendment will permit the Valle del Sol Sector Development Plan area to be light industrial near existing transportation and utility infrastructure. The Valle del Sol Sector Development Plan outlines specific design standards which respect natural, social, and recreational resources.

Policy 5.5.5.g: Accommodate new growth through infill and compact development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

The Comprehensive Plan amendment will further the integrity of the existing neighborhoods since the subject site will provide a buffer zone as well as potential employment for the contiguous Mesa del Sol and the South Valley residents.

The development of Valle del Sol, currently vacant, is ideal for growth while meeting the need to protect the integrity of the Sunport and Mesa del Sol. Many of the facilities (such as power, gas and sewer) exist in and adjacent to Valle del Sol.

Policy 5.5.5.i: Ensure that development is carefully designed to conform to topographical features and include trail corridors and dedicated open space where appropriate.

The Comprehensive Plan amendment permits the approval of the Valle del Sol Sector Development Plan which will specify standards to enhance natural characteristics making the existing site unique such as the Tijeras Arroyo and the escarpments leading to the higher portions of the site. In addition, the Valle del Sol Sector Development Plan specifies native or similar plant material and trails that will capitalize on views.

Complete development plans and infrastructure will be developed for the project and routed through the normal County Development Review Authority (CORA) approval process. The open space slopes were set aside for the benefit of the Community.

Policy 5.5.5.k: Ensure that employment and service uses are located to complement residential areas and are sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Due to the location of the subject site, existing residential areas south of downtown will be complemented by proximity to the employment center without being adversely effected by noise, lighting, pollution, and traffic from the site since it is sufficiently buffered.

Situated adjoining to the International Airport, Interstate 25, and a potential rail access the subject site offers new multimodal opportunities for a community employment center.

Policy 13.5..1c: Mitigate potential adverse impacts – including noise, emissions, and glare – of new development on surrounding land uses during and after construction through land use regulations, environmental permitting, and enforcement.

The Comprehensive Plan amendment permits the Valle del Sol Sector Development Plan to specifically eliminate residential uses from the planned development in order to mitigate potential adverse noise impacts for residential users.

Policy 8.1.2: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

The Comprehensive Plan amendment will permit an employment center for the southern portion of the metro to include industrial and warehouse uses that will not be permitted in the Mesa del Sol employment center, therefore encouraging a diverse economy.

Policy 8.1.1: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

The Comprehensive Plan amendment will support diverse business models including light industrial and warehousing in combination with natural features; thereby offering diverse contexts, densities, and scales to employers and employees.

Policy 5.5.1: Community Green Space: Provide visual relief from urbanization and offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside publicly-owned Open Space, parks, trail corridors, and open areas throughout the Comp Plan area.

Part of the Valle del Sol Sector Development Plan area is zoned SD-V-OS, which will preserve that portion as Major Public Open Space and provide opportunities for trail connections and open areas.

Policy 10.3.2: Identify and manage sensitive lands within the Open Space network to protect their ecological function. 10.3.2.b: Ensure that development within Open Space is compatible with its preservation purpose.

Currently the site provides no designated trails but the Valle del Sol Sector Development Plan has identified connections that will be built and maintained. In the future should these trails serve as a link to a larger network, further connections will be made available. The open space will be under County Parks for maintenance and preservation.

Policy 10.4.4.a, Coordination: Acquire, regulate, and manage trail corridors to protect natural features, views, drainage, and other functions and/or to link other areas within the Open Space network.

The Comprehensive Plan amendment will permit the coordination of the drainage corridor, the Tijeras Arroyo, as an important part of the Open Space Network.

11. The Valle del Sol Sector Development Plan is incorporated herein by reference and made part of the record for all purposes.
12. There are no neighborhood or homeowner associations in the plan area, and there is no known opposition to this request.

RECOMMENDATION

APPROVAL of 17EPC-40010, a request for Comprehensive Plan Map Amendment from Reserve to Developing Urban for tracts of land within Section 16 T9N R3E, excluding right-of-way and the southwesterly portion and including the AT&SF Railroad Spur, based on the preceding Findings.



***Name
Title***

Notice of Decision cc list:

Horne Stewart, LLC, 2863 North Norwalk #103, Mesa, AZ 85215

Tierra West, LLC, 5571 Midway Park Place NE, Albuquerque, NM 87109

County of Bernalillo, State of New Mexico, Planning & Development Services,
111 Union Square SE, Suite 100, Albuquerque NM 87102

AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Reviewed. No adverse comments.

Office of Neighborhood Coordination

No comments received.

Long Range Planning

The applicant requested, and the Bernalillo County Commission approved, an amendment to the Development Areas Map of the 2013 Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) for the subject site from Reserve Area to Developing Urban (SPR2017-0002) in April 2017. The City Council adopted an updated version of the Comp Plan in March 2017. It is important to note that the subject request will amend Figure 5-5: County Development Areas on page 5-22 of the 2017 Comp Plan (attached), but the policies in the 2017 Comp Plan will not be applicable to development on this site in the unincorporated County until the County has reviewed and adopted the updated 2017 version.

The subject site currently has a County development area designation of Reserve in the 2017 Comp Plan, which directs development to be part of a planned community with a variety of uses, including residential. Given the geographic and contextual location of the site, a planned community in the direct flight path of aircraft departing from and arriving at the Sunport may not be appropriate for the subject site. The applicant's request to designate the site as Developing Urban is understandable, given the site's history of planned community proposals in the past.

The City Planning Department is not opposed to the requested change in the development area designation, especially since it will provide consistency of development area designations in the unincorporated areas of Bernalillo County in the 2013 Comp Plan, which is the County's current adopted version. The City acknowledges the County's planning jurisdiction in the unincorporated area and supports this map amendment to the Development Area designation that the County approved.

Metropolitan Redevelopment Agency

No comments received.

CITY ENGINEER

Transportation Development

Reviewed. No comments.

Hydrology Development

No comments received.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Reviewed. No comments.

Traffic Engineering Operations

- City of Albuquerque reviews and comments on Bernalillo County’s County Planning Commission (CPC) cases and will continue to work with County staff. The Transportation Development Section has no objection to this request.
- Any proposed development fronting City of Albuquerque (COA) Roadway system will need to follow the COA standards for ROW requirements and Infrastructure design.

WATER UTILITY AUTHORITY

- Serviceability letter 170214 was issued for the site April 27, 2017 and is applicable for a period of one year from the date of issuance.
 - As outlined in the Serviceability letter a Board approved Development Agreement is also required.
 - A master plan study will be required which will determine the necessary master plan infrastructure needed for the development and identified in the development agreement.

ENVIRONMENTAL HEALTH DEPARTMENT

No comments received.

PARKS AND RECREATION

No comments received.

POLICE DEPARTMENT/Planning

No comments received.

SOLID WASTE MANAGEMENT DEPARTMENT

No comments received.

FIRE DEPARTMENT/Planning

No comments received.

TRANSIT DEPARTMENT

Case Number	Brief Description of Request	Transit Corridor?	Transit Route?	Current Service/Stops	Comments/ Support/ Requests

1001195 17EPC40 010	540 Acres on University Boulevard between Sunport and Mesa Del Sol; request to amend Comprehensive Plan to change from "Reserve Area" to "Developing Urban" for the Valle Del Sol Sector Development Plan	No	None	There is no current service to this area and none is planned	Comments regarding transit access and distribution to the site are on file with the Bernalillo County Planning Commission; the proposed change to CompPlan designation does not alter those comments
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BERNALILLO COUNTY

No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed. No comments.

ALBUQUERQUE PUBLIC SCHOOLS

As this request is a change from residential to non-residential, this will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received.

NMDOT

NMDOT has no additional comments at this time.

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM supports this action and has no further comments based on information provided to date.

HISTORY

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1 WHEREAS, staff of the City of Albuquerque and Bernalillo County have
2 worked together to update the subject appendix and maps as a first step
3 toward a more complete review of the Plan; and

4 WHEREAS, on March 14, 2013, the Environmental Planning Commission
5 (EPC), in its advisory role on land use and planning matters, recommended
6 approval to the City Council of the amendment to the
7 ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN.

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

10 SECTION 1. That the Albuquerque/Bernalillo County Comprehensive Plan
11 is amended to replace the existing Appendix D with Exhibit A.

12 SECTION 2. That the Albuquerque/Bernalillo County Comprehensive Plan
13 is amended to replace the maps after page II-35 (Figure 30 Development Areas
14 with Activity Centers and Transportation Corridors and Figure 31
15 Development Areas) and add a new Figure 32 (Activity Centers &
16 Transportation Corridors) with Exhibit B.

17 SECTION 3. FINDINGS ACCEPTED. The City Council adopts the following
18 findings as recommended by the Environmental Planning Commission (EPC):

- 19 1. The request is to amend the Rank I Master Plan, the
20 Albuquerque/Bernalillo County Comprehensive Plan, by updating
21 Appendix D, which contains demographic and planning data, and the
22 Activity Centers and Transportation Corridors Maps in Section II. Goals
23 & Policies.
- 24 2. The geographic scope of the request consists of the same area as in the
25 existing Comprehensive Plan: the area within Albuquerque's municipal
26 limits and the unincorporated area of Bernalillo County.
- 27 3. The 2035 Metropolitan Transportation Plan, Charter of the City of
28 Albuquerque, Albuquerque Code of Ordinances: §1-2-1 -
29 Albuquerque/Bernalillo County Comprehensive Plan, §2-12-1 - Capital
30 Improvement Program, §14-13-2-1 - Albuquerque Planning Ordinance,
31 §14-16-1-3 Intent of Albuquerque Comprehensive Zoning Code, West
32 Side Strategic Plan, Mesa del Sol Plan B and the draft West Route 66
33 SDP 2.23.12 (WR66SDP) are incorporated herein by reference.

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- 1 **4. The City of Albuquerque and Bernalillo County Planning Departments**
2 **have been coordinating the submittal and its concurrent review by the**
3 **County Planning Commission (CPC), EPC and ultimately the Board of**
4 **Commissioners and City Council. At a public hearing on March 6, 2013**
5 **the CPC recommended approval of the joint request to the County**
6 **Board of Commissioners.**
- 7 **5. The demographic information in Appendix D is updated based on the**
8 **2010 Census, and other categories of data were obtained from local**
9 **sources. The information includes:**
 - 10 **a. US Census data for population, housing, employment,**
11 **transportation, and educational attainment**
 - 12 **b. City park development**
 - 13 **c. Activity Centers**
 - 14 **d. Metropolitan Redevelopment Areas**
 - 15 **e. Registered Historic Districts**
 - 16 **f. Transportation Corridors**
 - 17 **g. Public school enrollment.**
- 18 **6. The amended map of Development Areas with Activity Centers and**
19 **Transportation Corridors, Fig. 30 dated 3/1/2013, reflects changes**
20 **recommended in lower ranked Master Plans, Area and Sector**
21 **Development Plans that have been adopted since 2001, or, regarding**
22 **the draft WR66SDP, changes that did not generate opposition during the**
23 **EPC process. Following Planning Department work undertaken in 2009,**
24 **adjustments to the boundaries of three activity centers on Coors Blvd.**
25 **are proposed in order to align them with current streets, property lines,**
26 **and established land uses and zoning. No other adjustments to activity**
27 **centers are proposed at this time. Changes to Transportation Corridors**
28 **may reflect current transit services or projected improvements,**
29 **including future Bus Rapid Transit routes.**
- 30 **7. An additional map, Fig. 32 dated 3/1/2013 - Activity Centers and**
31 **Transportation Corridors, is proposed to make the centers and**
32 **corridors' information more legible.**

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- 1 **8. The update of demographic and planning data, including activity**
- 2 **centers and corridors, supports the following City plans and codes:**
- 3 a. **§1-2-1 - Albuquerque/Bernalillo County Comprehensive Plan,**
- 4 **because it presents current conditions and recognizes**
- 5 **implementation of the Plan’s goals and policies since the last**
- 6 **amendments.**
- 7 b. **§2-12-1 - Capital Improvement Program, because it informs City**
- 8 **decisions involving capital expenditures for public infrastructure**
- 9 **and facilities.**
- 10 c. **West Side Strategic Plan, by incorporating appropriate**
- 11 **amendments to activity centers of this Rank 2 plan.**
- 12 d. **Mesa del Sol Plan, because it incorporates the most recent**
- 13 **amendments to activity centers of this Rank 3 plan.**
- 14 **9. The request meets the required procedure for amendments to the**
- 15 **Comprehensive Plan set out in Section III.F of the Plan, including the**
- 16 **Albuquerque Planning Ordinance to which it refers.**
- 17 **10. There is neighborhood opposition to adjusting the southern boundary**
- 18 **of the Coors/Montano Village Community Activity Center due to**
- 19 **potential litigation and possible future rezoning. However, the update**
- 20 **has no bearing on a potential court case. Any future rezoning is**
- 21 **speculative and would be reviewed according to requirements**
- 22 **applicable if and when an application is submitted to the City. Other**
- 23 **public comments make significant new recommendations regarding**
- 24 **activity centers, which are more appropriate to address at a later date as**
- 25 **part of a complete review of the Comprehensive Plan.**

26 **SECTION 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall**

27 **take effect five days after publication by title and general summary.**

28 **SECTION 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,**

29 **clause, word or phrase of this resolution is for any reason held to be invalid or**

30 **unenforceable by any court of competent jurisdiction, such decision shall not**

31 **affect the validity of the remaining provisions of this resolution. The Council**

32 **hereby declares that it would have passed this resolution and each section,**

33 **paragraph, sentence, clause, word or phrase thereof irrespective of any**

1 provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 19th DAY OF August, 2013
2 BY A VOTE OF: 9 FOR 0 AGAINST.

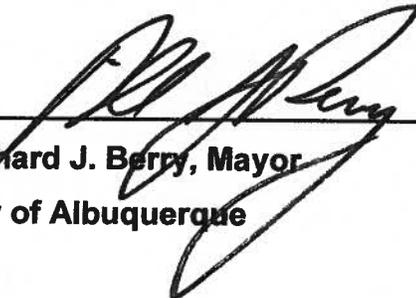
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Daniel P. Lewis, President
City Council

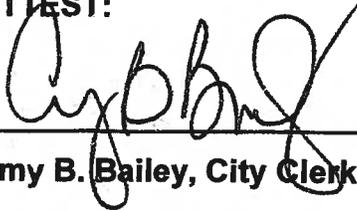
APPROVED THIS 6th DAY OF September, 2013

Bill No. R-13-172



Richard J. Berry, Mayor
City of Albuquerque

ATTEST:



Amy B. Bailey, City Clerk

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ALBUQUERQUE & BERNALILLO COUNTY

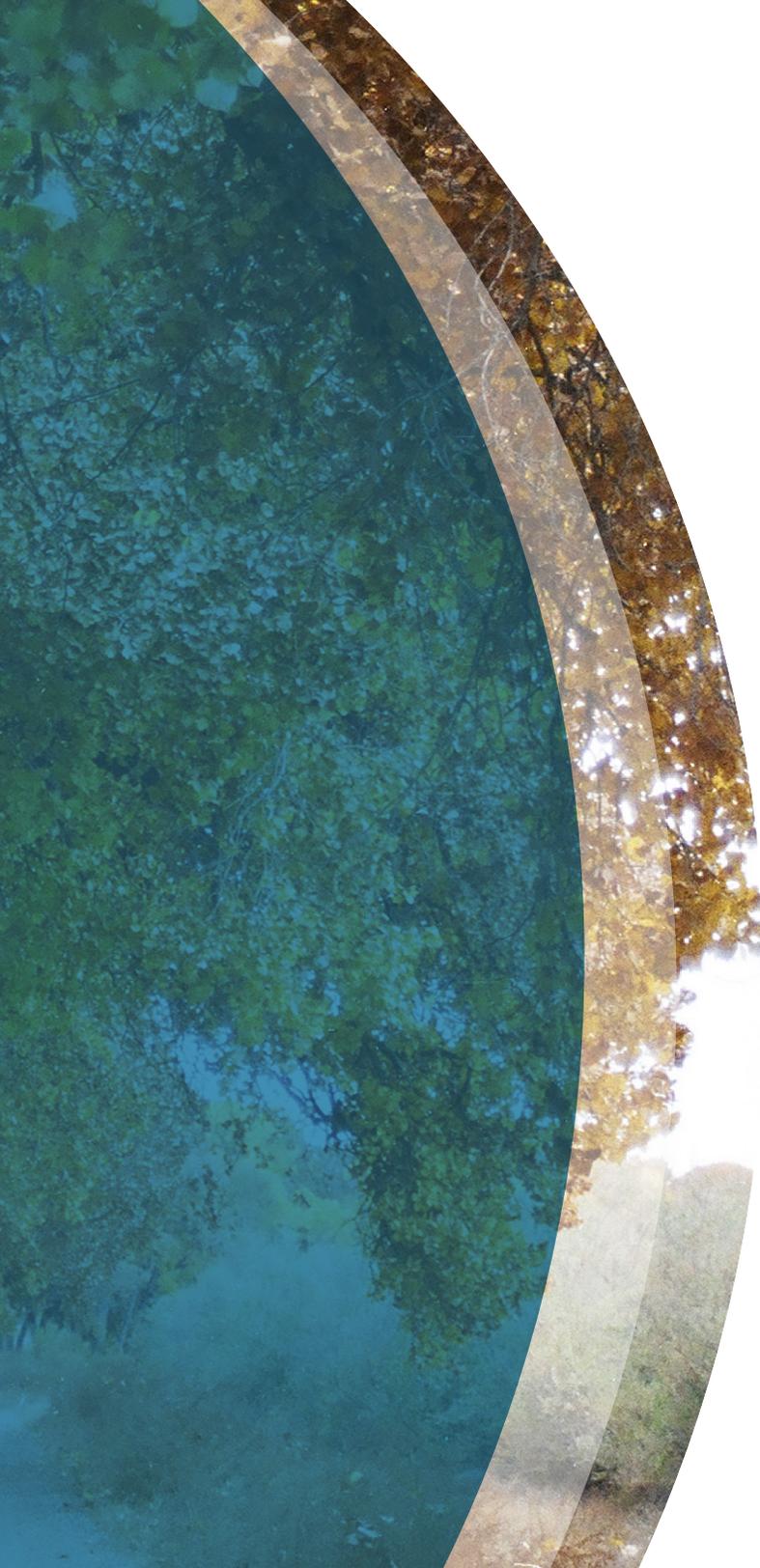
COMPREHENSIVE PLAN

As Adopted By City Council in MARCH 2017



IMPROVING PLACE FROM PLANNING TO ZONING





Albuquerque/Bernalillo County **Comprehensive Plan**

AS ADOPTED BY CITY COUNCIL
MARCH 2017



IMPROVING PLACE FROM PLANNING TO ZONING

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1 demands locally, and to improve stormwater retention and groundwater
2 infiltration; and

3 WHEREAS, the largest demographic segments of the population – Baby
4 Boomers and Millennials – are increasingly seeking urban lifestyles in mixed-
5 use areas that provide for employment, entertainment, and services without
6 requiring driving or automobile ownership; and

7 WHEREAS, the demand for these types of developments are not
8 sufficiently met in Albuquerque, because, in large part, existing land-use
9 policies and regulations strongly encourage suburban, single-family detached
10 development over compact mixed-use; and

11 WHEREAS, jurisdictional and geographic boundaries limit the opportunity
12 to accommodate growth in the City via annexation and expansion, prompting
13 the need to accommodate infill and densification in appropriate locations,
14 such as Centers and Corridors; and

15 WHEREAS, an update of the Comprehensive Plan would be an opportunity
16 to employ contemporary best practices for land use, transportation, and
17 preservation planning techniques and strategies for regional, interagency
18 transportation and land-use planning activities; and

19 WHEREAS, the existing hierarchy of overlapping Rank I, Rank II, and Rank
20 III Plans were all created at various points in time with little or no strategic
21 coordination and contain overlapping and sometimes conflicting policies and
22 regulations that have not been evaluated in a comprehensive manner; and

23 WHEREAS, these uncoordinated policies often present unnecessary and
24 counter-productive obstacles to both neighborhood protections and the
25 development process; and

26 WHEREAS, these lower-ranking plans need to be analyzed and revised to
27 ensure they support and are consistent with an updated Rank I
28 Comprehensive Plan and provide a simpler, clearer, and more effective means
29 of implementing the growth and development vision; and

30 WHEREAS, an update to the Comprehensive Plan provides an opportunity
31 to foster increased collaboration and coordination between the City of
32 Albuquerque and Bernalillo County by serving as a regional plan for healthy
33 growth, efficient transportation, infrastructure needs, and land use policies to

1 better reflect new market demands, diversify and bolster the economy, better
2 serve all demographics, support alternative transportation modes to the
3 automobile, and improve efforts to grow and develop in ways that are
4 sustainable, respect and preserve natural and cultural resources, and improve
5 the quality of life for all citizens; and

6 WHEREAS, staff of the City of Albuquerque and Bernalillo County have
7 worked together to update the narratives, policies, and maps; and

8 WHEREAS, on September 1, 2016, the Environmental Planning
9 Commission (EPC), in its advisory role on land use and planning matters,
10 recommended approval to the City Council of the amendment to the
11 Albuquerque/Bernalillo County Comprehensive Plan.

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

14 SECTION 1. The Albuquerque/Bernalillo County Comprehensive Plan is
15 hereby replaced in its entirety by the 2016 Draft Updated Comprehensive Plan,
16 attached hereto as Exhibit A.

17 SECTION 2. FINDINGS ACCEPTED. The City Council adopts the
18 following findings as recommended by the Environmental Planning
19 Commission (EPC):

- 20 1. The request is for an update to the Albuquerque/Bernalillo County
21 Comprehensive Plan (1989, as subsequently amended, the "Comp Plan"). The
22 update, which will reflect new demographic trends and anticipated growth in
23 the region, is designed to more effectively coordinate land use and
24 transportation and to leverage and enhance a sense of place.
- 25 2. The Comp Plan applies to land within the City of Albuquerque municipal
26 boundaries and to the unincorporated area of Bernalillo County (the
27 "County"). Incorporated portions of the County that are separate
28 municipalities are not included.
- 29 3. Council Bill No. R-14-46 (Enactment R-2014-022) became effective on May
30 7, 2014, which directed the City to update the Comp Plan.
- 31 4. The EPC's task is to make a recommendation to the City Council regarding
32 the Comp Plan update. As the City's Planning and Zoning Authority, the City
33 Council will make the final decision. The EPC is the Council's recommending

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1 body with important review authority. Adoption of an updated City Master Plan
2 (Comp Plan) is a legislative matter.

3 5. The existing, key concept of Centers and Corridors will remain the same,
4 as will the boundaries of existing Centers. In the City, the existing
5 development areas (Central Urban, Developing & Established Urban, Semi-
6 Urban, and Rural) will be replaced with Areas of Change and Areas of
7 Consistency. In the County, the development areas will remain the same.

8 6. The 2016 Comp Plan update incorporates changes in the narrative
9 descriptions as well as the goals, policies, and actions of each existing
10 chapter. Approximately 90% of existing Goals and policies from the City's
11 various Sector Plans (Rank III) and Area Plans (Rank II), except for facility
12 plans and Metropolitan Redevelopment Area (MRA) plans, have been
13 integrated into the updated Comp Plan. Many of these Goals and policies
14 address similar topics and/or can be expanded to apply City-wide.

15 7. The State Constitution and Statutes, the ROA 1994 (which includes the
16 City of Albuquerque Charter and the Planning Ordinance), the
17 Albuquerque/Bernalillo County Comprehensive Plan, and the City of
18 Albuquerque Comprehensive Zoning Code are incorporated herein by
19 reference and made part of the record for all purposes.

20 8. State Constitution and Statutes: The Constitution of the State of New
21 Mexico allows municipalities to adopt a charter, the purpose of which is to
22 provide for maximum local self-government (see Article X, Section 6-
23 Municipal Home Rule). The City of Albuquerque is a home rule municipality
24 and has the authority to adopt a comprehensive plan as granted under
25 Chapter 3, Article 19, Section 9 NMSA 1978 (3-19-9 NMSA 1978) and by the City
26 Charter.

27 9. The request is consistent with the intent of City Charter Article XVII,
28 Planning, as follows:

29 A. Section 1 - The review and adoption of an updated Comp Plan is an
30 instance of the Council exercising its role as the City's ultimate planning and
31 zoning authority. The updated Comp Plan is written and formatted to help
32 inform the Mayor and the Council about community priorities for the
33 formulation and review of Capital Improvement Plans.

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1 **B. Section 2 - The updated Comp Plan will help guide the implementation,**
2 **enforcement, and administration of land use plans and regulations that reflect**
3 **current trends and priorities as well as the future vision for growth and**
4 **development. The Plan’s implementation strategies are to: build public**
5 **awareness and engagement; improve inter-governmental coordination;**
6 **promote growth, development and conservation; and create an ongoing**
7 **process for monitoring progress toward the vision, which will give the Council**
8 **and the Mayor a common and effective framework to build upon.**

9 **10. Intent of the City Charter - Related Sections:**

10 **A. Article I, Incorporation and Powers- Updating the Comprehensive Plan**
11 **is an act of maximum local self -government and is consistent with the**
12 **purpose of the City Charter. The updated policy language of the Comp Plan**
13 **will help guide legislation and provide support for necessary changes to**
14 **ordinances and standards.**

15 **B. Article IX, Environmental Protection- The updated Comprehensive Plan**
16 **reflects recent best practices for policy to guide the proper use and**
17 **development of land coordinated with transportation. The update will help**
18 **protect and enhance quality of life for Albuquerque’s citizens by promoting**
19 **and maintaining an aesthetic and humane urban environment. Committees will**
20 **have up-to-date guidance to better administer City policy.**

21 **11. Intent of the Zoning Code (Section 14-16-1-3): The update to the Comp**
22 **Plan will provide up-to-date guidance for amendments and changes to land**
23 **use regulations in the Zoning Code. This will allow the Zoning Code to better**
24 **implement the city's master plan -in particular the master plan documents that**
25 **comprise the Comp Plan. This updated Comp Plan will facilitate a**
26 **comprehensive review of land use regulations and regulatory processes to**
27 **ensure that they reflect the most recent best practices and the vision for future**
28 **growth and development in the city to promote the health, safety and general**
29 **welfare of Albuquerque's citizens.**

30 **12. Intent of the Planning Ordinance (Section 14-13-2-2): Updating the Comp**
31 **Plan will ensure that it will reflect recent best practices for land use and**
32 **transportation planning, the priority needs and desires of residents and**
33 **businesses, and a vision of sustainable growth and development for the next**

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1 twenty years. This will also help ensure that lower ranking plans reflect
2 current ideas, technologies, and up-to-date demographic and market trends.
3 The Comp Plan update process identified several conflicting provisions in
4 lower ranking Plans that require an updated long-range planning process. The
5 proposed Community Planning Area (CPA) assessments will address planning
6 issues City-wide as well as within each CPA on an on-going, proactive basis.
7 13. The Comp Plan update addresses the main topics in Section 14-13-1, the
8 Planned Growth Strategy (PGS), such as natural resources conservation,
9 traffic congestion, and infrastructure provision, as follows:

10 A. Sustainable development is a key to the region’s long-term viability. The
11 2016 Comp Plan promotes sustainable development best practices related to
12 water resources, storm water management, multi-modal transportation, and
13 urban design. A new chapter on Resilience and Sustainability (Chapter 13) has
14 been added and includes sections on water quality and air quality, and
15 discusses the importance of becoming more resource-efficient.

16 B. The update addresses transportation and traffic on a regional basis. A
17 priority is to improve mobility and transportation options (p. 1-11). The
18 Transportation chapter (Chapter 6) discusses the importance of balancing
19 different travel modes and providing complete and well-connected streets to
20 provide a variety of travel options.

21 C. The Land Use chapter (Chapter 5) includes policies to encourage a
22 development pattern that will foster complete communities, where residents
23 can live, work, learn, shop, and play, and that will maximize public investment
24 in denser areas. One primary goal is to improve the balance of jobs and
25 housing on each side of the river to help reduce traffic congestion and bring
26 jobs to where people already live.

27 D. The Infrastructure, Community Facilities & Services chapter (Chapter
28 12) covers a wide range of infrastructure systems, community facilities and
29 public services that support the existing community and the Comp Plan’s
30 vision for future growth. The chapter emphasizes increased inter-agency
31 planning and coordination, and ways for pooling resources to maximize
32 efficiencies, bridge service gaps, and provide added value. The guiding

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1 principle of equity helps identify gaps in service provision and how they might
2 be addressed.

3 14. City language that refers to the Comp Plan is found in various locations
4 of ROA 1994. This language will need to be correspondingly revised with the
5 adoption of the 2016 Comp Plan in order to maintain the intent of the policies
6 and to maintain internal consistency in ROA 1994.

7 15. The 2016 Comp Plan update improves coordination with the Mid-Region
8 Metropolitan Planning Organization (MRMPO) and the Metropolitan
9 Transportation Plan (MTP), which includes a new growth forecast to 2040 and
10 a preferred growth scenario. The Comp Plan update responds to the MTP by
11 updating Comp Plan Corridors to be consistent with MTP corridors,
12 coordinating Center designations with MTP center designations used to
13 develop a preferred future growth scenario, and developing an analysis tool to
14 analyze performance metrics based on different growth scenarios.

15 16. A number of elements of the existing Comp Plan will remain the same
16 with the 2016 Comp Plan update, including:

17 A. The Comp Plan’s geographic scope, which includes the area in
18 Albuquerque’s municipal limits and the unincorporated areas in Bernalillo
19 County.

20 B. The Centers and Corridors framework as a means to encourage future
21 growth and density in appropriate areas while protecting existing
22 neighborhoods, natural resources, and open space lands.

23 C. Most of the goals, policies, and actions in the current Comp Plan,
24 supplemented by those in Sector Development Plans and Area Plans adopted
25 by the City. Approximately 90% of the City’s existing 1,200 policies in these
26 plans are represented in the 800 policies and sub-policies of the Comp Plan
27 update.

28 D. The County’s Development Areas (Rural, Reserve, Semi-Urban,
29 Developing Urban, and Established Urban) from the existing Comp Plan will
30 continue to be used in the unincorporated area, and their associated policies
31 will remain unchanged.

32 17. The 2016 Comp Plan update has reorganized and reworded the existing
33 Comp Plan to reflect new data and trends, be more user-friendly and provide

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1 clearer guidance to decision-makers. The most significant changes in the 2016
2 Comp Plan update are:

3 A. The inclusion of a Vision chapter (Chapter 3), which serves as a
4 “People’s Summary” of the plan and provides an overview.

5 B. Modifications to the Center and Corridor descriptions and the
6 introduction of new Center and Corridor types.

7 i. Three Major Activity Centers have been re-designated as Downtown
8 or as Urban Centers (Uptown and Volcano Heights).

9 ii. The remaining Major and Community Activity Centers have been re-
10 designated as Activity Centers or Employment Centers.

11 iii. The new Employment Center type reflects the need for concentrated
12 job centers.

13 iv. Certain corridors have been designated as Premium Transit
14 corridors to be consistent with MRCOG’s MTP; Enhanced Transit Corridors
15 have been re-named and designated as Multi-Modal Corridors, and Express
16 Corridors are renamed and designated as Commuter Corridors. Main Street
17 Corridors have been introduced as a new Corridor type.

18 C. Reorganization of the Comp Plan into ten Elements (Chapters) that
19 reflect more recent best practices in planning as well as the needs of area
20 residents:

21 i. Community Identity and Heritage Conservation (Chapters 4 and 11,
22 respectively) in response to public comments about the importance of
23 neighborhood character, preserving traditional communities, and cultural
24 landscapes.

25 ii. A new chapter, Urban Design (Chapter 7) describes design elements
26 that support and/or constitute good design for our community, in distinct
27 rural, suburban, and urban contexts.

28 iii. A new chapter, Resilience and Sustainability (Chapter 13), reflects
29 community concerns about conserving natural resources, preparing for
30 climate change and natural hazards, and creating healthy environments for
31 people.

32 D. The introduction of six guiding principles that indicate what is
33 particularly important to residents.

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- 1 **E. A new focus on coordinating land use and transportation to strengthen**
- 2 **Centers and Corridors and to address traffic congestion on river crossings by**
- 3 **improving the jobs-housing balance west of the Rio Grande.**
- 4 **F. Two Development Areas in the City, Areas of Change and Areas of**
- 5 **Consistency, will replace the six current Development Areas.**
- 6 **G. Updated City and County Community Planning Areas (CPAs) and**
- 7 **policies that guide the City Planning Department regularly to engage with**
- 8 **residents and other stakeholders in 12 City CPAs on a five-year cycle of**
- 9 **assessments.**
- 10 **H. An Implementation chapter (Chapter 14) with strategic actions,**
- 11 **performance metrics, and policy actions to be updated on a five-year cycle.**
- 12 **18. In 2017, City Planning Staff intend to initiate an ongoing, proactive**
- 13 **engagement and assessment process (Community Planning Area**
- 14 **Assessments) to work with communities throughout the City to address**
- 15 **planning issues and develop solutions. Performance measures will be used to**
- 16 **track progress toward Comp Plan Goals over time.**
- 17 **19. The public engagement process, which offered a range of opportunities**
- 18 **for input, discussion, and consensus-building, featured a series of workshops**
- 19 **and public meetings that included daytime focus groups organized by topic**
- 20 **and evening meetings with a more traditional presentation and a question and**
- 21 **answer session. The project team was invited to speak at over 100 meetings**
- 22 **and local conferences. To reach more people and a broader cross-section of**
- 23 **the community, the project team staffed booths and passed out promotional**
- 24 **material at community events and farmers markets.**
- 25 **20. Articles about the ABC-Z project appeared regularly in the City’s**
- 26 **Neighborhood News and ads specifically for the Comp Plan update were**
- 27 **placed in print and social media. There is also a social media page for the**
- 28 **ABC-Z project on Facebook.**
- 29 **21. Staff received official written comments from agencies and interested**
- 30 **parties. Agencies that commented include the ABCWUA, the AMAFCA,**
- 31 **Bernalillo County, the City Parks and Recreation Department, and PNM. Their**
- 32 **comments suggest specific revisions to clarify topics related to their agency’s**
- 33 **charge. Staff is considering all comments carefully and addressing them.**

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1 22. The comments submitted by interested parties cover a variety of topics,
2 including but not limited to time for public review and comment, annexation,
3 effect on vulnerable populations, and the focus on centers and corridors.
4 Some comments express significant concerns that policies crafted to address
5 localized issues are applied broadly and that sector plans are being replaced.
6 Staff is considering all comments carefully and addressing them.

7 23. The EPC held two advertised and noticed public hearings, on August 4
8 and August 25, 2016, to elicit public comments and participation for the
9 record.

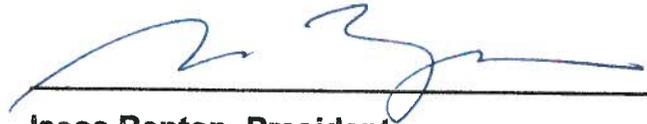
10 24. Planning Department Staff and City Council Staff will continue to
11 collaborate regarding themes raised in the August 2016 Staff Report, and in
12 public, departmental, and agency comments, to consider any additional
13 information that should be included in the Comp Plan update.

14 SECTION 3. EFFECTIVE DATE AND PUBLICATION. This legislation shall
15 take effect five days after publication by title and general summary.

16 SECTION 4. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
17 clause, word or phrase of this resolution is for any reason held to be invalid or
18 unenforceable by any court of competent jurisdiction, such decision shall not
19 affect the validity of the remaining provisions of this resolution. The Council
20 hereby declares that it would have passed this resolution and each section,
21 paragraph, sentence, clause, word or phrase thereof irrespective of any
22 provisions being declared unconstitutional or otherwise invalid.

1 PASSED AND ADOPTED THIS 20th DAY OF March, 2017
2 BY A VOTE OF: 6 FOR 2 AGAINST.

3
4 Against: Peña, Sanchez
5 Excused: Winter
6

7
8
9 
10 _____
11 Isaac Benton, President
12 City Council
13

14
15 APPROVED THIS 7th DAY OF April, 2017
16

17
18
19 Bill No. R-16-108

20
21 
22 _____
23 Richard J. Berry, Mayor
24 City of Albuquerque
25

26
27 ATTEST:

28
29 
30 _____
31 Natalie Y. Howard, City Clerk
32
33
34

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APPLICATION INFORMATION



Supplemental Form (SF)

SUBDIVISION

- Major subdivision action
- Minor subdivision action
- Vacation
- Variance (Non-Zoning)

SITE DEVELOPMENT PLAN

- for Subdivision
- for Building Permit
- Administrative Amendment (AA)
- Administrative Approval (DRT, URT, etc.)
- IP Master Development Plan
- Cert. of Appropriateness (LUCC)

STORM DRAINAGE (Form D)

- Storm Drainage Cost Allocation Plan

S Z ZONING & PLANNING

- Annexation
- Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
- Adoption of Rank 2 or 3 Plan or similar
- Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations
- Street Name Change (Local & Collector)
- L A APPEAL / PROTEST of...**
- Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102.
Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): Tierra West, LLC PHONE: 505-858-3100
 ADDRESS: 5571 Midway Park Place NE FAX: _____
 CITY: Albuquerque STATE NM ZIP 87109 E-MAIL: rrb@tierrawestllc.com
 APPLICANT: Horne Stewart, LLC PHONE: 602-264-2181
 ADDRESS: 2863 North Norwalk # 103 FAX: _____
 CITY: Mesa STATE AZ ZIP 85215 E-MAIL: ghorne@horneventures.com
 Proprietary interest in site: owner List all owners: _____

DESCRIPTION OF REQUEST: Amendment to Comprehensive Plan

Is the applicant seeking incentives pursuant to the Family Housing Development Program? Yes. No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Section 16 T9N R3E Excluding Right of way & southwesterly portion

Lot or Tract No& including the AT&SF Railroad Spur, to the South of ABQ International Airport Block: _____ Unit: _____

Subdiv/Addn/TBKA: _____

Existing Zoning: A-1 Proposed zoning: A-1 MRGCD Map No _____

Zone Atlas page(s): Q-15-Z UPC Code: 101505224550520101,101505208545020201,101503226024040190

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_, Z_, V_, S_, etc.): _____

CASE INFORMATION:

Within city limits? Yes Within 1000FT of a landfill? N/A

No. of existing lots: 3 No. of proposed lots: 3 Total site area (acres): 540 acres

LOCATION OF PROPERTY BY STREETS: On or Near: Interstate 25

Between: University and Los Picaros Rd.

Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE [Signature] DATE 4/27/17

(Print Name) Ronald R. Bohannon, P.E. Applicant: Agent:

FOR OFFICIAL USE ONLY

Revised: 11/2014

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input type="checkbox"/> All checklists are complete	_____	_____	_____	\$ _____
<input type="checkbox"/> All fees have been collected	_____	_____	_____	\$ _____
<input type="checkbox"/> All case #s are assigned	_____	_____	_____	\$ _____
<input type="checkbox"/> AGIS copy has been sent	_____	_____	_____	\$ _____
<input type="checkbox"/> Case history #s are listed	_____	_____	_____	\$ _____
<input type="checkbox"/> Site is within 1000ft of a landfill	_____	_____	_____	\$ _____
<input type="checkbox"/> F.H.D.P. density bonus				Total
<input type="checkbox"/> F.H.D.P. fee rebate				\$ _____
	Hearing date _____			

Project # _____

Staff signature & Date _____

FORM Z: ZONE CODE TEXT & MAP AMENDMENTS, PLAN APPROVALS & AMENDMENTS

ANNEXATION (EPC08)

- Application for zone map amendment including those submittal requirements (see below).
Annexation and establishment of zoning must be applied for simultaneously.
 - Petition for Annexation Form and necessary attachments
 - Zone Atlas map with the entire property(ies) clearly outlined and indicated
NOTE: The Zone Atlas must show that the site is in County jurisdiction, but is contiguous to City limits.
 - Letter describing, explaining, and justifying the request
NOTE: Justifications must adhere to the policies contained in "Resolution 54-1990"
 - Letter of authorization from the property owner if application is submitted by an agent
 - Board of County Commissioners (BCC) Notice of Decision
 - Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
 - Sign Posting Agreement form
 - Traffic Impact Study (TIS) form
 - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

SDP PHASE I – DRB CONCEPTUAL PLAN REVIEW (DRBPH1) (Unadvertised)

SDP PHASE II - EPC FINAL REVIEW & APPROVAL (EPC14) (Public Hearing)

SDP PHASE II - DRB FINAL SIGN-OFF (DRBPH2) (Unadvertised)

- Copy of findings from required pre-application meeting (needed for the DRB conceptual plan review only)
 - Proposed Sector Plan (30 copies for EPC, 6 copies for DRB)
 - Zone Atlas map with the entire plan area clearly outlined and indicated
 - Letter describing, explaining, and justifying the request
 - Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for EPC public hearing only)
 - Traffic Impact Study (TIS) form (for EPC public hearing only)
 - Fee for EPC final approval only (see schedule)
 - List any original and/or related file numbers on the cover application
- Refer to the schedules for the dates, times and places of DRB and EPC hearings.* Your attendance is required.

AMENDMENT TO ZONE MAP - ESTABLISHMENT OF ZONING OR ZONE CHANGE (EPC05)

- Zone Atlas map with the entire property clearly outlined and indicated
 - Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980.
 - Letter of authorization from the property owner if application is submitted by an agent
 - Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
 - Sign Posting Agreement form
 - Traffic Impact Study (TIS) form
 - Fee (see schedule)
 - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

AMENDED TO SECTOR DEVELOPMENT MAP (EPC03)

AMENDMENT SECTOR DEVELOPMENT, AREA, FACILITY, OR COMPREHENSIVE PLAN (EPC04)

- Proposed Amendment referenced to the materials in the Plan being amended (text and/or map)
 - Plan to be amended with materials to be changed noted and marked
 - Zone Atlas map with the entire plan/amendment area clearly outlined
 - Letter of authorization from the property owner if application is submitted by an agent (map change only)
 - Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980 (Sector Plan map change only)
 - Letter briefly describing, explaining, and justifying the request
 - Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for sector plans only)
 - Traffic Impact Study (TIS) form
 - Sign Posting Agreement
 - Fee (see schedule)
 - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

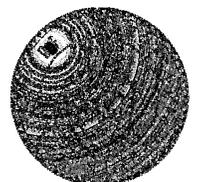
AMENDMENT TO ZONING CODE OR SUBDIVISION REGULATORY TEXT (EPC07)

- Amendment referenced to the sections of the Zone Code/Subdivision Regulations being amended
 - Sections of the Zone Code/Subdivision Regulations to be amended with text to be changed noted and marked
 - Letter describing, explaining, and justifying the request
 - Fee (see schedule)
 - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

Ronald R. Bohannan, P.E.

 Applicant name (print)
 Applicant signature & Date 4/27/17



Revised: June 2011

- Checklists complete Application case numbers
- Fees collected _____ - _____
- Case #s assigned _____ - _____
- Related #s listed _____ - _____

Project # _____

Staff signature & Date

SIGN POSTING REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the City Zoning Code or subdivision Ordinance are responsible for the posting and maintaining of one or more signs on the property, which the application describes. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproofed signs will be provided at the time of application. If the application is mailed, you must still stop at the Planning Division to pick up the sign.

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to public hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Planning Division at a charge of \$3.00 each.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be two to seven feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign in order to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs maybe required on unpaved street frontages.
- B. If the land does not abut a public street, then in addition to a sign placed on the property a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from _____ To _____.

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Planning Division staff. I understand (A) my obligation to keep the sign(s) posted for fifteen (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

 _____, 4/27/17
(Applicant or Agent) (Date)

I issued _____ signs for this application, _____, _____
(Date) (Staff Member)

TW

TIERRA WEST, LLC

April 27, 2017

Mr. Karen Hudson, Chair
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

**RE: VALLE DEL SOL
AMENDMENT TO COMPREHENSIVE PLAN
ZONE ATLAS PAGE Q-15-Z**

Dear Ms. Hudson:

Tierra West LLC, on behalf of the Horne Stewart LLC, requests approval an Amendment to the Albuquerque/Bernalillo County Comprehensive Plan. This request was requested but not conditioned as part of the Bernalillo County approval of a County Sector Development Plan for Valle Del Sol. The Valle Del Sol Sector Plan was approved by the Bernalillo County Commission on March 14, 2017. An Amendment to the Comprehensive Plan to change the reserve area changing the area designation to Developing Urban within Valle Del Sol was also submitted and approved by the Bernalillo County Commission on April 7, 2017. This request to EPC is to complete the Comprehensive Plan change by processing that change through the City of Albuquerque's process.

Location of Valle Del Sol

Valle Del Sol consists of 540± acres of land located in the Lower Tijeras Arroyo area of South-Central Bernalillo County, New Mexico. The property is immediately south of the Albuquerque International Airport, east of Interstate 25 and outside and adjacent to the city limits of Albuquerque. The property lies entirely in an unincorporated area of Bernalillo County.

Legal of Valle Del Sol

Valle Del Sol is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT&SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol and east of I-25. It is zoned SD-V-M-1 and SD-V-OS and consists of approximately 540 acres (Q-15).

Need to Modify the Comprehensive Plan

The need to modify the Comprehensive Plan is the proposed development of the 540 acres. Over the past several years the project had been through a couple of design iterations starting out as predominately residential and ultimately as an employment center. The proximity of the area to the International Airport is both an asset and a detriment. The noise and close proximity affect the land development where residential and most outside uses such as open space are greatly impacted. As the overlying plan in the City and County, this basic plan needs to be modified in order that the actual employment use can be sited on the property. That employment use has been articulated in the Sector Development Plan.

5571 Midway Park Place NE Albuquerque, NM 87109
(505) 858-3100 Fax (505) 858-1118 1-800-245-3102
tierrawestllc.com

Process of Modification

The process of modifying the Comprehensive Plan is to start in the jurisdiction that the property lies within and go through the modifications and their justification. If successful then the Plan and any amendments proposed by that jurisdiction is sent to the other for ratification. If there are any changes by the other jurisdiction then it will need to be subsequently approved by the first jurisdiction. An Amendment to the Comprehensive Plan to change the reserve area designation to developing urban within Valle Del Sol was approved by the Bernalillo County Commission on April 7, 2017.

Justification of the Request

In the County we needed to justify not only the required Change in the Comprehensive Plan but the change created and articulated under Resolution 116-86. Both the Comprehensive Plan and Resolution 116-86 needed to be met for this change.

Resolution 116-86

The requested land use change is consistent with the health, safety, and general welfare of the residents of the County due in large part to the proposed location, which is suitable for the proposed use. Existing land to the north consists of the Albuquerque International Airport; to the east is Kirtland Air Force Base and portions of property owned by the State Land Office; to the south is the Mesa del Sol Subdivision zoned SU-1 employment center and to the west vacant land to Interstate 25 zoned County M-1. Currently, the Sector Development Plan property is vacant except for University Boulevard, an existing KAFB rail spur and Los Picaros Road.

Economic considerations of the Applicant are not a determining factor for the proposed Sector Development Plan request. It is worth noting, however, that this development will turn this underutilized property to productive uses, which will provide much needed jobs and a strong tax base for the community. In addition, the property is bisected by a number of easements for power, sewer and gas that fragment the property. The significant change in the area is Mesa del Sol, which has created an approximate 12,000 acre impact adjoining this property. The proposed development will augment the employment needs of that area as well as the rest of the community. Its unique location will augment the ability to leverage Interstate 25, the International Airport, and the KAFB rail spur. The proposed change created by Mesa Del Sol has tremendous impacts to the area and specifically this land. While both policies of the International Airport and KAFB prohibit support of the projects they are not in opposition and have not opposed the change to employment uses.

The proposed Sector Development Plan will not be in significant conflict with adopted elements of the Comprehensive Plan or other master plans or sector development plans. There are no other master or sector plans indicated for the subject property other than the previously presented Master or Sector Development Plan, which the approved Sector Development Plan supersedes, and Mesa del Sol. The approved Sector Development Plan will provide stability in land use and guide future development within the plan area as well as provide stability for the area. The plan will provide infill development and integrate employment and uses with the existing and planned residential uses to the south in Mesa del Sol for better employment-housing balance. This will in turn reduce traffic generations by minimizing travel distances to work and encourage bicycle use for commuter trips.

The approved Valle del Sol Sector Development Plan will not be harmful to adjacent property, the neighborhood or the community. The approved zoning for the Valle del Sol Sector Development Plan will minimize noise and dust pollution for existing surrounding land uses. Proposed land uses are advantageous due to the plan area's close proximity to Interstate 25, the Sunport and the existing rail spur. The plan area will provide a transition between the Mesa Del Sol's primarily R-1 zoned properties to the south, and the Albuquerque International Sunport.

A. Comprehensive Plan

A primary objective and strategy of this Sector Development Plan is to follow the goals and policies outlined in the Albuquerque/Bernalillo County Comprehensive Plan (A/BC). The intent of the A/BC Comprehensive Plan is integrating areas of different character, intermixed with open-space networks for both the City of Albuquerque and Bernalillo County. Valle Del Sol is a portion of the County sandwiched between elements of the City. On the north is the Albuquerque International Airport and on the south is Mesa del Sol, a mixed use development containing housing and other employments areas and designated a Reserve Area. The Valle del Sol site is divided into two separate land use areas, "Developing Urban" and "Reserve". This is illustrated in the A/BC Comprehensive Plan by figures 30 and 31. Figure 8 in the A/BC Comprehensive Plan (attached) does not appear to be updated per the 1995 amendment, which removed the "Major Open Space" designation. Exhibit 5.2 of the Valle del Sol Sector Development Plan (attached) shows the existing Developing Urban and Reserve areas specifically for the plan area. Having these two distinct land use areas, Developing Urban and Reserve, within Valle del Sol presents an additional challenge to the creation of a successful over-all sector development plan and cohesive Sector Plan beyond the many other inherent challenges and constraints of the site as discussed in the site analysis section of this Sector Development Plan. In addition, the previous zoning was not conducive to the type of development envisioned for Valle del Sol. Through many hearings at the County it was determined that residential use was impacted by the International Airport and was not a preferred land use. Further the Comprehensive Plan specifically calls out that land adjoining to the airport be planned to reduce the effects of noise. The approved re-zoning of the site was necessary to complete the proposed employment center envisioned for Valle del Sol.

The A/BC Plan sets out the intent to bring and shape the community towards meeting the specific goals and policies outlined in the plan. We believe this development meets many of those goals and polices. In reviewing the existing impacts it is important to view the proposed Comp Plan amendment area within its physical constraints. Exhibit 4.1 (attached) of the approved Valle del Sol Sector Development Plan shows the major elements associated with the Valle del Sol plan area. These elements include an existing 300' KAFB rail spur easement, a 106' Los Picaros Rd right-of-way, a proposed 208' Tijeras Arroyo easement, a proposed 150' PNM electrical utilities easement and an existing steep slope area. All five of these elements traverse the plan area from east to west. In addition, a 156' right-of-way exists for University Boulevard as it bisects the plan area from north to south.

Proposed improvements within the plan area will include construction of internal roadways to allow for connectivity from each of the areas throughout the plan area. A proposed 100' rail sub-spur is also shown to provide rail service to an area east of University Boulevard between the main rail spur and the Tijeras Arroyo. Coordination with and approvals from KAFB are required for locating and licensing of the proposed sub-spur that will provide the plan area greater marketability for future development.

High quality development throughout the site combined with the improvements of the Tijeras Arroyo, open space networks, convenient location, and unique views and vistas are some of the numerous characteristics of the Valle del Sol Sector Development Plan that establishes a strong sense of community, self-sufficiency, environmental sensitivity and, ultimately, will give Valle del Sol its own unique identity.

An important characteristic of Valle del Sol is its close proximity to the Albuquerque International Sunport, I-25-via University Boulevard, Sandia National Labs, The University of New Mexico, Kirtland Air Force Base, Mesa del Sol and Downtown Albuquerque. These close proximities make Valle del Sol an excellent location for future businesses to locate. The A/BC Comprehensive Plan states that "Extensive residential development west of the Rio Grande has generated more river crossing trips in an area where existing street deterioration is already outpacing maintenance." (A/BC Comprehensive Plan 1-72) The A/BC Comprehensive Plan also states that "A crucial quality growth ingredient is the conservation and revitalization of developed areas and the infill of vacant developable land in addition to new development on the City's fringe". A/BC Comprehensive Plan strategies, such as these, support commercial development closer to the proximities mentioned above as opposed to outlying areas west of the river or even farther south of the Tijeras Arroyo. University Boulevard is an Enhanced Transit Corridor cutting directly through Valle del Sol. This Enhanced Transit Corridor will, as the A/BC Comprehensive Plan states, provide "Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. One component that is very rarely used in the A/BC Comprehensive Plan is the use of rail. The proposed use of the rail spur provides a unique economic diversity that is very rare in the County and furthers the justification that this area needs specific employment zoning. The goal is to provide as much of a diverse transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of alternate modes of transportation such as transit." Without question, the commercial development of Valle del Sol will benefit from the enhanced transit features already built into University Boulevard, along with the other walking and bicycle trails planned throughout the development. These conditions make Valle del Sol a suitable location for the proposed development.

4. Noise

As articulated in the Comprehensive Plan, "The absence of unwanted sound (noise) is a measure of the City's livability. Albuquerque's rapid growth and its associated increase in vehicular and air traffic have resulted in urban noise levels affecting the population's health, welfare, and quality of life. Siting noise producing activities adjacent to residential or other noise sensitive uses also increased the number of noise conflicts.

"Noise has many direct and indirect effects. Noise above recommended levels can increase general morbidity and either induce or aggravate several health disorders such as hypertension, cardiac disease, digestive disorder and general neuropsychological disturbances. Excessive noise levels can contribute to learning difficulties in school children."

"Guidelines developed by several federal agencies including the Federal Highway Administration, the Federal Aviation Administration, the Environment Protection Agency and the Department of Housing and Urban Development stipulate residential land use sound levels not exceed 55-65 decibels (Ldn or Leq). Schools, hospitals, lodging and certain recreational

facilities are noise sensitive uses which should be protected from noise at or above these sound levels.”

“Field surveys and computer modeling have located numerous areas in the City which exceed federally recommended noise levels. These studies have been confirmed by numerous complaints to the City Environmental Health Department. Southeast neighborhoods near the Albuquerque International Airport, neighborhoods adjacent to Interstate 25 and 40, certain arterial streets, and industrial areas are affected by excessive noise levels.”

The approved change in the zoning in the Sector Plan and corresponding proposed change in the Comprehensive Plan from Reserve to Developing Urban accomplishes that goal.

Economic Development

The Comprehensive plan furthers promotes this change to help further Economic Development as: “The City’s current economic development policy (1987) proposes creation of a Favorable Business Climate.

By assessing the difficult growth-related choices that face a rapidly developing community, Albuquerque can fortify and strengthen its local economy.

Industrial development is encouraged in areas with existing City facilities. However, lower land costs on the City’s fringe attract industrial development even though it absorbs infrastructure costs. Peripheral industrial development which is not consistent with the Comprehensive Plan suggests the need for improved locational standards for new industrial business.

A crucial quality growth ingredient is the conservation and revitalization of developed areas and the infill of vacant developable land in addition to new development on the City’s fringe. Market expansion and diversification is promoted by coordinating the location of new development. This requires analyzing each site’s respective benefits whether it’s for preservation, redevelopment, infill development, suburban or rural development. Although each responds to a separate market, they must be beneficial in the context of the Plan. This ensures variety and choice in both urban form and the local economy.”

The following Policies identify how Valle Del Sol will meet the goals of the Comprehensive Plan under the Urban Designation are further articulated:

5. Developing and Established Urban Areas

The Goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Policy a

The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban uses, resulting in an overall gross density up to 5 dwelling units per acre.

Possible Techniques

- 1) Develop and adopt area and sector development plans stating density patterns.

3) Control through zoning and subdivision review processes.

Compliance: Valle Del Sol meets this Goal by providing a quality employment center situated between the airport and Mesa del Sol. This development will provide a variety of employment possibilities that will assist the housing already established in Mesa del Sol and support long term housing growth south of the area. The location of the employment center enhances the job opportunities and reduces the vehicle miles traveled (VMT) for the area. The Sector Plan allows for diverse employment that is not allowed within the Mesa Del Sol area.

Policy b

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

Possible Techniques

- 1) Use land development regulations including annexation, zoning, and sector planning to achieve appropriate density patterns and design.

Compliance: Again the Sector Development Plan is the appropriate mechanism to ensure the correct zoning and development of the area. Situated within the intense zoning areas already established this continues the buffer of the area from the International Airport and Interstate.

Policy d

The locations, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

Possible Techniques

- 5) Use special assessment districts, issuance of public revenue bonds, tax increment financing, and/or tax incentives for improvements where public funds are unavailable for optimum protection of resources or provision of amenities.
- 8) Consider a Zoning Ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive area of the city and county designated Developing Urban or Established Urban.

Compliance: The Sector Development Plan has shown that the area has the capacity and the ability to regulate the land uses in this area to be compatible and can accommodate new growth.

Policy e

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

Possible Techniques

- 1) Identify and remove unnecessary obstacles to appropriate infill development
- 5) Investigate means to encourage public/private cooperation to promote infill development.

Compliance: The development of Valle del Sol, currently vacant, is ideal for growth while meeting the need to protect the integrity of the airport and Mesa del Sol. Many of the facilities (such as power, gas and sewer) exist in and adjacent to Valle del Sol.

Policy g

Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

Possible Techniques

- 1) Guide through sector and area plans
- 2) Implement through Zoning and Subdivision Ordinances.

Compliance: Complete development plans and infrastructure will be developed for the project and routed through the normal County Development Review Authority (CDRA) approval process. The Open Space slopes were set aside for the benefit of the Community.

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.

Possible Techniques

- 1) Achieve by Zoning and Subdivision Ordinances.
- 4) Include industrial site locations as a component of the Comprehensive Plan is economic development element.

Compliance: This site is the best site for employment services in the County. Situated adjoining to the International Airport, Interstate 25 and a potential rail access it offers new multimodal opportunities and is best suited to be an ideal employment center for the community.

4. Noise

The Goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy a

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

Possible Techniques

- 3) Utilize non-noise sensitive land uses to separate sensitive uses.
- 7) Consider noise/land use conflicts in redevelopment processes.

Policy b

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

Possible Techniques

- 5) Include noise mitigation measures in all new noise sensitive development located adjacent to existing or planned arterial roadways.

6. Economic Development

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environment goals.

Policy a

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

Possible Techniques

- 1) Provide incentives to prospective employers through use of municipal industrial revenue bonds, planning activities, utility extensions, and support of recruitment and training services.
- 2) Encourage expansion of export-based business to strengthen the economy.

Policy f

The City and the County should remove obstacles to sound growth management and economic development throughout the community.

B.2 Opens Space Network

The Goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area.

Policy c

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

Possible Techniques

- 3) Require adequate setbacks to protect sensitive areas.

Compliance: Development will promote the pedestrian and trail connections through the development both in the east-west and north-south connections. Currently there are no designated trails but the Sector Plan has identified connections that will be built by the development and maintained. In the future should these trails serve as a link to a larger network then it will be made available. The Open Space will be County Parks for maintenance and preservation.

Policy f

A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

Possible Techniques

- 1) Incorporate a multiple use concept for suitable arroyos and irrigation ditches into corridor, sector, and site development plans.
- 3) Obtain adequate right-of-way for multiple use of designated arroyos in developing areas and coordinate design between the public and private sectors through subdivision and site development plan processes.

- 5) Identify trail corridors through rank three corridor and sector development plans to be dedicated by the Subdivision Ordinance.

Compliance: The Tijeras Arroyo carries a major portion of the developed urban runoff for both the City and the County. The development of the arroyo will be developed and approved by AMAFCA with the County and County Parks having input on the design. Urban uses over and above the conveyance of storm water will be incorporated into the design.

Both University and the Tijeras Arroyo provide the connections needed for trails and open space. Those will be created and developed within the development.

Request for Approval

We respectfully ask that the City Environmental Planning Commission recommend approval from Reserve to Developing Urban designation for the Valle Del Sol area to the City Council. We believe that the development of the proposed Valle Del Sol Employment Center will help achieve the overall vision and goals of the Albuquerque Bernalillo County Comprehensive Plan. The location of the employment center furthers the growth of the area by promoting the economic diversity of employment where it is needed, close to multimodal transportation systems. We are asking for your support and approval of the change from Reserve to Developing Urban designation for the area.

Should you have any questions or require additional information, please feel free to contact me at 505-858-3100.

Sincerely,



Ronald R. Bohannon PE

Enclosure/s

cc: Greg Horne
Sampson Solomon

JN: 2012028
RRB/vc/jg

4/26/2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

**RE: AMENDMENT TO COMPREHENSIVE PLAN
VALLE DELSOL**

Dear Chairwoman Hudson:

The purpose of this letter is to authorize Tierra West, LLC to act as agent on behalf of Horne Stewart LLC, pertaining to any and all submittals made to the City of Albuquerque for the above-referenced site.

SOLOMON JAMPSON

Print Name



Signature

VICE PRESIDENT

Title

4/26/17

Date



County of Bernalillo
State of New Mexico

Planning & Development Services
111 Union Square SE, Suite 100
Albuquerque, New Mexico 87102
Office: (505) 314-0350

www.bernco.gov/zoning-building-and-planning

NOTIFICATION OF DECISION
BOARD OF COUNTY COMMISSION

April 7, 2017

Horne-Stewart LLC
2863 N Norwalk #103
Mesa, AZ 85215

SUBJECT: FILE NO: SPR2017-0002

LEGAL DESCRIPTION: The County Planning Commission recommends approval of an Amendment to the Albuquerque/Bernalillo County Comprehensive Plan to change the Reserve Area designation to Developing Urban within the Valle del Sol Sector Development Plan. The property is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned A-1 and containing approximately 460 acres (Q-15) (Original request submitted by Tierra West LLC, agent for Horne-Stewart LLC)

ACTION: APPROVED AN AMENDMENT TO THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN TO CHANGE THE RESERVE AREA DESIGNATION TO DEVELOPING URBAN WITHIN VALLE DEL SOL

To Whom It May Concern:

At the April 4, 2017 public hearing, the Board of County Commission approved an Amendment to the Albuquerque/Bernalillo County Comprehensive Plan to change the Reserve Area designation to Developing Urban within the Valle del Sol Sector Development Plan. The property is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned SD-V-M-1 and SD-V-OS and containing approximately 460 acres. The decision was based on the following Findings.

Findings:

1. This is a request for approval of an amendment to the Albuquerque/Bernalillo County Comprehensive Plan to change the Reserve Area designation to Developing Urban within the Valle del Sol Sector Development Plan.

COMMISSIONERS

Debbie O'Malley, Chair District 1 Steven Michael Quesada, Vice Chair District 2
Maggie Hart Stebbins, District 3 Lonnie C. Talbert, District 4 Wayne A. Johnson, District 5

ELECTED OFFICIALS

Tanya R. Giddings, Assessor Linda Stover, Clerk Willow Misty Parks, Probate Judge Manuel Gonzales III, Sheriff Nancy M. Bearce, Treasurer

COUNTY MANAGER

Julie M. Baca

The property is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned SD-V-M-1 and SD-V-OS and containing approximately 460 acres.

2. The property is zoned SD-V-M-1 and SD-V-OS and is located in the Developing Urban Area and the Reserve Area of the Albuquerque/Bernalillo County Comprehensive Plan.
3. The request will allow the property to develop under one Comprehensive Plan Area designation (Developing Urban) that is more suited to the surrounding area and the plan for development of the site.
4. The request has been submitted in conjunction with the request for approval of the Valle del Sol Sector Development Plan that includes zoning that allows for specific light industrial and commercial uses along with Major Public Open Space within the site. The Sector Plan also includes design standards for such areas as architectural styles, off-street parking, landscape, walls and fences, lighting, and site design, that will enhance the development that occurs on the site. The Sector Plan also includes a framework for development of transportation, drainage, water and wastewater, and trails and open space that will be followed during the development of the property.
5. The County Planning Commission recommended approval of the Valle del Sol Sector Development Plan on February 1, 2017. The Board of County Commissioners approved the Sector Plan at its March 14, 2017 public hearing.
6. The request to amend the Albuquerque/Bernalillo County Comprehensive Plan designation from Reserve to Developing Urban for the subject site is consistent with the Goal for the Developing Urban Area of the Comprehensive Plan, which is to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and lifestyles, while creating a visually pleasing built environment.” The intent of the proposed amendment and the Valle del Sol Sector Development Plan is to create a quality urban environment with employment opportunities in the southeast portion of the Metropolitan Area.
7. The request is consistent with Policy b of the Developing Urban Area which states that “The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources and resources of other social, cultural, or recreational concern.” The proposed Comprehensive Plan amendment will result in development that is consistent with the natural features and land uses adjacent to the site.
8. Approval of this Comprehensive Plan Amendment by the City of Albuquerque will be required.
9. The request is consistent with the health, safety, and general welfare of the residents of the county.

If you have any questions, please feel free to contact me directly at 314-0387.

Sincerely,



Catherine VerEecke
Planning Manager

CV/fs

cc: File

Kevin Grovet, Public Works

Christi L. Tanner, Public Works

Raeleen Marie Bierner, Public Works

Rene Sedillo, Technology Manager

Michelle Gricius, AGIS

Jeff Senseney, Building Official

Mari Simbaña, Permit Manager

Joel Kurzawa, Project Coordinator

Tierra West LLC, 5571 Midway Park Pl NE, Albuquerque, NM 87109

Chelsea Farrell, 2050 Wyoming Blvd. SE, B20686 KAFB, Albuquerque, NM 87117

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ADMINISTRATIVE RESOLUTION NO. 2017-29

1 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
2 **PLAN LAND USE DESIGNATION FOR THE VALLE DEL SOL AREA FROM**
3 **RESERVE TO DEVELOPING URBAN.**

4
5 **WHEREAS**, the Comprehensive Plan is the Rank One Plan for the City of Albuquerque
6 and Bernalillo County; and

7 **WHEREAS**, Section 1 of the Plan's adopting resolutions (County Resolution No.103-
8 88) states the overall densities, character and design of all land uses and development, including
9 residential, agricultural, commercial, industrial and recreational and open space shall be in
10 accordance with the goals and policies of this Comprehensive Plan; and

11 **WHEREAS**, the Albuquerque/Bernalillo County Comprehensive Plan was adopted in
12 August 1988 with a provision for periodic and systematic evaluation of the Plan's
13 implementation and shortcomings; and

14 **WHEREAS**, the Board of County Commissioners is authorized to make amendments to
15 the Albuquerque/Bernalillo County Comprehensive Plan to protect the public well being, and the
16 health, safety and welfare in areas within the Commission's planning and platting jurisdiction;
17 and

18 **WHEREAS**, amending the subject area's designation from Reserve to Developing Urban
19 responds to the present and changing context of the area and to implementation objectives of the
20 Comprehensive Plan; and

21 **WHEREAS**, on March 14, 2017, the Board of County Commissioners adopted the Valle
22 del Sol Sector Development Plan that contains specific zoning and design standards, along with a

1 framework for development of transportation, trails and open space, and utilities with the goal of
2 creating an employment center on the site, and this amendment will facilitate the implementation
3 of this Sector Development Plan; and

4 **WHEREAS**, the area included in this land use designation change is the southeasterly
5 portion of the Valle del Sol property within Section 16 T9N, R3E, excluding right of way and the
6 southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque
7 International Airport, north and west of Mesa del Sol, and east of I-25, containing approximately
8 460 acres.

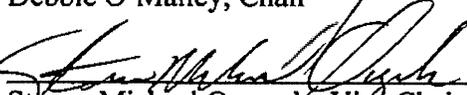
9 **NOW, THEREFORE**, be it resolved by the Board of County Commissioners, the
10 governing body of the County of Bernalillo, that

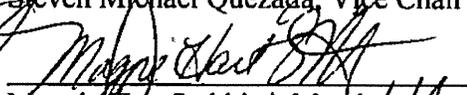
11 SECTION ONE: The southeasterly portion of the Valle del Sol property within Section
12 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT
13 & SF Railroad Spur, to the south of the Albuquerque International Airport, north and
14 west of Mesa del Sol, and east of I-25, containing approximately 460 acres, is hereby
15 designated Developing Urban on the Albuquerque/Bernalillo County Comprehensive
16 Plan Land Use Map.
17

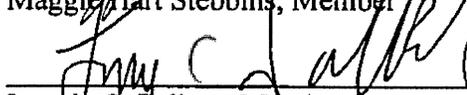
18 **DONE** this 4th day of April, 2017.

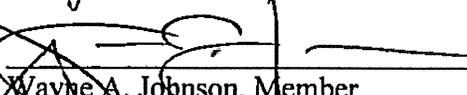
19 **BOARD OF COUNTY COMMISSIONERS**

20 
21 _____
22 Debbie O'Malley, Chair

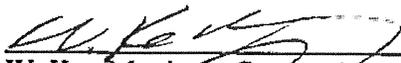
23 
24 _____
25 Steven Michael Quezada, Vice Chair

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28 Maggie Hart Stebbins, Member

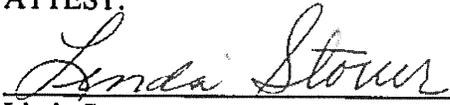
29 
30 _____
31 Lonnie C. Talbert, Member

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33 _____
34 Wayne A. Johnson, Member
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1 APPROVED AS TO FORM:

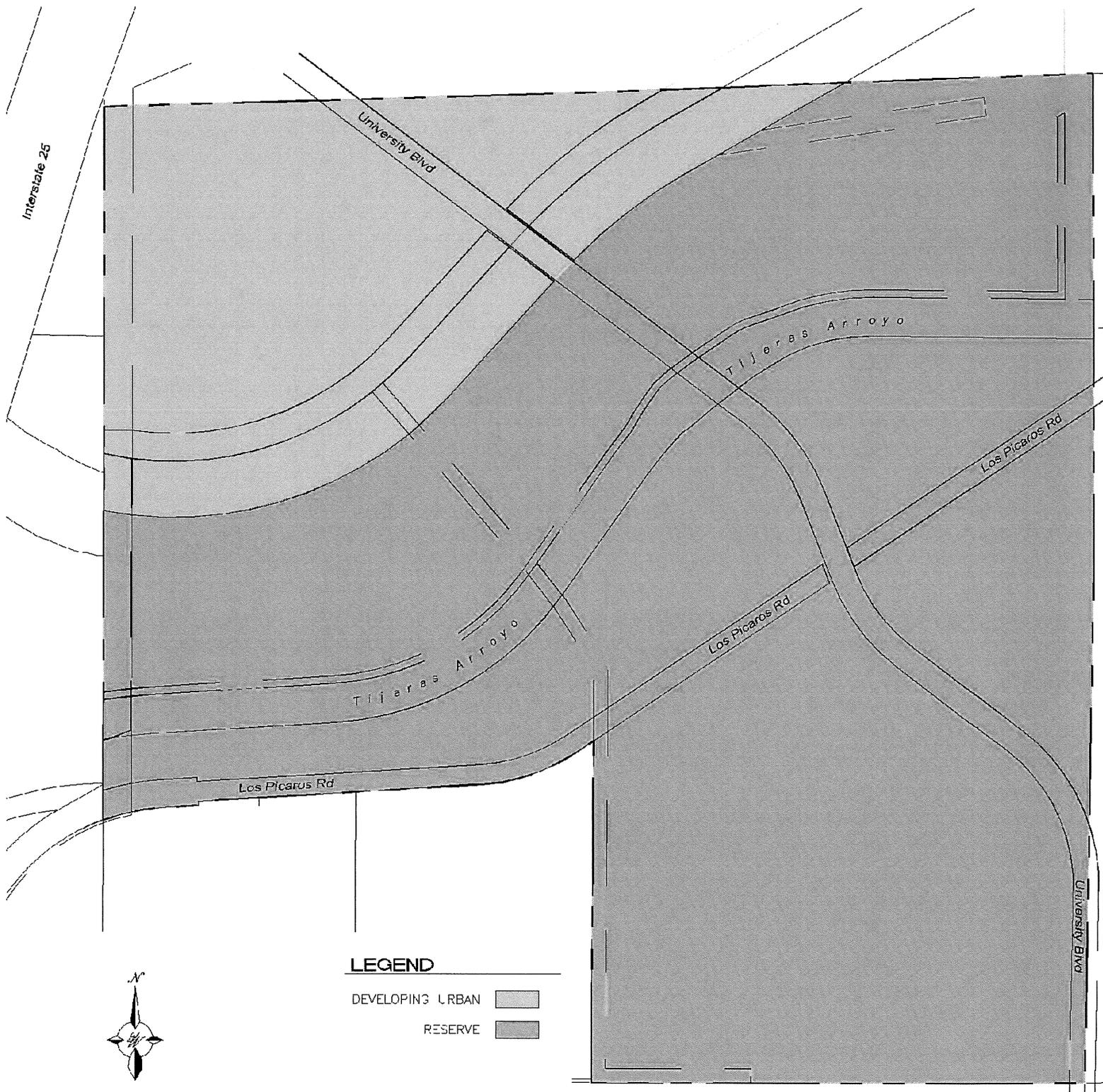
2 
3 W. Ken Martinez, County Attorney
4

5 ATTEST:

6 
7 Linda Stover
8 Linda Stover
County Clerk

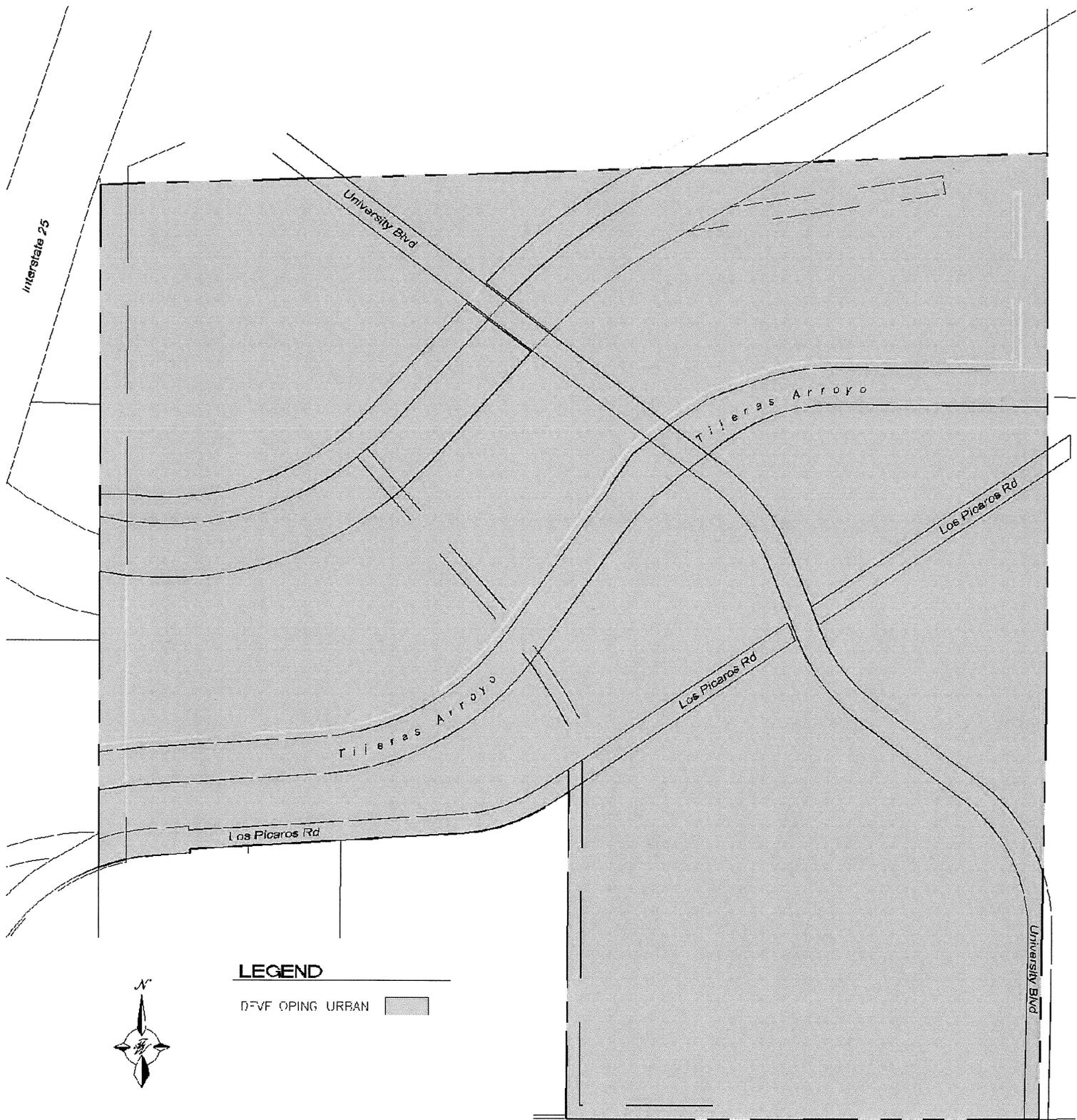


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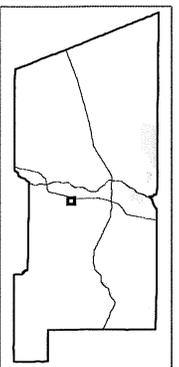
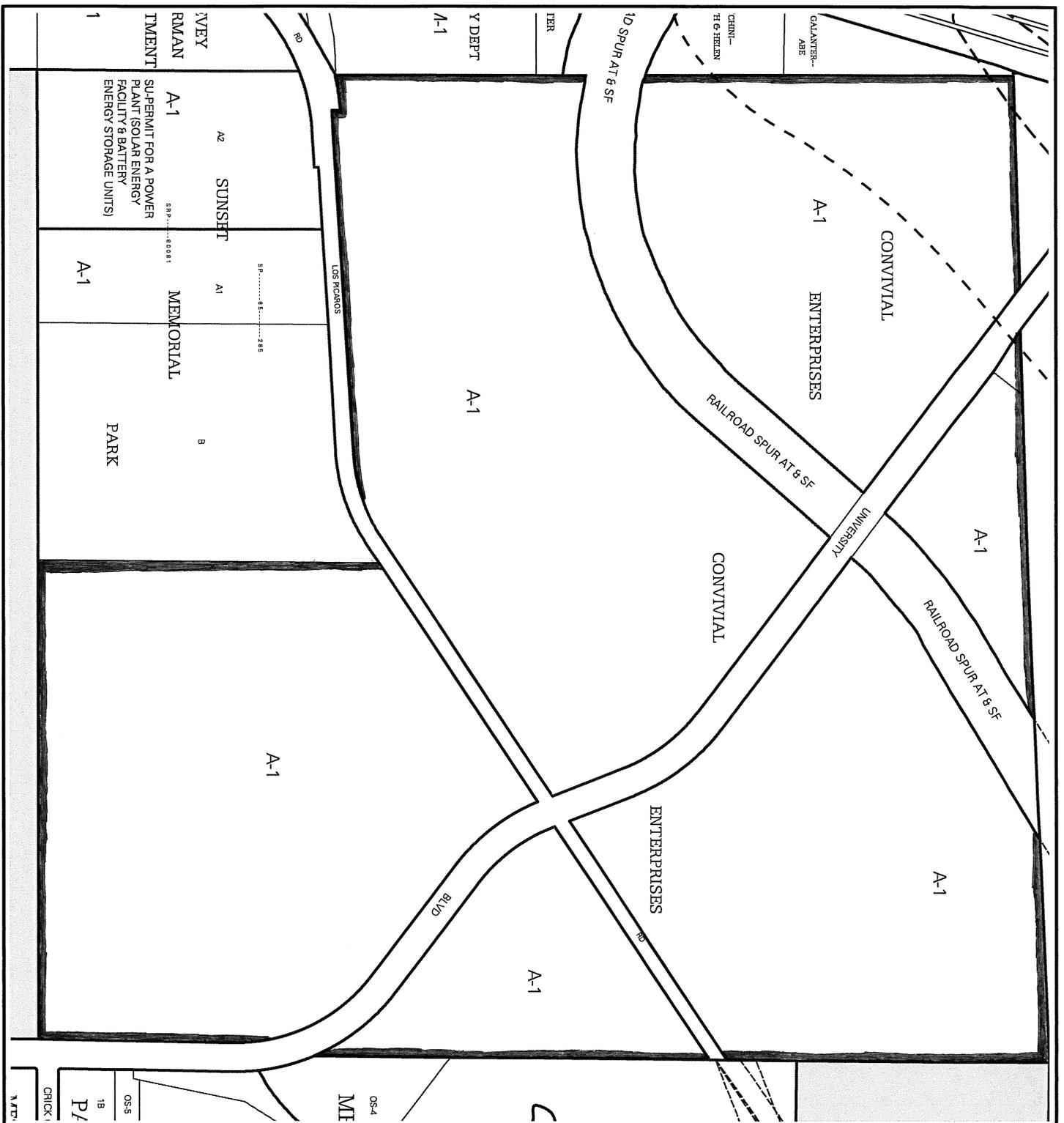
VALLE DEL SOL

**Exhibit 5.2 - Existing Developing Urban and Reserve Area:
NOT TO SCALE**



VALLE DEL SOL

Exhibit 5.3 - Existing Developing Urban and Reserve Areas
NOT TO SCALE



LEGAL DESCRIPTION
T9N R3E SEC 16
UNIFORM PROPERTY CODE
1-015-052



Map amended through January 2017



PUBLIC WORKS DIVISION
GIS PROGRAM

This information is for reference only. Bernalillo County assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary. Source data from Bernalillo County and the City of Albuquerque. For current information visit www.bernmco.gov/public-works/gis.aspx.

Q-15-Z

OS-5
1B
P/L
CRICK 1
1/4"

NOTIFICATION & NEIGHBORHOOD INFORMATION



City of Albuquerque

***PLEASE NOTE:** The NA/HOA information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter – you will need to get an updated letter from our office.

April 25, 2017

Jaimie Garcia
Tierra West, LLC
5571 Midway Park Place NE
Albuquerque, NM 87109
505-858-3100
jgarcia@tierrawestllc.com

Dear Jaimie:

Thank you for your inquiry requesting the names of ALL Neighborhood and/or Homeowner Associations who would be affected under the provisions of §14-8-2-7 of the *Neighborhood Association Recognition Ordinance* by your proposed project **EPC at Section 16T9N, R3E, excluding right of way and the southwesterly portion and including the AT&SF Railroad Spur** located on **Interstate 25, University Blvd., Bobby Foster Rd.** zone map **Q-15**.

This correspondence serves as your “Neighborhood Notification Letter” from the Office of Neighborhood Coordination, and must be included as part of your application.

Our records indicate that as of April 25, there were no Neighborhood and/or Homeowner Associations in this area.

Please see Page 2 of this letter for additional requirements. If you have any questions about the information provided please contact our office at (505) 768-3334 or ONC@cabq.gov

Sincerely,

Office of Neighborhood Coordination
Council Services Department

Neighborhood Notification Checklist

The following information must be included for **each** application packet submitted to the City of Albuquerque Planning Department.

- 1. ONC's "Neighborhood Notification Letter" to the applicant outlining any affected Neighborhood and/or Homeowner Associations.

*Note: If your ONC letter is more than 30 days old, you must contact ONC to ensure that the contact information is still current.

Any questions, please feel free to contact our office at (505) 768-3334 or ONC@cabq.gov.

Thank you for your cooperation on this matter.

(ONC use only)

Date Processed: 4/25/17 ONC Staff Initials: DLC

**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
PROPERTY OWNERSHIP LIST**

Hearing Date: Thursday, June 8, 2017 **1001195**
Zone Atlas Page: Q-15
Notification Radius: Neighborhood Associations
 100ft plus r.o.w

Cross Reference and Location: Near I-25 between University & Los Picaros Rd.

Applicant: Horne Stewart
 2863 North Norwalk #103
 Mesa, AZ 85125

Agent: Tierra West, LLC
 5571 Midway Park Pl. NE
 ABQ, NM 87109

Special Instructions:

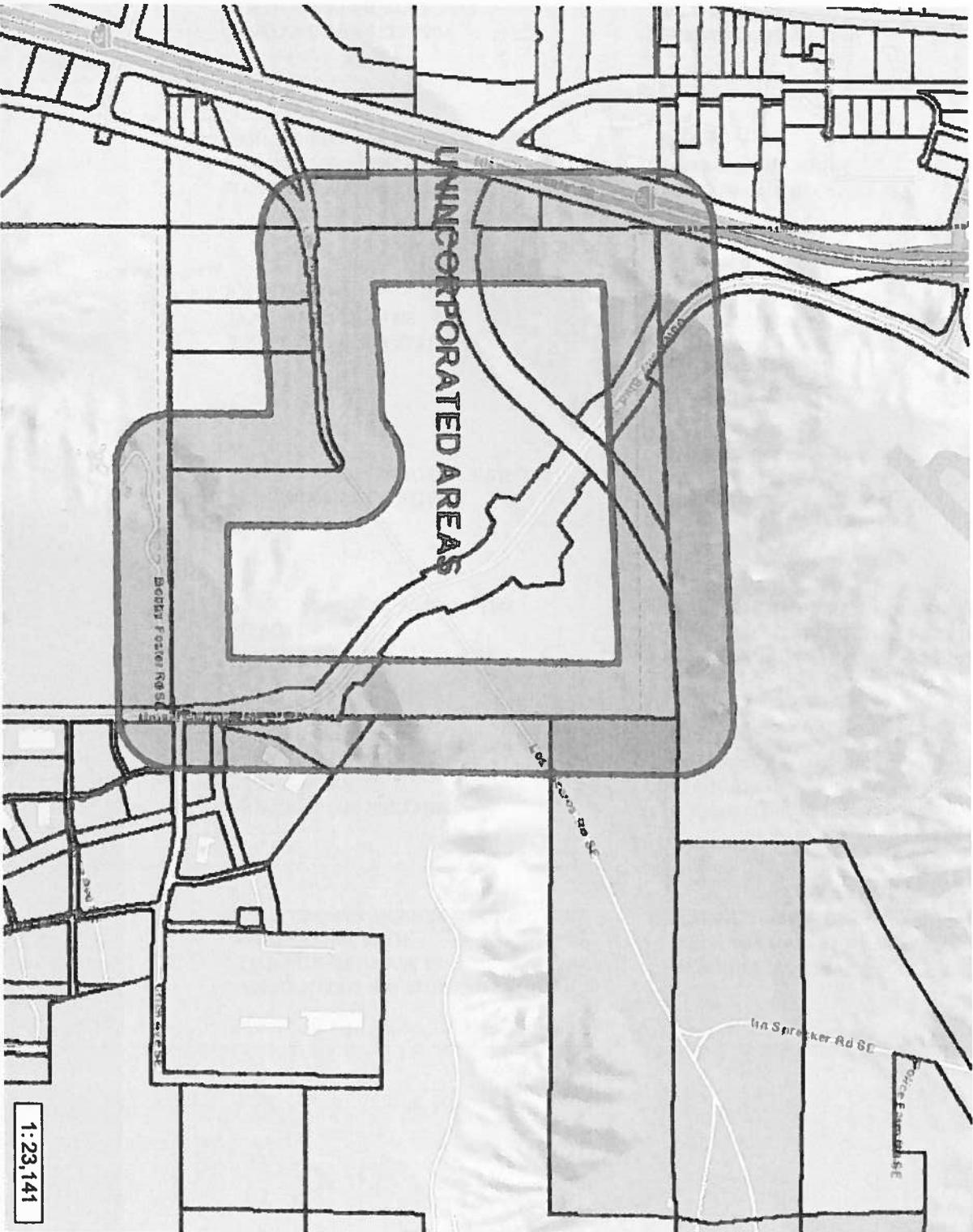
**Notice must be mailed from the
City 15 days prior to the meeting.**

Date Mailed: 05/17/17

Signature: 



1001195



0.5
0
0.26
0.5 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
4/28/2017
© City of Albuquerque

This map is a user generated static output from www.cabq.gov/gis and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR LEGAL PURPOSES

1:23,141

- Legend**
- Bernalillo County Parcels
 - Municipal Limits**
 - Corrales
 - Edgewood
 - Los Ranchos
 - Rio Rancho
 - Tierras
 - UNINCORPORATED
 - World Street Map

Notes

Buffer: 600ft.
ROW: 1-25 500ft.

MESA DEL SOL LLC
50 PUBLIC SQUARE SUITE 1410
CLEVELAND OH 44113-2204

WHALE DALE K & SARA A RVT
142 TUMBLEWEED RD
SANDIA PARK NM 87047

STATE OF NEW MEXICO STATE LAND OFFI
PO BOX 1148
SANTA FE NM 87504-1148

LEONARD ALEX R & DEBORAH J
3206 INDIANA ST NE
ALBUQUERQUE NM 87110-2142

AMAFCA
2600 PROSPECT AVE NE
ALBUQUERQUE NM 87107-1836

MESA-INNOVATION PARK BUILDING 2 LLC
5700 UNIVERSITY WEST BLVD SE SUITE 31
ALBUQUERQUE NM 87106

P & J LAND LLC
2425 JEFFERSON ST NE
ALBUQUERQUE NM 87110

MESA DEL SOL LLC
50 PUBLIC SQUARE SUITE 1410
CLEVELAND OH 44113-2204

MESA DEL SOL LLC
5700 W UNIVERSITY BLVD SE SUITE 310
ALBUQUERQUE NM 87106

MESA DEL SOL LLC
5700 W UNIVERSITY BLVD SE SUITE 310
ALBUQUERQUE NM 87106

GALANTER ABE
PO BOX 92531
ALBUQUERQUE NM 87199-2531

LAWLIS JEFF E & MORAN MARVIN D
PO BOX 30205
ALBUQUERQUE NM 87190-0205

SUNSET MEMORIAL PARK INC ETAL
PO BOX 94
ALBUQUERQUE NM 87103-0094

PUBLIC SERVICE COMPANY OF NEW MEXICO
CORPORATE HEADQUARTERS MS 1025
ALBUQUERQUE NM 87158

LOS PICAROS
PO BOX 25063
ALBUQUERQUE NM 87125-0063

FRANCHINI KEITH & HELEN
7100 LANTERN NE
ALBUQUERQUE NM 87109

GALANTER ABE
PO BOX 92531
ALBUQUERQUE NM 87199-2531

U S GOVERNMENT BUREAU OF LAND MG
REALTY SPEC.
PO BOX 27115
SANTA FE NM 87502-0115

ANSLEY RONALD DEAN SR & DONALD GENE
ANSLEY CAROL RUTH
1210 PROSPERITY AVE SE
ALBUQUERQUE NM 87105-0672

HORNE-STEWART LLC
2863 N NORWALK #103
MESA AZ 85215-1133

Tierra West, LLC
5571 Midway Park Pl. NE
ABQ, NM 87109



NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission will hold a **Public Hearing on Thursday, June 8, 2017 at 8:30 a.m.**, in the Plaza del Sol Hearing Room, Lower Level, Plaza del Sol building, 600 2nd St. NW, Albuquerque, NM to consider the following items.

Distribution of the Planning Department's staff reports regarding the following items will occur at a **Case Distribution Session on Thursday, June 1, 2017 at 3:00 p.m.** in in the Plaza del Sol Hearing Room, Lower Level, Plaza del Sol Building, 600 2nd St. NW, Albuquerque, NM.

Project# 1001195

17EPC-40010 Map Amendment to the Comprehensive Plan

Tierra West LLC, agent for Home Stewart, LLC, requests the above action for all or a portion of Section 16 T9N R3E, zoned A-1, located on I-25 between University and Los Picaros Rd, containing approximately 540 acres. (Q-15)

Project# 1006602

17EPC-40012 Site Development Plan for Building Permit Amendment
17EPC-40013 Site Development for Subdivision Amendment

Wooten Engineering, agent for Paseo 2010, LLC, requests the above actions for all or a portion of Parcels A, B and C Ventura Plaza, zoned SU-2 /C-1, located on Ventura St. NE between Paseo Del Norte Blvd., NE and Palomas Ave. NE, containing approximately 6 acres. (D-20)

Project# 1011232

17EPC-40011 Zone Map Amendment (Zone Change)

Design Workshop Inc., agent for Garcia Auto Group, LLC, requests the above action for all or a portion of Tracts 224D3B, 225B2A1A1 & 226C2B, 225B2A1A2, 225B2B, 225B2C, 225B2D, 225B2E, 225B2F & 225B2A2, 225B2G, 225B2H, 225B2I, 226A, 227, 228, 232, 233A, 236-A, 236-B, and Land of J A Garcia Tract A, MRGCD Map #35, zoned M-1 and R-1 to C-2 and R-2, located North of I-40 and East of Rio Grande Blvd. between the Alameda Drain and Campbell Ditch, containing approximately 20 acres. (H-13)

Details of these applications may be examined at the Planning Department, 3rd Level, Plaza Del Sol Building, 600 Second Street NW, between 8:00 a.m. and 5:00 p.m., Monday through Friday, or you may call 924-3860. **INDIVIDUALS WITH DISABILITIES** who need special assistance to participate at the public hearing should call 924-3860.

ADDITIONAL STAFF INFORMATION

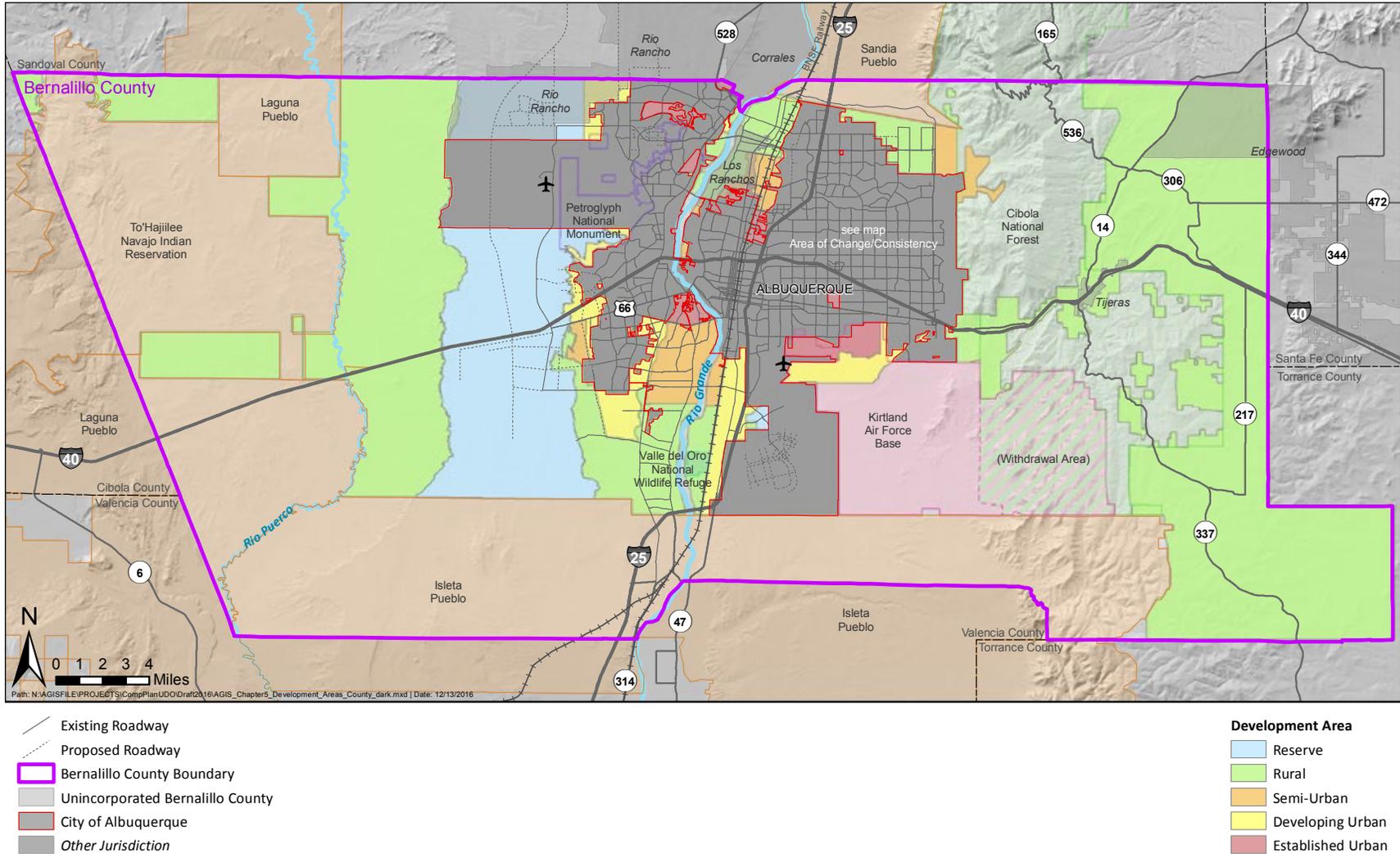


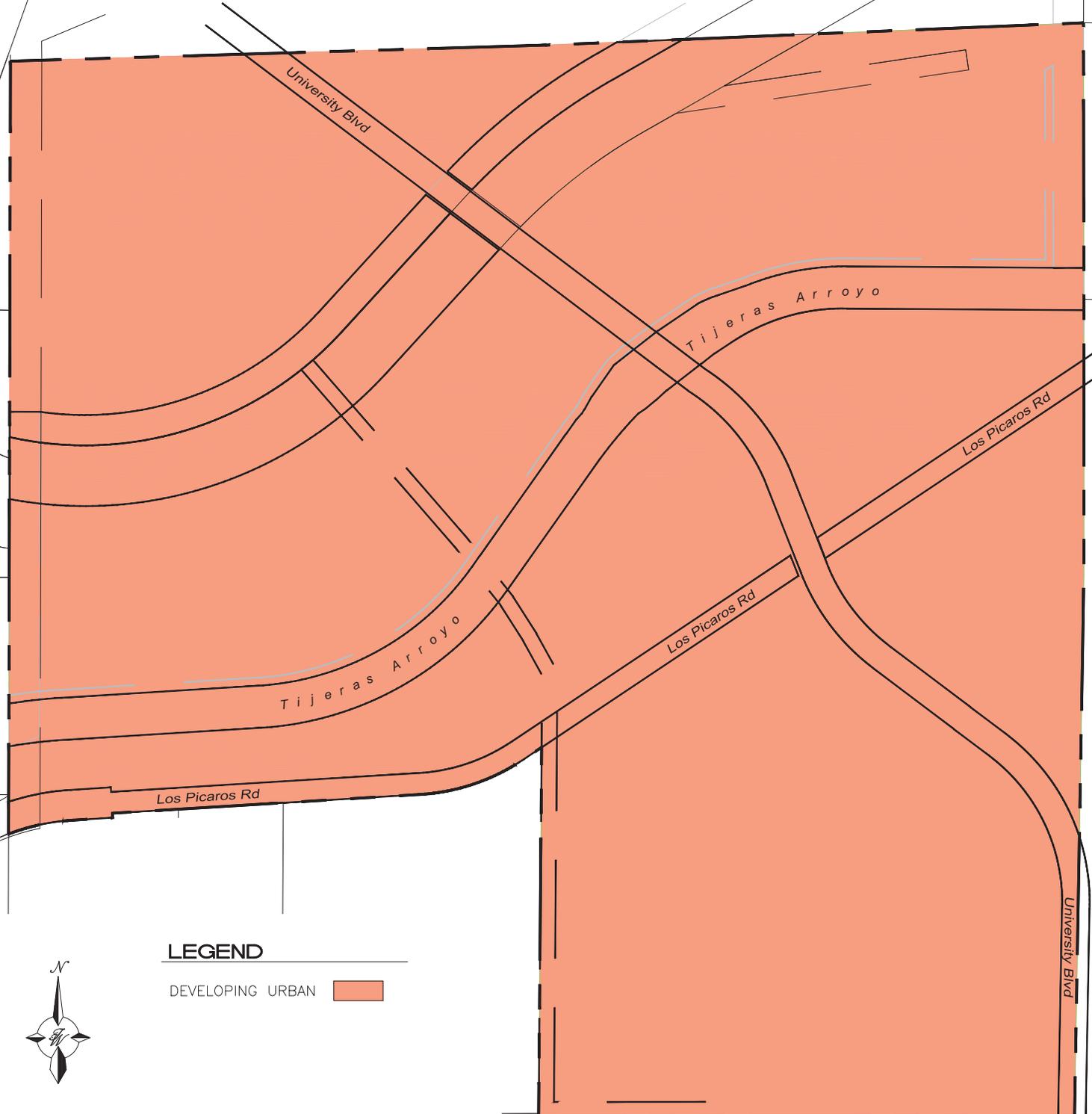
Figure 5-5: County Development Areas



VALLE DEL SOL

Exhibit 5.2 - Existing Developing Urban and Reserve Areas
NOT TO SCALE

Interstate 25

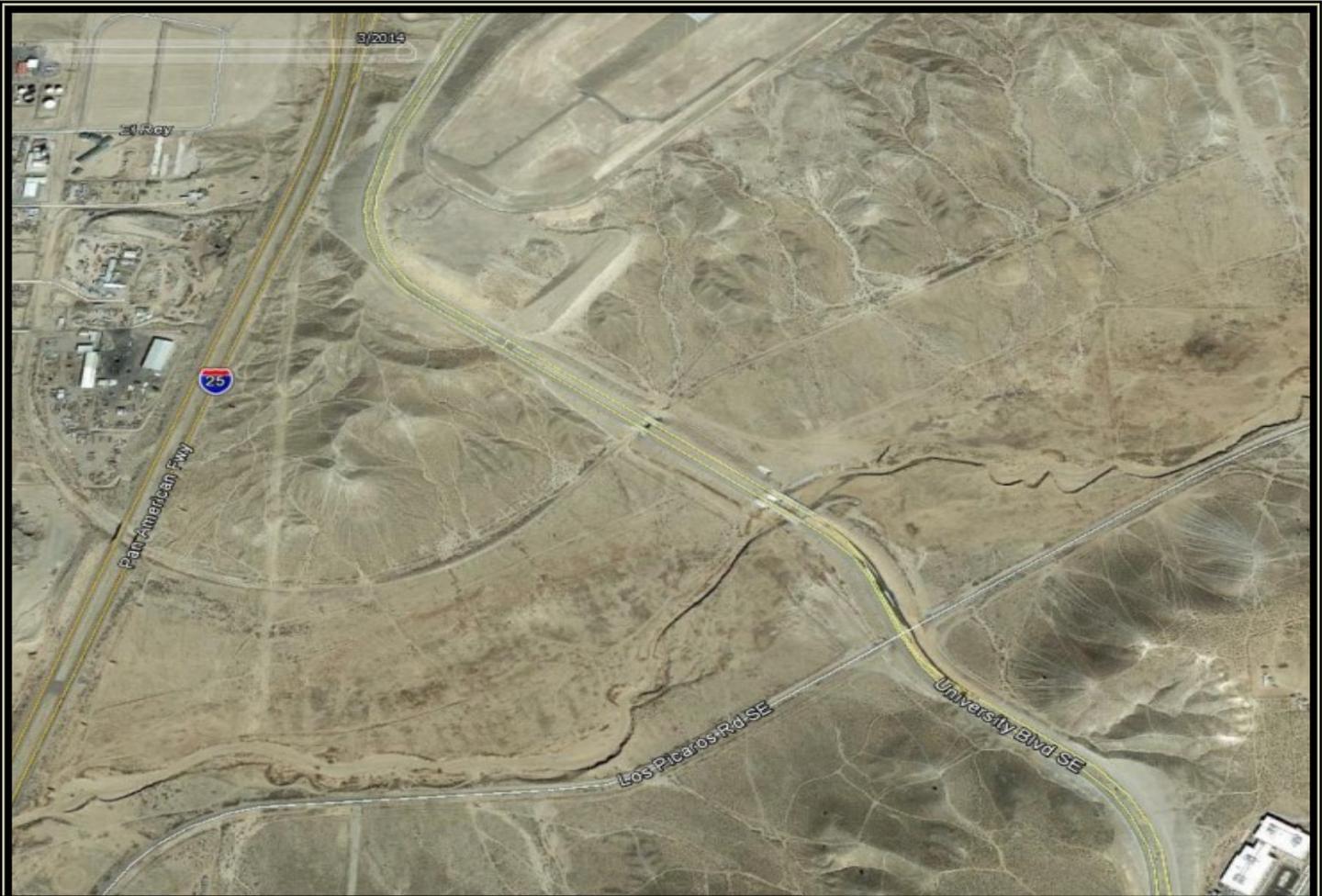


LEGEND

DEVELOPING URBAN 

VALLE DEL SOL

Exhibit 5.3 - Proposed Developing Urban Areas
NOT TO SCALE



Valle Del Sol Sector Development Plan

March 2017

 **TIERRA WEST, LLC**



**BOARD OF COUNTY COMMISSIONERS
MARCH 14, 2017**

BOARD OF COUNTY COMMISSIONERS ORDINANCE NO. 2017-3

**ADOPTING THE VALLE DEL SOL SECTOR DEVELOPMENT PLAN AND
AMENDING THE BERNALILLO COUNTY ZONE CODE AND ZONE MAP.**

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS.

The official Bernalillo County Zone Code and Zone Map are amended to establish the zoning designations and standards that allow for specific light industrial and commercial uses and Major Public Open Space along with design standards for such areas as architectural styles, off-street parking, landscape, walls and fences, lighting, and site design, as set forth in the General Sector Plan Zoning Plan Section (Chapter X) of the Valle del Sol Sector Development Plan.

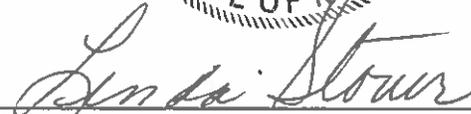
PASSED, ADOPTED, APPROVED AND SIGNED THIS 14TH DAY OF MARCH, 2017

APPROVED AS TO FORM



W. Ken Martinez, County Attorney

ATTEST:



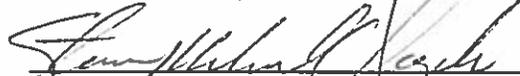
Linda Stover, County Clerk



BOARD OF COUNTY COMMISSIONERS



Debbie O'Malley, Chair



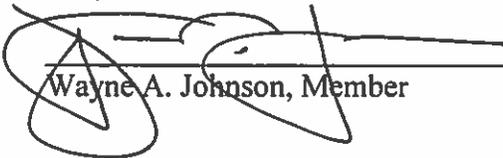
Steven Michael Quezada, Vice Chair



Maggie Mart Stebbins, Member



Lonnie C. Talbert, Member



Wayne A. Johnson, Member

THIS ORDINANCE WILL BECOME EFFECTIVE ON:

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ADMINISTRATIVE RESOLUTION NO. 2017-18

ADOPTING THE VALLE DEL SOL SECTOR DEVELOPMENT PLAN

WHEREAS, Section 20.5 of the Bernalillo County Zoning Ordinance authorizes the Bernalillo County Commission to adopt Sector Development Plans that include Sector Development Zones, to address specific characteristics of neighborhoods within unincorporated Bernalillo County; and

WHEREAS, the Valle del Sol Sector Development Plan the proposes a land use plan and zoning for light industrial uses along with a framework for transportation, drainage, water and wastewater, and trails and open space within the 540 acre plan area that is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25.

WHEREAS, the Valle del Sol Sector Development Plan includes zoning that allows for specific light industrial and commercial uses along with Major Public Open Space within the site. The Sector Plan also includes design standards for such areas as architectural styles, off-street parking, landscape, walls and fences, lighting, and site design, that will enhance the development that occurs on the site.

WHEREAS, the Valle del Sol Sector Development Plan proposes an employment center that will be consistent with adjacent land uses and advantageous to community in its provision for quality development and creation of jobs; and

WHEREAS, the request for approval the Valle del Sol Sector Development Plan has been submitted in conjunction with the request for an Amendment to the Albuquerque/Bernalillo County Comprehensive Plan to change the designation of a portion of the site to Developing Urban, as the

1 Developing Urban Area designation is most appropriate for the development of an employment center
2 on the Valle del Sol property; and

3 WHEREAS, the Valle del Sol Sector Development Plan furthers the Goals and Policies of the
4 Albuquerque/Bernalillo County Comprehensive Plan, including Policy b of the Developing Urban Area
5 which states that "The location, intensity, and design of new development shall respect existing
6 neighborhood values, natural environmental conditions and carrying capacities, scenic resources and
7 resources of other social, cultural, or recreational concern" in that the proposed Sector Development
8 Plan will result in development that is consistent with the natural features and land uses adjacent to the
9 site; and

10 WHEREAS, the County Planning Commission recommended approval of the Valle del Sol
11 Sector Development Plan at their February 1, 2017 public hearing.

12 NOW, THEREFORE, be it resolved by the Board of County Commissioners, the governing
13 body of the County of Bernalillo, that the development of the Valle del Sol property as envisioned by
14 the Valle del Sol Sector Development Plan and to implement the policies of the Albuquerque/Bernalillo
15 County Comprehensive Plan, attached as part of this Resolution, the Valle del Sol Sector Development
16 Plan is hereby adopted this 14th day of March, 2017.

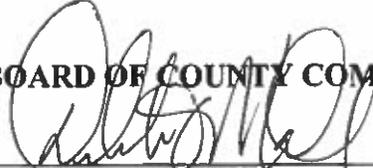
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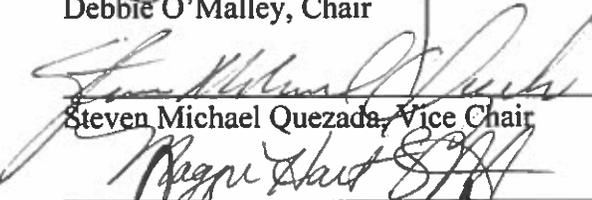
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19 
20 W. Ken Martinez, County Attorney

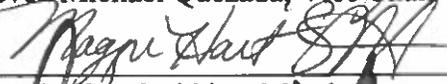
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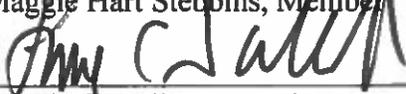
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30 Linda Stover, County Clerk

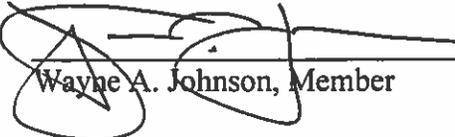
BOARD OF COUNTY COMMISSIONERS


Debbie O'Malley, Chair


Steven Michael Quezada, Vice Chair


Maggie Hart Stebbins, Member


Lonnie C. Talbert, Member


Wayne A. Johnson, Member





County of Bernalillo
State of New Mexico

Planning & Development Services
111 Union Square SE, Suite 100
Albuquerque, New Mexico 87102
Office: (505) 314-0350

www.bernco.gov/zoning-building-and-planning

NOTIFICATION OF DECISION
BOARD OF COUNTY COMMISSION

March 16, 2017

Horne-Stewart LLC
2863 N Norwalk 3103
Mesa, AZ 85215

SUBJECT: FILE NO: SPR2016-0005

LEGAL DESCRIPTION: The County Planning Commission recommends approval of the Valle del Sol Sector Development Plan. The Plan proposes a land use plan and zoning for light industrial uses along with a framework for transportation, drainage, water and wastewater, and trails and open space within the plan area. Valle del Sol is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned A-1 and containing approximately 540 acres. (Q-15) (Original request submitted by Tierra West LLC, agent for Horne-Stewart LLC)

ACTION: APPROVED THE VALLE DEL SOL SECTOR DEVELOPMENT PLAN

To Whom It May Concern:

At the March 14, 2017 public hearing, the Board of County Commission approved the Valle del Sol Sector Development Plan. The Plan proposes a land use plan and zoning for light industrial uses along with a framework for transportation, drainage, water and wastewater, and trails and open space within the plan area. Valle del Sol is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned A-1 and containing approximately 540 acres. The decision was based on the following Findings and is subject to the following Conditions.

Findings:

1. This is a request for approval of the Valle Del Sol Sector Development Plan. The Plan proposes a land use plan and zoning for light industrial uses along with a framework for transportation,

COMMISSIONERS

Debbie O'Malley, Chair District 1 Steven Michael Quesada, Vice Chair District 2
Maggie Hart Stebbins, District 3 Lonnie C. Talbert, District 4 Wayne A. Johnson, District 5

ELECTED OFFICIALS

Tanya R. Giddings, Assessor Linda Stover, Clerk Willow Misty Parks, Probate Judge Manuel Gonzales III, Sheriff Nancy M. Bearce, Treasurer

COUNTY MANAGER

Julie M. Baca

drainage, water and wastewater, and trails and open space within the plan area. Valle del Sol is located on tracts of land within Section 16 T9N, R3E, excluding right of way and the southwesterly portion and including the AT & SF Railroad Spur, to the south of the Albuquerque International Airport, north and west of Mesa del Sol, and east of I-25, zoned A-1 and containing approximately 540 acres.

2. The property is zoned A-1 and is located in the Developing Urban Area and the Reserve Area of the Albuquerque/Bernalillo County Comprehensive Plan.
3. The request is consistent with Policy b of the Developing Urban Area which states that "The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources and resources of other social, cultural, or recreational concern." The proposed Sector Development Plan will result in development that is consistent with the natural features and land uses adjacent to the site.
4. A request to amend the Comprehensive Plan Area Designation from Reserve to Developing Urban has been submitted to the Planning and Development Services Department.
5. The request has met the criteria of Resolution 116-86 and Section 20.5 of the County Zoning Ordinance by the development of a Sector Plan that enhances the characteristics of the subject site.
6. The final Traffic Impact Analysis has been submitted to Bernalillo County Public Works, and their comments have been addressed.
7. The planning framework provided in the document for land use, transportation, drainage, water, and wastewater, and trails and open space is sufficient for the Valle del Sol Sector Development Plan and will be followed during the development of the plan area with more specific details provided at the time of platting and development of the property.
8. The Valle del Sol Sector Plan includes zoning that allows for specific light industrial and commercial uses along with Major Public Open Space within the site. The Sector Plan also includes design standards for such areas as architectural styles, off-street parking, landscape, walls and fences, lighting, and site design, that will enhance the development that occurs on the site. The design standards will be implemented during the permitting process including but not limited to the subdivision and permit processes.
9. A Class III archaeological study was conducted in 1997 for the 540 acre Valle del Sol Property. The report has been incorporated in the Valle del Sol Sector Development Plan. Additional studies will be conducted in accordance with the Bernalillo County Subdivision Ordinance at the time of platting and development of the property.
10. The request is consistent with the health, safety, and general welfare of the residents of the county.

Conditions:

1. A Water and Sanitary Sewer Master Plan, Availability Statement and Development Agreement are required for determination of services by ABCWUA to be provided to the plan area. Within 180 days of the Valle del Sol Sector Development Plan approval by the Board of County Commissioners, the applicant shall submit a draft of the water and sanitary sewer master plan, an availability request, and a draft development agreement for review and consideration by the ABCWUA.

2. Within 30 days of the approval of the Valle del Sol Sector Development Plan, the applicant shall submit an application for Sketch Plat approval to the County Development Review Authority for a plat of the Sector Plan area. The plat will identify Open Space to be dedicated to Bernalillo County, along with other easements identified in the Plan and agreed to with Bernalillo County and other agencies.
3. The Valle del Sol development shall include open space and trails as shown in Sector Plan exhibits. Public and private trails shall be identified at the time each phase is submitted to the CDRA for Platting. The applicant/developer shall be responsible for the development and maintenance of private open space areas and trails as proposed for the sector plan area that are not dedicated to the County.
4. A final Drainage Master Plan will be completed and submitted by the applicant to Bernalillo County Public Works and to AMAFCA within 90 days of the final BCC approval of the Valle del Sol Sector Development Plan.
5. An interim plan for maintaining/rechanneling the Tijeras Arroyo that covers the time frame between the construction and acceptance of the arroyo improvements by AMAFCA within the subject property shall be submitted to the Bernalillo County Parks and Recreation and Public Works Division and AMAFCA for review and approval, prior to development of the property. Evidence of the approval shall be provided to the Planning and Development Services Department.
6. The applicant shall address any outstanding comments from City of Albuquerque and NMDOT for the Final Traffic Impact Analysis, as submitted to and reviewed by Bernalillo County Public Works, within 90 days of the final BCC approval or prior to final plat approval for the Valle del Sol property, whichever occurs first.
7. The applicant shall comply with usage and drainage requirements of the Kirtland Air Force Base for the railroad spur within the subject property prior to any building permit application.
8. Any outstanding staff and agency comments submitted during the County Planning Commission review shall be addressed within 60 days of the final Board of County Commissioners approval.
9. Minor editorial comments by staff in the SDP shall be addressed by the applicant prior to Board of County Commission adoption of the Plan. The changes shall be as specified by staff in the following areas:
 - a. Zoning and Design, as in comments dated 1/19/17
 - b. Exhibits and Maps, as indicated in the staff report, p.20, dated 2/1/17
 - c. Comments from MRCOG, dated 1/18/17
 - d. The language in Chapter 9.A.1.b shall read...The modified 100-year flood plain plus all adjacent areas on either side of the modified arroyo channel which are necessary to accommodate maintenance roads will be dedicated to AMAFCA as right-of-way (see Exhibit 8.2 above). AMAFCA may in turn grant a license agreement to the County for all or part of the dedicated area for a joint-use-trail and other open space functions. All areas required for tie slopes from the 100 year flood plain up to finish grades will be included in slope easements dedicated to AMAFCA. The 100-year water surface elevation must be contained within the right-of-way. The 500-year water surface must be contained within the slope easement.”
10. The applicant shall comply with all applicable Bernalillo County ordinances and regulations.

If you have any questions, please feel free to contact me directly at 314-0387.

Sincerely,

Catherine VerEecke

Catherine VerEecke
Planning Manager

CV/fs

cc: File

Kevin Grovet, Public Works
Christi L. Tanner, Public Works
Raeleen Marie Bierner, Public Works
Rene Sedillo, Technology Manager
Michelle Gricius, AGIS
Jeff Senseney, Building Official
Mari Simbaña, Permit Manager
Joel Kurzawa, Project Coordinator
Tierra West LLC, 5571 Midway Park Pl NE, Albuquerque, NM 87109
Chelsea Farrell, 2050 Wyoming Blvd. SE, B20686 KAFB, Albuquerque, NM 87117
Bill Robertson, 7613 Gladden NE, Albuquerque, NM 87110
Rob Mahoney, 1838 Sadora Rd. SW. Albuquerque, NM 87105
Thaddeus Lucero, 6309 Pojoaque Dr. NW, Albuquerque, NM 87120

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I. Executive Summary

The purpose and intent, the Valle del Sol Sector Development Plan, is to serve as the planning and design document for the future development of the 540-acre plan area. The property, located immediately south of the Albuquerque International Airport and east of Interstate 25, is slated for major regional employment center (see Exhibits 1.0).

The project has been under consideration for development for a number of years; however the downturn in the economy caused a shift in the original idea to develop it as a bedroom community with limited employment and created an opportunity to assess the strengths of the area as well as the impacts that the International Airport and Kirtland Airforce Base have on the property, especially the noise impacts. The strengths of the site include the close proximity to Interstate 25 and the International Airport.

Those strengths combined with the existing rail spur that traverses the property, were the reason it was decided to develop Valle del Sol as Regional Employment Center. With flexible zoning, this Employment Center will attract office, industrial, manufacturing and commercial interests

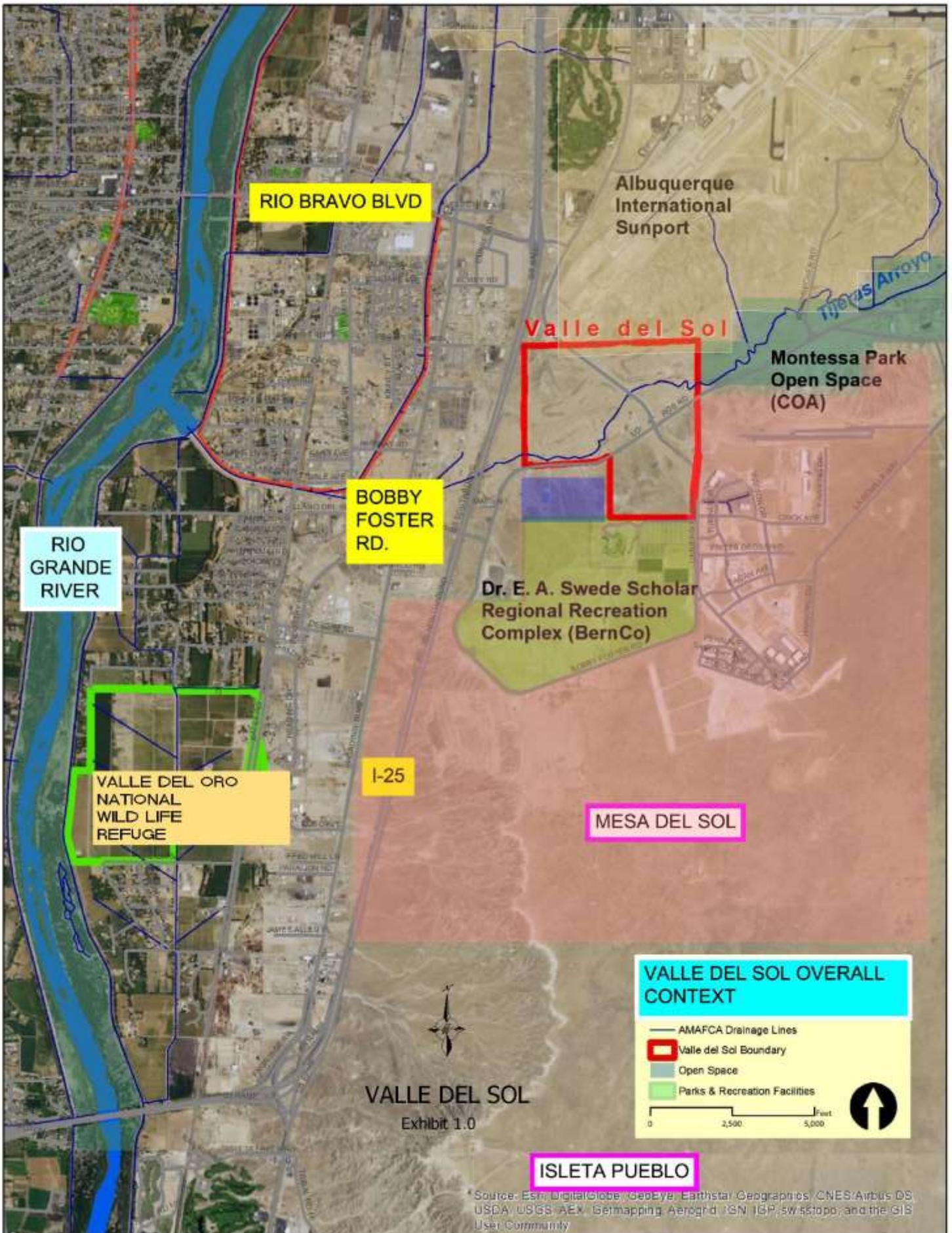


(similar to the Jefferson Corridor). These strengths allow Valle del Sol to be a multimodal location that can take advantage of the FTZ (Foreign Trade Zone) designation for future growth. It is one of the few places in the State and in the Country, where you have these three key opportunities for growth.



The project's location and natural setting is ideal for bringing in various employment users. Anticipated typical users in this area would be similar to uses in the County with larger distributors such as US Foods, FedEx

Ground Distribution Center, and Admiral Beverage. This project site is an ideal setting for the next generation of land uses related to Aerospace, information technology, cyber security, computer chip manufacturing such as Intel, food processing or distribution or other similar uses, and for those businesses providing support and/or services to these larger users.



RIO BRAVO BLVD

Albuquerque International Sunport

Valle del Sol

Montessa Park Open Space (COA)

Tijeras Arroyo

RIO GRANDE RIVER

BOBBY FOSTER RD.

Dr. E. A. Swede Scholar Regional Recreation Complex (BernCo)

VALLE DEL ORO NATIONAL WILD LIFE REFUGE

I-25

MESA DEL SOL

VALLE DEL SOL OVERALL CONTEXT

- AMAFCA Drainage Lines
- ▭ Valle del Sol Boundary
- ▭ Open Space
- ▭ Parks & Recreation Facilities

0 2,500 5,000 Feet



VALLE DEL SOL

Exhibit 1.0

ISLETA PUEBLO

* Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, ISP, Swire, and the GIS User Community



VALLE DEL SOL PARCEL MAP

LEGEND

- NEIGHBORHOOD BOUNDARY 
- ALBUQUERQUE CITY LIMIT 



Exhibit 1.1 - PARCEL MAP
NOT TO SCALE

A key goal of the Valle del Sol Sector Development Plan (hereafter referred to as "Sector Development Plan") is to responsibly and effectively respond to the natural constraints and opportunities found on and surrounding the site. Along with conforming to the policies outlined in the Albuquerque/Bernalillo County Comprehensive Plan, we are creating modern business oriented project that provides flexibility and the opportunity to bring business to the plan.

The Sector Development Plan is replacing the Master Plan previously submitted to the County Planning Commission (CPC) in late 1996. In reviewing the new Sector Development Plan against the criteria of the old Master Plan, this project is smaller than what was contemplated in the Master Plan criteria and provides the flexibility to be able to provide the necessary zoning for an Employment Center.

Significant modifications were made from the Master Plan to establish conformity with the Albuquerque/Bernalillo County Comprehensive Plan (hereafter referred to as the A/BC Comprehensive Plan) and to address comments, from the County Planning Department, City of Albuquerque, other local government officials such as the Albuquerque International Airport, Kirtland Airforce Base and numerous other parties directly or indirectly affected by this project. One primary difference in the new Sector Development Plan, from the previous Master Plan, is the elimination of all planned residential components within the plan area. The Sector Development Plan's focus is primarily on creating an employment center to provide much needed economic development opportunities for the region.

The Sector Development Plan covers Access, Existing Easements, Land Use/ Zoning, Open Space, Topography, Arroyos and Flood Plains, Cultural Resources, Vegetation and Man-made Structures, and Existing Utilities. It also includes summaries from previous studies including the Geotechnical Report Summary, Environmental Assessment Study, & Potential of Unexploded Military Ordnance Summary.

The current A-1 zoning is not conducive to the type of development envisioned for Valle del Sol. Proposed re-zoning of the site will be necessary to provide Bernalillo County with large tracts of usable, ready to build lots that are attractive to national as well as local companies. The Sector Development Plan also incorporates areas for industrial and commercial uses, along with recreational trails, and open space land uses. The built environment will respect the proposed open space areas as well as provide pedestrian, bicycling and walking trails throughout the development.

Numerous locations throughout the Valle del Sol site are currently experiencing erosion due, in large part to off-road vehicles and illegal dumping, which have significantly damaged native vegetation and terrain throughout the plan area. Because the Tijeras



Arroyo has not been stabilized, flash floods have created extensive meandering of the arroyo creating a dangerous encroachment on portions of adjacent roads (i.e. Los Picaros). Implementing the development outlined in this Sector Development Plan will

greatly improve the above mentioned conditions and stop further land degradation.

In summary, the Valle del Sol Sector Plan is a proposed Regional Employment Center that will be the next multimodal area for the State and Bernalillo County that will provide extensive opportunities in a modern, state of the art business environment.

II. Plan Organization

In the revised organization the Sector Development Plan has been simplified by grouping common areas in eight sections, which will allow staff to focus on those areas. The expectation is that it will make it easier to use and reference for future developments within the Plan Area as well.

A. Vision

This section discusses the project's vision, which as stated in the summary goes through the Employment Center concept.

B. Plan Justification

The plan is justified under the required Resolutions and Comprehensive Plan policies and Section 20.5 of the County Zoning Code referring to Sector Development Plans.

C. Background

The background is provided for the Sector Development Plan to document the history of the site and existing uses. This section also identifies surrounding land uses and existing rights-of-way and easements.

D. Transportation & Circulation

This section outlines the roadway networks, landscape and streetscape, impacts to the transportation network and then addresses pedestrian, bike, recreation trails and multi-modal transportation opportunities.

E. Utilities

This section identifies the proposed service and infrastructure needs for the development.

F. Drainage

The Drainage section reviews the existing topography, arroyos and flood plains, terrain management, rainwater harvesting or Low Impact Development and coordination with AMAFCA.

G. Open Space

This section is the review of the open space resources, cultural resources, environmental assessments, and archeological site management of the

development including strategies for preserving and dedicating open space resources.

H. General Sector Plan Zoning

This section outlines the zoning and design standards for the development.

III. Valle Del Sol Vision

A. Principles

As outlined in the Executive Summary the project was under consideration for development for a number of years. Initially the thought was to create a bedroom community with limited employment but providing for more of the traditional single family residential development. In considering the alternatives for the site a strength assessment was done on the project and Rail, Air and Interstate Commerce rose to the surface as the most desirable aspects of the property. The most recent depression also provided the opportunity to think through the impacts that the International Airport and Kirtland Airforce Base have on the property. Located immediately adjacent to the airport and Kirtland Airforce Base the noise impacts on those potential residents were evaluated and determined to be such that a change was warranted.

In reviewing the strengths of the site, specifically the close proximity to Interstate 25, and even closer proximity to the International Airport, and the rail spur traversing the property it was natural to create this area as a future Employment Center. In reviewing how many locations across the country that those three elements naturally existed, it became clear that it was a very rare opportunity to create an Employment Center that had these three elements. This area can be one of the few places in the country where a company can bring in material to manufacture and then ship the finished product out by air, rail or truck. Further, this area lies within and has the ability to use the Free Trade Zone (FTZ), which also promotes business on a scale not seen in the State. The plan is defining an Employment Center in this context as an area that provides flexible zoning where office, industrial, manufacturing and commercial can be planned and developed to support the Metropolitan area. As a result of this thinking, this Sector Development Plan plays to those strengths and tailors the zoning to the proposed use. Many of the traits of the Port of Huntsville and Alliance Park in Fort Worth would be good examples of projects that we are trying to emulate.

The natural setting, as well as the adjoining location, makes this area ideal for bringing in those employment uses that would affect other areas of the County but will not have

the same impacts at this location. As such, all of the residential component was eliminated from the plan and now propose approximately 350 acres of employment uses. Anticipated typical users in this area would be similar to uses in the County with larger distributors such as US Foods, FedEx Ground Distribution Center, and Admiral Beverage to name of few. The site would be ideal for the next generation of computer chip manufactures such as Intel or other similar uses, as well as businesses that provide equipment, materials, support and/or services to these larger users. Businesses that the project is targeting will include aerospace such as Northrop, Boeing, and Bell Helicopters, distribution centers such as CVS Pharmacy, Home Depot or Sysco and chemical companies such as BSF and 3M and the like thereof. The close proximity to the airport could also entice potential office users and those users that need quick and easy access to the airport. The site has the ability to be a multimodal location that can take advantage of the FTZ (Foreign Trade Zone) designation for future growth; where materials are brought in by air, rail or truck and then exported by air, rail or truck. It is one of the few places in the State and in the Country where these three opportunities for growth exist.

The current A-1 zoning is not conducive to the type of development envisioned for Valle del Sol. Proposed re-zoning of the site will be necessary to provide Bernalillo County with large tracts of usable, ready to build lots that are attractive to national as well as local companies. The Sector Development Plan also incorporates areas for industrial and commercial uses, recreational trails, and open space land uses. The built environment will respect the proposed open space areas as well as provide pedestrian, bicycling and walking trails throughout the development.

IV. Current Planning Policy Framework

A. Resolution 116-86

The requested land use change is consistent with the health, safety, and general welfare of the residents of the County due in large part to the proposed location, which is suitable for the proposed use. Existing land to the north consists of the State Land Office the Albuquerque International Airport and further east is Kirtland Air Force Base. To the south is the Mesa del Sol Subdivision zoned SU-1 employment center and to the west vacant land to Interstate 25 zoned County M-1. Currently, the Sector Development Plan property is vacant except for University Boulevard, an existing rail spur and Los Picaros Rd.

Economic considerations of the Applicant are not a determining factor for the proposed Sector Development Plan request. It is worth noting, however, that this development will turn this underutilized property to productive uses, which will provide much needed jobs and a strong tax base for the community. In addition, the property is bisected by a number of easements for power, sewer and gas that fragment the property. The significant change in the area is Mesa del Sol, which has created an approximate 12,000 acre impact to this property. The proposed development will augment the employment needs of that area as well as the rest of the community.

The proposed Sector Development Plan will not be in significant conflict with adopted elements of the Comprehensive Plan or other master plans or sector development plans. There are no other master or sector plans indicated for the subject property other than the previously presented Master or Sector Development Plan, which this Sector Development Plan will replace, and Mesa del Sol. The Sector Development Plan will provide stability in land use and guide future development within the plan area as well as provide stability for the area. The plan will provide infill development and integrate employment and uses with the existing and planned residential uses to the south in Mesa del Sol for better employment-housing balance. This will in turn reduce traffic generations by minimizing travel distances to work and encourage bicycle use for commuter trips.

The proposed Valle del Sol Sector Development Plan will not be harmful to adjacent property, the neighborhood or the community. The proposed zoning for the Valle del Sol Sector Development Plan will minimize noise and dust pollution for existing surrounding land uses. Proposed land uses are advantageous due to the plan area's close proximity to Interstate 25, the Sunport and the existing rail spur. The plan area will provide a transition between the Mesa del Sol, primarily R-1 zoned properties to the south, and the Albuquerque International Sunport.

B. Comprehensive Plan

A primary objective and strategy of this Sector Development Plan is to follow the goals and policies outlined in the Albuquerque/Bernalillo County Comprehensive Plan. The intent of the A/BC Comprehensive Plan is integrating areas of different character, intermixed with open-space networks for both the City of Albuquerque and Bernalillo County. Valle del Sol is a portion of the County sandwiched between elements of the City. On the north is the Albuquerque International Airport and on the south is Mesa del Sol, a mixed use development containing housing and other employments areas and designated Reserve Area. The Valle del Sol site is divided into two separate land use areas, "Developing Urban" and "Reserve". This is illustrated in the A/BC Comprehensive Plan by figures 30 and 31. Figure 8 in the A/BC Comprehensive Plan does not appear to be updated per the 1995 amendment, which removed the "Major Open Space" designation. Having these two distinct land use areas, Developing Urban and Reserve, within Valle del Sol presents an additional challenge to the creation of a successful over-all sector development plan beyond the many other inherent challenges and constraints of the site as discussed in the site analysis section of this Sector Development Plan. In addition, the current zoning is not conducive to the type of development envisioned for Valle del Sol. Proposed re-zoning of the site is necessary to complete the proposed employment center envisioned for Valle del Sol.

An application to amend the A/BC Plan to show the entire area of the Valle Del Sol project as Developing Urban. The intent of providing justification for the amendment has

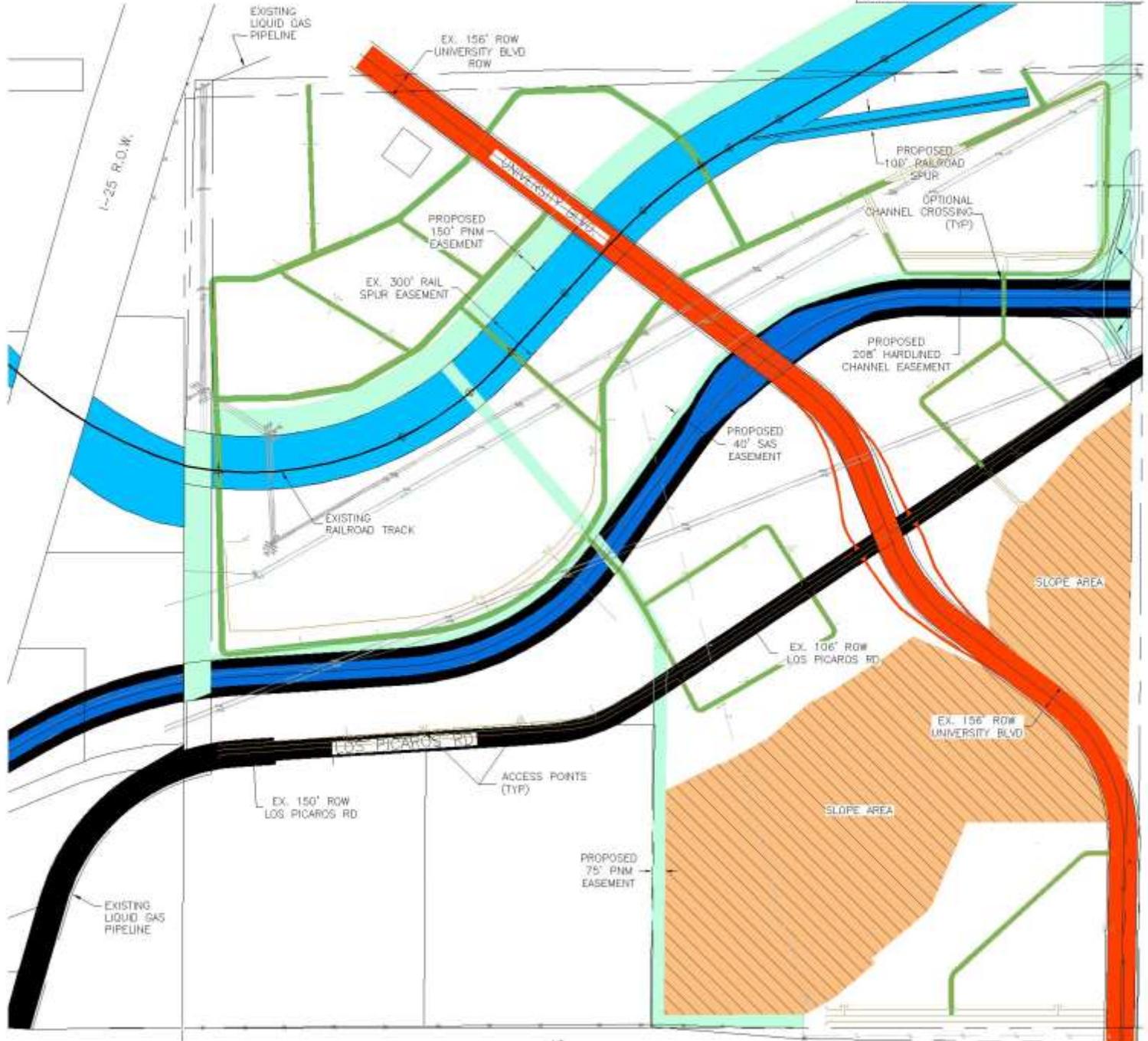
been included in this section which provides framework and guidance in the development of the Sector Plan.

The A/BC Plan sets out the intent to bring and shape the community towards meeting the specific goals and policies outlined in the plan. This development meets many of those goals and policies. In reviewing the existing impacts it is important to view the Sector Development Plan within its physical constraints. Exhibit 4.1 shows the major elements associated with the Valle del Sol plan area. These elements include an existing 300' KAFB rail spur easement, a 106' Los Picaros Rd right-of-way, a proposed 208' Tijeras Arroyo easement, a proposed 150' PNM electrical utilities easement and an existing steep slope area. All five of these elements traverse the plan area from east to west. In addition, a 156' right-of-way exists for University Boulevard as it bisects the plan area from north to south.

Proposed improvements within the plan area will include construction of internal roadways to allow for connectivity from each of the areas throughout the plan area. A proposed 100' rail sub-spur is also shown to provide rail service to an area east of University Boulevard between the main rail spur and the Tijeras Arroyo. Coordination with and approvals from KAFB are required for locating and licensing of the proposed sub-spur that will provide the plan area greater marketability for future development.

LEGEND

BOUNDARY LINE	INTERNAL ROAD	UTILITY EASEMENTS
PROPOSED RAIL SPUR CROSSING (AT GRADE)	CHANNEL	CHANNEL
EXISTING CULVERT	CHANNEL OVERBANKS	
TRAFFIC SIGNAL		
UNIVERSITY BLVD		
LOS PICAROS RD.		
RAILROAD EASEMENTS		



VALLE DEL SOL

Exhibit 4.1 - GENERAL OVERALL AREA PLAN
NOT TO SCALE

The high quality development throughout the site combined with the improvements of the Tijeras Arroyo, open space networks, convenient location, and unique views and vistas are some of the numerous characteristics of the Valle del Sol Sector Development Plan that establishes a strong sense of community, self-sufficiency, environmental sensitivity and, ultimately, will give Valle del Sol its own unique identity.

An important characteristic of Valle del Sol is its close proximity to the Albuquerque International Sunport, I-25 via University Boulevard, Sandia National Labs, The University of New Mexico, Kirtland Air Force Base, Mesa del Sol and Downtown Albuquerque. These close proximities make Valle del Sol an excellent location for future businesses to locate. The A/BC Comprehensive Plan states that "Extensive residential development west of the Rio Grande has generated more river crossing trips in an area where existing street deterioration is already outpacing maintenance." (A/BC Comprehensive Plan 1-72) The A/BC Comprehensive Plan also states that "A crucial quality growth ingredient is the conservation and revitalization of developed areas and the infill of vacant developable land in addition to new development on the City's fringe". A/BC Comprehensive Plan strategies, such as these, support commercial development closer to the proximities mentioned above as opposed to outlying areas west of the river or even farther south of the Tijeras Arroyo. As previously mentioned, University Boulevard is an Enhanced Transit Corridor cutting directly through Valle del Sol. This Enhanced Transit Corridor will, as the A/BC Comprehensive Plan states, provide "Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. One component that is very rarely used in the A/BC Comprehensive Plan is the use of rail. The proposed use of the rail spur provides a unique economic diversity that is very rare in the County and furthers the justification that this area needs specific zoning. The goal is to provide as much of a diverse transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of alternate modes of transportation such as transit." Without question, the commercial development of Valle del Sol will benefit from the enhanced transit

features already built into University Boulevard, along with the other walking and bicycle trails planned throughout the development. These conditions make Valle del Sol a suitable location for the proposed development.

1. Developing and Established Urban Areas

The Goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Policy a

The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full ranch of urban uses, resulting in an overall gross density up to 5 dwelling units per acre.

Possible Techniques

- 1) Develop and adopt area and sector development plans stating density patterns.
- 2) Control through zoning and subdivision review processes.

Valle Del Sol meets this Goal by providing a quality employment center situated between the airport and Mesa del Sol. This development will provide a variety of employment possibilities that will assist the housing already established in Mesa del Sol and support long term housing growth south of the area.

Policy b

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

Possible Techniques

- 1) Use land development regulations including annexation, zoning, and sector planning to achieve appropriate density patterns and design.

Again the Sector Development Plan is the appropriate mechanism to ensure the correct zoning and development of the area.

Policy d

The locations, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

Possible Techniques

- 8) Consider a Zoning Ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive area of the city and county designated Developing Urban or Established Urban.

The Sector Development Plan has shown that the area has the capacity and the ability to regulate the land uses in this area to be compatible and can accommodate new growth.

Policy e

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

Possible Techniques

- 1) Identify and remove unnecessary obstacles to appropriate infill development.
- 3) Investigate means to encourage public/private cooperation to promote infill development.

The development of Valle del Sol, currently vacant, is ideal for growth while meeting the need to protect the integrity of the airport and Mesa del Sol

Policy g

Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

Possible Techniques

- 1) Guide through sector and area plans.
- 2) Implement through Zoning and Subdivision Ordinances.

Complete development plans and infrastructure will be developed for the project and routed through the normal approval process. The Open Space slopes have been set aside for the benefit of the Community.

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.

Possible Techniques

- 4) Include industrial site locations as a component of the Comprehensive Plan is economic development element.

This site is the best site for employment services in the County.

2. Opens Space Network

The Goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area.

Policy c

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

Possible Techniques

- 1) Require adequate setbacks to protect sensitive areas.

Development will promote the pedestrian and trail connections through the development both in the east west and north south connections. The Open Space will be available to the City Of Albuquerque Open Space Division if they desire to have it remain as open space.

Policy d

The City and County shall preserve the volcanos, key portions of the basalt flow, and the escarpment as part of the Open Space network.

Possible Techniques

- 1) Continue public acquisition of unpurchased sites.

Policy f

A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

Possible Techniques

- 1) Incorporate a multiple use concept for suitable arroyos and irrigation ditches into corridor, sector, and site development plans.
- 3) Obtain adequate right-of-way for multiple use of designated arroyos in developing areas and coordinate design between the public and private sectors through subdivision and site development plan processes.
- 5) Identify trail corridors through rank three corridor and sector development plans to be dedicated by the Subdivision Ordinance.

The proposed Open Space areas will be dedicated to Bernalillo County. A significant amount of the dedicated open space is to be untouched land dedicated to the Bernalillo County Open Space Department. Trails within the open space areas of Valle del Sol site will tie to roadways to encourage alternate modes of transportation and enhance the recreational characteristics of the site. All open space areas throughout Valle del Sol are to be accessible to the public through outlets to surrounding developments and neighborhoods. Both University and Tijeras arroyo provide the connections needed for trails and open space. Those will be created and developed within the development.

C. Section 20.5 (Zoning Code for Sector Plans)

Valle Del Sol falls under Section 20.5 of the Zoning Code and the following is an excerpt of that section:

1. The regulations set forth in this section, or set forth elsewhere in this ordinance, when referred to in this section are the regulations in the Sector Development (SD) Zone. The purpose of this zone is to allow a mixture of uses controlled by a Sector Development Plan which specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

The SD zone is appropriate to map where it is applied to an entire neighborhood or a major segment of a neighborhood and if it is determined that the area proposed for the Sector Development Plan meets at least one of the criteria:

a. The area has developed or should develop with a pattern of mixed land uses, which will need careful control and coordination of development at a sub-area scale in order to insure a desirable mixture of uses:

1. Procedures:

Procedure for establishing and amending the SD zone are as specified in Section 24.D of this Ordinance.

D. Facility Plan for Arroyos

The goal of the Facility Plan for Arroyos is to establish 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 Plan is a Rank Two facility plan, which designates certain arroyos for further study and development as recreational corridors.

The Plan has a series of general policies on pages 16 through 20. Drainage Policy 1 establishes the primacy of Drainage Function – that drainage and flood control are the most important functions of arroyos. Other uses are not to interfere with those functions. The Plan contains additional policies in the General Policy sections that call for 1) Encouraging Multiple Use, 2) Right-of-Way Acquisition, 3) Multiple Use Corridor Plans, 4) Interagency Coordination, 5) Land Use Compatibility and concludes with a series of policies relative to Public Safety. Section C contains policies for Major Open Space Arroyos, which includes portions of the Tijeras Arroyo including the segment in the Sector Plan area. For the planning of this segment of the Tijeras Arroyo, the Sector Plan will serve as the corridor plan and the permitting entity is Bernalillo County.

Pertinent policies that apply to Major Open Space Arroyos are summarized and adapted as follows (see pages 27-32):

Policy 1: Preservation of the Floodplain – where appropriate, as determined through specific arroyo corridor plans, the entire modified 100-year flood plain should be preserved as Major Public Open Space. Modifications to the arroyo were made when the City installed the crossing structure and set the controlling point for the arroyo flows. Preserving the existing floodplain will be difficult since it varies from less than 200' to 1200' wide. The proposed improvements will confine the floodplain and help control erosion and degradation that are recurring challenges with the arroyo. The mapped flood plain and the revision created by the installation of the crossing structure will be reviewed during the development process. AMAFCA is also currently studying the entire arroyo system to determine additional improvements to help mitigate the uncontrolled erosion and arroyo degradation that could cause property damage. The modified 100 year flood plain will be contained within the proposed design of the arroyo and will be available for multiuse facilities. The 100 year flood plain will be dedicated as right of way to AMAFCA who in turn may grant an easement to the County for open space. The modified 500 year flood plain limits will be set by platting action during the development process.

Policy 2: Drainage facilities within Dedicated Open Space – drainage facilities are to be designed to blend visually with the adjacent land.

Policy 3: Drainage Controls for Adjacent Development – necessary drainage controls for development of lands adjacent to Major Public Open Space shall be developed and reviewed jointly by AMAFCA and the permitting entity to ensure preservation of the floodplain.

Policy 4: Preserving Topsoil and Existing Vegetation – existing vegetation in the flood plain is to be preserved or replaced.

Policy 5: Landscaping within the Public Right-of-Way – additional landscaping including restoration and reseeded of lands disturbed by development or flood control improvements and/or to improve function and views of drainage improvements shall be encouraged.

Policy 6: Programming Recreational Amenities – the design of public amenities such as trails other recreational amenities shall be included as part of the Plan.

V. Background to Valle Del Sol

A. History

Valle Del Sol is composed of 540 acres located in Section 16, Township 9N Range 3E. Within the tract there are approximately 190 acres of existing easements. After excluding these easements approximately 350 acres of property can be used for development. Exhibit 5.1 shows existing easements within the plan area. The majority of the property, 400 acres, was designated from 1975 to 1995 by the A/BC Comprehensive Plan as "Major Public Open Space (MPOS)." This designation essentially blocked any development opportunities for the property. The zoning has been and remains, County A-1, which allows one residential dwelling unit per acre.

In March 1994, the property owners pursued removal of the "Major Public Open Space" planning and zoning designation for the property. As a result of this effort, a Comprehensive Plan amendment was granted in 1995 which changed the MPOS designation to "Reserve". This new designation allows for an ultimate development density of up to three residential dwelling units per acre.

In October 1996, the Valle del Sol Master Plan was heard before a joint meeting of the Bernalillo County Planning Commission and the Albuquerque Environmental Planning Commission. While the County Planning Commission recommended approval of the development, the City Environmental Planning Commission voted to disapprove the project. Under the extra territorial zoning authority held by the City of Albuquerque at the time, the project was thereby disapproved.



Exhibit 5.1 - Existing Easements
NOT TO SCALE

In 1997, Valle del Sol's owners entered into a contractual agreement with the City of Albuquerque, County of Bernalillo, The University of New Mexico and the New Mexico State Land Office to establish a right of way corridor for the extension of University Boulevard through Valle del Sol to Mesa del Sol, which was intended to benefit all the parties to the agreement. In particular, the dedication of the right of way was to benefit Valle del Sol by improving vehicular access to the center of the property with a signalized intersection at University Blvd. and Los Picaros Rd. The extension of University Boulevard through Valle del Sol was completed in 2006; however, the intersection of University Boulevard and Los Picaros Rd. was never constructed.

From 2006 to present, the owners and County staff have explored several options including a Master Plan, a Community Master Plan and now a Sector Development Plan. Initially the master plans proposed mixed use with a large portion of the plan area being residential.

The major modification to this current Sector Development Plan is the elimination of the residential component that was present in the previous master plans. The decision to not include residential units within the Valle del Sol development was a result of comments received mainly from meetings with Sunport officials and with Kirtland Air Force Base personnel.

B. Existing Land Use

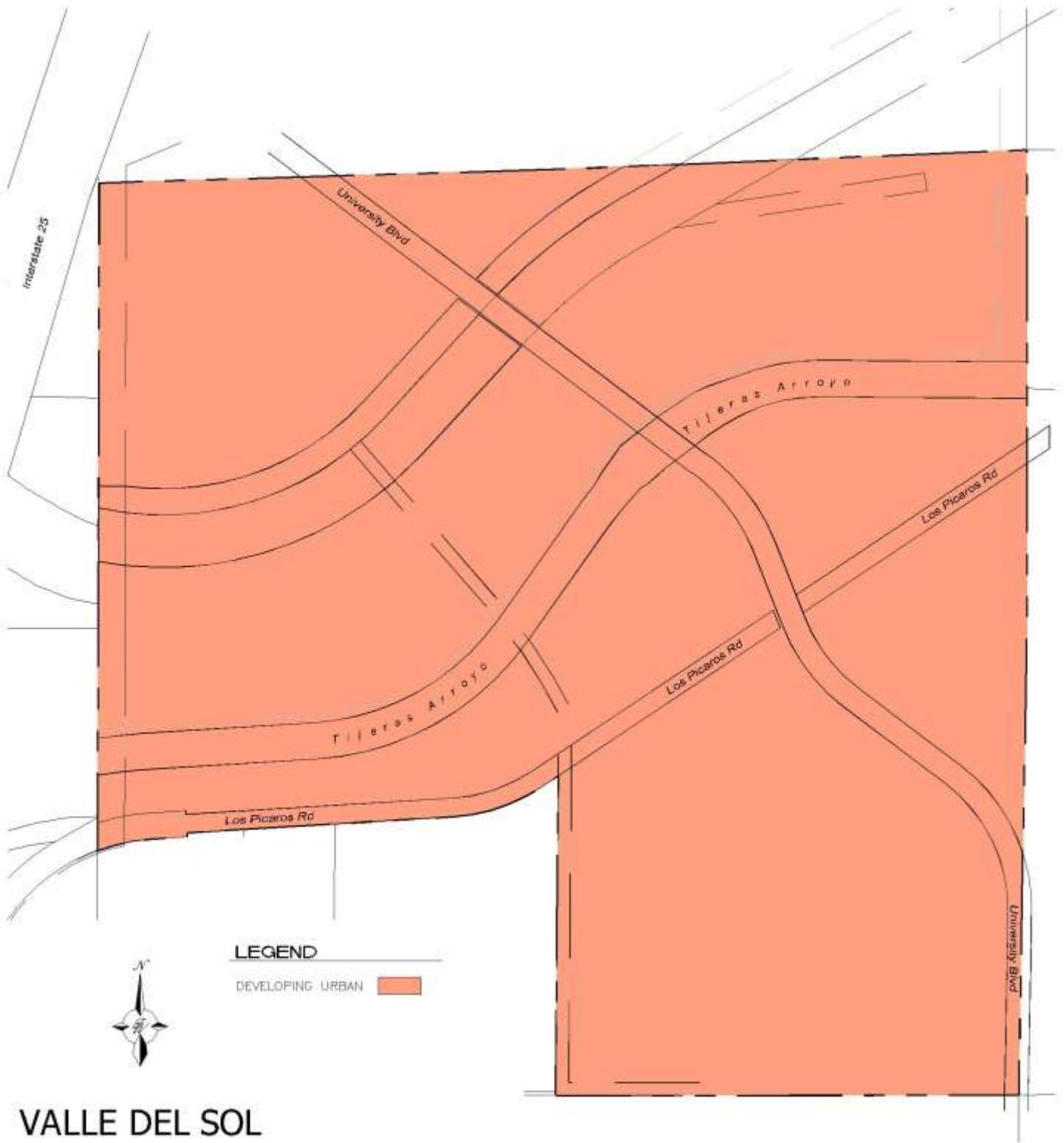
The site is located outside the incorporated area of the City of Albuquerque and is therefore subject to the requirements of Bernalillo County. Currently the site is zoned A-1. This A-1 zoning classification is not conducive to the proposed development of Valle del Sol. Proposed zoning is included in this Sector Development Plan, as outlined in Section 4 – General Sector Development Plan Zoning. The proposed M-1 zoning is designed to meet planning objectives and strategies of the Valle del Sol Sector Development Plan by providing for development of an employment center.

The Comprehensive Plan includes designations for Developing Urban and Reserve parcels on the existing land as shown in Exhibit 5.2. The site includes an estimated 87.5 acres of Developing Urban Area and 452.5 acres of Reserve Area (see also, Comprehensive Plan, Figure 30.) The separation of these two development areas is clearly defined by the southernmost boundary of the existing railroad easement that traverses the site from the western boundary to the eastern boundary. Historically, the property was used for ranching; however, currently unauthorized uses include recreational activities such as target shooting and off-roading and illegal dumping. Exhibit 5.3 shows the area after the A/BC Comprehensive Plan is amended showing the entire area as Developing Urban.



VALLE DEL SOL

**Exhibit 5.2 - Existing Developing Urban and Reserve Areas
NOT TO SCALE**



VALLE DEL SOL

**Exhibit 5.3 - Existing Developing Urban and Reserve Areas
NOT TO SCALE**

C. County / City Area

The site lies in an unincorporated area of Bernalillo County. Its boundary abuts the City of Albuquerque's Montessa Park "Open Space", and Mesa del Sol's "Escarpment" area to the east and further east is Kirtland Air Force Base. A small portion of the southeastern corner of the site abuts the Mesa del Sol "Employment Center" (See Mesa del Sol Master Plan). The western half of the southern boundary of Valle del Sol abuts the Mesa del Sol "County Rec Complex" and the Isleta Amphitheater entertainment venue. The eastern half is adjacent to property owned by Sunset Memorial Park and is expected to be developed as a cemetery. To the west, adjacent properties are undeveloped and carry the County zoning designation of "M-1", Light Industrial Zone. Developments for these properties are anticipated to fall within the acceptable uses of their current M-1 zoning. These properties directly abut the Interstate 25 corridor and the South Broadway industrial corridor. Adjacent property to the north is owned by the City of Albuquerque and is used exclusively for the Albuquerque Sunport. Within this adjacent City owned property lies the southernmost extent of Runway 3-21. The end of this runway is approximately 2,500 feet from the north property line of Valle del Sol. A small portion of the site at the northwest corner lies within the Sunport's 65 DNL noise contour, which represents the permissible boundary for residential construction per federal regulations. No residential developments are included under the proposed Valle del Sol Sector Development Plan and therefore no residential development is planned within the 65 DNL contour.

VI. Transportation and Circulation

A. Transportation Objectives

Following are the primary transportation objectives of Valle del Sol:

1. Encourage the use of multi-modal transportation including public buses, bicycling and walking.
2. Develop compatible land uses in relatively close proximity that provide opportunities for short trips between work and shopping.
3. Provide weather protected bus shelters.
4. Provide safe and easily accessible bicycle trails, bike lanes and pedestrian/recreational trails with superior connectivity to transit facilities and employment areas.
5. Provide safe, engineered roadways with proper vehicle capacity, sight distance, signalization, signage, striping, lighting, drainage, sidewalks, ADA facilities, landscaping and other amenities to meet vehicle and pedestrian requirements.
6. Design internal streets incorporating horizontal geometry and traffic calming features to reduce vehicle speed.
7. Provide streetscape improvements that minimize water use. Utilize irrigation systems that take advantage of rainfall and storm runoff and/or possible re-use water from treated effluent.
8. Employ street lighting and traffic signals that minimize energy use. Use photo-voltaic cells or other sources of renewable energy to power illuminated signs where possible. Minimize light pollution of the night sky in accordance with adopted policies.



B. Roadway Network

1. Existing and Future

Presently, the only vehicular access to the site is from Broadway Boulevard via Bobby Foster Road and Los Picaros Road. There are currently two existing roads that traverse the site (University Boulevard & Los Picaros Road).



University Boulevard is an enhanced Transit Corridor (Comprehensive Plan, Figure 30) which passes through the site from the northwestern corner to the southeastern corner.



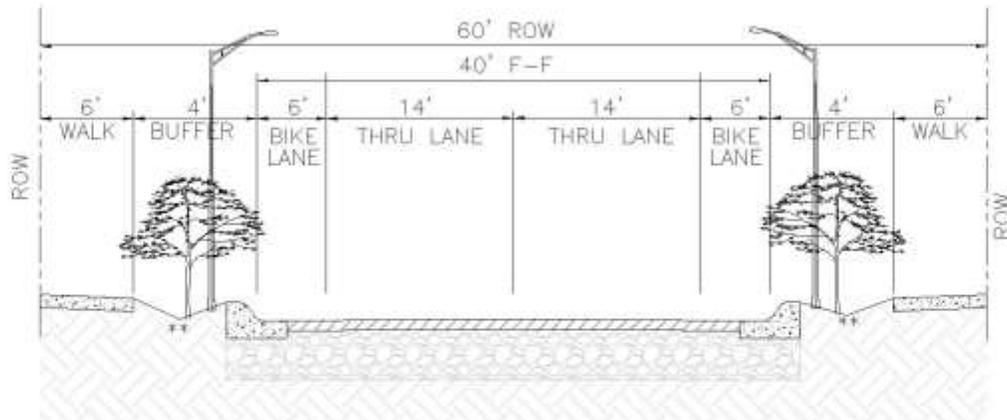
It currently consists of two southbound lanes and one northbound lane with a raised median and bike lanes. However, University Boulevard is built on a 15' to 25' high roadway embankment and there are no existing intersections that allow traffic to access the site from this elevated roadway. Los Picaros is a



two lane, asphalt paved, rural road which passes through the site from the southwestern corner to the mid-eastern border. As stated previously, University Boulevard is relatively new construction and in good condition. Los Picaros is in fair condition but requires upgrades. University Boulevard is planned to

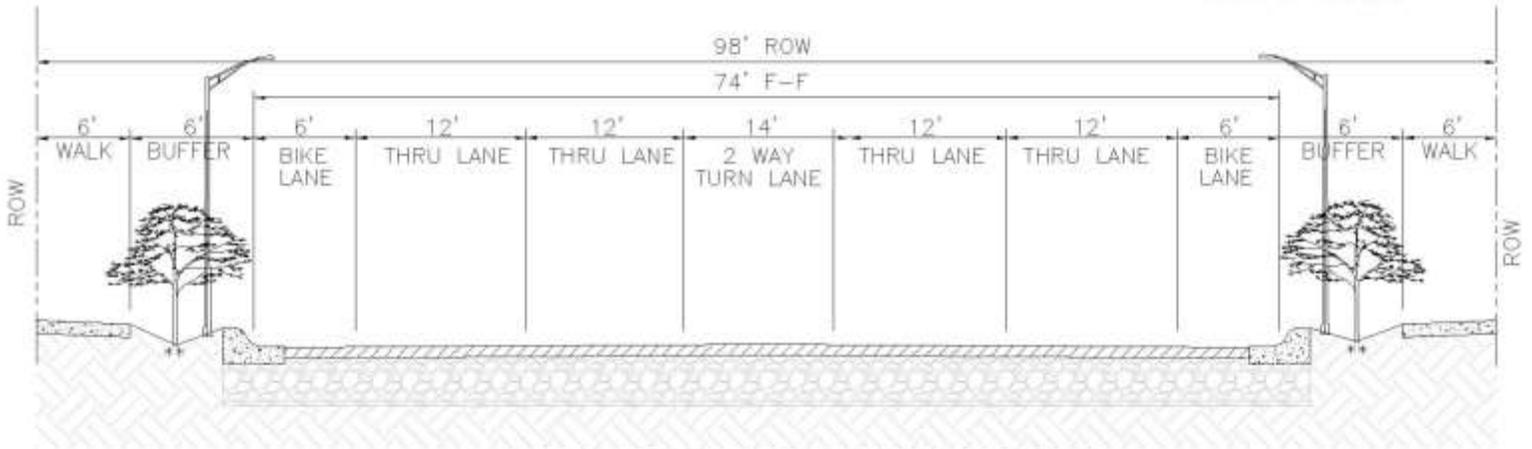
be a four lane roadway with a raised median, bike lanes and a trail as noted in the Long Range Transportation System (LRTS) Guide, page 54 attached. Access from University to the plan area will be via four full intersections (three of which will be signalized) and one partial intersection. In addition, a grade-separated intersection will be constructed at Los Picaros Road and University Boulevard. Los Picaros Road is planned to be a four lane roadway with bike lanes. Connections will be made from the

plan area to Los Picaros in addition to the connections at the grade-separated intersection with University Boulevard. Conceptual typical roadway cross sections are shown in Exhibit 6.1 – Typical Roadway Sections. Access to County and City of Albuquerque roadways will require approval from these agencies. County and City processes and procedures for approval of access to the facilities shall be followed.



MAJOR LOCAL ROADWAY SECTION

** DEPRESSED PARKWAY FOR WATER HARVESTING



MINOR ARTERIAL ROADWAY SECTION

VALLE DEL SOL
 EXHIBIT 6.1
 TYPICAL ROADWAY SECTIONS
 NOT TO SCALE

2. Functional Classification and Access to Internal Streets

Roadway classifications within the plan area consist of three main types, per the 2040 Metropolitan Transportation Plan by the Mid-Regional Metropolitan Planning Organization. University Boulevard is classified as a Regional Arterial roadway south of Rio Bravo Boulevard. Los Picaros Road is classified as a Major Collector roadway. Given the suggested interchange at Los Picaros Road and University Boulevard the functional classification of Los Picaros Road is expected to be closer to a Minor Arterial roadway. The internal roadways shown in Exhibit 6.2 were not included in the 2040 Metropolitan Transportation Plan but are anticipated to fall under the functional classification of a Major Local roadway.

Primary vehicle access to the Valle del Sol development area will be from University Boulevard. Six planned intersections off University include connections at Air Cargo Road, Los Picaros Road (interchange) and near the south end of the development, with three additional intermittent connections to University between these locations. Signalized intersections are planned on University Boulevard at locations shown where warranted based on future traffic impact study updates prepared as development of the plan area occurs. Access will also be provided off Los Picaros into the plan area. Crossings will be sited to gain access internal to the plan area across the Tijeras Arroyo and the KAFB railroad spur.

University Boulevard was constructed as an elevated roadway on an earthen embankment across the wide valley floor of the Tijeras Arroyo. Presently, Los Picaros Road passes under University Boulevard in a tunnel with no vehicle connection between these two roadways. Plans for an intersection at University/Los Picaros were included in the original design of University Boulevard but this feature was not constructed. With the development of Valle del Sol, an interchange at Los Picaros Road and University Boulevard is anticipated. The existing below grade crossing on Los Picaros Road will be left in place to provide for local vehicle access on either side of University Boulevard. Los Picaros Road is presently a two lane, asphalt paved rural roadway without curb and gutter or sidewalks. The proposed road section will be constructed with two vehicle lanes each way, a center median, bike lanes and six-foot wide sidewalks.

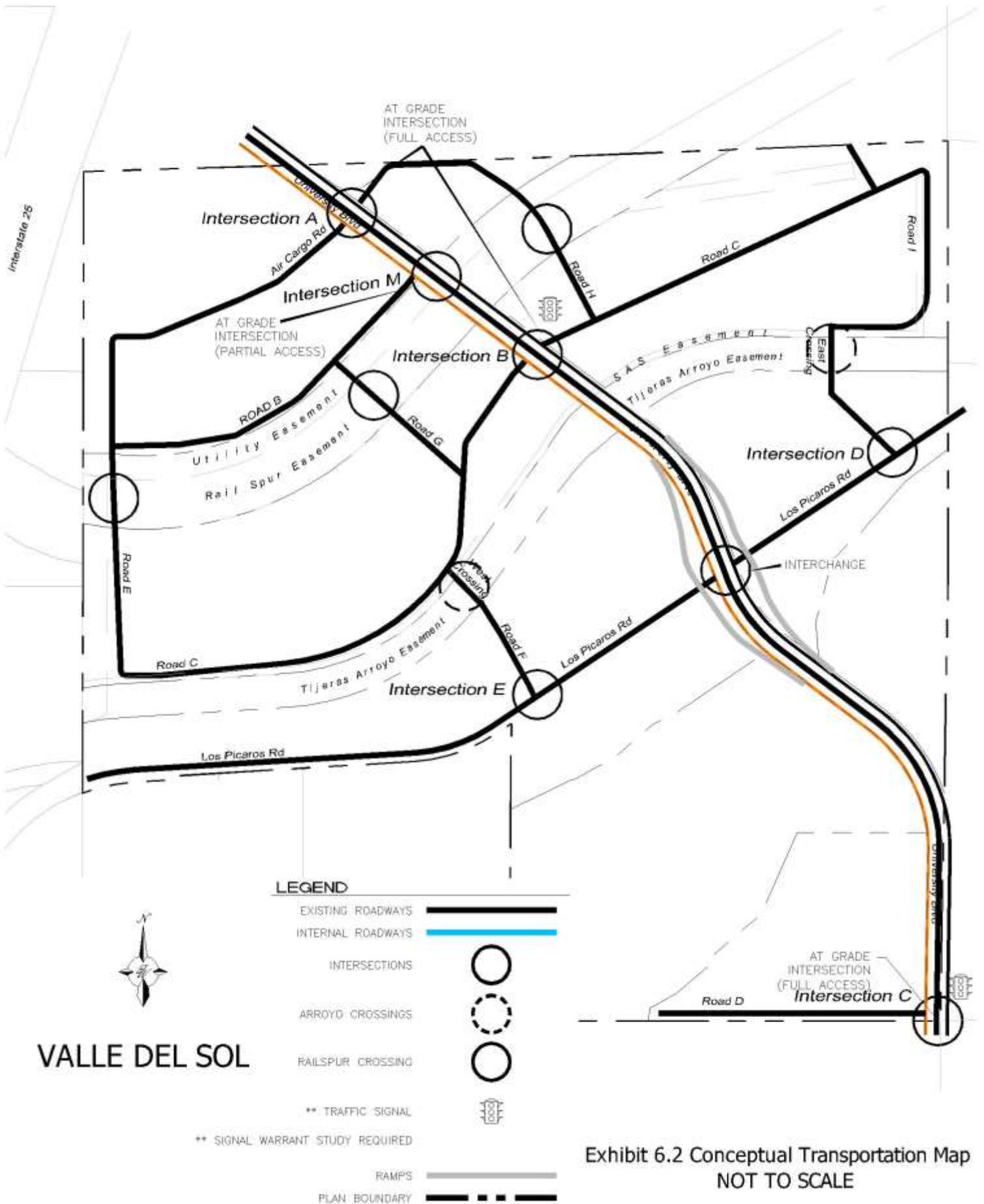


Exhibit 6.2 Conceptual Transportation Map
NOT TO SCALE

C. Multi-Modal Transportation (Rail, Bikeways, Trails and Transit)

1. Kirtland Air Force Base (KAFB) Rail Road Spur

A railroad spur runs east and west through the northern portion of Valle del Sol. Currently unused, the railroad spur (owned by the United States Air Force) has a 300' wide right-of-way easement and is designated as being "mission critical" to KAFB. The rail spur lies within an easement specific to the rail spur. Ownership of the underlying property remains with Horne-Stewart. Future use of the rail spur will require rehabilitation of the existing rail spur infrastructure. The rail spur can be used to attract large industrial users who are looking for rail access as well as interstate and airline access. Any use proposed as part of the Valle del Sol Sector Development Plan will require coordination with KAFB staff to secure applicable agreements.

2. Bikeways and Trails

Open space areas provide for many of the pedestrian/recreation trails, and bike trails. The A/BC Comprehensive Plan states that, "The vision seeks to increase the mode share of bicyclist and pedestrian trips by improving pedestrian environments and bicycle connections within/to centers and corridors." (A/BC Comprehensive Plan 1-73). It further states that, "The most common reasons given why an individual does not bicycle or walk is the lack of safe, direct, and interconnected facilities. The only Public Bicycle Facility will be the trail along University Boulevard. All other trails and pedestrian connections outside the public roadways will be private. Provisions and areas for bicycles within the public roadways will be provided with the new construction. The development will construct a private trail system that promotes the use of alternate transportation methods. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians." (A/BC Comprehensive Plan 1-74) A strong majority of the bicycle and walking paths leading to and within Valle del Sol are completely independent of automobile traffic, making them safer and more likely to be used. Valle del Sol's commuters' access to safe bicycle and pedestrian paths will strongly encourage alternate modes of travel. By integrating bicycle routes throughout the site, in conjunction with open space areas, the Valle del Sol Sector Development Plan supports

this primary objective of the A/BC Comprehensive Plan to encourage alternate modes of transportation. Few infill opportunities exist within the Albuquerque area that are in such close proximity to major activity centers such as Mesa del Sol Industrial Park and movie lots, UNM, Downtown, Sandia Labs, Kirtland Air Force Base, etc. Because of Valle del Sol's close proximity to these activity centers it is more likely that individuals will, in fact, choose other modes of transportation besides the automobile for their transportation needs to and from Valle del Sol. Numerous bike/walking paths along with future bus routes and three proposed bus stops along University Boulevard will benefit from this important characteristic of Valle del Sol.

A private extensive trail system will be provided within and throughout Valle del Sol to encourage pedestrian and bicycle traffic (see Exhibit 6.3 Trails/Routes). Bicycle lanes will be built internally on all public roadways. These systems will link all of the work, shopping and recreational facilities together. The trails and bike lanes will also tie to the trail system at University Boulevard, providing excellent connections to both the central part of Albuquerque as well as Mesa del Sol. There will be potential for future development of trails to the east via Los Picaros Road and/or the Tijeras Arroyo that could eventually link Valle del Sol with Kirtland Air Force Base. Likewise, trails could someday be extended west to Broadway Boulevard and other areas beyond, in the South Valley.

A public paved Recreational Trail/Bicycle Path is proposed along the south Tijeras Channel maintenance road at the top edge of the channel. This trail will connect to both sides of University Boulevard at street level. Future consideration should also be given to constructing a trail ramp under University Boulevard so it will be possible to remain on the trail without negotiating traffic at University Boulevard. However, this may require major structural modification of the bridge abutment wall. At the east and west ends of Valle del Sol, the Tijeras Channel Trail will connect to Los Picaros Road. This trail will also connect at the surface

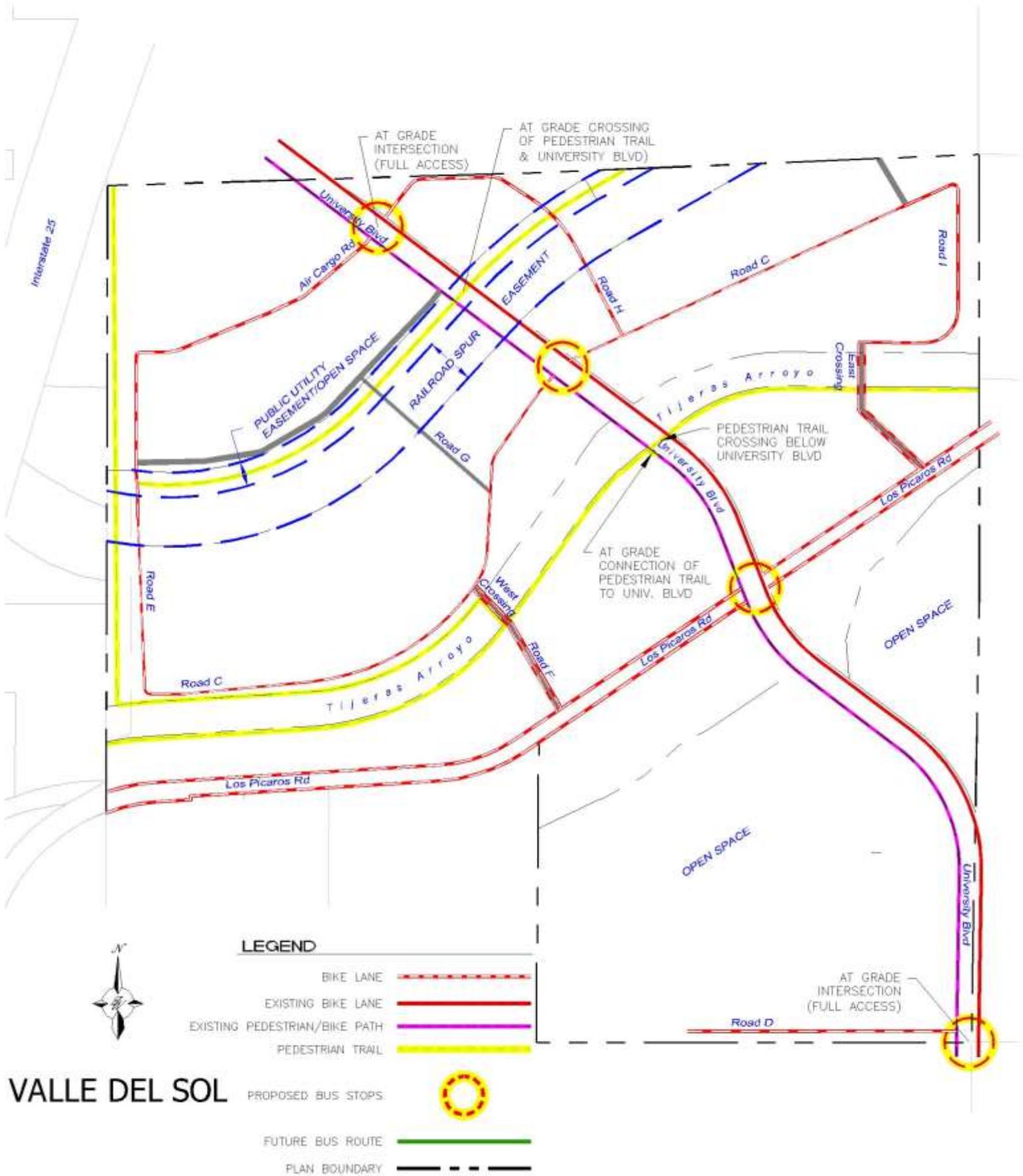


Exhibit 6.3 Trails/Routes
NOT TO SCALE

(street level) with proposed "bridge" streets crossing the Tijeras Channel east and west of University Boulevard. The Tijeras Channel Trail will provide connection to the trail and bike lane system on University Boulevard, connection to proposed bike lanes on Los Picaros Road, connection to bike lanes and a recreation trail on the west "bridge" road and connection to bike lanes on the east "bridge" road.

Bike lanes will be provided on Air Cargo Road east and west of University Boulevard to the rail spur. Signed bike routes will continue from the rail spur to the north side of the Tijeras Channel. At the north side of the channel the bike routes will link with bike lanes on both the east and west "bridge" streets.

An east/west recreational trail will be constructed through the new 150' PNM easement north of the rail spur from the west side of Valle del Sol (at Air Cargo Road), across University Boulevard and connecting to Air Cargo Road east of University Boulevard. The recreation trail will continue south along the west edge of Air Cargo Road (east) to just north of the Tijeras Channel. The trail will connect on the east side of University Boulevard at street level with a University Boulevard recreational trail. South escarpment trails are proposed that will connect the upper and lower areas of the escarpment through dedicated open space.

3. Transit

Accessibility is a key component of encouraging mass transit ridership. Transit stops that are centrally located and convenient to pedestrians shall be provided - particularly where types of land use and densities are greater. Pedestrian friendly development will help create an environment conducive to mass transit systems. Transit stops shall provide shelter, comfortable seating, and adequate lighting. Signage shall be provided to illustrate the routes that serve each transit stop. Trash containers shall be conveniently located. Safe and secure bike storage facilities are encouraged. The transit stop shall be designed to blend with the architecture of the surrounding buildings. Due to the large scale developments planned in Mesa del Sol, it is anticipated that local and express transit services will eventually be provided along University Boulevard.

Sheltered bus stops are proposed on University Boulevard at Air Cargo Road, Los Picaros Road and the future east/west street at the south edge of Section 16. Pedestrian and bike trails internal to Valle del Sol will be connected to the transit stop locations.

D. Traffic Impact Study Findings

An initial Traffic Impact Study was performed to evaluate a plan for Valle del Sol beginning in 2009. The proposed plan for Valle del Sol at the time was a mixed use development including retail commercial, industrial, office, and residential uses. The Traffic Impact Study for that plan was under review by the Bernalillo County Public Works Department and the New Mexico Department of Transportation when the project was heard by the Bernalillo Planning Commission. The Planning Commission expressed a strong desire to reconsider the development to exclude any residential uses due to consideration of the location of the project relative to the flight paths of aircraft entering and departing from the Albuquerque International Sunport. The project has been re-designed and is now proposed as an Employment Center with no proposed residential uses.

The TIA evaluated level of service before and after implementation of Valle Del Sol's development to determine the impact of development on the transportation system. The study recommends improvements to mitigate any impacts on critical intersections and roadway segments. All of the internal roadway intersections were found to perform at LOS D or better in 2025 and 2040 except for Intersections B and C (Road I and D) and University Boulevard which is expected to fail by 2040. A traffic signal – with warrants – is recommended to mitigate the intersection. Other mitigation improvements are recommended in the TIA for various intersections along Rio Bravo Boulevard, Broadway Boulevard, and Yale Boulevard outside of the project area.

According to the 2040 MTP University Boulevard in the master plan area will be one the most severely congested roadway segments in the region by 2040 with a V/C over 1.5. University Boulevard is currently a two southbound, one northbound lane divided

roadway with bike lanes and carries approximately 4,500 vehicles per day. It is planned to be built out to a six lane section and carry the projected AWDT of 2040. Los Picaros Road is a two lane roadway and carries 1,800 AWDT. It is planned as a four lane roadway with bike lanes to carry the projected AWDT of 2040. Some internal capture will occur with Valle Del Sol because it will offer employment opportunities to nearby residents of Mesa del Sol. The reconstruction of the I-25 and Rio Bravo interchange (as well as new Bobby Foster and Mesa del Sol interchanges after 2040) will help to relieve the major corridor serving Valle del Sol and Mesa del Sol developments. Other recommendations in the TIA will include adding travel lanes along University Boulevard and possibly Los Picaros Road, adding ramps to University and Los Picaros grade separated intersection, constructing deceleration turn lanes at three intersections with University Boulevard, signaling three intersections with internal streets along University Boulevard. Nine internal two lane streets are anticipated to serve the development including two streets with bridges crossing the Tijeras Arroyo and three streets with rail crossings.

E. Phasing and Recommended Improvements

The TIS recommends that six driveways be constructed to access this project along University Boulevard. - Driveway “A” (full access), which is the northernmost driveway, Driveway “M” (right-in, right-out only), Driveway “B” (full access), Driveway “L” (right-in, right-out only), Driveway “K” (right-in, right-out only) and Driveway “C” (full access), which is the southernmost driveway and the west leg of the existing intersection of Crick Ave. / University Boulevard. The TIS also recommends that seven driveways be constructed to access this project along Los Picaros Rd. – Driveway “J” (right-in, right-out only) which is the westernmost driveway, Driveway “D” (right-in, right-out only), Driveway “I” (right-in, right-out only), Driveway “E” (full access), Driveway “H” (right-in, right-out only), Driveway “G” (right-in, right-out only) and Driveway “F” (full access), which is the easternmost driveway.

Access within the Valle del Sol Sector Development Plan area is restricted by the existing constraints including restrictions to east / west movement by University

Boulevard and restrictions to north / south movements by the rail spur and the Tijeras Arroyo. As can be seen from Exhibit 6.4 & 6.5, connectivity between the east and west portions of the plan area will be via two full access crossings and one partial of University Boulevard in addition to the existing crossing at Los Picaros. Connectivity from north to south on either side of University Boulevard will be via three proposed at grade crossings of the rail spur and two proposed bridge crossings over the Tijeras Arroyo.

All proposed connectivity points will require coordination with and are subject to approvals from Bernalillo County and specific owners of the facilities including Kirtland Air Force Base, AMAFCA, and the City of Albuquerque.

LEGEND

- BOUNDARY LINE EASEMENT
- EXISTING BOUNDARY LINE
- PUBLIC UTILITY EASEMENT
- ROAD EASEMENT/ROW
- DRIVEWAY DESIGNATION
- PROPOSED VEHICULAR AND PEDESTRIAN ACCESS POINTS (FULL)
- PROPOSED VEHICULAR AND PEDESTRIAN ACCESS POINTS (PARTIAL)
- RAIL SPUR/ARROYO EASEMENT

- KEYED NOTE:**
- 1 PROPOSED DRAINAGE POND
 - 2 208 FT DRAINAGE CHANNEL EASEMENT
 - 3 EXISTING 300 FT RAIL SPUR EASEMENT
 - 4 PROPOSED 40' SANITARY SEWER EASEMENT
 - 5 EXISTING OVERHEAD UTILITIES TO BE RELOCATED
 - 6 EXISTING LIQUID GAS PIPELINE TO REMAIN
 - 7 EXISTING SANITARY SEWER LINE TO BE RELOCATED
 - 8 OPTIONAL CHANNEL CROSSING
 - 9 100' PROPOSED RAIL SPUR EASEMENT
 - 10 PROPOSED PNM EASEMENT
 - 11 PROPOSED PUBLIC UTILITY EASEMENT
 - 12 AT GRADE RAIL SPUR ROAD CROSSING
 - 13 PROPOSED INTERCHANGE RAMP
 - 14 EXISTING UTILITY EASEMENT
 - 15 PROPOSED INTERCHANGE
 - X DRIVEWAY DESIGNATION



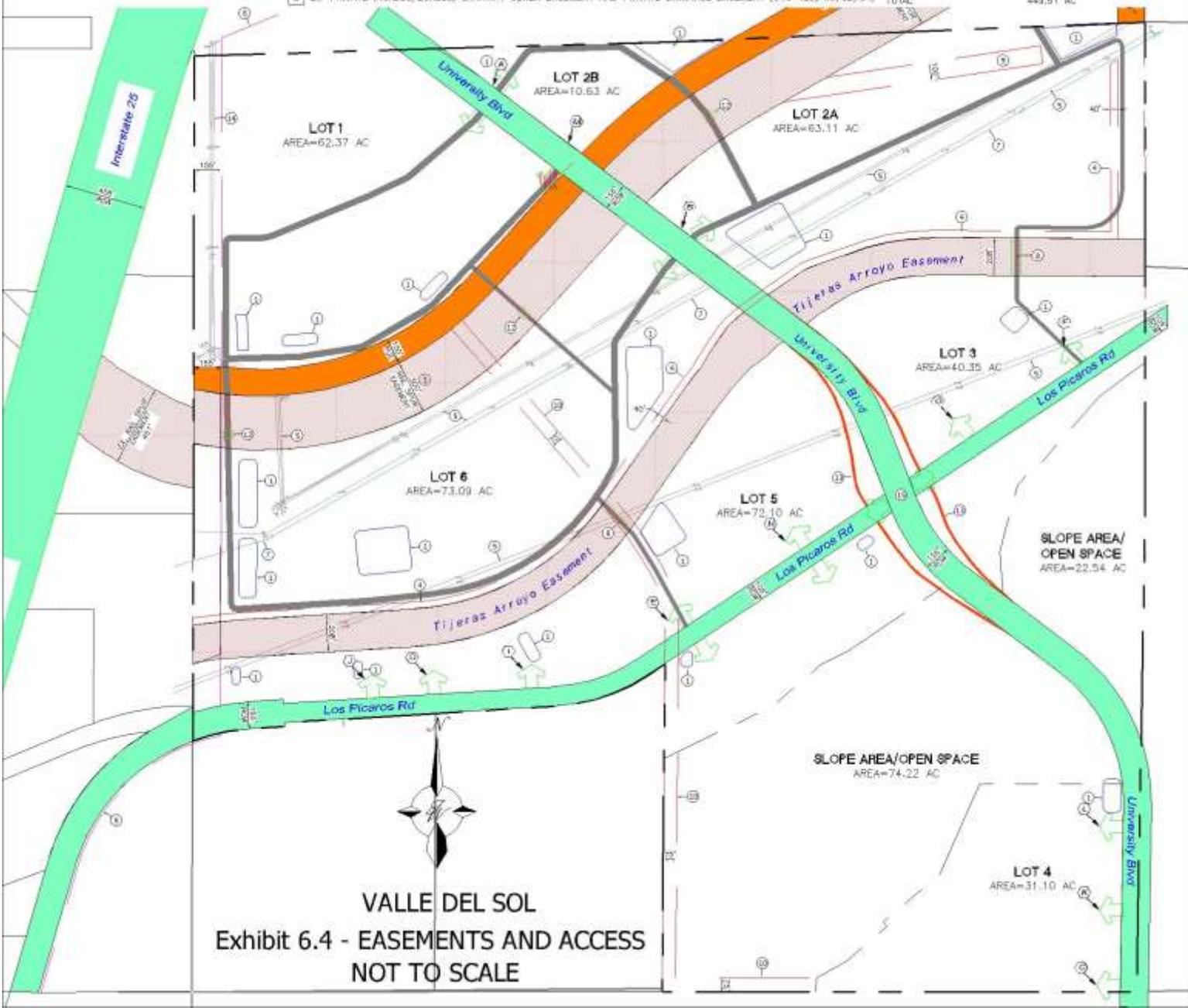
Easement Notes

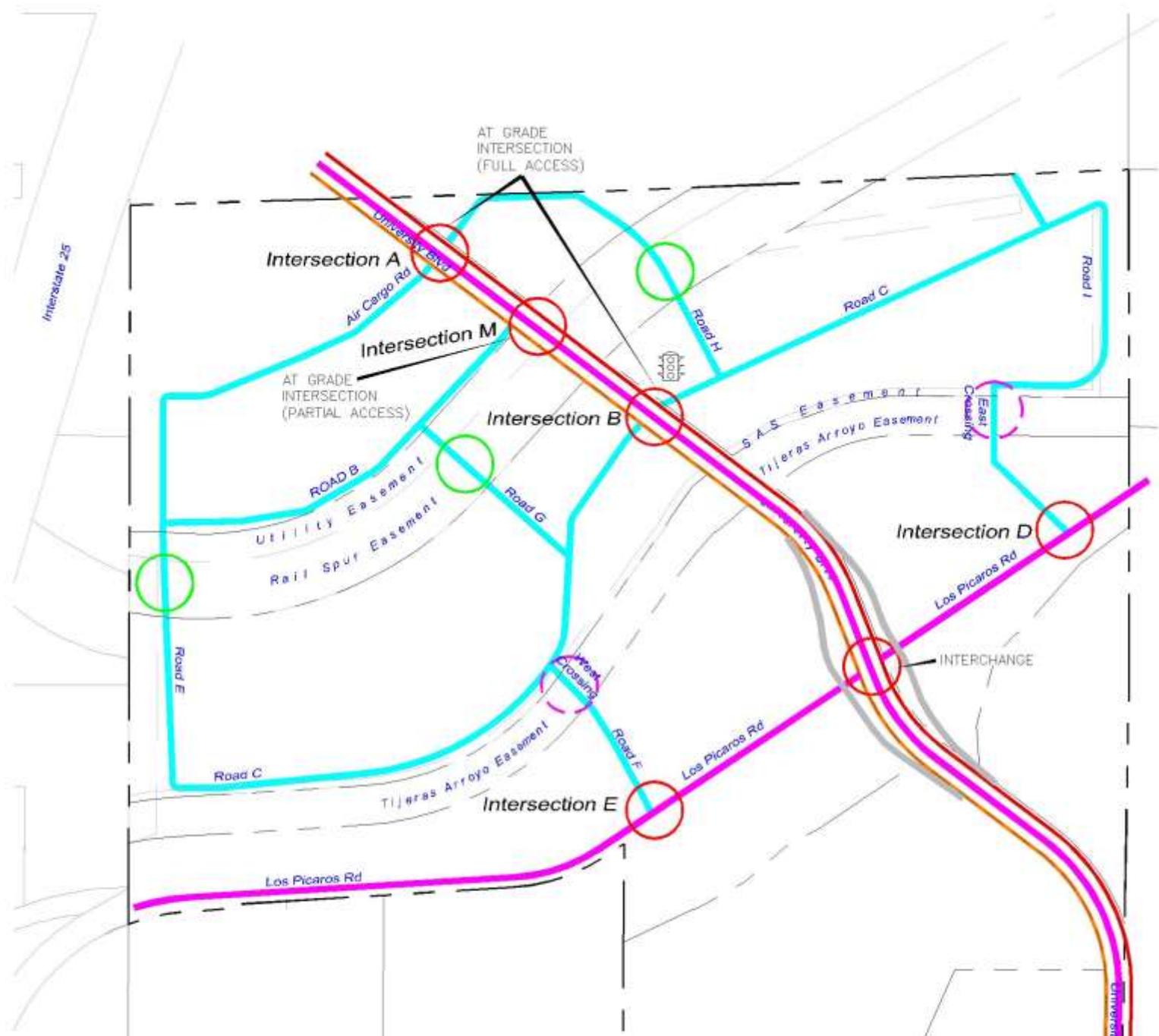
- 1 10' PNM EASEMENT (94C-180, 06/02/94)
- 2 12' x 22' PNM EASEMENT (94C-180, 06/02/94) (MODIFIED BY 07C-127, 05/18/07)
- 3 BLANKET SURFACE DRAINAGE EASEMENT ON LOT 2-A-1, FOR THE BENEFIT OF LOT 2-A-2 (07C-127, 05/18/07)
- 4 ACCESS EASEMENT AGREEMENT (BK. 95-21, PG. 6308-6313, 09/06/95)
- 5 EASEMENT AGREEMENT (BK. 95-9, PG. 1118-1134, 04/12/95)
- 6 PRIVATE INGRESS & EGRESS EASEMENT & LANDSCAPE EASEMENT (94C-180, 06/02/94)
- 7 10' UNDERGROUND ELECTRIC EASEMENT (C20-120, 12/10/82)
- 8 25' PRIVATE INGRESS/EGRESS, SANITARY SEWER EASEMENT AND PRIVATE DRAINAGE EASEMENT (94C-180, 06/02/94)

SITE INFORMATION

PROPOSED ZONING: X

LOT 1	62.37 AC
LOT 2A	63.11 AC
LOT 2B	10.63 AC
LOT 3	40.35 AC
LOT 4	31.10 AC
LOT 5	72.10 AC
LOT 6	73.09 AC
SLOPE AREA/OPEN SPACE	22.54 AC
SLOPE AREA/OPEN SPACE	74.22 AC
TOTAL	448.51 AC





LEGEND

EXISTING ROADWAYS	
INTERNAL ROADWAYS	
INTERSECTIONS	
ARROYO CROSSINGS	
RAILSPUR CROSSING	
** TRAFFIC SIGNAL	
** SIGNAL WARRANT STUDY REQUIRED	
RAMPS	
PLAN BOUNDARY	



VALLE DEL SOL

**Exhibit 6.5 INTERNAL CONNECTIVITY
NOT TO SCALE**

1. TIS Recommendations

Recommendations in the TIS for improvements to the adjacent transportation system, within the plan area, for the 2025 (30% development) and 2040 (100% development) Implementation years are outlined in the following table. All constructed improvements to proposed driveways and existing intersections shall be designed and built to maintain adequate safe sight distances to the degree possible. Improvements on Bernalillo County streets and intersections shall comply with requirements of the Bernalillo County Public Works Department. Improvements on State Roads shall comply with the requirements of the New Mexico Department of Transportation's *State Access Management Manual*. Sidewalks should be constructed to a minimum of six feet in width.

Based upon the development those required proposed improvements shall be phased to match the development as it is built out and reviewed at time of platting. Modifications to those improvements will be determined as each portion of the development is built. All infrastructure improvements on the Valle del Sol property that are required by the development of Valle del Sol will be at no cost to Bernalillo County.

2. Transportation Phasing

Development of roadways, trails, transit stops and pedestrian paths within the Valle del Sol Sector Development Plan area will be phased as dictated by development demand. Improvements will be constructed as required to provide adequate and safe access into specific developing areas within the plan area. The constructed roadways will be limited based on demand for specific development plans to prevent construction of roadways before their use is required for servicing specific areas or for connectivity to other developed areas within Valle del Sol.

Table E.1: Recommended VDS Transportation Improvements by Phase

Intersections	Internal Street	Class	Access	2025 (NW and SE upland)	2040 (along Tijeras arroyo)
Los Picaros Rd		Collector/ Minor arterial			(Add 1 EB and 1 WB lanes)
University Blvd		Principal arterial	xchange	West and east ramps	Traffic signal (if warranted)
“E”	Road F	Major local	full		Two-lane roundabout
“F”	Road I	Major local	full		Two way LT lane
University Blvd		Principal arterial			(Add 2 NB and 1 SB lanes)
“A”	Air Cargo Rd	Major local	full	325 ft SB RT and 400 ft NB LT deceleration lane	Traffic signal by 2028 if warranted
“B”	Road I	Major local	full	325 SB RT and 450 NB LT deceleration lane	Traffic signal by 2030 if warranted
“C”	Road D	Major local	full	425 NB LT deceleration lane	Traffic signals (if warranted)
“M”	Road B	Major local	RI/RO		Internal cross access
Internal Streets	Direction	Class		2025 (NW and SE upland)	2040 (along Tijeras arroyo)
Air Cargo Rd	E-W	Major local		Construct 2 lanes w/ bike lanes	
Road B	E-W	Major local		Construct 2 lanes	
Road C	E-W	Major local			Construct 2 lanes w/ bike lanes
Road D	E-W	Major local		Construct 2 lanes	
Road E	N-S	Major local		Construct 2 lanes north of rail spur with bike lanes	Construct 2 lanes w/ rail crossing south of rail spur
Road F	N-S	Major local			Construct 2 lanes w/Tijeras Arroyo bridge and bike lanes
Road G	N-S	Major local			Construct 2 lanes w/ rail crossing
Road H	N-S	Major local			Construct 2 lanes w/ rail crossing and bike lanes
Road I	N-S	Major local			Construct 2 lanes w/ Tijeras Arroyo Bridge and bike lanes
Trails					
Railroad spur				Construct MU trail	
University Blvd				Construct MU trail	
Road E					Construct MU trail
Tijeras Arroyo					Construct MU trail both sides

VII. Utilities

The primary objective with regards to utilities within the Valle del Sol Sector Development Plan area is to utilize existing utility infrastructure where possible and to extend, replace and/or reroute major lines to meet the development needs of the plan area and its surrounding properties.

A. Water/Sewer

The Albuquerque Bernalillo County Water Utility Authority (WUA) has stated that no commitment for service can be made prior to the approval of the Sector Development Plan. Coordination with WUA for water and sewer availability for the Valle del Sol Sector Development Plan area is ongoing. Regarding services in the area, the WUA has stated: "University Boulevard includes a 24-inch Zone 3E water transmission line, from existing water lines in University Blvd., to the Isleta Amphitheater south of the Valle del Sol plan area. The University water lines will be available as connection points for public line extensions (but not individual service connections). Sizing and alignment of required extensions will require master planning.

The WUA has also confirmed that bridge crossings for the future water reuse pipe have been constructed, however, the reuse line is not in place and no reuse water is currently available. When the reuse line is constructed, Valle del Sol can request access to the reuse waterline.

Valle del Sol has associated water rights of 408 acre-feet. A recently constructed water well on the property is located west of University Boulevard between the Tijeras Arroyo and Los Picaros. The well is intended for use in the interim to allow for the property's water rights to be put to beneficial use or for future users' needs for manufacturing or processing as needed.

The existing 54-inch sanitary sewer interceptor that transverses the site in the arroyo floodplain, north of the arroyo, has adequate capacity for Valle del Sol, however, the age of the line, the construction of Class III and Class IV reinforced concrete pipe, and

the alignment are not conducive to construction. The WUA has reviewed and tentatively agrees with the proposed site plan for relocation and replacement of the sanitary sewer interceptor. The entire sanitary sewer system will be designed and constructed to WUA standards.

A Water and Sanitary Sewer Availability Statement indicating availability for services for the entire Valle del Sol project is currently being obtained from the Albuquerque/Bernalillo County Water Utility Authority (WUA). Upon availability the system will be designed and constructed to WUA standards.

Design and construction will be at the developer / property owner's expense per the WUA's "no net expense" policy and must be coordinated through the City of Albuquerque via the DRC / City Work Order Process. Availability statements will also be required in conjunction with specific platting and or development plan submittals. (See Exhibit 7.1 Existing Utilities)

Prior to issuance of building permits a complete water and sewer system will be designed and submitted for permit which will address both Fire and domestic water and waste water needs of the project. All of the criteria that is required by the Fire Marshall office will be provided either at the time of platting or building permit whichever is appropriate.

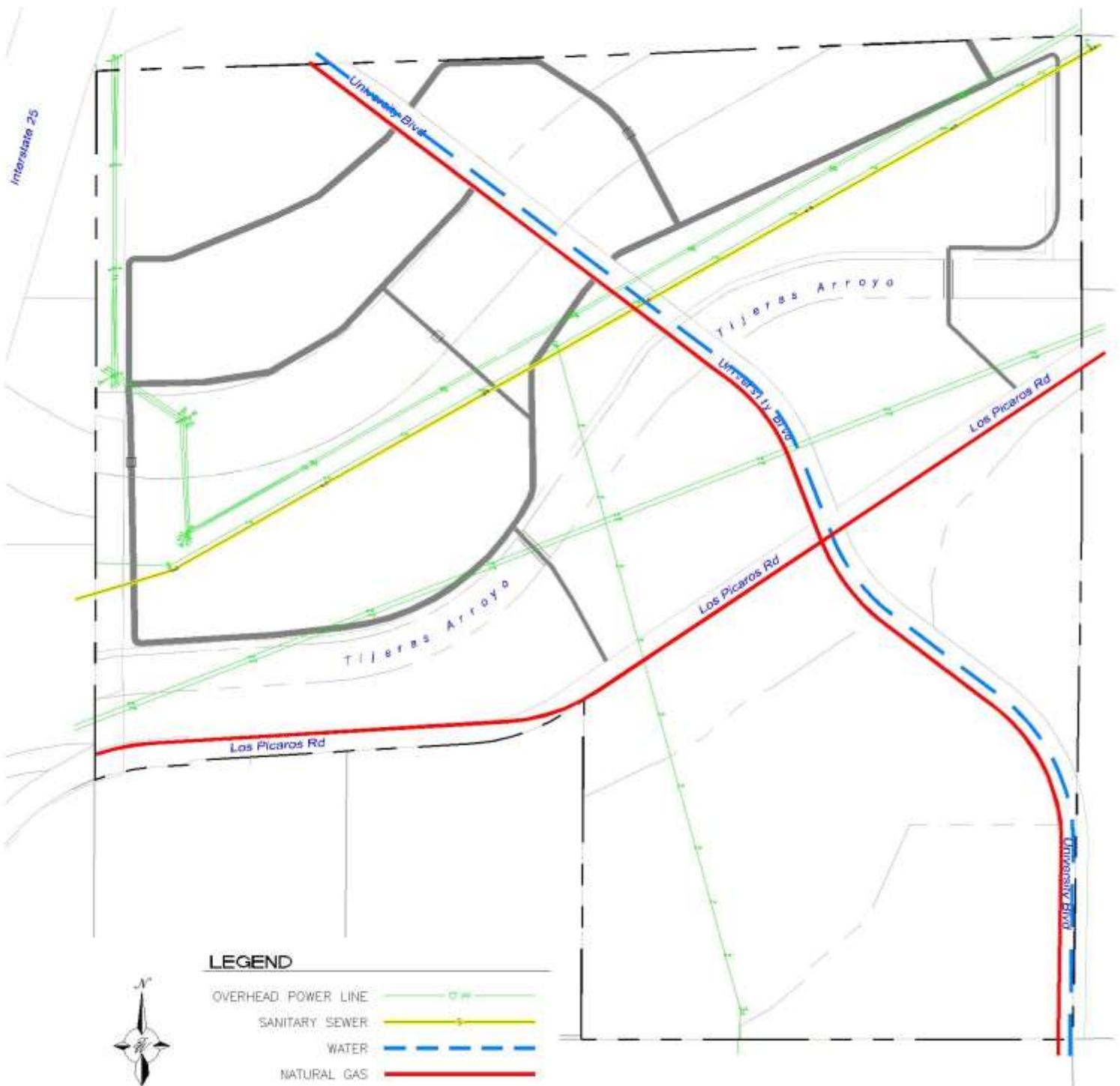


Exhibit 7.1 - Existing Utilities
NOT TO SCALE

VALLE DEL SOL

B. Electric

Two high-tension power transmission lines, 115kV and 345kV, cross the property. Service is not currently provided within the Valle del Sol property. Distribution lines also pass through the site along the west boundary, through an easement provided to the Public Service Company of New Mexico (PNM). These lines were extended for distribution to Mesa del Sol. In discussions with PNM representative, Blake Forbes, April 9, 2006, it was confirmed that electrical power will be available to the Valle del Sol plan area and may require the construction of a substation within the development.



Per a draft agreement between PNM & Valle del Sol, PNM will relocate the 345kv, and the 115kv transmission lines along the west boundary of the property will remain. An additional 150' wide power line easement will also be created. These easements will provide an open space transition to the neighboring uses west of Valle del Sol. Service within Valle del Sol will be through underground distribution through the normal line extension policy for PNM area.

C. Gas

New Mexico Gas Company stated that sufficient gas service is in place to serve all the needs of Valle del Sol. There is a 10" high pressure gas line in University Boulevard with sufficient capacity to serve all the needs of Valle del Sol. The existing 2" high pressure gas line in Los Picaros Road is also adequate to begin the initial phases of development of Valle del Sol. It is anticipated that two pressure regulating stations will be required and the plan will provide sites north and south of the Tijeras Arroyo as needed by the New Mexico Gas Company, which took ownership of the gas transmission lines and who will be the service provider. Gas will be distributed through lines within proposed roadways internal to the Sector Development Plan Area.

A jet fuel line also traverses the property from south to north which traverses the development and then enters into the City of Albuquerque line. The line feeds the Albuquerque International Airport with jet fuel for the daily operations of the facility. This line is located on the west property line and will remain in service.

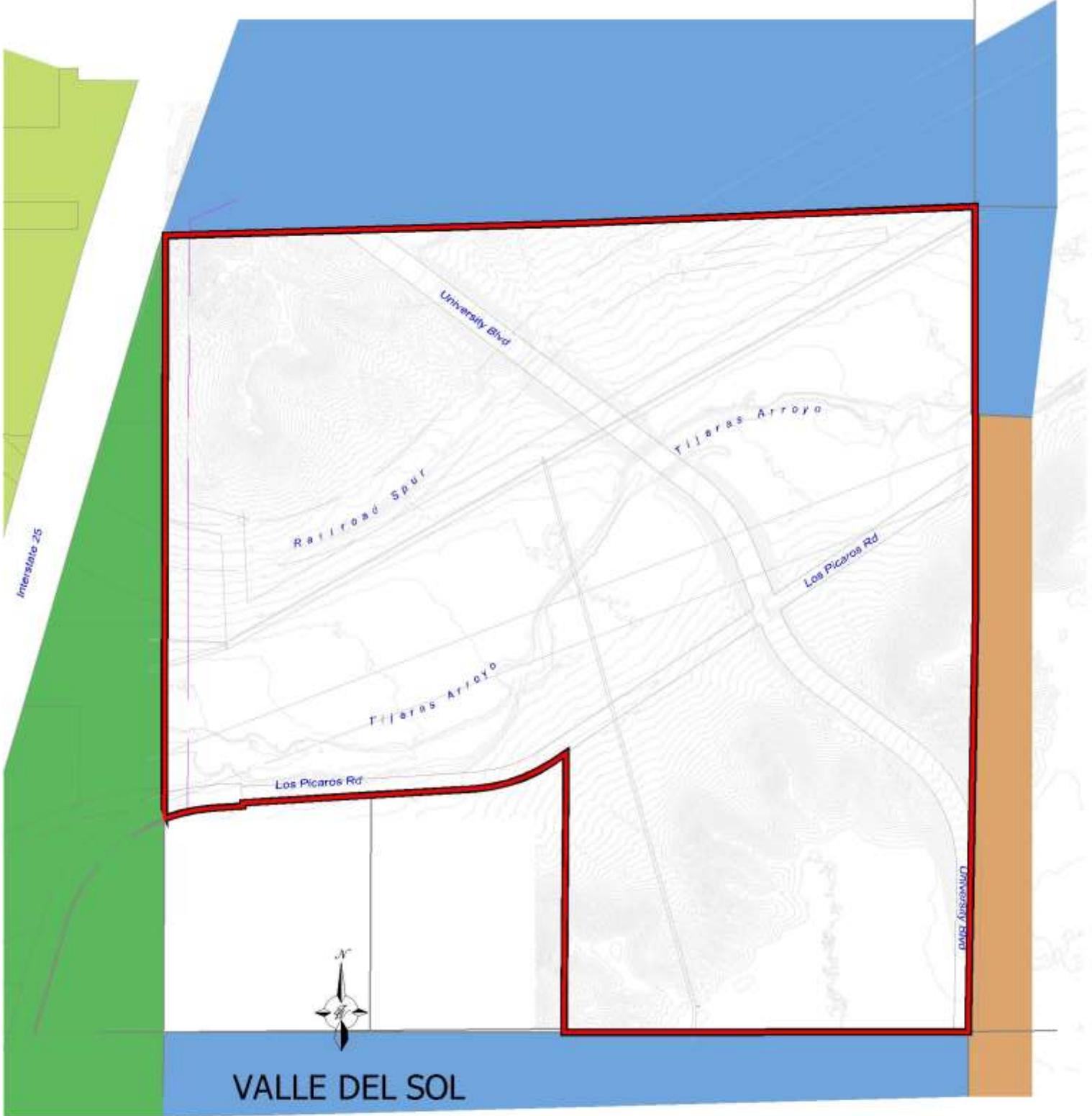


Exhibit 8.1 - EXISTING TERRAIN
NOT TO SCALE

VIII. Drainage

A. General Information

The plan area contains varying slope conditions with steep slope areas to the north and south, plateaus, gently sloping areas in the valley floor and steep sided arroyo banks (See Exhibit 8.1, Existing Terrain). Valle del Sol straddles the Tijeras Arroyo Canyon, bordered by hills to the north and south. The Tijeras Arroyo is a prominent drainage feature in Valle del Sol and drains from east to west through the center of the 540-acre property. An additional 287 acres north and south of the property contribute storm runoff directly to the site.

Other prominent drainage features within the plan area include the elevated length of University Boulevard, running northwest to southeast, the existing Los Picaros roadway running west to east, and the raised bed of the KAFB railroad spur running east and west through Valle del Sol. These will be incorporated in the drainage solution for conveying and detaining runoff within the plan area prior to being discharged into the Tijeras Arroyo.

In general, sites developed within the plan area will be designed to discharge runoff equal to or less than historic storm water runoff rates into the Tijeras Arroyo. Coordination with AMAFCA on the development of the Tijeras Arroyo to develop a conveyance method that safely conveys the storm waters and provides for a soft bottom has been agreed to and will be built in phases by the Development. Water harvesting will be employed along with Low Impact Development (LID) techniques to capture the 90th percentile storm and to prevent the transport of sediment to the Tijeras Arroyo. Detention ponding areas will be utilized to throttle storm water runoff rates to discharge at or below historic values. These ponding areas will be utilized throughout the Development.

B. Existing Topography

The site topography is typical of the land that transitions from the upper mountain basin to the lower regions of the Rio Grande River. The lowest point of the site occurs at the west boundary along the Tijeras Arroyo. North of the arroyo the land rises moderately with steep slopes occurring at the northwest corner of the site. Land to the south of the arroyo has a moderate rise with a steeper slope occurring near the southeast corner of the site. A nearly flat plateau is formed at the extreme SE corner. The total change in elevation from north to south is 280 feet from the arroyo bottom to the south escarpment and approximately 260 feet between the arroyo and the north. From east to west the terrain falls approximately 50 feet. Slope ranges from less than 1% along the Tijeras Arroyo floodway to more than 50% on portions of the north and south escarpments.

The steepest slopes on the site are located near the southeastern and northwestern corners. These slopes have been used extensively by off-road enthusiasts with resulting loss of natural vegetation and disturbance to natural landscape.

The vegetation of Valle del Sol is comprised of native grass with some shrubs and annual plants. According to the Bernalillo County Soil Survey (1977), vegetative cover includes black gramma, sand drop seed, galleta, tre-awn, blue gramma, alkali sacton, bush muhly, Indian ricegrass and fluffgrass. There are a variety of cacti in disturbed areas. The only trees on the site are around the remnants of an old ranch house.



C. Arroyos and Flood Plains

The Tijeras Arroyo traverses the property with a surface flow direction generally southwest towards the AMAFCA South Diversion Channel and ultimately to the Rio Grande. The drainage basin for Tijeras Arroyo is approximately 130 square miles. For the past several decades, the area comprising Valle del Sol has been increasingly subjected to stresses due to human activities and developments within the plan area and on adjacent properties. From as far away as the Four Hills area east of Tramway Boulevard, runoff from developed properties is discharged into the Tijeras Arroyo. The concrete-lined Tramway Channel collects and discharges large volumes of runoff into the arroyo from numerous foothill developments between Tramway Boulevard and the base of the Sandia Mountains. Development has occurred along most of the north edge and partially along the southern edge of the Tijeras Arroyo from Four Hills Road westward through Kirtland Air Force Base and the Sunport. The resulting increase in frequent runoff to the Tijeras Arroyo has caused significant channelization, erosion and head cutting throughout the arroyo bottom and side slopes east of I-25. Further, the arroyo has historically impacted the Rio Grande by transporting sediment and material. Because there is little stabilization of the arroyo, at numerous times in the past, flooding has encroached onto Los Picaros Road and meandering of the Tijeras Arroyo has been significant.

In addition to the flows from the east, the Tijeras Arroyo intercepts flows from other areas adjacent to Valle del Sol. These include historic flows from the north that originate from approximately 200 acres of undulating arid terrain, where the potential for erosion is high. Developed flows from the parking areas at the Isleta Amphitheater on the south are collected into drainage ponds and directed to the Tijeras Arroyo in a storm drain system constructed with University Boulevard.



Historic flows from the south plateaus are directed into playas within Mesa del Sol. The Mesa del Sol master plan proposes to retain runoff within the playas.

The main flow path of the Tijeras Arroyo varies considerably in width and depth along the approximately 6,000-foot reach through the property. It completely contains the 100-year flood plain in the deepest and widest portions. The steep-sided arroyo meanders through the site, crossing under University Boulevard at the University Boulevard Bridge. Cutting of the south embankment near Los Picaros Road in the western half of the property has required repairs in the past to stabilize portions of the roadway. The meandering and cutting of the arroyo has been accentuated in recent years due to the increased frequency of developed flow in the arroyo.

University Boulevard is a prominent feature in Valle del Sol. The 7,000-foot long extension of University Boulevard through the site includes storm drains near the middle of the street section and gunite-lined channels on either side of the roadway embankment. The roadside channels carry flow from adjacent slopes and hillsides to the Tijeras Arroyo. The storm drain systems within University Boulevard reach the arroyo entirely by pipe from the south and a combination of pipe and channel flow from the north. The storm drain system in the north collects runoff in a large gunite-lined channel on the east edge of the University Boulevard embankment. Roadside channel reaching Los Picaros Road from the south utilize culverts to carry hillside runoff under Los Picaros Road.

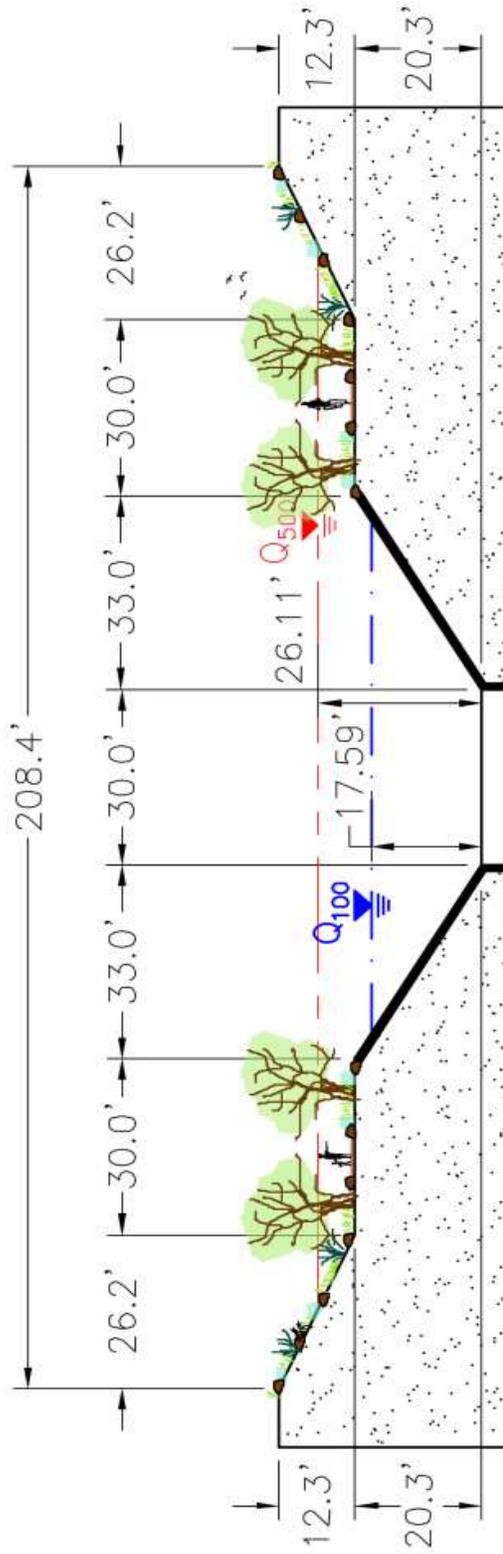
A railroad spur runs east and west through the northern portion of Valle del Sol. Currently unused, the railroad spur is owned by the United States Air Force and lies within a 300' wide easement. The raised rail bed effectively serves as a training dike, collecting and directing flow from the northern hillsides. Several corrugated metal pipes of varying sizes run under the railroad spur directing runoff toward the arroyo. An 8' high x 24 wide wooden trestle under the railroad spur allows passage of collected runoff into a gunite channel at the east edge of the roadway embankment. The trestle has more than sufficient capacity to carry the estimated 157 cfs 100-year storm peak discharge. This flow is conveyed southward in the gunite channel to a concrete headwall fitted

around 72" diameter reinforced concrete pipe (RCP). The 72" diameter RCP releases flow directly into the arroyo under the University Boulevard Bridge.

Los Picaros Road crosses Valle del Sol from east to west in the southern portion, situated at the foot of the southern escarpment. Los Picaros Road is crossed by culverts near University Boulevard. These culverts convey runoff from the roadside channels toward the Tijeras Arroyo. Storm runoff also crosses over Los Picaros Road on the surface at various other locations where culverts have not been constructed.

The combined existing peak flow for Valle del Sol and contributing offsite basins that drain directly into the site is approximately 1,780 cfs for the 100-year storm. AMAFCA provided flow criteria for the 100-year and 500-year floods. Per AMAFCA criteria, the channel will be armored for passage of the 100-year flood (22,500 cfs) and will carry within the overbank section the 500-year flood (44,000 cfs) with no less than 1' of freeboard. The design will include upstream wing dikes beyond the maximum erosion line to guide flows into the new channel. AMAFCA is also in the process of looking at the overall hydrology in this area again and feel that these numbers will be significantly less than what historically was published.

The channel to be built is proposed to be a hard lined side channel with a soft bottom. The overbank area will be planted with native vegetation per AMAFCA's and the County's suggestion and will preserve the 500-year flood plain using non-building development (see Exhibit 8.2). The revegetation of the arroyo corridor will replace vegetation lost as a result of proposed modifications to the flood plain, will enable the designed facilities to blend visually with the adjacent land, will provide a naturalistic amenity for the paved multi-purpose trail and will provide a continuous habitat corridor through the Project Area. Wherever possible, based on hydrologic analysis for the 100-year and 500-year events, the existing 100-year flood zone will be used to provide a more naturalistic looking and functioning channel. The improved arroyo will enter and leave the site in generally the same locations as it does currently. Valle del Sol has committed to providing the analysis and final design for the channel to AMAFCA when the Sector Development Plan is approved and before any improvements are constructed in the area between the railroad right-of-way and Los Picaros Road.



VALLE DEL SOL
 EXHIBIT 8.2
 CONCEPTUAL TIJERAS ARROYO TYPICAL CROSS SECTION
 Not to Scale

In the event that development occurs in areas within the Valle de Sol plan area, outside the valley area and ahead of the channel design approval and ahead of the required channel improvements, runoff from these areas will either be retained or detained on site. This will ensure that the runoff traversing the valley areas to the Tijeras Arroyo is maintained at or below historic values and follows historic routes.

Valle del Sol representatives made a presentation on the project to the AMAFCA Board during their regular meeting on January 26 2006. Per Mr. John Kelly, then Executive Engineer, the AMAFCA Staff generally supported the project and had provided suggestions for improvements to avoid a "levee" situation at the channel's edge. Staff also requested that some native vegetation be included in the overbank area. Following discussion the Board consensus was to support the project. Further information on the improvements will be brought to AMAFCA as the design proceeds.

Valle del Sol representatives have and will continue to meet with AMAFCA Engineering Staff and Bernalillo County Public Works to determine the preferred method for channelization of the Tijeras Arroyo that also meets requirements described in the forthcoming Tijeras Arroyo Facility Management Plan.

D. Geotechnical Report Summary

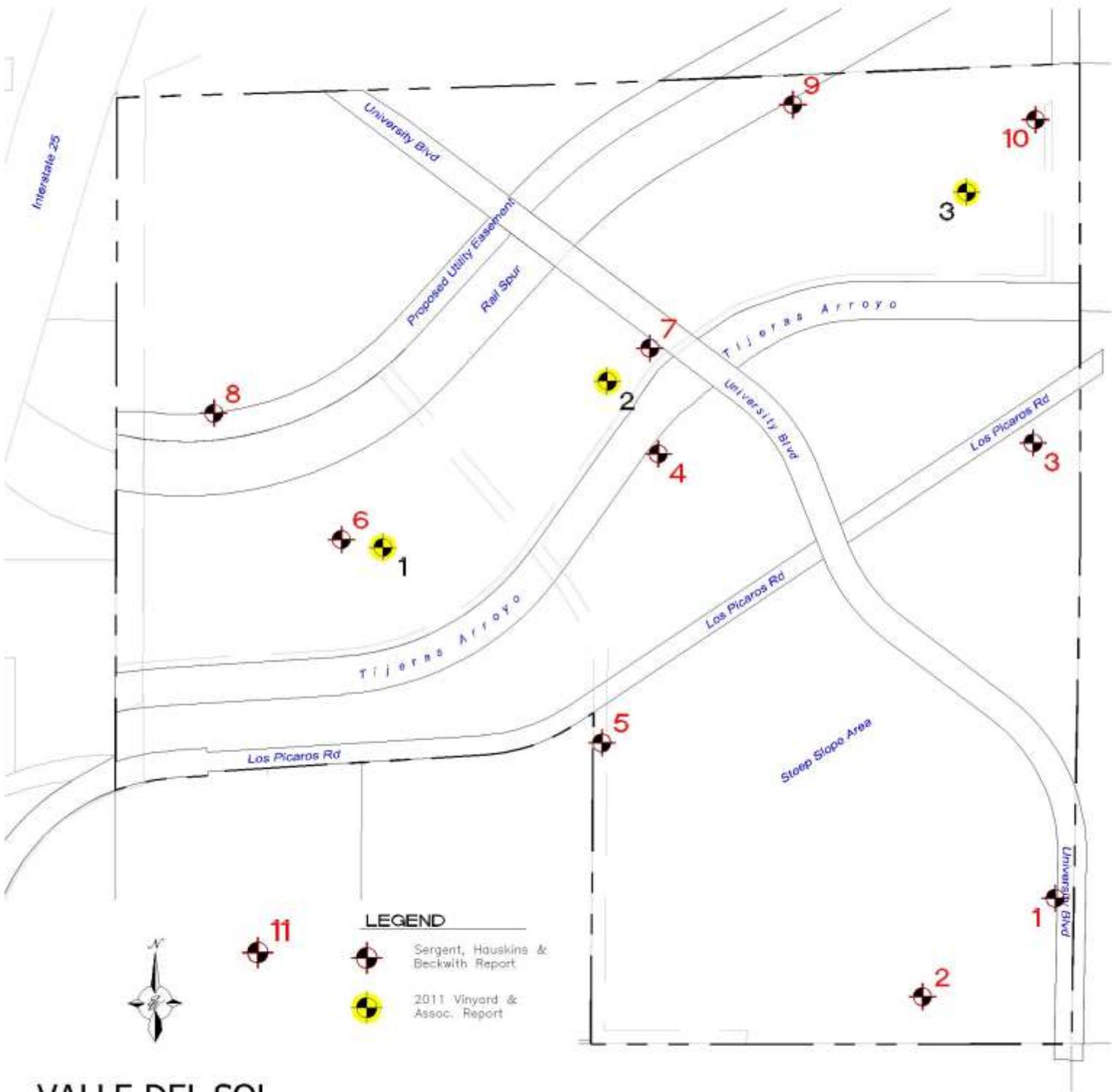
According to the Soil Survey of Bernalillo County and parts of Sandoval and Valencia counties (prepared by the Agriculture Soil Conservation Service and Forest Service, United States Department of the Interior, Bureau of Indian Affairs and Land Management and the State of New Mexico) the soils are suitable for development, with the exception of soils present within the arroyo itself.

The soils in the area are of two types from the Bluepoint Series (Bluepoint and Bluepoint-Koken), one from the Madurez Series (Madurez-Wink association) and one from the Wink Series. All are loamy sands or sandy loams highly suited for urban development.

A preliminary geotechnical investigation of the site was prepared by Sargent, Hauskins & Beckwith Consulting Geotechnical Engineers. A subsequent geotechnical investigation was prepared by Vinyard and Associates. The object of the investigations was to evaluate the physical properties of the subsoils underlying the site to provide preliminary recommendations for site preparation and design.

The investigations, which included soil borings located as depicted in Exhibit 8.3, determined that the subsoils underlying the site consist predominantly of stratified deposits of silty sand, clayey sand, and sand. The soils vary in density from loose to very dense depending on the geographic location within the site. The soils varied from low plasticity to non-plastic. The investigations also found areas within the Tijeras Arroyo Valley that may contain soils that are prone to significant collapse upon an increase in moisture content.

The investigations presented several general approaches to preparing the site for construction and alternative for practical design of foundation structures for the type of development planned for the site. Final design will be determined in conjunction with the Geotechnical Engineer and final recommendations for subsurface preparation and foundation. Special attentions will be required to provide careful control of site grading, drainage and landscaping to minimize water infiltration into the foundations. (Copies of the Geotechnical reports were provided to County Staff.)



VALLE DEL SOL

Exhibit 8.3 - Soil Borings
NOT TO SCALE

E. Terrain Management

The primary objectives of Terrain Management for Valle del Sol include the following:

- Preserve as much of the natural south escarpment as possible for inclusion in either native or improved open space areas.
- Remediate eroded and denuded escarpment slopes and other areas within designated open space areas including vegetation.
- Stabilize the Tijeras Arroyo floodway east of 1-25 through Valle del Sol with capacity to pass the 500-year flood.
- Minimize wind and storm runoff erosion during construction in accordance with NPDES requirements.
- Provide graded slopes within developed areas that are not steeper than 3H:1V slope. Provide erosion protection and stabilization of graded areas by re-establishing vegetation or covering surfaces with crushed gravel mulch, riprap, soil cement, geo-textile fabric, asphalt or concrete pavement or other suitable materials.
- Minimize erosion at storm runoff discharge points and along drainage paths by employing wire-tied or plain riprap, gabions, soil cement, concrete pavement, geo-textile fabrics, drop structures, energy dissipation structures and other such acceptable materials, structures and devices.
- Use culverts and storm drains to convey collected storm runoff where protected open channels are not feasible or practical.
- Reduce (minimize) storm runoff rates, volumes and velocities from developed areas and intercepted drainage basins.
- Direct storm runoff through detention facilities where practical. In commercial and industrial areas, direct portions of roof runoff to storage facilities for possible re-use in irrigation of onsite landscaping.
- Intercept, collect and control storm runoff entering the property from off-site drainage basins.

F. Collection & Control of Storm Runoff

The improved Tijeras Channel will be an integral part of Valle del Sol and will meet the intent of Major Open Space Arroyo General Policies as set forth in the Facility Plan for Arroyos. Also, the Environmental Protection Agency (EPA) has issued a new Municipal Separate Storm Sewer System (MS4) permit that Bernalillo County is following that will be applicable to the property. The Tijeras Arroyo's primary function will be to convey drainage from the upstream arroyo through the site and to accept developed runoff from Valle del Sol. The combination of both the conveyance of the Tijeras Arroyo as well as the proposed drainage plan will ensure that the Sector Development Plan area is in compliance. The purpose of this section is to identify that the developed flow from the area will be collected, routed and treated to meet those goals.

As mentioned, the Tijeras Arroyo has a prime function of passing the upland developed flow through the site as well as collecting the developed flow from the plan area and conveying the combined flows west. AMAFCA is in the process of analyzing the urban runoff and modeling the arroyo to look improvements to stabilize it. The flows in the arroyo have a large area where it is prudent to look at both the 100-year values as well as the 500-year values. A preliminary design of the arroyo conveyance is being coordinated with the County Drainage Engineer and AMAFCA staff to ensure that the alignment, flows and setbacks shown on the plan are sufficient for meeting the requirements of the County and AMAFCA. Detailed routing, grading and drainage and further definition of the plan will occur as the property is developed. In short, the main channel will convey the 100-year flow rates and the overbank areas will be graded to contain the 500-year flow rates. Permanent building structures will be sited outside the 500-year flow path.

Historic runoff entering the site from the north and south edges of the property will be intercepted by various drainage improvements. Those flows combined with the onsite developed flows will be routed to a series of ditches and detention basins that will reduce peak flows while shielding new developments from upland runoff. This approach will also account for any sediment transport. These drainage improvements, along with detention ponds to be constructed within the Sector Development Plan area, will aide in

controlling drainage across existing improvements such as the rail spur and Los Picaros Road to protect their integrity.

Storm drain systems will be constructed in roadways to receive surface runoff from adjacent properties. As mentioned, Valle del Sol will utilize storm drains, detention basins, desilting ponds, channels and inlets to manage storm water within the development and convey flows to the Tijeras Channel. Design covenants will be established for industrial and commercial developments requiring water harvesting and reduction of peak runoff rates. Ponds will be designed to drain within 24 hours. The use of detention basins and covenants to restrict runoff from commercial and industrial developments will significantly reduce developed runoff from Valle del Sol. This approach is also in line with the requirements of the new MS4 permit, which is to capture the 90th percentile storm and to mimic historical flows from the site for the 100-year storm.

Together, all proposed improvements within Valle del Sol will produce a total peak discharge into the Tijeras Channel equal to or less than historic runoff values. These improvements will further help in meeting the EPA's area wide permit requirements for Bernalillo County to meet storm water discharge and water quality leaving the project.

Special attention will be given to on-site design measures to minimize impervious areas and to implement passive water harvesting measures to receive surface runoff from adjacent properties into landscaped areas. Implementation of Green Infrastructure and Low Impact Development (GI/LID) practices shall occur to meet MS4 permit requirements. To accomplish this goal the following measures shall be considered in the development of Valle del Sol Sector Development Plan area.

1. Site plans shall include a landscape plan that utilizes native and naturalized plant species suitable for the areas arid environment.
2. Where possible, development sites and street design shall maximize water harvesting for landscaping.

3. Utilize driveway and parking accent materials such as pervious pavers or gravel to reduce runoff.
4. Provide curb cuts in parking field islands and along roadways to runoff drains to landscaped areas that shall be depressed to accept runoff from adjacent impervious areas.
5. Strategic location of pervious areas and landscape buffers to accept flows from roof drains and impervious areas.
6. Where possible, use shared driveways to minimize impervious areas and reduce runoff.
7. Comply with Bernalillo County Development Guidelines for Water Conservation.
8. Minimize use of high-water-use turf or other high-water-use plants in landscaped areas.
9. Irrigation systems shall be designed to meet currently accepted water conservation design principals to maximize efficiency of the irrigation system.
10. Incorporate water harvesting opportunities during development of grading and drainage plans by use of earthworks and contouring such as berms, swales, terracing, and depressions to direct and control rainwater runoff where it can infiltrate into soil to be used by vegetation.
11. Consider the installation of smart irrigation controllers to control irrigation systems for landscaped areas.
12. Incorporate, where possible, precipitation supported plan material in landscaped areas.
13. Preserve open areas, where possible, in a naturalistic state to decrease runoff and encourage infiltration and watering of native vegetation.
14. Utilize soft-bottom channel and retention/detention ponds to promote infiltration runoff, and wherever practicable, implement appropriate habitat plantings (such plantings shall not promote the location of bird habitat that will impact the KAFB mission or the International Airport Operations) developed by County and the USFWS based on the type of facility and the planned hydrologic regime for the facility.

The Tijeras Channel will be a soft-bottomed channel with stabilized side slopes. Riprap-lined drop structures will be spaced along the channel to prevent head cutting and reduce flow velocity. The Facility Plan for Arroyos classifies portions of the Tijeras Arroyo as a Major Open Space Arroyo and states that these arroyos are to remain in a natural or semi-natural condition and are to be preserved to the greatest extent feasible. It does allow for stabilized slopes to be used in limited applications to control erosion. With significant increases in upstream development in the Tijeras Arroyo Canyon and contributing basins, channelizing the Tijeras Arroyo is desirable and necessary to control stream erosion and to provide public safety. Even the developed runoff from University Boulevard significantly increases developed flows in the arroyo. Without channelization, increases in developed runoff will result in greater head cutting and meandering in the arroyo, which is already evident along the Los Picaros Road embankment, having required previous emergency repairs.

The improved Tijeras Channel will be an integral part of Valle del Sol and will meet the intent of Major Open Space Arroyo General Policies as set forth in the Facility Plan for Arroyos. Its primary function will be to convey drainage from the upstream arroyo through the site and to accept developed runoff from Valle del Sol. The Tijeras Channel right-of-way (ROW) will be used for multiple purposes including bike and pedestrian trails as well as a utility corridor. Pedestrian and bike paths will tie to surrounding open space and parks and nearby commercial developments providing destinations and creating an integrated trail system. The extensive width of the channel section and use of naturalistic treatments, including appropriate native revegetation and landscaping, will provide visual relief from the proposed development.

Runoff entering the site from the north and south edges of the property will be intercepted by various drainage improvements. A series of ditches and detention basins will reduce peak flows while shielding new developments from upland runoff. Storm drain systems will be constructed in roadways to receive surface runoff from adjacent properties.

Valle del Sol will utilize storm drains, detention basins, desilting ponds, channels and inlets to manage storm water within the development and convey flows to the Tijeras Channel. Design Covenants will be established for industrial and commercial developments requiring water harvesting and reduction of peak runoff rates. Landscaped areas may eventually use treated effluent (reuse) water for irrigation, tapping into the planned reuse line in University Boulevard, and thereby meeting water conservation requirements of Bernalillo County Water Conservation Ordinance, Section 9. Ponds will be designed to drain within 24 hours and Valle del Sol improvements will be graded to deliver storm water through constructed drainage systems, helping to eliminate the risk of mosquito breeding.

Proposed developed storm drain system outfalls will discharge into the Tijeras Channel. These systems will strategically discharge at the University Boulevard Bridge and at proposed riprap-lined drop structures, in order to dissipate energy from the runoff and reduce erosion. Together, all proposed improvements will produce a total peak discharge into the Tijeras Channel equal to or less than historic runoff values. The use of detention basins and covenants to restrict runoff from commercial and industrial developments will significantly reduce developed runoff from Valle del Sol.

No other adjacent areas drain to Valle del Sol except those mentioned previously. Mesa del Sol will retain most of its runoff through what has been identified as a DRIP system (Distributed Irrigation/Infiltration Ponds). The Bernalillo County Recreational Complex lies within Mesa del Sol abutting the Valle del Sol hilltop commercial property. "Generally speaking, no storm water will be received from or discharged to the Recreational Complex." (Page 75, Mesa del Sol Community Master Plan, Level B Plan, October 2006). Consequently, Mesa del Sol will not release storm runoff to the Tijeras Channel and no drainage improvements will be needed in Valle del Sol to intercept Mesa del Sol runoff.

G. Construction Phasing

A balanced development approach is being proposed which will require movement of significant volumes of earth during the development of Valle del Sol. This material is needed to provide useable developed sites, raise the elevation of land on each side of the proposed Tijeras Channel improvements and to account for the soil characteristics, thereby allowing the adjacent developed areas to drain properly into the new channel. Earthwork for the development will use soil materials contained within the Valle del Sol boundary. Construction activities will comply with current NPDES Phase II permit requirements and implementation of erosion protection features and procedures based on Best Management Practices (BMPs) in accordance with the U.S. Environmental Protection Agency (EPA).

Development within the Valle del Sol Sector Development Plan area will be phased as dictated by development demand. In all cases, grading measures will be phased, to the extent possible, to limit grading operations and cut/fill areas to immediate areas required for specific development within each phase. The disturbed areas will be limited based on demand for specific development plans to limit the amount of area under construction at any one time.

Construction of the drainage improvements for the Tijeras Arroyo may be accomplished in two phases, east of University and west of University. Each individual phase will be required when proposed development occurs between the existing rail spur and Los Picaros Road on either side of University. Construction of phased improvements to the channel for whichever side occurs first will include required improvements at the University Boulevard crossing.

IX. Open Space

The Valle Del Sol Sector Development Plan calls for 18% of the land to become Open Space, including the south escarpment of the Tijeras Arroyo leading up to Mesa del Sol (the “South Escarpment”). Open Space Areas shall be zoned Open Space and shall be dedicated to the County subject to any drainage, utility or roadway easements identified in the Sector Plan.

Exhibit 9.1 shows the locations of the areas designated Open Space. The KAFB rail spur easement is privately owned and maintained and not accessible to the public. The Sector Development Plan calls for extensive open space areas that relate to surrounding properties and help to achieve the primary objectives of the A/BC Comprehensive Plan. The slopes located on the south-eastern corner of Valle del Sol relate directly to the escarpment area indicated in the Mesa del Sol Master Plan. This correlation will allow the Mesa del Sol escarpment area to continue across Valle del Sol and up to the County Recreational Complex and to the adjacent property to the west.

The opportunity will be available to continue the preservation of those slopes across the Mesa del Sol property. Valle Del Sol will provide biking and trail opportunities, which create a unique opportunity to provide cyclists with an alternate bike-route that tie into other bike



routes designated by the City and County that abut the Valle del Sol Site. Direct access to this bike route and others throughout the site from residential areas to the south, within Mesa del Sol supports the strong multi-modal transportation objectives of the Valle del Sol Sector Development Plan.

As can be seen from Exhibit 9.2, trails and bike routes will be provided to allow pedestrians and cyclists the opportunity to traverse to and from the different segments within Valle del Sol plan area. Access across the KAFB rail spur will be at controlled, designated crossings that will coincide with vehicle crossing locations, which requires the coordination and consent from KAFB. Connection points from north and south of the Tijeras Arroyo are shown at two proposed locations, which will coincide with vehicle crossings, one on the west side of University Boulevard and one on the east side of University Boulevard. These two crossings are in addition to the existing crossings available on University Boulevard across the arroyo. Pedestrian trails and bike routes will also be provided within existing and proposed utility corridors, as well as along the proposed Tijeras Arroyo improvements. A bus route is available on University Boulevard with three proposed bus stops, one at Air Cargo Road, one at Los Picaros Road and one at Road D at the southeast corner of the Valle del Sol Sector Development Plan area.

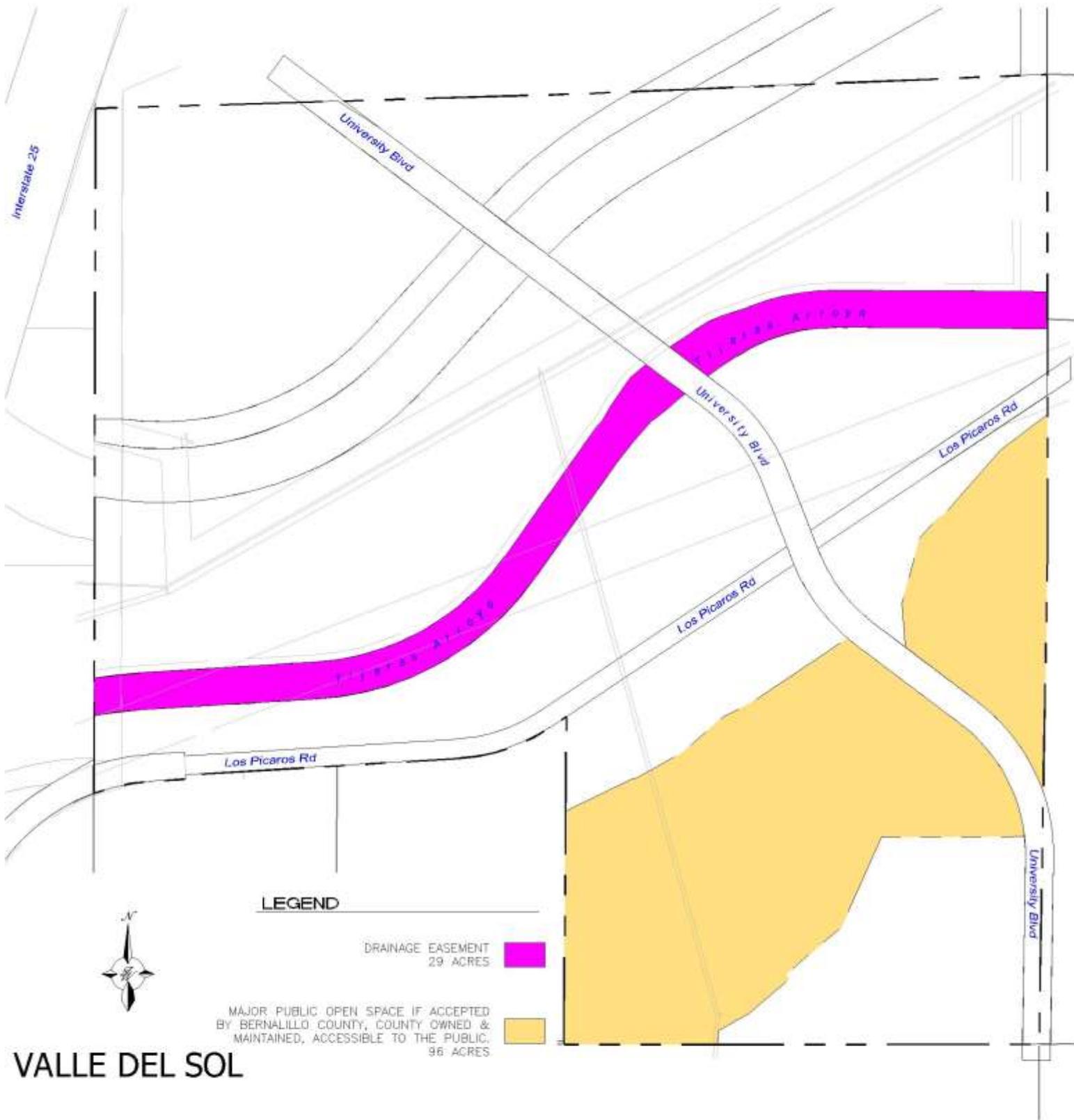
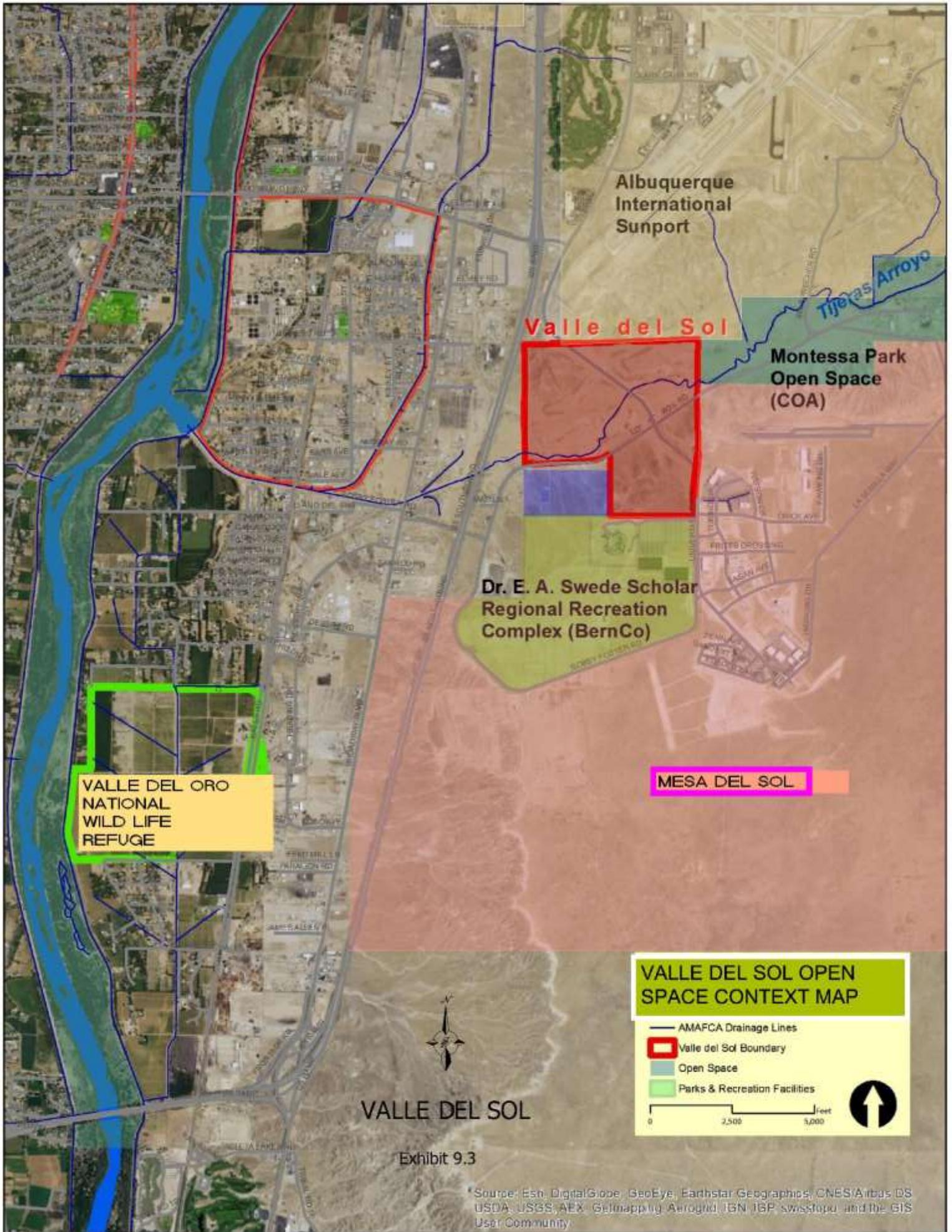


Exhibit 9.1 - Open Space Designations
NOT TO SCALE



A. Designated Open Space

The designated Open space areas within Valle del Sol are proposed south of the Tijeras Arroyo, primarily on the south escarpment. The Tijeras Arroyo will be designated Drainage/Open Space once improvements necessary for future flood control function are completed. The primary purpose will be to control drainage on the arroyo. The City and County will be consulted to incorporate additional multifunctional trail and open space landscaping into the design. This open space area will be preserved to the extent possible. Where feasible, damage that has occurred to the open space terrain in the hillsides, caused by off-road vehicles, will be remediated through re-vegetation with local and native plant materials. Motorized and other off-road vehicle activities on the slopes will be prohibited and further damage will be prevented. As part of the Valle del Sol Trails System, foot trails will be constructed through parts of the planned open space. Trails will be oriented to run approximately parallel with natural contours. Trail surfaces will be stabilized with natural appearing materials such as crushed gravel and visitors to the trails will be discouraged from leaving established paths. Supplemental plantings and boulders may be provided adjacent to trail edges at certain locations to help break up their linear appearance when viewed from a distance.

1. Dedications

As indicated above, Open Space Areas will be zoned Major Public Open Space and will be dedicated to the County as follows:

- a. The South Escarpment shall be dedicated at no cost to the County at the time of platting areas adjacent to those lands.
- b. The modified 100 year flood plain plus all adjacent areas on either side of the modified arroyo channel which are necessary to accommodate maintenance roads will be dedicated to AMAFCA as right-of-way (see Exhibit 8.2 above). AMAFCA may in turn grant a license agreement to the County for all or part of the dedicated area for a joint-use-trail and other open space functions. All areas required for tie slopes from the 100 year flood plain up to finish grades will be included in slope easements dedicated to AMAFCA. The 100-year water surface elevation must be contained within the right-of-way. The 500-year water surface must be contained within the slope easement.

Once dedicated, the Open Space Areas shall be maintained by the County or its partners through a Memorandum of Understanding, a license agreement or other intergovernmental agreement.

B. Cultural Resources

A cultural resource survey was prepared for the property. The report, provided to County officials, presents the findings of a Class 111 (100 percent) cultural resources survey of the entire 540 acres of Valle del Sol and was prepared by Marie E. Brown and the Office of Contract Archaeology at the University of New Mexico. A total of 15 archaeological sites (8 lithic unknown, 5 Anasazi, and 2 historic Anglo) and 88 isolated occurrences were documented during the survey.

The report states that, "Because of the current paucity of information for the project area regarding both the procurement of raw materials for stone tool production and the nature of the Anasazi occupations, all 13 prehistoric sites are believed to contain potentially significant information about the prehistory of the region. Therefore, if these resources cannot be avoided during development of the property, minimal data recovery strategies are recommended for the 13 prehistoric sites."

The report continues, "No testing is recommended for the two historic Anglo sites - an AT&SF railroad spur and a recently abandoned ranch facility. Further studies will be implemented during the construction phase of the project. The railroad while not being currently used is proposed to be used by the Kirtland AFB as well as potentially this project." A legal consent from KAFB will be required for all at-grade crossings of the rail spur. In response to a formal inquiry in September 2005, Valle del Sol received further information from the State Historic Preservation Division regarding the railroad spur. With regard to preservation or investigation of the spur it stated, LA112901 is an eligible historic property. However, no subsurface deposits are associated with this site; therefore, testing is not required. As long as the track alignment is not changed and the track can be replaced, the proposed crossings will not have an adverse effect. Valle del

Sol developers and engineers will design the crossings with minimal to no disturbance to the track. If the track is disturbed, it will be restored to operable condition.

Recommendations of the cultural resource survey primarily call for avoidance of the cultural sites. Where avoidance is not possible, a 100% gridded surface collection and subsurface testing/auguring is recommended. Recommendations will be followed in the development of Valle del Sol. Valle del Sol will conduct further investigation of the cultural resources, at locations that will be disturbed, as recommended by the State Historic Preservation Division.

C. Environmental Assessment Summary

A Phase I Environmental Site Assessment was prepared for the property and was provided to County Staff. The work included:

- Review of historical records and databases
- Review of regulatory agency records and databases
- Site reconnaissance and assessment of current conditions
- Off-site reconnaissance of adjoining properties and properties within the ASTM specified distances from the property
- Preparation of a final report

The report concluded that the property is in substantial conformance with the scope and limitation of ASTM Practice E 1527, and that there were three environmental conditions in connection with the property:

1. Solid waste to be removed. Illegally dumped materials will be removed from the property prior to or during construction.
2. Treatment of areas within the 100-year floodplain. Areas should be protected from impacts of a flood event.
3. Lead in soils. No lead was observed, however, the possibility should be considered. Small amounts of lead in surface soils from small firearms are a possibility due to the evidence that there has been widespread use of the site for target practice.

Illegally dumped material found on the site during clearing, grubbing and construction will be disposed of legally in permitted landfills. The proposed channelization of the Tijeras Arroyo will remove all areas of the site from the 100-year floodplain. The channel will be designed to convey a 500- year flood event through Valle del Sol. The conclusion of the environmental Site Assessment is that the lead, if any, in the soil is localized and far below the environmental action limits, however, if lead is found in excess of these action limits, it will be abated prior to construction.

X. General Sector Plan Zoning

The Valle Del Sol Sector Development Plan incorporates areas for Industrial, recreational trails, drainage and open space land uses. The Sector Development Plan is designed to meet planning objectives and strategies. In order to carry out the provisions of this ordinance, the unincorporated area of Bernalillo County is hereby designated as two zones, which shall be known as SD-V-M-1 and SD-V--OS. The proposed SD-V-M-1 Light Industrial Zone will complement the existing zoning and land uses surrounding the Valle del Sol Sector Development Plan area. This existing zoning and proposed SD-V-M-1 and SD-V-OS zones are depicted in Exhibit 10.1 & 10.2. As can be seen from the exhibit, properties north and south of the Valle del Sol plan are currently zoned SU-1 and are located within the City of Albuquerque (COA) municipal limits. The properties immediately adjacent to the plan area on the west are currently zoned M-1 and are also within the COA limits. Properties located immediately east of the plan area, are currently zoned PC-Planned Communities and are within the COA limits. The SD-V-OS will be that area that will be preserved for Open Space in the plan area. The following sections summarize the zones that are the basis of the Sector Development Plan.



VALLE DEL SOL

LEGEND

- A1 (COUNTY)
- PC-PLANNED COMMUNITY CITY
- SU-1 (CITY)
- M-1 (CITY)
- M-2 (CITY)



Exhibit 10.1 - EXISTING ZONING
NOT TO SCALE



LEGEND

- SD-V-M-1 (COUNTY)
- PC-PLANNED COMMUNITY CITY
- SU-1 (CITY)
- M-1 (CITY)
- M-2 (CITY)
- A-1 (COUNTY)
- SD-V-OS



VALLE DEL SOL

**Exhibit 10.2 - PROPOSED ZONING
NOT TO SCALE**

SD-V-M-1 Light Industrial Zone

A. Use Regulations

The purpose of this zone is primarily for light manufacturing, light fabricating, warehousing, and wholesale distribution with off-street loading and off-street parking for employees, and with access to arterial highways and railroads. The SD-V-M-1 zone corresponds to the M-1 Zone in Section 16 of the Bernalillo County Zoning Code with the following exceptions and additions:

1) Prohibited Uses:

- a) Church
- b) Library
- c) School
- d) Hospital
- e) Residential uses, except that each individual use may provide accommodations for one resident watchman or caretaker employed on the premises, provided that such accommodations are not used for commercial, industrial or office purposes
- f) Bed and Breakfast House
- g) Boarding (house) and lodging house
- h) Group Home
- i) Institution, including museum, nursing or rest home, day care center, and family day care center
- j) Adult amusement establishments
- k) Auction of livestock
- l) Auto dismantling yards
- m) Tire recapping

2) Permissive Uses:

- a) Manufacturing, assembling, treating, repairing, or rebuilding articles, except those conditional or otherwise limited in this zone or specifically listed as permissive or conditional in the M-2 zone, provided all manufacturing is conducted within a completely enclosed building.
- b) Public building, public utility facility, public utility structures, power plant, transformer yard, sewage treatment plant, water storage tank, sanitary solid waste incinerator, and similar technical operations essential to public health, safety and welfare.

3) Conditional Uses as regulated in the M-1 Zone Section 16.

A. Height Regulations. A maximum height limit of 150 feet as defined by the following definition:

Height, when applied to a building, means the vertical distance above the grade at each façade or the building, considered separately, to the highest point on the coping of a flat roof, to the deck line of a mansard roof, or to the average height between the plate and the ridge of a gable, hip or gambrel roof. The height of a stepped or sloped building means the maximum height above any distinct segment of the building, which segment constitutes at least 10% of the gross floor area of the building.

B. Special Use Permits are allowed in this SD-V-M-1 zone as regulated under Section 18 of the Bernalillo County Zoning Code except for prohibited uses as noted in Section X.A.1 of this Plan.

C. Setback requirement. Building shall not be set within the amended 500 year flood plain limit. The 500 year plain limits shall be as identified by platting action. All other setback requirements shall be as specified in M-1 zone of the Zoning Code.

D. Off-Street Parking and Loading and Unloading Spaces. Off-Street Parking shall comply with Section 212 of the Bernalillo County Zoning Code and the Design Standards beginning on page 86 of this Plan.

E. Landscape and Buffer Landscaping. Landscaping shall comply with Section 19 of the Bernalillo County Zoning Code and the Design Standards Beginning on page 86 of this plan.

SD-V-OS Major Public Open Space Zone

The purpose of the SD-V-OS Zone is to protect the major public open space land on which development is indefinitely set aside. Preserving the Valle del Sol Sector Plan area's natural landscape and its character is contingent on assuring the intent of this zone is executed. This zone shall be used for recreation and natural areas only. The Bernalillo County Development Review Authority (CDRA), Parks and Recreation and Public Works Departments shall review and approve all developments that occur within the SD-V-OS Zone.

A. Permissive Uses

1. Passive and active recreation.

Passive recreation is defined as recreation activities that do not require a developed site and offer constructive, restorative, and pleasurable human benefits and fosters appreciation and understanding of open space and its purpose, such as hiking trails, picnic areas, and scenic overlooks. Active recreation is defined as recreational activities requiring existing facilities or development that have an impact on the recreational site such as organized sports, playground activities, and the use of motorized vehicles.

2. Trails (soft and hard surfaced)

a. Wherever possible, trails shall be designed for multi-use and accommodate pedestrians, runners and bicyclists, except, where due to terrain, soil conditions and erosion potential, multi-use trails are not allowed.

b. Connections shall be made from existing trail facilities to the community trail system via trails and/or sidewalks as determined in the subdivision phase.

- c. Trails shall use Barrier-Free Design to accommodate physically challenged individuals as trail users, where feasible.
- d. All private trails shall be concrete, asphalt, or stabilized crusher fines and have a minimum width of 8 feet.
- e. Pedestrian crossings shall be clearly demarcated with colored, textured paving where crossing vehicular entrances and streets intersect.

3. Kiosks and trail signage

- a. Size. Kiosks and signage shall be a maximum of 6 feet tall with a maximum of 8 square feet of sign face area.
- b. Frequency. One per ¼ mile radius maximum.
- c. Illumination. Allowed to be illuminated so long as the sign or kiosk is a minimum 25 foot distance from residential zoned property and only the lettering on the sign is illuminated.
- d. Free-standing signs shall not contain any external bracing, angle-iron supports, guy wires or similar devices.
- e. No signage is allowed that uses moving parts, makes audible sounds, or has blinking or flashing lights.
- f. Off-premise signs are prohibited.
- g. Signs shall not overhang into the public right-of-way or extend above any structure roof line.

4. Outdoor cultural, educational, and civic facilities.

a. Setbacks. Buildings or structures, whether temporary or permanent, must be set back from all property lines a minimum of 1 foot for each foot of building height.

5. Other uses customary to parks, open space, and recreation

a. Allowed temporary uses. Athletic events; parades, and public assemblies; occurring within the public rights of way or other publicly owned property.

b. Access. The site shall be provided with convenient and safe access for the ingress and egress of pedestrian and bicycle traffic.

c. Illumination. Shall be provided at night, to protect the safety of the people at the outdoor event. The grounds shall be adequately lighted, but shall not unreasonably reflect beyond the assembly area boundaries.

(1) Height of luminaries shall not exceed 20 feet.

(2) Light fixtures shall throw light downward and have baffles, hoods or diffusers so that any light point source is not directly visible from a distance greater than 1000 feet.

Design Standards

The intent of these design standards is to provide a framework for future architects, landscape architects, designers, and developers that will help them understand the aesthetic and functional vision and goals for the property. The primary goal is to create a vibrant community that responds to its surroundings, meets the needs of adjacent properties, improves environmental conditions, and complies with the guidelines, policies, and restrictions of the Albuquerque/Bernalillo County Comprehensive Plan.

These standards shall be used to facilitate the design of buildings, landscapes, and facilities that respect their surroundings, maintain and highlight views, and improve the natural and built environment. Innovative and sustainable design techniques along with the use of "green" building materials are strongly encouraged.

Valle del Sol recognizes the importance of creating design guidelines that promote and foster a sense of cohesiveness within the development. The purpose of these design standards is to provide a flexible standard for development design with specific objectives that encourage innovative and creative solutions, rather than setting a rigid set of requirements to which all future development on the site must adhere. The desired character of design features common to the development such as grading, landscape, signage, lighting, walls, and architecture are expressed in these guidelines.

While these design standards and concepts defined within this sector development plan serve as a basis for future development, it is understood that the implementation of enforceable design standards is based on implementation and approval by Bernalillo County during all permitting processes, including but not limited to the subdivision, special use, conditional use and building permit process. In addition to the Design Standards described in this section refer also to the special requirements described in the Collection & Control of Storm Runoff section.

1. Site Design

A primary focus in site design will be the creation of a development that is pedestrian and bicycle friendly.

- a. Site/Building Layout: All buildings shall be oriented to pedestrian movement and the public right-of-way. At least one continuous pedestrian walkway (six feet wide) shall be provided between the sidewalk adjacent to the roadway and building entry. Providing enhanced paving treatments connecting parking areas to main building entries is encouraged for visually denoting crosswalks to approaching vehicles.

- b. Structures shall be clustered whenever possible. Clustering of structures creates pedestrian plazas and other types of "outdoor rooms" that are particularly well-suited to New Mexico's temperate climate. These "outdoor rooms" shall provide pedestrian amenities such as shade, benches, fountains, bike racks, trash receptacles, etc.
- c. Whenever possible, shared entries to commercial businesses are encouraged. The number of vehicular access points to parking lots should be limited to the minimum necessary to provide adequate circulation.
- d. Parking/Driveways: Expansive areas of asphalt or concrete paving in parking lots shall be avoided. In large developments (20 acres and above), dividing the parking into a series of smaller connected lots is preferred over one expansive parking lot.
- e. Refuse: No refuse storage/collection areas will be allowed to be sited between any street or building front. Refuse collection areas shall be enclosed within six (6) foot tall masonry enclosure which is large enough to contain all refuse generated between collections. The design of the enclosure shall be compatible with the architectural theme of the site.
- f. Drainage Facilities: Drainage facilities shall be designed to buffer parking areas and buildings through the implementation of habitat plantings developed by County and the USFWS appropriate to the type of facility and the planned hydrologic regime for the facility.

2. Lighting

- a. Light pole heights shall be a maximum of twenty-five feet high except in open space zones.
- b. All lighting fixtures shall be Night Sky Protection Act compliant.

- c. Lighting shall be located and shielded so that it does not shine off of the property.
- d. Uplighting is prohibited except for lighting of flags.

3. Walls and Fences

- a. Walls and fences along the public right-of-way shall not be placed between the property line and the landscaping buffer, except that walls not exceeding two (2) feet may be used to create visual interest but cannot screen more than 20% of the required landscape area.
- b. Colors on block and stucco walls visible from the street shall complement and/or coordinate with the main structure.
- c. Walls and fences used for screening purposes are not to exceed eight feet in height. Six feet or less is preferred. Trellises, arbors, and semi open structures are acceptable substitutions for solid walls if landscaping is used to enhance the visual buffer.
- d. Chain link fencing, chain link with slats, razor wire or concertina wire is prohibited along public right-of-ways .
- e. For walls, allowable material choices include burnished, split face or colored concrete masonry units (cmu), plain cmu with a stucco finish, stone or adobe bricks.
- f. For fencing, allowable materials include the following:
 - i. Wood – coyote fences, peeled pole fences and picket fences
 - ii. Metal – tubular steel, wrought iron, and metal panel.

4. Landscape

Landscape shall comply with Section 19. of the Bernalillo County Zoning Code. The following are additional requirements:

- a. Where a building setback is provided along a right-of-way, it shall be landscaped.
- b. Where properties abut public right-of-way:
 - i. Trees two inches in caliper measured six inches above grade, or 10 - 12 feet in height, shall be planted every 30 feet on center. Trees may be clustered to accommodate driveways or public utility easements, as needed.
- c. Water harvesting as approved by a grading and drainage plan is encouraged.

5. Xeriscape Principles

- a. Plant materials with similar water requirements shall be grouped together.
- b. Exotic plant species may be used sparingly. The majority of the plant materials selected shall be native or naturalized species.
- c. Limit the amount of space designated for turf to 20% of overall landscaped areas. Use native grasses as an alternative to exotic grass species.
- d. Mulches shall be provided to reduce evaporation and watering requirements.
- e. Use water conserving irrigation equipment, such as bubblers and drip systems. Water deeply and less often rather than for short periods of time.

6. Off-Street Parking

Sites shall comply with Section 21, of the Bernalillo County Zoning Code. The design of parking is a key consideration in creating a successful corridor. Adequate and convenient parking must be provided in a manner that does not make parking the predominant feature of an individual site.

- a. Properties that are within 350 feet of a public transit system route shall be eligible for a 10% reduction in overall parking requirements.

- b. Parking areas over 150 stalls shall be divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees.
- c. Loading areas shall be screened from view from University Boulevard, by a 6 foot or higher wall or fence.

7. Architectural styles

The goal of the architectural guidelines is not to limit design creativity, but to provide the frame work for high quality design. While architectural style is not restricted, certain common elements shall be complimentary to and enhance the development image. Generic franchise design shall be discouraged. Building design shall be contextual to land forms, adjacent buildings and the overall design guidelines of the master plan.

- a. The use of similar roof materials and colors aids continuity. Compatibility in roof design with adjacent buildings is encouraged.
- b. Metal may be used as a roofing material for all structures. Metal roofs shall be corrugated or standing seam and non-reflective.
- c. Exterior building materials shall be predominantly contextual in nature. Stucco, natural stone, split face CMU, and other appropriate materials of earth tone colors shall be required for 20% of the building surfaces facing public right of way. Wood, stone, or brick may be used to accent architectural features. Glass will not be considered a finishing material for the purpose of these design guidelines.
- d. Exterior colors shall predominantly be in warm desert earth tones. Other colors may be used to accent architectural features such as entryways, window trim, fascia, and other traditional southwestern architectural features.
- e. Long, uninterrupted exterior walls shall be avoided where possible on all structures. Staggering of planes by at least sixteen inches along an exterior wall provides relief from monotonous, uninterrupted expanses of wall.

8. Mechanical Equipment

Screening

- a. Roof-mounted mechanical equipment.
 - i. Roof-mounted mechanical equipment shall be screened from the public right-of-way by parapet walls or structural features. The minimum height of the parapet walls or structural features shall be as follows:
 - ii. 42" if the roof top equipment is within 10 feet of the building wall;
 - iii. 30" if the roof top equipment is within 20 feet of the building wall;
 - iv. 18" if the roof top equipment is beyond 20 feet of the building wall.
- b. Wall-mounted mechanical and electrical equipment on major facades is discouraged. If used, it shall be screened by dense evergreen foliage or by other acceptable screening devices. Wall-mounted mechanical equipment on non-major facades shall be painted to match the color of the subject building or screened by other acceptable screening devices.
- c. Ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major facade shall be screened through use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.

9. Miscellaneous

- a. Design of new structures and sites should be encouraged take fire safety and crime prevention into account by incorporating "defensible space" into site and building plans as described by Oscar Newman in the book Defensible Space Crime Prevention Through Urban Design. (See AIBC Comprehensive Plan 1-85)
- b. Signage and access control shall be incorporated in the trail system to prevent motorized vehicles from gaining access to the trails.
- c. Screening for all PNM equipment should be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door

and 5-6 feet of clearance on the remaining three sides for safe operation maintenance and repair purposes.

- d. Accessory Buildings: All accessory buildings visible from a public street shall be similar in color and material to the major building on the site.
- e. Drive-Up Service Windows. Drive-up service windows shall be oriented away from pedestrian areas and public streets where possible. In cases where drive-up service windows face these areas, screening shall be provided. Screening may be in the form of walls, earth berms, or evergreen landscaping, or a combination thereof and shall be a minimum of three feet in height. Where walls are provided, a minimum 3-foot wide planting strip with live vegetation shall also be provided on the pedestrian or public street side.
- f. Gas Fueling Canopies: Gas fueling canopies and canopy fascia shall be similar in color and texture to the major building on a site. All under-canopy lighting shall be recessed so that no light lens projects below the canopy ceiling.

XI. Phasing

The phasing for Valle del Sol can, in part, be defined by the geological features of the site. Low lying valley areas naturally become defined as a single potential phase as do opposite areas located on top of the mesas at both the northwestern and southeastern corners of the site. Certain areas will lend themselves to priority development over other areas. While market conditions will ultimately determine what portions of Valle del Sol are to be developed first. The phasing can more easily be divided into phases that are not necessarily sequential but still segmented. For example, the northwest developing urban portion of the site along with the southeast corner on top of the mesa could potentially be developed first. These areas can be developed with relatively few infrastructure requirements. Furthermore, the land uses in these areas are likely to be in higher demand than other areas within the development upon approval and implementation of this Sector Development Plan. Because development of the commercial areas along Los Picaros and the Tijeras Arroyo will require extensive infrastructure costs, these areas will likely be developed last just after channelization of the Tijeras arroyo is completed throughout the site. There is also potential to first channelize only the portion of the Tijeras Arroyo west of University Boulevard. That would then allow for development north and south of the arroyo but only west of University Boulevard with a future phase east of University Boulevard proceeding in a subsequent phase.

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Tierra West, LLC DATE OF REQUEST: 04/27/17 ZONE ATLAS PAGE(S): Q-15-Z

CURRENT:

ZONING A-1

LEGAL DESCRIPTION:

LOT OR TRACT # --- BLOCK # ---

PARCEL SIZE (AC/SQ. FT.) 540 acres

SUBDIVISION NAME Sunport South Business Park
(Formerly Know as Valle Del Sol)

REQUESTED CITY ACTION(S):

ANNEXATION []

SITE DEVELOPMENT PLAN:

ZONE CHANGE []: From --- To ---

SUBDIVISION* []

AMENDMENT [X]

SECTOR, AREA, FAC, COMP PLAN [X]

BUILDING PERMIT []

ACCESS PERMIT []

AMENDMENT (Map/Text) []

BUILDING PURPOSES []

OTHER []

*Includes platting actions

PROPOSED DEVELOPMENT:

GENERAL DESCRIPTION OF

NO CONSTRUCTION/DEVELOPMENT []

ACTION:

NEW CONSTRUCTION [X]

OF UNITS: N/A

EXPANSION OF EXISTING DEVELOPMENT []

BUILDING SIZE: N/A (sq. ft.)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE [Signature]

DATE 04/27/2017

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2ND St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [X] NO [] BORDERLINE []

THRESHOLDS MET? YES [X] NO [] MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: [X]

Notes: TIS was prepared For Bernalillo County, City of Albuquerque did a cursory Review of the TIS.

TIS: Valle del Sol (Los Picaros Rb./University Blvd.) By Terry Brown PE. Sep 14, 2016.

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. *Any subsequent changes to the development proposal identified above may require an update or new TIS.*

[Signature]
TRAFFIC ENGINEER

DATE 04/27/17

Required TIS must be completed prior to applying to the EPC and/or the DRB. Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS
-FINALIZED ___/___/___

-SUBMITTED ___/___/___
TRAFFIC ENGINEER
DATE