WEST SIDE



STRATEGIC





P L A N

Amended Through 2014

Includes the Southwest Albuquerque Strategic Action Plan

West Side Strategic Plan

Originally Adopted by the City Council and signed by the Mayor on April 25, 1997
City Enactment No. 35-1997
and by the Board of County Commissioners on April 28, 1998
Bernalillo County Resolution No. AR-42-1998

Amendments:

This Plan incorporates the City of Albuquerque amendments in the following referenced Resolutions, which are inserted at the end of the Plan and are on file with the City Clerk's Office. Resolutions adopted from December 1999 to the present date are also available (search for No.) on City Council's Legistar webpage at: https://cabq.legistar.com/Legislation.aspx

Date	*Council Bill*	*City Enactment*	*Plan References*	*(see Note 1)*	*Description of Amendment*
1/5/99	R-125	7-1999	N/A	No	Rescission of Northwest Mesa Area Plan
11/9/99	R-249	117-1999	Appendix A	Yes	Transportation & Land Use Concept Map for Westside/McMahon Corridor.
1/13/00	R-281	R-2000-005	Section B.3, p. 72-73	Yes	Land Use guidance for Bridge/Westgate and Gun Club Communities
5/24/02	R-01-278	R-2002-035	Section B.3, p. 110 and subsequent maps	Yes	Amendments to various Activity Centers.
6/3/02	R-01-375	R-2002-042	Southwest Area Plan	No	Adoption of the Southwest Area Plan for land outside of the City; WSSP policies apply within the City
4/25/05	R-04-185	R-2005-055	Section B.3, p. 73, 110 and subsequent map	No	Removal of the Rio Bravo 1 Neighborhood Activity Center (NAC) at the intersection of Unser Blvd./Dennis Chavez Blvd. from the Gun Club Community
9/12/05	F/S R-05-272	R-2005-136	Section B.3, p. 96	No	Establishment of the area at the SE corner of Central Ave./Coors Blvd. as a NAC for the West Central Community
12/5/05	F/S R-05-297	R-2005-177	Section B.1-2, p. 37, 39 and 48	Yes	City review of zone changes to residential use (Repealed by Council Bill No. F/S R-06-74)
6/9/06	F/S R-06-74	R-2006-052	Section B.1-2, p. 37, 39 and 48	No	Plats containing residential land uses require review by Albuquerque Public Schools prior to City approval. (Repeal of F/S R-05-297, including but not limited to Policies 1.3 and 2.5, and adoption of a city-wide policy)
9/24/07	R-07-255	R-2007-111	Section B.3, p.101-102	No	Designation of three tracts at Coors/St. Joseph's as a Community Activity Center (CAC) for the Ladera Community.

unavailable	R-08-59	R-2008-075	Section B.3, p. 76	No	Relocation of the Westland CAC within the Westland North Community
3/24/09	R-08-169	R-2009-035	p. 305-412 and appendices; p. 33, 34, 42, 71, 73, 74, 77-80, 95, 96, 148, 153, 174, 175, 187, 192, 193, 197, 199, 220	Yes Yes	Addition of the Southwest Albuquerque Strategic Action Plan (SWASAP); related amendments to the preceding West Side Strategic Plan.
3/24/11	R-10-177	R-2011-019	Section B.1, p. 32, Section B.3	No	Addition of the Volcano Mesa Community Area, including the Volcano Heights Major Activity Center and Volcano Cliffs NAC.
9/30/14	R-14-69	R-2014-076	Section B.3	No	Revisions to Volcano Mesa Community Area text and maps

Plan-Specific Note: In 2003, the Black Ranch Community area, including the Quail Ranch CAC, was annexed into the City of Rio Rancho and is no longer subject to the provisions of the West Side Strategic Plan. (Plan References: Section B.3, p. 83, 110 and subsequent map)

General Notes:

1. The amendments in the Resolutions may or may not be reflected in the Plan text: "Yes" in this column indicates they are; "No" indicates they are not.
2. The original adopting Resolution(s) and the Resolutions listed in the table above are inserted at the end of this Plan in chronological order.
3. This Plan may include maps showing property zoning and/or platting, which may be dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System (AGIS) for up-to-date zoning and platting information at http://www.cabq.gov/gis .

WEST SIDE STRATEGIC PLAN

As Adopted by the Mayor and the

City Council

City Enactment No. 35-1997

As Adopted by the Board of County Commissioners

Bernalillo County Resolution No. AR-42-1998

Amended through:

This Plan incorporates all of the amendments in the following referenced Resolutions, which are on file with the City Clerks Office.

Council Bill No. R-125 - City Enactment No. 7-1999
Council Bill No. R-249 - City Enactment No. 117-1999 (See Appendix A)
Council Bill No. R-281 - City Enactment No. 5-2000
Council Bill No. R-01-278 - City Enactment No. 35-2002
Council Bill No. F/S R-05-272 - City Enactment No. R-2005-136
Council Bill No. F/S R-05-297 - City Enacement No. R-2005-177
Council Bill No. R-08-169 - City Enactment No. R-2009-035

CITY OF ALBUQUERQUE
NINETEENTH COUNCIL

COUNCIL BILL NO. R-10-177 ENACTMENT NO. R-2011-019

SPONSORED BY: Dan Lewis by request

RESOLUTION

AMENDING THE WEST SIDE STRATEGIC PLAN BY ADDING A NEW SECTION FOR THE "VOLCANO MESA AREA" TO SECTION B.3, "SPECIFIC WESTSIDE COMMUNITIES."

WHEREAS, the City Council has the authority to adopt and amend Rank 2 Area Plans; and

WHEREAS, in 1997 the City of Albuquerque first adopted the *West Side Strategic Plan* and then republished it in 2005 with a compilation of amendments; and

WHEREAS, the *West Side Strategic Plan* currently lacks guidance regarding future, comprehensive development of the Volcano Mesa Area, an area of approximately 3,532 acres that is roughly bounded by the Petroglyph National Monument on the east, west, and south and by Paseo del Norte and the grant line on the north; and

WHEREAS, this amendment to the *West Side Strategic Plan* is intended to provide policy direction for future development in the Volcano Mesa Area, specifically on the issues of development trends, environment and open space, and transportation and transit; and

WHEREAS, the primary goal of this amendment is to establish area-wide policies to inform sector-level land uses and zoning in order to conserve and protect the unique character of the area; and

WHEREAS, this amendment proposes the designation of a new Major Activity Center and a new Neighborhood Activity Center within the Volcano Mesa Area to help concentrate high- and moderate-density mixed land use and social and economic activities to reduce suburban sprawl, reliance on single-occupancy vehicular travel, and service-delivery costs; and

WHEREAS, this amendment supports and furthers the following applicable goals and policies of the *Albuquerque/Bernalillo County Comprehensive Plan*: Section II.B.1, Open Space, Policies c, f, and j; Section II.B.2, Reserve Area; Section II.B.5, Developing and Established Urban Areas, Policies c, e, f, g, i, k, m, and n; Section II.B.7, Activity Centers, Policies c and e; Section II.C.6, Archaeological Resources, Policy c; Section II.C.9., Community Identity and Urban Design, Policies b, c, and e; and Section II.D.6, Economic Development, Policies a and g; and

WHEREAS, this amendment supports the following policies in the *West Side Strategic Plan*: Policies 1.1 (Distinct Communities), 1.9 (Designation of Neighborhood and Community Activity Centers), 1.14 (Community Activity Center access), 1.16 (Location of Neighborhood Activity Centers), and 1.18 (Mixed-Use Development in Community Activity Centers); and

WHEREAS, this amendment supports the following policies in the *Northwest Mesa Escarpment Plan*: Policies, 12 ("Structures shall not block views of the escarpment or visually contrast with the natural environment."), 20 ("The predominant colors used on structures within the view area shall blend with the natural colors of the mesa."), 21 ("Structures above and below the escarpment shall not dominate views of the escarpment from the east side."), and 23 ("A system of recreational pedestrian, bicycle, and equestrian trails related to the escarpment shall be provided on the northwest mesa, including linkages to other northwest mesa features."). These policies are supported through Section B.2 and Policies 3.99, 3.112, and 3.113 of this amendment; and

WHEREAS, this amendment supports the intent of the *Rank 2 Trails and Bikeways Facility Plan*, including the Proposed Trail Map on page 22 of that plan, through the expansion of the trail network in the Volcano Mesa Area; and

WHEREAS, this amendment supports the *Rank 2 Facility Plan for Electric Service Transmission and Subtransmission Facilities* through the addition of language to address utility easements, landscaping, and access to public utility facilities; and

WHEREAS, this amendment supports the following policies of the *Rank 2 City of Albuquerque Major Public Open Space Facility Plan*: Section Two, Policies B.2.G (public access to trails) and B.2.K (coordination of trail access points);

Section Three, Figure 4-1 (West Side Major Public Open Space map) and Policy C.3 (consistency with the requirements of the Northwest Mesa Escarpment Plan). These policies are supported through Policies 3.102 through 3.108 of this amendment; and

WHEREAS, this amendment, through Exhibits 2 and 5 and Policy 3.98, supports the *Rank II Facility Plan for Arroyos: Multiple Use of Albuquerque's Arroyos and Floodplains*, Policies II.B.Drainage 1 (Primacy of Drainage Function), II.B.Multiple Use 1 (Encouraging Multiple Use), and II.E.1 (Urban Recreational Arroyos – Park & Trail Development); and

WHEREAS, the Environmental Planning Commission found that this amendment to the *West Side Strategic Plan* is not in conflict with any applicable plans, including the *Albuquerque/Bernalillo County Comprehensive Plan*; and

WHEREAS, on November 4, 2010, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended to the City Council approval of this amendment to the *West Side Strategic Plan* with conditions.

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

Section 1. The *West Side Strategic Plan* is hereby amended to add a new section for the "Volcano Mesa Area," attached hereto as Exhibit A, to Section B.3, "Specific Westside Communities."

Section 2. Severability Clause. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 23rd DAY OF February, 2011

BY A VOTE OF: 9 FOR 0 AGAINST.

Don F. Harris, President

City Council

APPROVED THIS 24 DAY OF March, 2011

Bill No. R-10-177

Richard J. Berry, Mayor

City of Albuquerque

ATTEST:

Amy B. Bailey, City Clerk

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CITY OF ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-169 ENACTMENT NO. R-2009-035

SPONSORED BY: Ken Sanchez, Isaac Benton

RESOLUTION

AMENDING THE WEST SIDE STRATEGIC PLAN BY ADDING A NEW WEST SIDE STRATEGIC PLAN CHAPTER CONSISTING OF THE ENTIRE SOUTHWEST ALBUQUERQUE STRATEGIC ACTION PLAN EXCEPTING PAGES 3-11 THROUGH 3-39 THAT CONTAIN SPECIFIC TEXT AMENDMENTS TO THREE SECTOR DEVELOPMENT PLANS AND BY CHANGING EXISTING PORTIONS OF THE WEST SIDE STRATEGIC PLAN WITH TEXT AMENDMENTS DESCRIBED ON PAGES 3-3 TO 3-7 OF THE SOUTHWEST ALBUQUERQUE STRATEGIC ACTION PLAN.

WHEREAS, in 1997 the City of Albuquerque first adopted the West Side Strategic Plan and then republished it in 2005 with a compilation of amendments; and

WHEREAS, the City Council has the authority to adopt and amend area plans; and

WHEREAS, on July 10, 2008 the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended to the City Council approval of amendments to the West Side Strategic Plan with conditions; and

WHEREAS, the West Side Strategic Plan amendments to add new community and neighborhood activity centers to help concentrate moderate-density mixed land use and social and economic activities to reduce urban sprawl, auto travel needs, and service costs and enhance the identity of Albuquerque and the Southwest Albuquerque Community support Comprehensive Plan policies in Section II.B.7 Activity Centers; and

WHEREAS, West Side Strategic Plan text amendments to improve pedestrian, bicycle and vehicle travel efficiency and safety support Comprehensive Plan policies in Section II.D.4; and

WHEREAS, the primary goal for Southwest Albuquerque is to become a complete community and Southwest Albuquerque lacks many of the elements necessary to reach that goal; and

WHEREAS, the building blocks for community transformation are a convenient transportation network for walking, bicycling, driving and public transportation; a network of community and neighborhood service areas; recognizable identity based on local natural and man-made elements; and neighborhoods that each include housing for a variety of households, public services, recreational areas, and shopping all conveniently located and designed for walking, bicycling, and vehicle access; and

WHEREAS, the West Side Strategic Plan currently lacks sufficient guidance to help transform Southwest Albuquerque into a complete community; and

WHEREAS, the Environmental Planning Commission found the West Side Strategic Plan amendment was not in conflict with any applicable plans including the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, there is general support for the proposed amendments.

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

Section 1. The *West Side Strategic Plan* is amended to add a chapter consisting of the entire *Southwest Albuquerque Strategic Action Plan* dated July 10, 2008 and conditions of approval, excepting pages 3-11 through 3-39 containing text amendments to three Southwest Sector Development Plans.

Section 2. The *West Side Strategic Plan* is amended to include the following text amendments to existing portions of the *West Side Strategic Plan* listed on *Southwest Albuquerque Strategic Action Plan* pages 3-3 through 3-7:

a. The map on page 30 of the *West Side Strategic Plan* "Community Service Areas and Community Activity Centers" is amended to add activity centers from the proposed network of Southwest Albuquerque activity centers.

b. The *West Side Strategic Plan* is amended to include text and an illustration to clarify the differences between community and neighborhood activity centers on *West Side Strategic Plan* pages 33 and 34, Section B: Strategic

Plan Elements and Development Strategies, 1. The Community Concept Activity Centers.

c. The *West Side Strategic Plan* is amended to add policies 1.17 and 1.18 to more fully describe community and neighborhood centers.

d. The *West Side Strategic Plan* is amended to include text in *Section* B. Policy 3.46, Policy 3.48 and added policies B.3.63a, B.3.63b, B.3.69a, and B.3.69b to more fully describe individual community and neighborhood centers in specific west side communities within the Southwest Albuquerque Strategic Action Plan boundaries.

e. The *West Side Strategic Plan* is amended to include text in Policies B.3.92 and B.7.16 and add Policy B.7.18a to further encourage the development of activity centers.

f. The *West Side Strategic Plan* is amended starting on page 174 by reformatting Section B.4. Residential Development as policies 4.7 through 4.12 and renumbers existing policies 4.7 through 4.12 makes this section consistent with the remainder of the *West Side Strategic Plan.*

g. The *West Side Strategic Plan* is amended starting on page 175 by reformatting the bulleted discussion under Commercial Development to be policies, consistent with the remainder of the *West Side Strategic Plan.*

h. The *West Side Strategic Plan* is amended to add policies 4.13 and 4.14 under Commercial Development and renumber following policies accordingly to create commercial developments that are accessible by transit, limit parking spaces, and require an approved pedestrian and circulation plan.

i. The *West Side Strategic Plan* is amended to replace existing Policy 6.6 on page 190 with new text that calls for a sub-regional transportation plan for Southwest Albuquerque.

j. The *West Side Strategic Plan* is amended to add Policy 6.18 on page 197 to call for a network of bus transit routes serving existing and future neighborhood and community centers.

k. The *West Side Strategic Plan* is amended to add the following new community activity center descriptions to the *West Side Strategic Plan*:

98th/Gibson Community Center, 118th/Dennis Chavez Community Activity Center, and Paseo del Volcan/Dennis Chavez Community Center.

l. The *West Side Strategic Plan* is amended to make the Transportation/Infrastructure Plan on page 185 consistent with the *Southwest Albuquerque Strategic Action Plan* Street Network Map.

m. The *West Side Strategic Plan* "Proposed Trails Map" on page 199 is amended to include Southwest Albuquerque trails and trail study corridors identified in the *Southwest Albuquerque Strategic Action Plan*

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

a. The request is to amend existing portions of the *West Side Strategic Plan* to ensure that it is consistent with proposed policies, maps, and regulations in the Southwest Albuquerque Strategic Action Plan dated July 10, 2008, a proposed addition to the West Side Strategic Plan.

b. The request is also to amend the West Side Strategic Plan by inserting an additional chapter consisting of the entire Southwest Albuquerque Strategic Action Plan dated July 10, 2008, excepting pages 3-11 to 3-39, to provide better development guidance for the southern portion of the West Side.

c. On July 10, 2008 the EPC voted 5 to 2 recommend approval of West Side Strategic Plan text amendments and the following findings and conditions.

d. The following City Charter articles are furthered by the subject request:

1. The text amendments are exercises in maximum local government. The City Council has the authority to create development standards through legislative action (Article I).

2. The text amendments are intended to further the interest of the public by insuring the proper use of land and promoting and maintaining an aesthetic and humane urban environment (Article IX).

e. The following Comprehensive Plan policies are furthered by the subject request:

1. *Comprehensive Plan* (II.B.7. Activity Centers): Adding new Community and Neighborhood Activity Centers will help concentrate moderate-density mixed land use and social/economic activities to

reduce urban sprawl, auto travel needs, and service costs. Southwest Albuquerque activity center development will enhance the identity of Albuquerque and the Southwest Albuquerque Community.

2. *Comprehensive Plan* (II.C.1. Air Quality): Amendment will foster transportation network and commercial development design that enables residents to choose walking, bicycling and taking public transportation to improve air quality to safeguard public health and enhance quality of life.

3. *Comprehensive Plan* (II D.4. Transportation and Transit): Amendments will foster development design that encourages bicycling, walking and use of transit/para-transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

f. There is general support for the proposed amendments.

g. The regulations proposed for residential zones, subdivision development and public right-of-way design contained in the July 10, 2008 version of the *Southwest Albuquerque Strategic Action Plan* should be adapted, written, and considered for citywide application at a future date. This will require amendments to the Zoning Code and the Subdivision Ordinance.

Section 4. CONDITIONS OF APPROVAL. The following conditions for the West Side Strategic Plan amendment are adopted by the City Council:

a. On *Action Plan* page 1-5 add the following City plans to the list of planning documents that guide development in Southwest Albuquerque: *Facility Plan for Arroyos* (1986) and *Facility Plan: Electric Service Transmissions and Subtransmissions Facilities 1995 – 2000 (1996).*

b. *Action Plan* page 2-11 the map caption is amended to read: "Existing Bernalillo County Zoning - The map below shows generalized zoning for the unincorporated parts of Southwest Albuquerque. Most of the area is zoned A-1, allowing one-acre lot development."

c. On *Action Plan* page 2-23 the following additional strategies are added for protecting the Ceja as Major Public Open Space:

"6. Do not allow development on Bluepoint-Kokan Association and Lateen Sandy Loam soils associated with slopes (9% or greater)

7. Create scenic easements to protect critical Open Space view areas."

d. *Action Plan* page 2-32 the "Typical Subdivision Cul-de-Sacs" diagram on the left is amended by adding the words "Avoid Use" above the diagram and the "Well-Connected Street Network" diagram on the right is amended by adding the words "Encourage Use" above the diagram.

e. *Action Plan* page 3-4, first paragraph, proposed policy 1.18 is amended to read: "Community Activity Centers shall contain mixed-use buildings and/or mixed used developments that combine commercial, residential, and/or civic land uses in one accessible location. Clustered buldings and formation of meaningful plazas and sheltering forms to promote pedestrian-friendly environments are encouraged."

f. *Action Plan* page 3-6, proposed Policy 4.8 is amended to read: "Design subdivisions to provide safe, attractive, and efficient circulation patterns for pedestrians. Walking distances from residences within subdivisions to arterials, collectors, or streets with existing or proposed transit service should be kept to ¼ mile or less whenever possible."

g. *Action Plan* page 3-6, proposed Policy 4.14 is amended to read: "Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe, attractive, and efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided. Stairways do not promote pedestrian convenience and shall be restricted or eliminated."

h. *Action Plan* page 3-6, the last paragraph is amended to read: "Amend the graphic representation of theTransportation/infrastructure Plan on page 185 in Section B. Strategic Plan Elements & Development Policies, 6. Transportation System to be consistent with the Southwest Albuquerque Strategic Action Plan's Existing & Proposed Southwest Albuquerque Transportation network Map."

i *Action Plan* page 3-6 and other Action Plan pages where there are instructions to rewrite West Side Strategic Plan bulleted statements as

policies to be consistent with the remainder of the West Side Strategic Plan are amended to show the existing West Side Strategic Plan bulleted statements and show the same language as numbered policies.

j. *Action Plan* page 3-7 and other Action Plan pages where there are instructions to amend maps in the West Side Strategic Plan are amended to include the replacement map or refer to the replacement map page in the Southwest Albuquerque Strategic Action Plan.

k. On *Action Plan* page 3-42, Chart B., "Capital Projects (funding needed)", in the row concerning Major Public Open Space under the Goal "Plan and Build an Interconnected System of Public Parks, Trails, and Open Space", the column concerning Funding Sources is amended to read: "GO Bonds, The implementation of a permanent quality of life ¼ cent gross receipts tax, Other local tax initiatives, State appropriations, Density transfers, Cluster development, and Property donation by property owner in exchange for Open Space credit."

l. On *Action Plan* page 3-43, Chart C., "Future Studies and Pilot Projects (Not funded)", under the Goal "Build complete neighborhoods and network of activity centers to serve them" a row is added that reads: "Review the *Planned Communities Development Criteria Plan* to ensure its proper application in development decisions for rural and reserve areas of Southwest Albuquerque, After Action Plan adoption, Planning Department."

m. On *Action Plan* page 3-43, Chart C. "Future Studies and Pilot Projects (Not Funded)" a row is added that reads: "Conduct citywide meetings with neighborhood associations and citizens for comment on proposed amendments to the Zoning Code and Subdivision Ordinance that were originally contained in the *Southwest Albuquerque Strategic Action Plan* and report back to the EPC on those proposed amendments with recommendations. After *Action Plan* adoption, Planning Department."

Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this

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

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PASSED AND ADOPTED THIS 2nd DAY OF March, 2009
BY A VOTE OF: 7 FOR 0 AGAINST.

Excused: Cadigan, O'Malley

Isaac Benton, President
City Council

APPROVED THIS 24th DAY OF March, 2009

Bill No. R-08-169

Martin J. Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY OF ALBUQUERQUE
CITY COUNCIL

111-2007

9/21/07

INTEROFFICE MEMORANDUM

TO: Martin Chávez, Mayor

FROM: Laura Mason, Director of Council Services LM

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-07-255 Amending The West Side Strategic Plan To Designate Tracts X1A1, X1A2, and X2A, University of Albuquerque Urban Center, Located on The North and South Sides of St. Joseph's Drive NW and West of Coors Boulevard NW, as a Community Activity Center For The Ladera Community and Amending The Text of The Plan To Reflect The Designation (Cadigan, by request), which was passed at the Council meeting of September 17, 2007, by a vote of 8 FOR AND 0 AGAINST.

Excused: Harris

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

/

LM:db
Attachment
9/20/07

2007 SEP 25 AM 9:16

CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-255 ENACTMENT NO. 111-2007

SPONSORED BY: Michael Cadigan, by request

RESOLUTION

SECTOR DEVELOPMENT PLAN AMENDMENT 07EPC-00122, AMENDING THE WEST SIDE STRATEGIC PLAN TO DESIGNATE TRACTS X1A1, X1A2, AND X2A, UNIVERSITY OF ALBUQUERQUE URBAN CENTER, LOCATED ON THE NORTH AND SOUTH SIDES OF ST. JOSEPH'S DRIVE NW AND WEST OF COORS BOULEVARD NW, AS A COMMUNITY ACTIVITY CENTER FOR THE LADERA COMMUNITY AND AMENDING THE TEXT OF THE PLAN TO REFLECT THE DESIGNATION.

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

WHEREAS, the City of Albuquerque adopted the West Side Strategic Plan, a Rank II Area Plan, in 1997 through Council Resolution R-51, Enactment Number 35-1997; and

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

WHEREAS, on April 12, 2007, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of an amendment to the West Side Strategic Plan, a Rank II Area Plan, to designate Tracts X1A1, X1A2, and X2A, University of Albuquerque Urban Center, located on the north and south sides of St. Joseph's Drive NW and west of Coors Boulevard NW, as a Community Activity Center for the Ladera Community and amending the text of the Plan to reflect the designation; and

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WHEREAS, the Environmental Planning Commission found the above West Side Strategic Plan amendment was consistent with applicable Comprehensive Plan and West Side Strategic Plan goals, objectives, and policies.

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

Section 1. WEST SIDE STRATEGIC PLAN, A RANK II AREA PLAN, AMENDED. The West Side Strategic Plan, a Rank II Area Plan, is amended to designate Tracts X1A1, X1A2, and X2A, University of Albuquerque Urban Center, located on the north and south sides of St. Joseph's Drive NW and west of Coors Boulevard NW, as a Community Activity Center for the Ladera Community and amending the text of the Plan to reflect the designation.

Section 2. FINDINGS ACCEPTED. The following findings for the West Side Strategic Plan amendment are adopted by the City Council:

1. This request is for a text amendment to the West Side Strategic Plan to designate Tracts X1A1, X1A2 and X2A, University of Albuquerque Urban Center, an approximately 57-acre site, located at the NW and SW quadrants of the Coors Boulevard/St. Joseph's Drive intersection, as a Community Activity Center.
2. This request is accompanied by an amendment to the University of Albuquerque Sector Plan (07EPC-00115), a site development plan for subdivision (07EPC-00114), and a site development plan for building permit (07EPC-00121).
3. The Comprehensive Plan's Established Urban Area goal and policies a, d, e, i, and j are furthered because the designation as a Community Activity Center will provide a complementary mix of commercial, office and employment uses in an area that can accommodate these uses and where the needed infrastructure is in place to support them.
4. The Comprehensive Plan's Activity Center:
   a. Goal and policy a are furthered because commercial and office uses are allowed on the site and high-density and moderate-density multi-family and single-family uses surround the site. The

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addition of employment and service uses at this location will help contribute to a sustainable development pattern by balancing the mix of residential and commercial uses.

b. Policies d and e are partially furthered because the acreage of the subject site is slightly higher than what is called for in a Neighborhood Activity and the uses will serve a larger geographic area. The site's size and proposed mix of uses reflects a hybrid of Neighborhood Activity Center and Community Activity Center objectives.

c. Policies e and i are partially furthered because the subject site meets some of the criteria for designation as an activity center. Although high-density residential uses may not be located in the Activity Center, the site is surrounded by moderate density residential development and area schools are currently at or over capacity.

d. The Coors/Western Trail Neighborhood Activity Center will still be designated as the Neighborhood Activity Center for the area. It will retain the existing SU-3 zoning, which allows moderate density residential, office, neighborhood scale retail uses, in addition to residential uses.

5. An AQIA was required and was provided to the City on 3/7/07. The Comprehensive Plan's Air Quality goal and policy b are furthered because according to the AQIA analysis provided by the City's Air Quality Division, the proposed development is "not expected to cause or contribute to any air quality exceedance." Policies d and i are only partially furthered since the level of service at the Coors/St. Joseph's intersection is poor, as indicated in the TIS. These policies will be completely furthered if the TIS mitigation recommendations are implemented.

6. The Comprehensive Plan's Noise goal is partially furthered because the subject site is currently vacant and generates little if any additional noise for neighboring residents. Additional noise

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will be generated by the development of the site under the existing (and proposed) zoning.

7. The Comprehensive Plan's Community Identity and Urban Design policy d is furthered because the designation as a Community Activity Center will contribute to a more effective interface between the adjacent residential uses and the proposed office and commercial uses. The site is relatively open and easily accessible by various modes of transit. The Neighborhood Activity Center's existing location has limited accessibility because it has developed primarily with residential uses, walls, and cul de sacs. The designation as a Community Activity Center and the proposed development will both contribute to a livelier neighborhood with more opportunity for on-street interaction, which is desired within activity centers.

8. The Comprehensive Plan's Transportation and Transit goal is furthered because the adjacent roadways are designated to support a mix of commercial, office, and institutional development. The proposed office and commercial uses are desired in this area of the community and may help to reduce the number of cross-river trips for west side residents seeking goods, services, and employment.

9. This request furthers West Side Strategic Plan goals, objectives, and policies:

   a. Goal 12 and Objectives 1, 4, and 8 are furthered because the designation as a Community Activity Center will provide more area for a mix of neighborhood and community oriented uses that will more effectively interface with existing residential uses. The allowed uses will help to balance the jobs/housing ratio, which contributes to a sustainable community and may reduce the number of cross-town trips for area residents.

   b. Policy 1.5 is furthered because pedestrian and bicycle connections through and adjacent to the site are illustrated on the accompanying site development plan for subdivision.

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c. Policy 1.9 and 1.10 are furthered because the subject site (Coors/St. Joseph's area) will be designated as a Community Activity Center because it is approximately 57- acres in size, which is larger than a typical Neighborhood Activity Center but smaller than a typical Community Activity Center. This request is justified because the allowed uses will balance the surrounding residential development. The existing Neighborhood Activity Center at Coors/Western Trail has developed primarily with single-family residential uses, which makes the remaining vacant areas less likely to develop with a complete mix of commercial and office uses as desired.

d. Policies 1.13 and 1.14 are furthered because the site's zoning allows a mix of commercial, retail, service, and employment uses and will function as the hub of activity for the surrounding area. The site is approximately mid-way between two Community Activity Centers, one at Coors/Montano and the other at Coors/I-40.

e. Policy 3.21 is furthered because community and neighborhood-scale commercial development, which is not strip development, is proposed north (and south) of St. Joseph's Drive on Coors.

f. Ladera Community policies 3.23 and 3.25 are furthered because the proposed development will locate commercial services near the existing residential and public facilities that already exist in the Ladera Community. Strip commercial development is not proposed and the site is accessible to area residents via bike lanes, sidewalks, and transit.

g. The proposed designation as a Community Activity Center furthers the objectives of the Ladera Community because the proposed uses will contribute to the mix of commercial, retail, service, and employment uses.

10. The following Recognized Neighborhood Associations were notified of this request: Villa De Paz H.O.A., Oxbow Village H.O.A., St. Joseph Townhouse Association, Story Rock H.O.A., Vista

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Grande, West Bluff, La Luz Del Sol, La Luz Landowners Association, Ladera West, Quaker Heights, and Taylor Ranch. A facilitated meeting was held on Monday February 26 at 7pm at Cross of Hope Lutheran Church, 6104 Taylor Ranch Road, NW. There is general neighborhood support for this request.

Section 3. CONDITIONS ACCEPTED. The following conditions for the West Side Strategic Plan amendment are adopted by the City Council:

1. The text changes beginning on page 97 of the West Side Strategic Plan shall read:

"Ladera Community

The Ladera community encompasses 2,926 acres, of which 40 percent is vacant. Major existing streets are Coors Boulevard and Atrisco. Ladera and Ouray provide east/west access through the community.

Population is projected to increase substantially in the Ladera community -- from 10,730 in 1995 to 19,283 in 2020. Based on its geographic size and buildout population, the Ladera community could support two Neighborhood Centers. Its projected population in 2020 is less than the minimum population required to support a community retail center.

Employment growth from 3,458 to 9,482 is projected during the 1995 to 2020 time period. Significant growth is projected for all sectors, with over 70 percent of total employment in 2020 in the service sector.

Coors Boulevard Community Center

Substantial community scale development currently exists in a strip along Coors Boulevard -- a commercial and service oriented strip that, because of its location, serves the entire northwest mesa. Because of the substantial retail development in place along Coors, functions that would be located in a Neighborhood Center are provided in this area at a Community scale. Therefore, this community center should focus on other types of activities and minimize new retail development.

A significant portion of existing retail space in shopping centers is occupied by service businesses. This trend would be expected to continue as retail opportunities are provided in other

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communities and as traffic patterns change in response to transportation improvements.

Community area: 2,926 acres

2020 population served: 19,283

2020 Employment: 9,482

Center area: 91

Potential uses: Retail, service, higher density housing

Coors/St. Joseph's Community Center (proposed development straddling St. Joseph's Drive on Coors)

Area of surrounding neighborhoods: 1,226 acre

2020 population served: 8,901

2020 employment: 7,407

Center area: 57 acre

Potential uses: Convenience retail, service; fringe area will contain public/institutional (St. Pius X High School), medium and high density housing, and services.

1. Encourage higher density housing on vacant parcels along Coors to provide a mix of land uses and increase the residential base of the Ladera community.
2. Provide pedestrian amenities to improve the pedestrian environment along this section of Coors.

2. The Activity Center maps shall be amended to show a new Community Activity Center at the subject site (Tracts X1A1, X1A2 and X2A, University of Albuquerque Urban Center)".

Section 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect ninety days after publication by title and general summary.

Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 17th DAY OF September, 2007
BY A VOTE OF: 8 FOR 0 AGAINST.

Excused: Harris

Debbie O'Malley, President
City Council

APPROVED THIS 24th DAY OF September, 2007

Bill No. R-07-255

Martin J. Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. C/S R-01-375 ENACTMENT NO. 42-2002

SPONSORED BY: Hess Yntema

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RESOLUTION

ADOPTING THE REVISED SOUTHWEST AREA PLAN AS A RANK 2 AREA PLAN; REPEALING ENACTMENT NO. 139-1988 (R-32).

WHEREAS, the Council has the authority to adopt plans for geographic areas within its planning jurisdiction as authorized by the New Mexico State Statutes; and

WHEREAS, the Council recognizes the need for area plans to guide the City, other agencies, property owners and other individuals to ensure orderly development and effective utilization of resources; and

WHEREAS, the Southwest Area Plan, a Rank Two Plan, provides the framework within which Rank Three Plans can be developed to further define future development within smaller geographic subareas of the plan; and

WHEREAS, the Southwest Area Plan was prepared with the assistance of residents, property owners, neighborhood associations and others in accordance with their desires and needs as expressed through public meetings; and

WHEREAS, changed conditions in the Plan Area justify the revisions to the existing policies and background information in the existing Southwest Area Plan; and

WHEREAS, the adoption of the revised Southwest Area Plan will further detail and implement the Albuquerque/Bernalillo County Comprehensive Plan (the Comprehensive Plan), Long Range Roadway System Map, Facility Plan For Arroyos and the Bikeways Master Plan; and

WHEREAS, the Environmental Planning Commission in its advisory role for all matters related to planning and zoning has approved and recommended the adoption of the Southwest Area Plan at a public hearing.

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

Section 1. The Southwest Area Plan attached hereto and made part hereof, to the extent that it is not in conflict with the Comprehensive Plan, is hereby adopted as a Rank Two Area Plan, to guide and govern all development, both private and public, as follows:

With regard to the area where the boundaries of the Southwest Area Plan and the West Side Strategic Plan overlap south of Central Avenue and west of Coors Boulevard as depicted on Exhibit A attached hereto, the policies contained in the Southwest Area Plan shall apply to the properties situated in the unincorporated area of the County, and the policies contained in the West Side Strategic Plan shall apply to the areas situated within the municipal boundaries, as they are amended from time to time.

Section 2. Enactment 139-1988 (Bill No. R-32, Eighth Council), which adopted the original Southwest Area Plan, is repealed.

Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

PASSED AND ADOPTED THIS 3rd DAY OF JUNE, 2002
BY A VOTE OF: 8 FOR 0 AGAINST.

Yes: 8

Excused: Payne

Brad Winter

Brad Winter, President

City Council

APPROVED THIS 10 DAY OF June, 2002

C/S Bill No. R-01-375

Martin Chávez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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WEST SIDE STRATEGICE PLAN AMENDMENTS (2002)

SPECIAL THANKS TO ENVIRONMENTAL PLANNING COMMISSION TASK FORCE:

Chuck Gara, Chair
Susan Johnson, EPC Member
Bob Cohen, Neighborhood Representative
Bill Fuller, Neighborhood Representative
Lawrence Kline, Professional Design Representative
George Reinhart, Professional Design Representative
Greg Foltz, Professional Development Representative
Mary Strickman, Professional Development Representative

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CITY OF ALBUQUERQUE

MAYOR

Honorable Martin J. Chávez

James B. Lewis, Chief Administrative Officer

COUNTY OF BERNALILLO

Juan Vigil, County Manager
Malcolm Fleming, Assistant County Manager
Thaddeus Lucero, County Planning Director

CITY COUNCIL

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Honorable Eric Griego, District 3, Vice-President
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Richard Sertich, A.I.C.P., Associate Director
Joel Wooldridge, F.A.I.C.P., Manager,
Adance Planning & Urban Design Division

PLANNING DEPARTMENT STAFF

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SECTION A
BACKGROUND

1. INTRODUCTION

Purpose and Intent of Plan

This Plan provides pro-active tools to manage change and implement the community's vision.

The purpose and intent of the West Side Strategic Plan is to provide a framework of strategic policies within which to manage future growth and development on Albuquerque's West Side. This framework responds to the regional issues affecting the West Side within the larger metropolitan area. The strategic framework has been, and will continue to be, developed within a public process intentionally designed to be as broadly inclusive as possible. The strategies of this Plan recognize that the West Side is a significant portion of the future expansion area for a young and growing population in Albuquerque. Growth in the area will continue, and it must be necessary to manage change and implement the community's vision for its County to embark upon a pathway of systematically planning and implementing growth policies which will affect all future development on the West Side.

The challenge of this Plan has always been how to develop strategies that achieve a sensible balance between a desired land use pattern and the preservation of the sensitive environmental characteristics of the area. The intent of this Plan is to achieve this balance.

The West Side Strategic Plan area is bounded by the Sandoval County line and the north, the Rio Puerco Escarpment on the est, a line south of Gun Club Road (the Atrisco Grant line) on the south, and the Rio Grande on the east for areas north of Central, and Coors Boulevard on the east for areas south of Central. It encompasses over 96,000 acres of land, or approximately 150 square miles (roughly equivalent to developed Albuquerque today). It includes all of the Northwest Mesa and most of the Southwest Mesa, but excludes the North and South Valleys (Plan boundary map).

The policies in this Plan are intended to guide growth and development on the West Side. In many instances, more detailed planning efforts are required as follow-up steps in order to fully implement the policies of this Plan. The policies contained herein shall be used to guide decision-makers during the interim period until the more detailed work is completed, and afterward as a strategic framework for the detailed work. These policies shall be interpreted to provide the greatest degree of protection of the community assets and values as expressed in this Plan.

Approval of this Plan does not negate or alter zoning, subdivision, or site development approvals already granted prior to this Plan's adoption or under the auspices of other plans in existence at the time of development approval. All new requests for West Side development approvals will be evaluated against this Plan's policies after this Plan has been approved by the governing bodies of Bernalillo County and the City of Albuquerque. Until that time, new development will be evaluated on the basis of existing approved plans.

The West Side Strategic Plan is derived from the people for the people. It has risen upwards from a grass-roots effort of local citizens planning their future, rather than from an administratively dictated viewpoint. As such, it is inclusive of the diverse needs and desires of the many people involved in the process, and includes the following:

- The West Side is a place where people can work, play, live and learn together, regardless of their ages, cultures, economic status, inclinations, or abilities.

- The West Side is a place that will always stir the soul through its vast beauty, its views, its history, and its landforms. There is only one place between escarpments, volcanoes, and the river, with such sweeping skies and mountain vistas, and vast open spaces - the West Side includes many of Albuquerque's major natural treasures, as well as one of the nation's cultural and natural treasures.

- The West Side is simply home a safe haven, a place to share, a place to join together, the heart and soul of Albuquerque for the thousands who live west of the river. The West Side Strategic Plan intends to protect these values for future generations.

- The West Side will develop in concentrated centers rather than in strip developments. Open spaces will provide scenic buffers between new planned communities, and major landforms (arroyos, rivers, and escarpments) provide the framework for existing communities.

Planning Process

The West Side Strategic Plan was initiated by City Council Bill R-121-1992, cosponsored by Councilor Alan Armijo. The plan was prepared during 1994, and reviewed by both the City and County Planning Commission is 1995. It responds to significant amounts of previous work on the West Side, and to an acknowledged need for a framework from which to evaluate and guide new

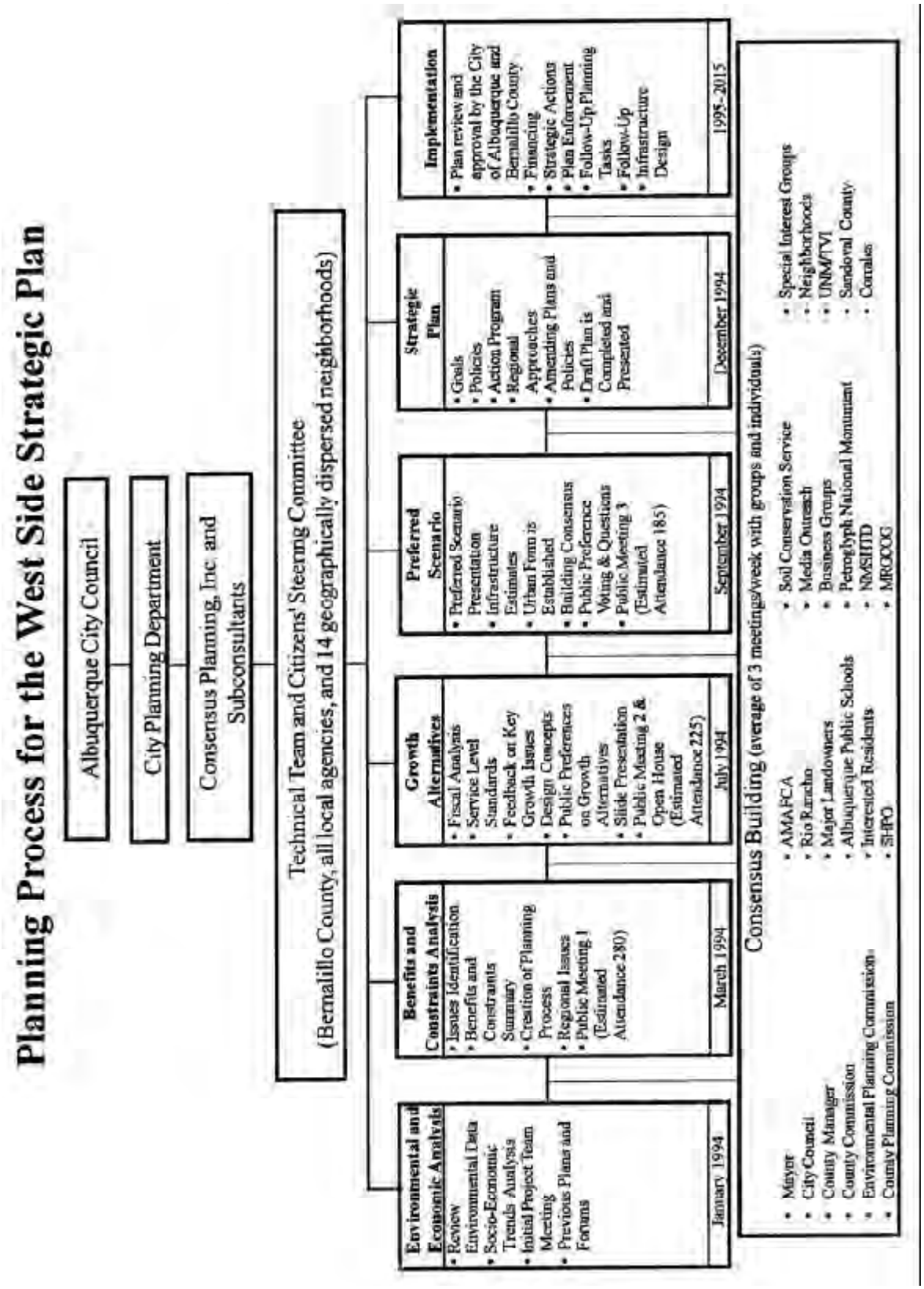
growth. It has been one of the most publicly open planning processes of any City or County plan to date, with input being provided by every viewpoint and from people of all ages and cultures throughout the process. While it will not provide everything to everybody, it will provide something for everyone, as it has been derived from a broad consensus-based process.

Hundreds of meetings have been held on West Side planning issues, hundreds of square miles have been explored, and hundreds of papers have been read. This Plan is the synthesis of the best of the ideas generated during this process. It has been an evolutionary process, and future changes should be expected. This Plan provides the strategic framework for a starting point, a way to start looking at West Side growth and development in more holistic ways.



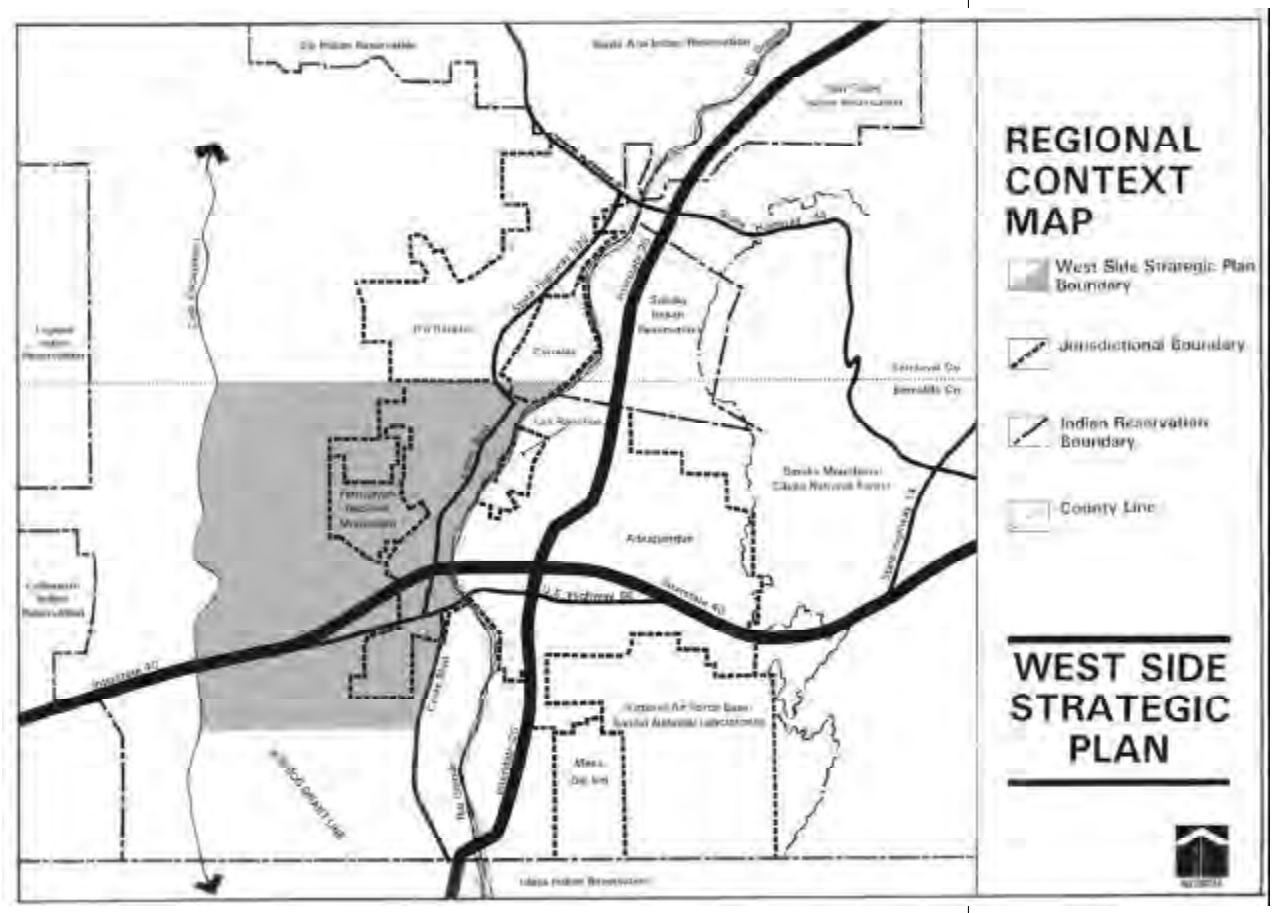
Vast amounts of background information from this planning process exist. Alternative scenarios have been prepared, citizens have "voted" on preferred Plan options, lists of key issues have been generated by the public, and both fiscal and physical impacts of development have been examined. There were two committees integral to the review process of this Plan: the Technical Team, made up of local agency staff members; and the Citizens educators, and three area Indian Pueblo residents. These two committees met throughout 1994 to review the Strategic Plan at key points.

The chart on the following page illustrates the key steps in this planning process. What it cannot show, however, are the many faces and voices of Albuquerque citizens who have participated in this process, demonstrating time and again how much they care about the future of the West Side. This Plan is for them.


Planning Process for the West Side Strategic Plan
Albuquerque City Council
City Planning Department
Consensus Planning, Inc. and Subconsultants
Technical Team and Citizens' Steering Committee
(Bernalillo County, all local agencies, and 14 geographically dispersed neighborhoods)
Environmental and Economic Analysis
• Review Environmental Data
• Socio-Economic Trends Analysis
• Initial Project Team Meeting
• Previous Plans and Forums
January 1994
Benefits and Constraints Analysis
• Issues Identification
• Benefits and Constraints Summary
• Creation of Planning Process
• Regional Issues
• Public Meeting 1 (Estimated Attendance 280)
March 1994
Growth Alternatives
• Fiscal Analysis
• Service Level Standards
• Feedback on Key Growth Issues
• Design Concepts
• Public Preferences on Growth Alternatives
• Slide Presentation
• Public Meeting 2 & Open House (Estimated Attendance 225)
July 1994
Preferred Scenario
• Preferred Scenario Presentation
• Infrastructure Estimates
• Urban Form is Established
• Building Consensus
• Public Preference Voting & Questions
• Public Meeting 3 (Estimated Attendance 185)
September 1994
Strategic Plan
• Goals
• Policies
• Action Program
• Regional Approaches
• Amending Plans and Policies
• Draft Plan is Completed and Presented
December 1994
Implementation
• Plan review and approval by the City of Albuquerque and Bernalillo County
• Financing
• Strategic Actions
• Plan Enforcement
• Follow-Up Planning Tasks
• Follow-Up
• Infrastructure Design
1995-2015
Consensus Building (average of 3 meetings/week with groups and individuals)
• Mayor
• City Council
• County Manager
• County Commission
• Environmental Planning Commission
• County Planning Commission
• AMAFCA
• Rio Rancho
• Major Landowners
• Albuquerque Public Schools
• Interested Residents
• SHPO
• Soil Conservation Service
• Media Outreach
• Business Groups
• Petroglyph National Monument
• NMSHTD
• MRGCOG
• Special Interest Groups
• Neighborhoods
• UNM/TVI
• Sandoval County
• Corrales

2. PLAN FRAMEWORK AND EXISTING CONDITIONS

Regional Context and Agency Framework



Regional Context Map

The West Side Strategic Plan has been created within a regional context. The West Side is an integral part of the metropolitan region, and regional activities greatly affect the West Side. While the adopted Plan policies apply only to the City of Albuquerque and Bernalillo County, the impacts of decisions made and implemented by other agencies and jurisdictions greatly influence the quality of life on the West Side. This is especially true of the State of New Mexico, the City of Rio Rancho, the Petroglyph National Monument, Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), Albuquerque Public Schools (APS), and the Middle Rio Grande Council of Governments (MRGCOG). Other agencies also have impacts on the area, including the University of New Mexico (UNM), Albuquerque Technical-Vocational Institute

(T-VI), Sandoval County, Village of Los Ranchos, Village of Corrales, adjacent Indian Pueblos, stakeholders, and others.

The West Side is an integral part of the metropolitan fabric.

It is not intended for the West Side to be a bedroom community, nor an isolated stand-alone series of neighborhoods. It is an integral part of the metropolitan fabric, and as it passes from the initial mostly-residential phases of development into the later mixed-use phase of its growth, its relevance to the entire Albuquerque area will become increasingly apparent. The West Side is at this cusp of change today, as new businesses, a new regional mall, and many more services become established. The Strategic Plan recognizes the regional impacts on the West Side from a regional perspective, recognizes the regional impacts on the West Side, and recognizes that the West Side represents Albuquerque's future. It holds space for a growing community, recreational and environmental features unique to the area, and a future population, employment, and tax base to keep the local economy strong.

The West Side can provide leadership to the community as a whole in learning new ways to work together for the common good.

Many of the strategies introduced in the Plan would serve the entire metropolitan area well. The West Side can provide leadership to the community as a whole in learning new ways to work together for the common good. The Albuquerque area is entering a new era where cooperation among agencies and jurisdictions is critical to keep the community functioning and protect the environment and quality of life. Anything less than everyone's collective problem-solving skills will result in mediocre solutions. The metropolitan area cannot afford to fall apart into self-protecting special interests. It must be knitted together for economic, cultural, and environmental survival. The West Side is a microcosm of the greater community, and an indicator of what the future is to be. New interagency cooperation and regional approaches to problem-solving on the West Side will set the stage for the entire metropolitan area. It must happen for the West Side's future, and the West Side's future is Albuquerque's future.

History of Albuquerque's West Side

On the vast expanse of the windswept west mesa archaeologists have found remains of campfires and stone chips from tool making left by ancient hunters. Over 10,000 years ago, near the shallow lakes which once dotted the grassy mesa west of the volcanoes, they pursued the animals which roamed the area. As the climate grew warmer the lakes disappeared and so did the large animals. Other peoples came into the area, and over thousands of years later they learned to tend food crops, reducing their dependence on wild plants and small game; thousand-year old pithouses and primitive farming sites have been found along the volcanic escarpment and farther west. By 1300 the descendants of builders of pithouses and small rock dams were building large adobe villages near their fields along the flood plain of the Rio Grande.

In the 1500s and 1600s the Pueblo dwellers confronted the Spanish employers and colonists coming into the area from Mexico. Eventually they yielded much of the agricultural land to the new settlers. For over 200 years the west mesa was predominantly grazing country for the cattle and sheep belonging to residents of two early 18th century farming villages, Atrisco to the south and Alameda in the north. One of the many trails comprising the Camino Rael traversed the hills on the West Side of the river. To reach the Villa of Albuquerque on the east side of the Rio Grande, Atrisquenos usually crossed the river bed on foot since the Rio Grande was "nowhere navigable and everywhere fordable," according to one 19th century writer. After New Mexico became territory of the United States in 1846, several attempts were made to establish a road across the mesa to the west. None was successful, defeated by the steep slopes and sandy soil. Even the railroad, which reached Albuquerque in 1880, could not deal with the physical barrier presented by the western sand hills and routed their tracks south to Los Lunas, where they turned west through a break in the sand hills.

Community Activity Centers provide focus, identity, and a sense of character.

The railroad created a new town east of the old Villa de Alburquerque and the new town grew, outstripping Santa Fe by 1910. The growing use of the automobile gave Albuquerque residents more mobility, but for the most part the City grew east and north. At the end of the 19th century, the first bridge across the river at Barelas connected the communities of Albuquerque and Atrisco. Like an earlier bridge near Old Town bridge, the Barelas bridge was soon rebuilt; it was a crucial link in the State's first north-south highway. In the 1920s a few newcomers bought and ranched large holdings on the mesa north of Atrisco but it was not until bridges were built across the Rio Grande at Central in 1931 and across the Rio Puerco in 1933 that a usable highway led west from the City and people began to move west in significant numbers.

After World War II the pace of development increased. The College of St. Joseph was built on the bluffs above the river in 1951; Coors Boulevard was extended south of Central in the 1940s and north of St. Joseph's after 1957. The construction of Interstate 40 in the 1960s accelerated housing construction. Large residential communities were platted and lots sold: Paradise Hills (1962), Rio Rancho (1963), Snow Vista-Westgate (1963), College Heights (later Taylor Ranch) (1964), Volcano Cliffs (1964), La Luz (1968). Limited development occurred on the old Atrisco Grant lands. The grant had been patented in 1905 and grant officials had begun leasing grant land in the 1920s (the first Westland Development Company became the owner of the old Atrisco Grant and began more systematic development to their lands. In the 1970s concerned citizens began the drive to save the volcano area from development which eventually led to establishment of Petroglyph National Monument.

Growth Issues

West Side growth is already significant and is increasing. A *1994 Socio-Economic Trends Analysis* was prepared for the Plan area a part of the strategic planning effort. Readers interested in more detail about West Side socio-economic trends are referred to that document, which is available from the City of Albuquerque Planning Department.

Albuquerque can continue to expect growth as a community.

Albuquerque is surrounded on three sides by Indian lands and National Forest. The West Side will continue to provide a majority of Albuquerque's future expansion area. Other growth areas for Albuquerque also exist including North Albuquerque Acres, Mesa del Sol, High Desert, and infill to existing sectors of the City. Additional growth occurs in the County in the East Mountain Area, and in the North and South Valleys. Some people have expressed an interest in stopping new growth altogether during this planning process. This is unrealistic. Some demographers have estimated that seventy-three percent (73%) of Albuquerque's growth between 1980 and 1990 was a result of natural increase (births minus deaths), and a majority of the net migration to the West Side has come from other parts of Bernalillo County. Additionally, West Side residents are younger than the City as a whole (West Side median age 27.6 years vs 31.4 for the City), and there are more families with more children living on the West Side (78.73% family households on West Side vs. 64.69% in whole City, and 2.95 persons per households on West Side vs. 2.46 persons Citywide). With a young and expanding population base, Albuquerque can continue to expect growth as a community, even without net migration from other areas. However, some demographers have estimated that twenty-seven percent (27%) of the growth Citywide is from in-migration, which is still a significant number. This new population locates in many different parts of the metropolitan area, although West Side residents are slightly more likely to have recently lived in another county or state.

The intent of this Plan is to manage growth so that infrastructure and services catch up to existing development and keep up in the future.

The most effective urban growth planning policy includes regional cooperation. An unintended consequence of restricting growth in one community of a multi-jurisdictional area is to encourage sprawl on a larger regional scale.

Rather than attempt to *stop* growth, an attempt has been made in this Plan to *manage* growth, and to keep up with future growth by guiding where and how it occurs. There is broad community support for this approach as noted during the public meetings held on this issue during 1994. Techniques which will be utilized to manage growth include: imposing an urban form which requires defined areas of concentrated densities to discourage sprawl; phasing development in key areas through the timing of infrastructure; requiring particular

types of development through performance-based development review systems and design guidelines; and requiring local governments to address annexation and concurrency (timely delivery of services) issues.

How much growth is there? A few statistics from the 1994 Socio-Economic Trends Analysis for the West Side follow:

	1980	1990	Change	$ Change
Population	38,523	62,677	24,154	63%
Housing Units	12,444	22,552	10,108	81%
Employment	5,498	10,789	5,141	90%

- Between 1980 and 1990, Albuquerque's population grew by 51,816 (or 16%). During the same 10 years, the West Side grew by 24,154 people, or 46% of the total growth in Albuquerque.

New Housing Units 1980-1993

	West Side	Bern. Co.	City	Rio Rancho
Population	38,523	62,677	24,154	63%
Housing Units	12,444	22,552	10,108	81%
Employment	5,498	10,789	5,141	90%

- The West Side captured 13,290 (32.5%) of the Bernalillo County building permits between 1980 and 1993. The West Side and Rio Rancho combined received 21,283 new single-family houses during this period - 41% of all single family homes built in Bernalillo County and Rio Rancho.

- West Side building permits for new single family housing units jumped from 500 in 1991 to 1,276 in 1993, an increase of 2.5 times. The number of West Side single family housing permits increased to 1,561 in 1994. An additional 1,561 homes is equivalent to approximately 4,527 new residents in the area in one year (1994).

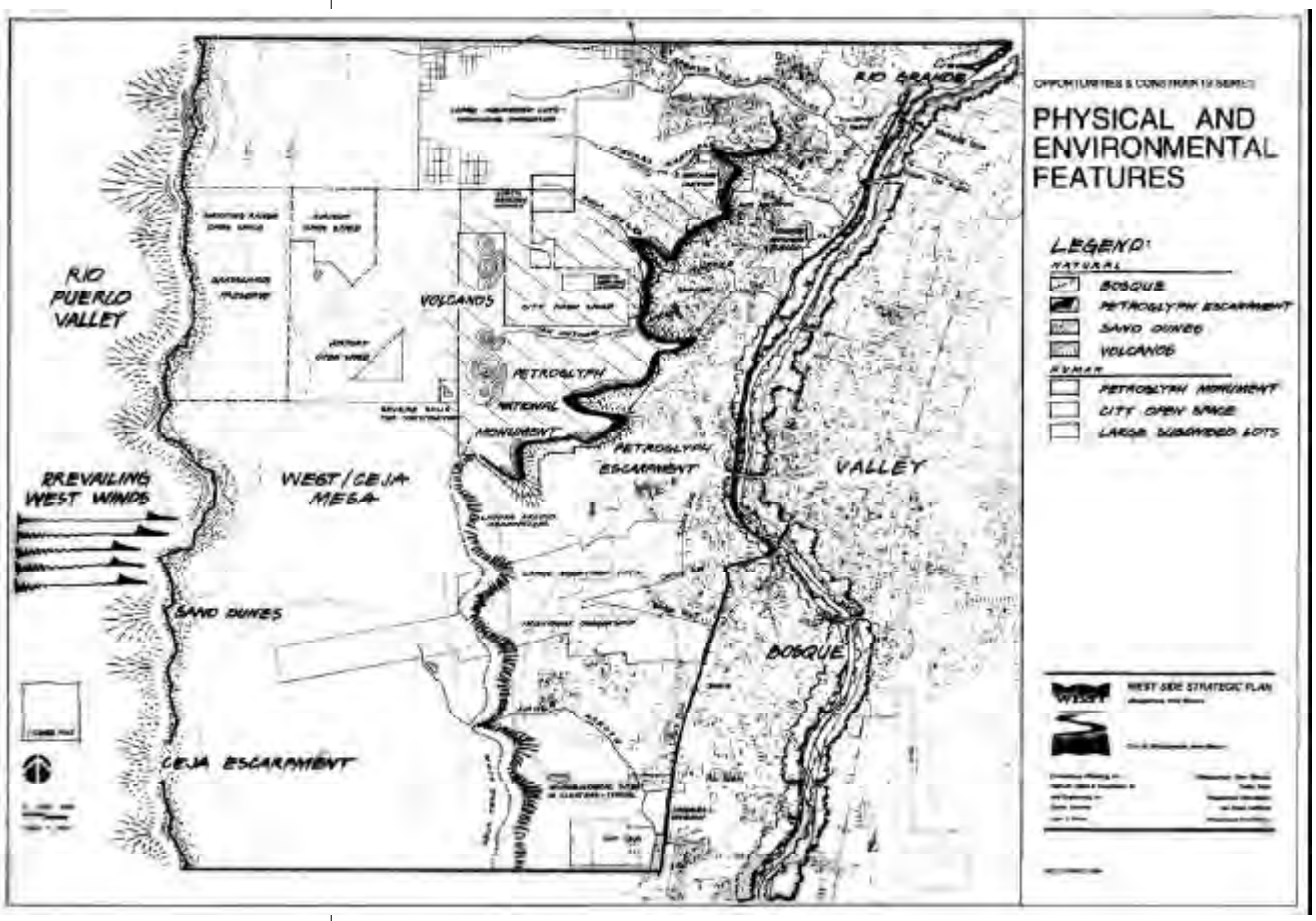
- West Side single family building permits represented approximately 46% of all permits within Bernalillo County in 1993. This number was 50% in 1994 and is expected to reach 60% in 1995 based on new subdivision activity.

- The West side has fewer apartments and townhouses than the City as a whole. 13% of the West Side housing units were multi-family, compared to

33% in Albuquerque in 1993. This percentage is expected to increase during 1995 and 1996 when planned apartments are constructed.

It is up to the community to manage future growth and implement the Plan.

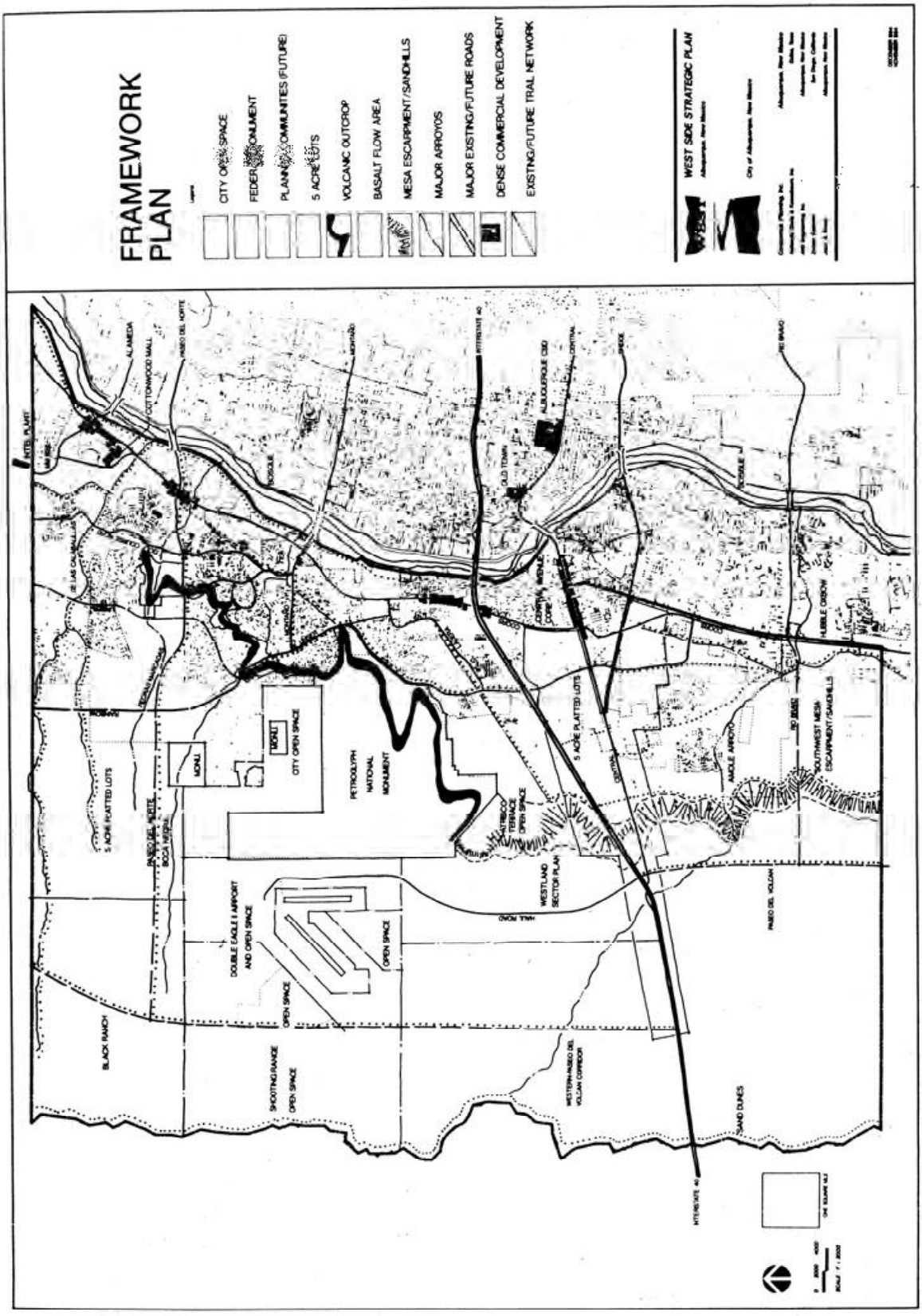
Managing future growth in the area is a task of community leadership. While this Plan outlines strategies or tools that can be utilized, it is really up to the community to decide how much enforcement and future implementation there should be on growth policies. ***The people attending the West Side Strategic Plan public meetings have stated their preferences loud and clear. They want a Plan with real tools for change, and they want local leadership to stand by it and implement it on a daily basis.*** The City of Albuquerque and Bernalillo County have a unique window of opportunity to direct and manage the area's future, and the citizens want local leaders to seize this opportunity and move forward with all due speed to achieve their goals as described in this Plan.



Physical and Environmental Features

Inventory Information/Resources and Topics Explored

There were 36 existing plans on the West Side in 1994. Some of them were out-of-date, many of them covered only a limited area, and policy conflicts were common. One characteristic these plans had in common, however, is that they provided a great deal of descriptive information about the West Side. There have been many studies of unique West Side features: geologic mapping of basalt outcrops, known archaeological site inventories, prevailing wind studies, soil conditions, arroyo and drainage plans, utility extension policies and plans, ethnographic studies, traffic and corridor studies, marketing surveys, and public opinion polls to name a few. Many resources exist for the serious student of West Side characteristics. The City of Albuquerque Planning and Public Works Departments, and the Bernalillo County Public Works and Building, and Zoning Departments are the repositories of much of this information.



Framework Plan

Summaries of all of these features will not be described in detail in this Plan, which focuses more on strategy and less on description than previous plans. Key elements of those factors affecting strategic growth actions are described when applicable. The reader should be assured, however, that all available background information was reviewed for this Plan, and these data influence the Plan objectives greatly. For example, the physical features of the West Side such as the east-west trending arroyos, the north-south trending escarpments and the river edges provide a framework for the Plan. Existing development and platting patterns are another example of a framework issue affecting Plan development. The source list at the end of this Plan is a good first step for acquiring additional information on any of the technical background information utilized by the Project Team.

Plan Ranking System

The City of Albuquerque and Bernalillo County utilize a three-tiered approach to plan ranking. A Rank 1 Plan, the Albuquerque/Bernalillo County Comprehensive Plan covers the entire City and County. Rank 2 Plans cover large subareas of the City, such as the East Mountain Area, the West Side, or Citywide facilities such as arroyos or electric transmission lines. This Strategic Plan is a Rank 2 Plan. Rank 3 Plans cover specific neighborhoods, corridors, or sectors of the City. Most of the 36 existing plans on the West Side are Rank 3 plan.

Rank 3 plans must be consistent with Rank 2 plans, which in turn, must be consistent with Rank 1 plans. Part of the Strategic Planning process is to identify those elements from the Rank 3 plans, and other Rank 2 plans, which must be brought into conformance with this new Rank 2 plan. The process must also ensure compatibility (or amendment to create compatibility) with the Comprehensive Plan. This ranking method of plans may change in the future, but the basic premise of consistency among plans will remain. In terms of the West Side Strategic Plan, it should be acknowledged that compatibility with the Comprehensive Plan will be sought or created, and existing Rank 3 plans will be brought into conformance with this Plan, or rescinded altogether. Parallel Rank 2 plans will be amended for consistency, rescinded, or absorbed into this Plan. It also means that many of the future planning efforts that will be needed as a result of this Plan will also need to be compatible with it. Most of the future plans recommended as part of the Action Program of this Strategic Plan will be Rank 3 (or equivalent) plans.

City Amendment and Enforcement Procedures

The public has repeatedly asked for a West Side Strategic Plan which "has teeth", is enforced, and cannot be easily ignored. To ensure that the policies of this Plan are not ignored or arbitrarily changed in a piecemeal fashion, which would be a detriment to the overall intent of the document, readers of the Plan are reminded that current City Ordinances require very specific procedures for amendment to adopted City plans. It is the responsibility of the Environmental Planning Commission, the County Commissioners to adhere to the policies contained in the West Side Strategic Plan as it is adopted unless formal amendments have been made.

The West Side Strategic Plan is a Rank Two Area Plan which is specifically included in the City's Planning Ordinance in Article 13, Sections 14-13-1-1 and 14-13-1-2. Any amendments to plans adopted by the City which are included in the Planning Ordinance must be amended only according to the procedure described in the Planning Ordinance Section 14-13-1-4, "Procedure for Plan Adoption or Amendment". This section describes the public hearing process, timing, and fees required to initiate a Plan amendment.

Additional Rank 3 Sector Plan amendment procedures are spelled out in the City's Zone Code Ordinance, Article 16, Part 4 "Administration and Enforcement" of the City's Code. This section is important to the administration and enforcement of the West Side Strategic since Rank 3 plans often contain more land use and design guideline detail that will carry out the intent behind the broader policies of Rank 2 plans. According to Article 13, Section 14-13-1-2 of the City's Planning Ordinance, lower ranking plans should be consistent with higher ranking plans, and when this is indisputably not the case, the conflicting provision of the lower ranking plan is null and void.

The West side Strategic Plan cannot be amended without adherence to these existing ordinances. The Planning Department, Environmental Planning Commission, and the City Council are the primary enforcement bodies in the City with regard to policies in adopted plans.

County Amendment and Enforcement Procedures

The County administers the same plan amendment policies as the City on all Rank One and Rank Two plans. Therefore, a public hearing, application fee, and other plan amendment policies will also apply in the County. On jointly approved Plans such as the Comprehensive Plan and Rank Two plans like the West Side Strategic Plan, amendments must be approved by both the City and

County. This would require hearing through both Planning Commissions, and if required, through both the City Council and Board of County Commissioners. The County Zoning, Building and Planning Department, the County Planning Commission, and the Board of County Commissioners are the primary enforcement bodies in the County with regard to policies in adoption plans.

City/County Staff Enforcement

In addition to formal amendment procedures and ordinance requirements for Plan enforcement, the City and County staff have day-to-day authority to monitor consistency with adopted Plan policies through implementation and review of sector development plans, site plans, subdivisions, variance requests, etc. Additionally, the West Side Strategic Plan recommends the designation of specific staff members at both the City and County to follow-up on proposed actions, and monitor and carry out existing policies of this Plan. Periodic updates of the Plan are also recommended, and can help to enforce the intent of the policies and refine the specific implementation techniques suggested.

The City Council has appropriated funds for community-based planning services in different sub-areas of Albuquerque. The enforcement and implementation of the West Side Strategic Plan will be required to be coordinated with this overall community-oriented effort, including the City's Community Identity Program.

3. PLANNING GOALS AND OBJECTIVES

The following Goals and Objectives have been completed from previous West Side planning efforts, and reaffirmed during the Strategic Plan public involvement process. The participants at public meetings have shared concerns and goals in a cooperative manner at many meetings which have set the stage for this Plan. The combined summary statements from the West Side meetings provide the following basic goals for the Plan:

Plan Goals

1. Establish specific boundaries for the Plan area which include and integrate both the Northwest Mesa and a major potion of the Southwest Mesa.

2. The Plan will be implementation oriented, completed within a definite time limit, and should build upon existing adopted plans and policies.

3. The Plan will involve multiple agencies and jurisdictions and focus on West Side needs from a regional perspective (an opportunity to think "metro-wise").

4. Land use considerations and overall growth and development concerns should be tied to infrastructure and funding considerations for realistic implementation.

5. The Plan should recommend solutions for design and development issues, as well as cultural and environmental concerns. Ways to achieve better design should be examined and included in the Plan.

6. Protecting significant natural assets of the West Side (escarpment, bosque, open space, views, clean air and water) is a primary goal of long-range planning efforts in the area.

7. The planning effort must be broadly inclusive, sensitive to many ideas and cultures, and give the West Side a greater role in determining its own destiny and establishing its own vision of the future.

8. The Plan should develop and use a balanced, integrated, flexible, action program and planning process which targets funding and revenue sources and the agencies responsible for addressing regional problem solving.

9. The preservation, protection, responsibilities, and opportunities of the Petroglyph National Monument must be recognized as a important part of the West Side's future. The growth and development pressures on the West Side must be recognized as an important part other Petroglyph National Monument's future. Other special places on the West Side (existing neighborhoods and natural features) must also be preserved and protected.

10. The Plan should create a framework to build a community where its citizens can live, work, shop, play, and learn together while protecting the unique quality of life and natural and cultural resources for West Side residents.

11. The Plan should provide ways to knit the metropolitan region together as one community, sharing one set of natural resources, and protecting these unique areas for future generations. The metropolitan area must come together across the river, north and south, across the County lines, and

between cultures and interest groups to achieve a common good for the community. Diversity is a strength and should be recognized and incorporated into all phases of Plan implementation.

12. The Plan should provide for long-term sustainable development on the West Side.

Plan Objectives

Many of the goals and objectives of previous West Side plans and the Comprehensive Plan apply to the West Side Strategic Plan. These will not be repeated individually here. They are described in the West Side Forum Summary of March, 1993, the West Side Plan Summary of December, 1992, and in all other descriptive plans (available from the Albuquerque Planning Department). A few of the summarized objectives from many previous planning studies and public meetings are included below for additional explanation of the Plan goals listed above. These objectives are the cornerstone from which the Strategic Action Plan (see page) are derived:

1. Provide for a complete mix of land uses on the West Side, including opportunities for large-scale employment, in order to minimize the needs for cross-metro trips. Employment opportunities are encouraged on the West Side.

2. Provide the opportunity for creative and innovative solutions to housing, utility, and transportation problems. Improve upon methodologies employed elsewhere in the region in order to eliminate repetition of pervious mistakes. Provide incentives for "good" development, not just deterrents for "bad" development, through design requirements specifically geared toward the West Side environment.

3. Plan for the ability to manage and preserve unique West Side resources (scenic, natural, cultural, historical, and spiritual) within the context of a growing metropolitan area.

4. Preserve a sense of community and quality of life for all residents based on wise, long-term decision-making.

5. Evaluate funding needs, infrastructure costs, development revenues, and "fair share" means of sharing community-wide benefits and constraints. Recognize that the metropolitan area is tied together economically, as well as culturally and physically.

6. Conserve and protect natural resources, and minimize environmental impacts. Densities of development and efficient utilization of all transportation and utility corridors are a part of this objective.

7. Plan for and incorporate the educational needs of the West Side in the development process. The provision of quality education is tied to all other social and economic aspects of the community.

8. Promote job opportunities and business growth in appropriate areas of the West Side.

9. Promote accountability in the public sector to provide timely services and completion of implementation steps in order to build public trust.

10. Promote community building on the West Side, and in the metropolitan region as a whole. Celebrate successes and provide ways for creating effective communication and consensus-building. Involve citizens of all ages in determining the future of the West Side.

11. Implement an efficient, effective, multi-modal transportation system with supporting land uses (the community concept including pedestrian, bicycle, vehicle and HOV transit) to serve the West Side and connect it with the rest of Albuquerque and Bernalillo County as well as outlying areas such as Rio Rancho. This might require the establishment of a Transportation Management Organization for West Side employers, maximizing internally captured trips in mixed use areas or PUDs.

This Plan embraces the City of Albuquerque Five Year Goals adopted by the City Council in the fall of 1994, and strives to meet and exceed the expectations of the Administration and Council.

City Council Goals

I. RANK ONE GOALS

Opportunities for Families, Youth, Senior, Neighborhood Vitality

1. Enhance lives of seniors, youths, and family, foster affordable housing and maintain

Provision of High Quality Customer Service

2. Improve public safety services.

3. Equitable balance of new construction; maintenance and repair of infrastructure.

II. RANK TWO GOALS

Encourage Regional Planning Cooperation

4. Achieve sustainable development, balance development, redevelopment, redevelopment, and infill development.

5. Increase environmental protection and resource conservation.

Achieve Economic Vitality and Sustainability

6. Adopt and pursue implementation of an economic utility strategy.

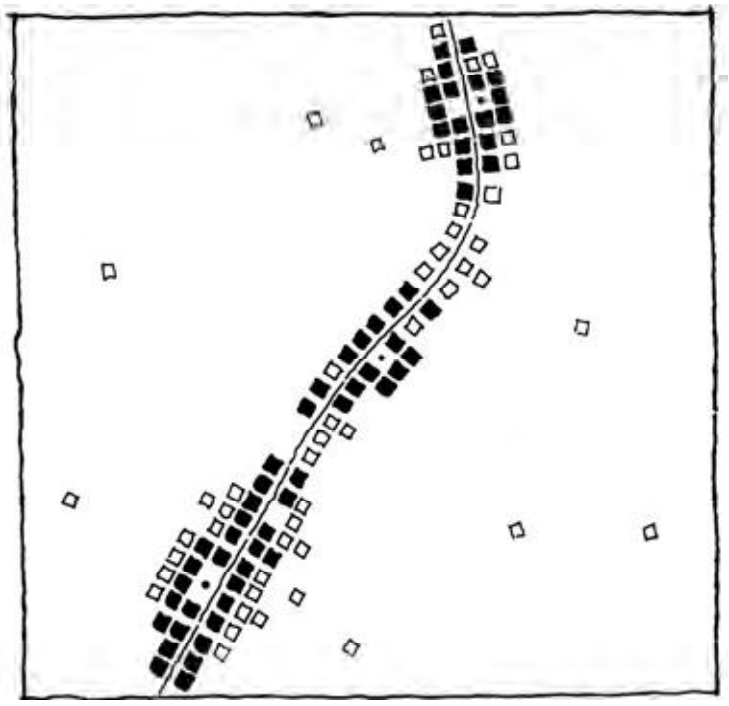
III. RANK THREE GOALS

7. Foster the expression and appreciation of Albuquerque's cultures.

4. TYPES OF URBAN FORM

There are many types of urban form that develop both intentionally and unintentionally in cities across the country. Linear towns exist along highways and rivers, highly dense compact cities (such as New York City and many European and Asian cities) form where land availability and infrastructure costs create them, and low-density sprawl cities occur over much of the United States, especially in the West and Midwest. Albuquerque is currently an automobile-oriented, low density city with several existing nodes of higher density, typical of the Southwest. The importance of the automobile may be as critical as land availability and infrastructure costs in determining form.

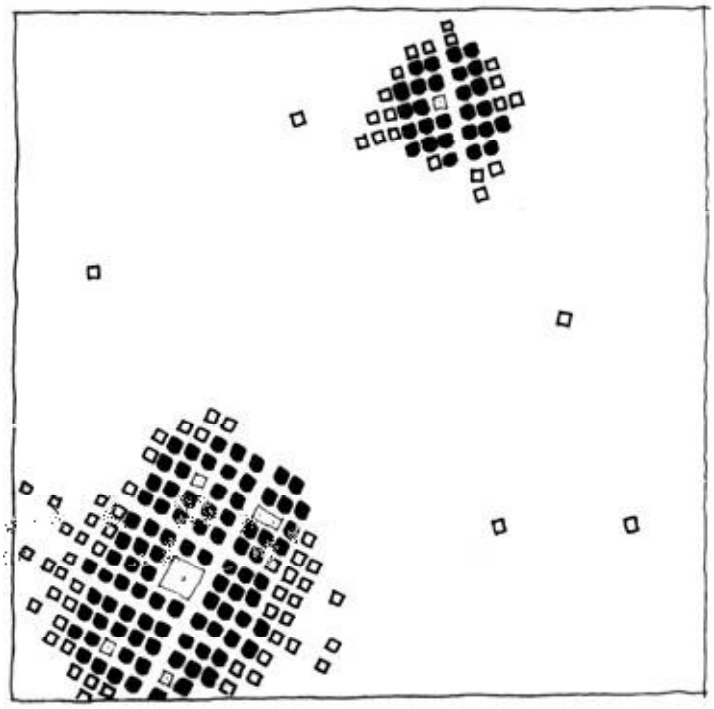
The various types of urban form were studied for applicability to the West Side and the greater Albuquerque community. A brief summary of the advantage and disadvantages is provided on the following pages.



Linear Community Form

Linear Cities

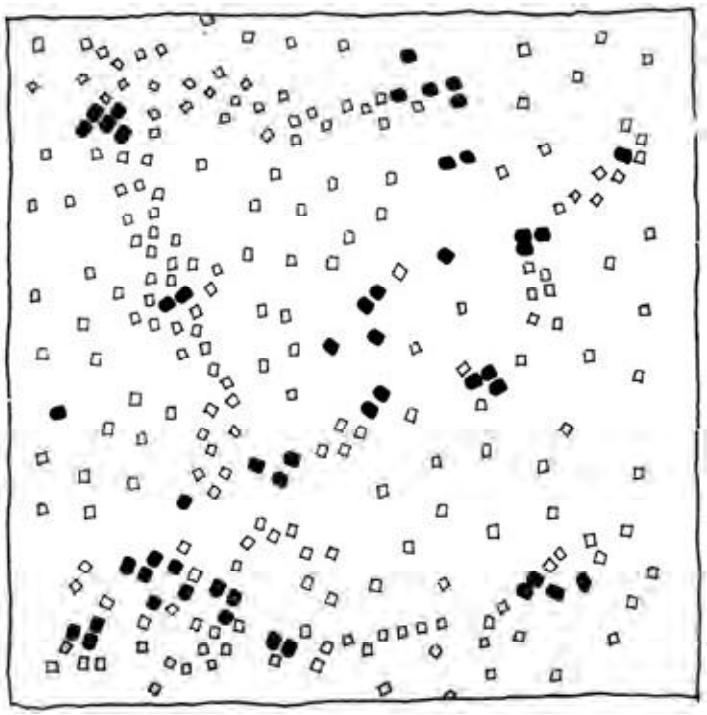
Linear cities develop along rivers and highways where development occurs in a long strip of land with limited width. Linear cities are well suited for transit, and moderately well suited for utility service efficiency, but do not respond well to landforms, broad views, and community aesthetics. They are not pedestrian friendly due to the long distance between the linear ends of the development. Strip commercial development becomes the primary form for services. It is difficult for a sense of community to develop when the ends of development are separated by great distance with little depth (width) to the neighborhoods along the way. The West Side landforms, existing neighborhoods clusters, and the public's desire for aesthetically-pleasing development outside of the strip mall format preclude linear city urban form for the area.



High Density Compact Community Form

High Density Compact Cities

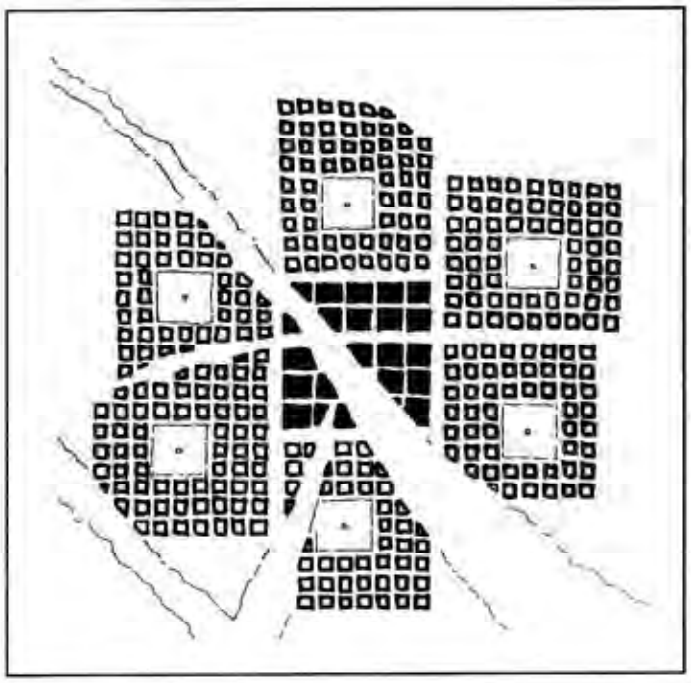
Compact cities such as Boston or San Francisco use less land per person than other forms. They are efficient for transit, utility services, and pedestrian access. Their density results in the proliferation of tall buildings with public open spaces generally restricted to small hardscape plazas and pocket parks. The high density, noise, obliteration of views, and public preferences for single family homes on private lots renders the social form of a compact city undesirable in Albuquerque. Compare this to the Nodal/Clustered Urban Form described later.



Low Density Community Form

Low Density Rural Towns

Rural agricultural areas typify the low density urban form. In these areas, the lot sizes are very large, there are no tall buildings, and vast undeveloped areas remain. This development pattern protects views and open spaces, but inhibits pedestrian/bicycle access and any form of community scale utility service due to services, libraries, water and sewer systems, etc.) cannot be provided due to the population today already exceeds a low density rural form, and while some rural areas are appropriate on the West Side, the inefficiencies of service delivery precludes this form for the region as a whole.



Nodal/Clustered Cities

Nodal development is common to the Southwest and typical of Albuquerque's form today. In these cities, nodes or clusters of higher density occur central to a surrounding area of lower density. This pattern repeats itself to form a city with several higher-density nodes with low density development spreading outwards from the center in a radial fashion. Both Old Town and Downtown Albuquerque typify a higher density node or nucleus of activity surrounded on the West Side, and will be reinforced by the policies of this Plan. Services (including transit) can still be delivered relatively efficiently in corridors connecting the nodes, yet the outermost areas still preserve the open spaces, views, and personal space desired by area residents. The nodal areas are designed to be pedestrian friendly.

5. COMMUNITY IDENTITY PLANNING AREA

Simultaneously to this Plan, the City of Albuquerque has undertaken a Community Identity Program to identify unique Community Planning Areas within the City, each with its own character, history, and physical attributes. Ten unique Planning Areas have been identified throughout the City: North Albuquerque, Foothills, East Gateway, Mid-Heights, Near Heights, North Valley, Central Albuquerque, South Valley, Northwest Area, And Southwest Mesa. Two of these areas, the Northwest Mesa and Southwest Mesa are included in the West Side Strategic Plan area.

The Northwest and Southwest Mesa Planning Areas are quite large at this point in time, representative of the relatively lower West Side population clusters as compared to existing East Side areas. As the West Side builds out, additional Planning Areas will be designated to amend the Community Identity Program. This Plan creates a framework for this process.

The Planning Areas will be used by City staff to assess the delivery of services and enforcement of policies by region. Interdepartmental City teams will be assigned to each Planning Area. These teams will become experts in the issues of their Area and will systematically address public inquiries, policy implementation, and service delivery tasks in that Area. The teams will work with Community Action Partnerships to understand and solve problems at the community level, as well as provide a forum for discussion and resolution of major community issues among all key interests. This community-based planning approach should significantly improve services all over the City.

The West Side Strategic Plan is consistent with the Community Identity Program. However, it includes considerably greater detail for the West Side than the Community Identity Program. The two Planning Areas from the Community Identity Program have been further subdivided into 13 communities in the West Side Strategic Plan. This is consistent with The Planned Communities Guidelines, and with the size of the West Side Strategic Plan area.

6. FUTURE URBAN GROWTH MANAGEMENT

The City of Albuquerque, at the time of the adoption of the West Side Strategic Plan, has initiated investigations of a number of issues directly related to this Plan. This work covers such topics as urban service delivery zones; a project specific Capital Improvement Program; resources to address growth-related infrastructure needs and infrastructure rehabilitation and deficiency needs in existing neighborhoods; the compatibility of development impact fees and revenues obtained

through development agreements with the growth management strategy; annexation policies; and policies, projects and rates to insure a sustainable supply of water. The issue arose as to whether the adoption of the West Side Strategic Plan should be delayed to follow the adoption of policies resulting from these investigations. It was determined that, rather than delay the Plan, it should be noted that future adopted City policies with regard to these issues should take precedence over the related policies contained in the West Side Strategic Plan, and shall be subject to the City's public review process for land use matters.

Furthermore, it is recognized that the South Valley portion of the metropolitan area is unique and now is engaged in an area planning effort led by the County of Bernalillo. It is recognized that the future adopted South Valley Area Plan shall take precedence over the West Side Strategic Plan.

Policy A-1: Future adopted City policies applicable to the entire City and adopted interim policies concerning urban service delivery zones; a project specific Capital Improvement Program; resources to address growth-related infrastructure needs and infrastructure rehabilitation and deficiency needs in existing neighborhoods; the compatibility of development impact fees and revenues obtained through development agreements with the growth management strategy; annexation policies; and policies, projects and rates to insure a sustainable supply of water shall take precedence over any incompatible policies in the West Side Strategic Plan.

Policy A-2: In order to insure compatibility with future adopted City policies and programs, the West Side Strategic Plan shall be reviewed by the Mayor and City Council one year from its adoption.

Policy A-3: The boundaries of the West Side Strategic Plan and the Southwest Area Plan overlap in an area south of Central Avenue and west of Coors Boulevard. The policies contained in the Southwest Area Plan shall apply in the "overlap area" to the properties situated in the unincorporated area of the County, and the West Side Strategic Plan policies shall apply to the areas in the "overlap area" that are located within the municipal boundaries, as the boundaries are amended.



SECTION B
STRATEGIC PLAN ELEMENTS & DEVELOPMENT STRATEGIES

1. THE COMMUNITY CONCEPT

General Principles/ Summary of Objectives

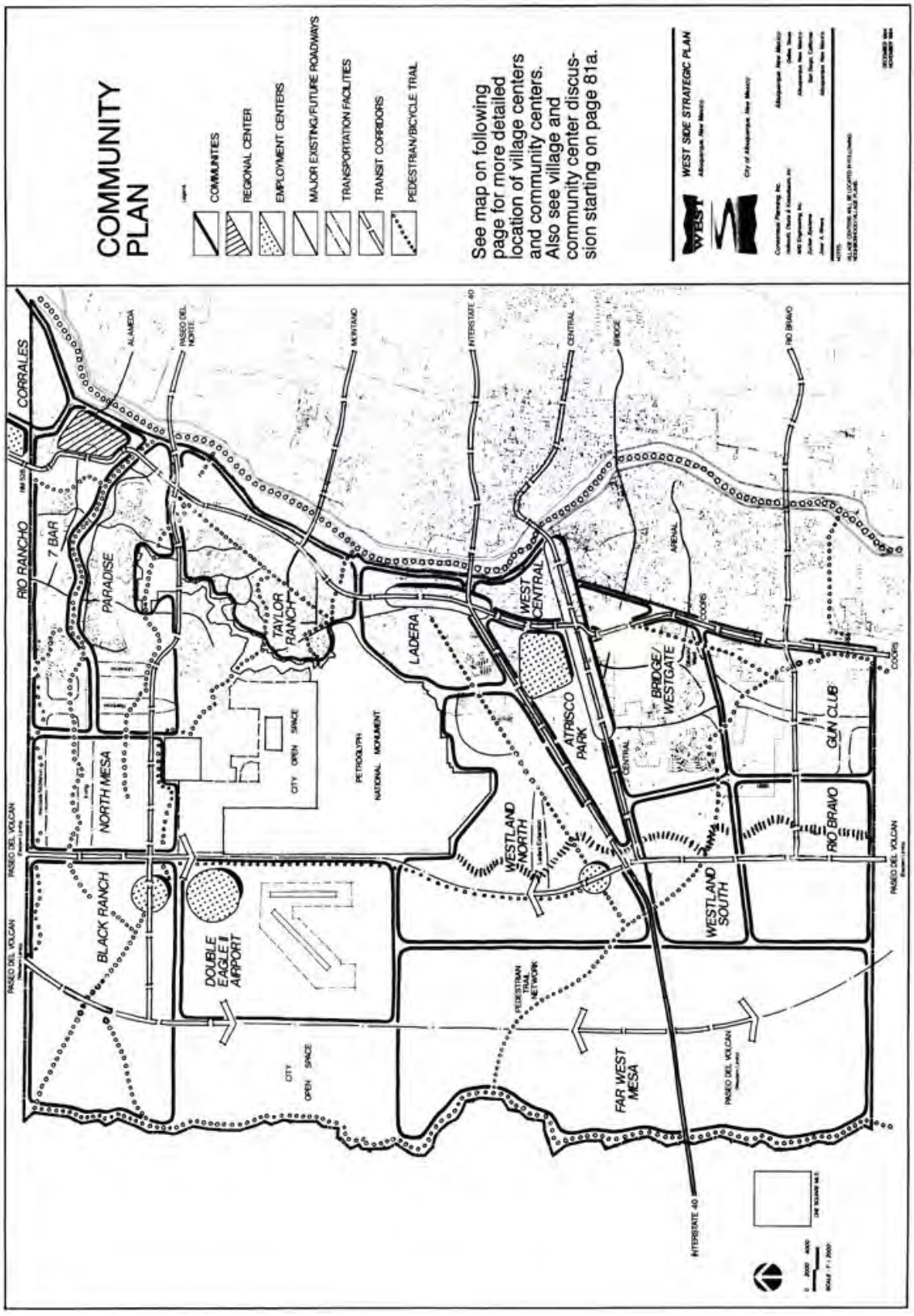
West Side residents want ample personal space, recreational and visual open space, adequate roads and schools, commercial services, job opportunities, and transit. This is consistent with expectations of most Albuquerqueans. The West Side Strategic Plan establishes a community-based urban form which will define areas for low density and open spaces, as well as nodes of higher density development to support services and transit. The West Side urban form will become a multi-node pattern of low-density and high-density forms.

Community character is an important value. Each area has a unique identity, certain characteristics that the residents call "home".

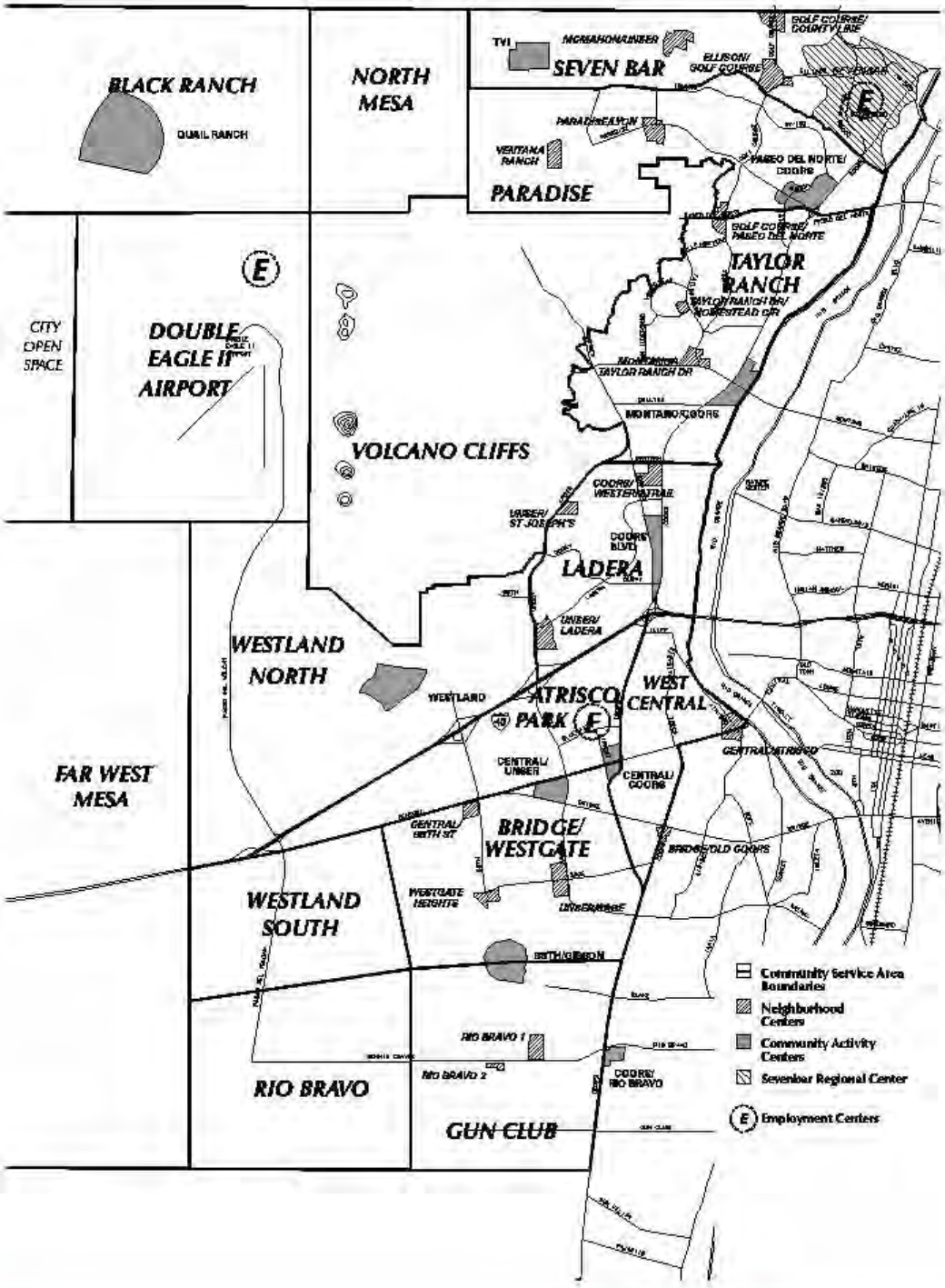
In this Plan, "communities" can be defined as separate areas with their own character and focal points. Distinct community areas have already emerged throughout the West Side, a trend that is likely to continue. Community character is an important issue. Each area has a unique identity, specific characteristics that the residents call "home". These aspects must be preserved.

The 13 Communities shown on the Community Plan Map range in size from 1,100 acres (West Central) to 17,029 acres (Far West Mesa), with most communities in the 3,000-7,000 acre size range. **Designated areas of higher density provide the focal point or nucleus for each Community. They are designed adjacent to a major transportation route and provide the greatest concentration of jobs, public services, and private services to residents of the Community**. Density gets lower farther away from these focal points in a radial fashion from the Community nucleus.


Westside Blvd.
Rio Rancho Blvd.
Village of Corrales
Black Arroyo
Ellison Dr.
REGIONAL CENTER
Seven Bar Loop
Corrales Acequia
Coors Bypass
Coors Blvd.
Pueblo Site
Irving Blvd.
Calabacillas Arroyo
Eagle Ranch Rd.
Rio Grande
Alameda Blvd.
Rio Grande Blvd.

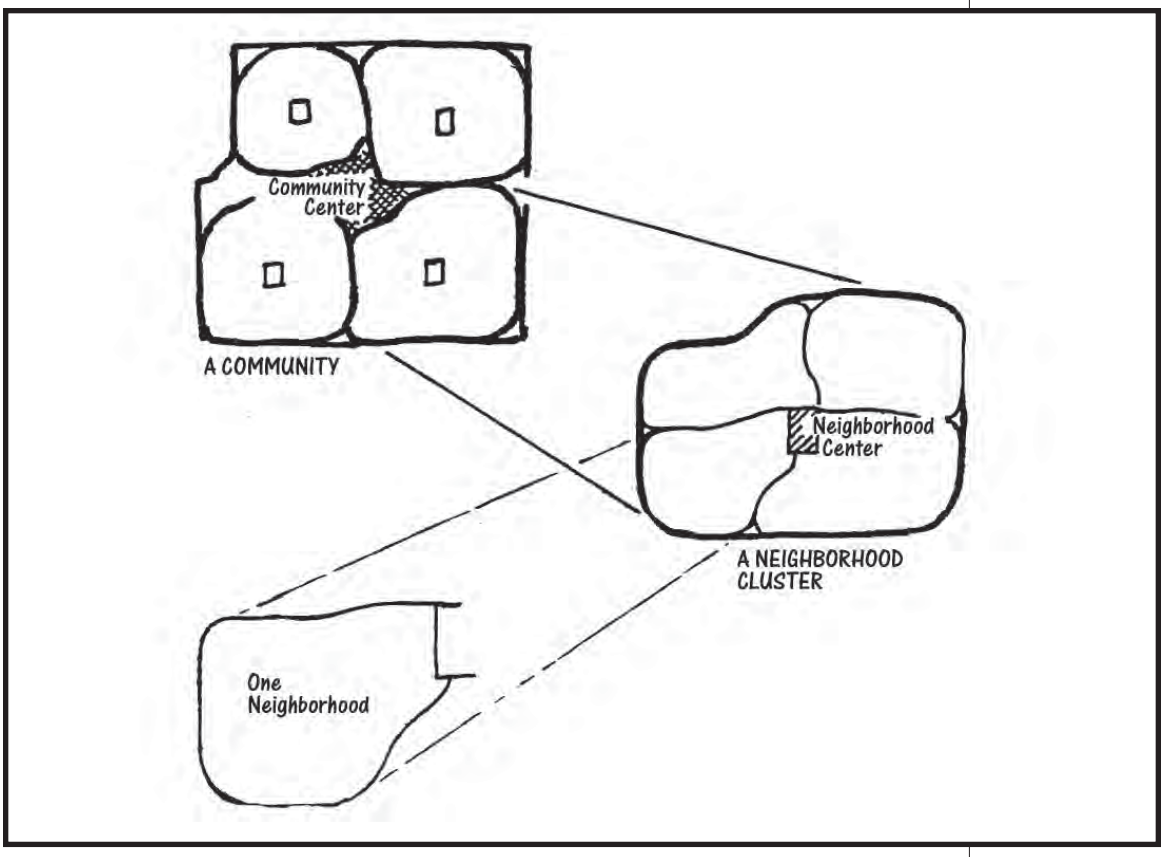

COMMUNITY PLAN
COMMUNITIES
REGIONAL CENTER
EMPLOYMENT CENTERS
MAJOR EXISTING/FUTURE ROADWAYS
TRANSPORTATION FACILITIES
TRANSIT CORRIDORS
PEDESTRIAN/BICYCLE TRAIL
See map on following page for more detailed location of village centers and community centers. Also see village and community center discussion starting on page 81a.
WEST SIDE STRATEGIC PLAN
CORRALES
RIO RANCHO
7 BAR
PARADISE
NORTH MESA
BLACK RANCH
DOUBLE EAGLE II AIRPORT
TAYLOR RANCH
LADERA
WEST CENTRAL
ATRISCO PARK
BRIDGE/ WESTGATE
GUN CLUB
RIO BRAVO
WESTLAND NORTH
WESTLAND SOUTH
FAR WEST MESA
PETROGLYPH NATIONAL MONUMENT
CITY OPEN SPACE
PEDESTRIAN TRAIL NETWORK
ALAMEDA
PASEO DEL NORTE
MONTANO
INTERSTATE 40
CENTRAL
BRIDGE
ARENAL
RIO BRAVO
PASEO DEL VOLCAN
COORS

Community Service Areas and Neighborhood & Community Activity Centers



The Community concept for the West Side is generally consistent with the Community/Village/Neighborhood concept already being implemented for new Planned Communities in the City and County, where each Community is made up of several clusters of smaller Neighborhoods. Several Neighborhoods combined would form a cluster, and several neighborhood clusters form a Community, which is an area typically thousands of acres in size. Additional description on this type of urban form follows this section, is shown below and is available in the *Planned Communities Criteria: Policy Element, 1991* which has been approved by Bernalillo County and the City of Albuquerque as an amendment to the Rank 1 Comprehensive Plan. **Planned Communities criteria apply to all proposed developments in the reserve and rural areas as defined by the Comprehensive Plan.** The Community concept is also consistent with recent efforts to establish community-based policing and planning efforts.

It is intended for the West Side to develop in the community/ neighborhood center concept. Strip commercial development is not allowed.



Typical Community Structure

Strategies and Policies

Seven Bar Ranch contains the West Side's only Regional Center.

Regional Center

There is one Regional Center on the West Side, and it is located at Seven Bar Ranch. It is roughly bounded by the Calabacillas Arroyo on the south, the Seven Bar Ranch Sector Plan boundary on the north, the Corrales Acequia on the east, and Blacks Arroyo to a parcel boundary between Cibola Loop and Seven Bar Loop on the northwest (see map below).
The Regional Center will develop with a greater density and larger amount



Regional Center Boundary Map

of commercial services than anywhere else on the West Side. The Regional Center serves the entire region, not just the West Side, and is characterized by a major concentration of a full mixture of the most intensive activities needed to service metropolitan populations. Typical uses include: regional shopping centers, regional commercial activities, corporate offices, large public and quasi-public uses, cultural and entertainment facilities, high-density residential uses, and transit access facilities or stations. These uses are discouraged outside of designated Regional Centers and Community Centers.

Urban Centers on the West Side were previously designated near St. Pius High School and Westgate Heights. These areas have not, and will not, develop as Urban Centers and the designations will be removed from those areas in the appropriate plans and the Seven Bar location will be designated as a Regional Center.

Community Activity Centers

Community Activity Centers provide focus, identity, and a sense of character.

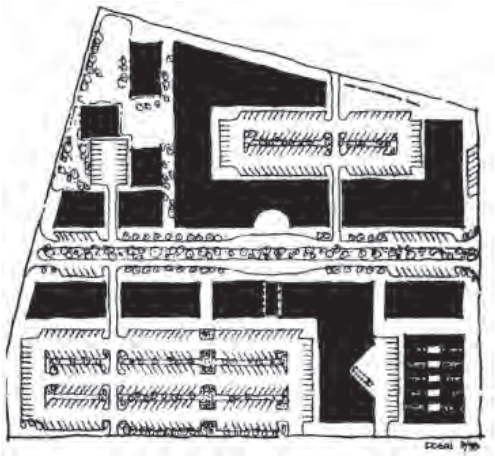
Each Community on the West Side will be served by a Community Activity Center and several smaller Neighborhood Activity Centers that are easily reached by walking from surrounding neighborhoods. The Community Center provides the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, multiple-family dwellings and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of at least 30,000. This population can be concentrated within a smaller area by locating multiple-family housing within the community activity center to support nearby services and public transit service.



New Mexico Plaza Style Development

The typical Community Center is accessible by a major street or parkway, provides a hub for the regional transit system, and is accessible by pedestrians and bicyclists. Even off-street parking areas are very accommodating to the pedestrian. The community-wide trail network should provide access to the center. The plaza model of development, with services enclosing a pedestrian-oriented public space, is the desirable form for Community and Neighborhood Centers. This model is traditional to New Mexico and applicable to a community-based urban form.

The ideal community activity center of 35 to 60 acres would have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking is often shared, and on-street parking helps contribute to the intimate scale typical of well functioning pedestrian areas. Parking located between and behind



Community Activity Center Design

buildings permits people to walk more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade along pedestrian routes also promote walking and informal gathering. The successful multi use activity center is a vibrant people place.

Design principles for creating community centers as well as neighborhood centers will be established through amendments to the Comprehensive City Zoning Code. Such amendments should work to create activity centers at locations designated by policy throughout Albuquerque and Bernalillo County.

Employment Centers

Significant Employment Centers must be preserved.

The purpose of Employment Centers is to provide mixed-use areas predominantly devoted to employment which can be places of work for residents of the surrounding communities with convenient access by all modes of transportation. Typical land uses in Employment Centers include: light manufacturing and supporting facilities, production facilities, warehousing, sale of industrial products, multipurpose retail, technical service and research companies, heavy commercial activities, corporate offices, supporting service commercial uses, and employee services (day care, dry cleaning, postal services, banking, etc.). Employment Centers are accessible from major roadways and freeways, are located on major transit routes, and also provide pedestrian and bicycle access into adjacent neighborhoods. These areas service the entire metropolitan region.

It is imperative that the West Side preserve adequate space located in appropriate places for major future employment. Commuting problems will only be lessened when major employment opportunities exist on the West Side, and a viable mixed-use area can only result when jobs are located near residential areas. The West Side is typical of developing areas in that residential development usually occurs first, with commercial services and employment development following. As this shift toward nonresidential development occurs on the West Side, significant Employment Centers must be preserved and new ones encouraged.

Three major Employment Centers have been identified in the Strategic Plan. These are: the Regional Center at Seven Bar Ranch where the primary commercial and professional services employment will occur, the Atrisco Business Park in the Atrisco Park Community, and the north end of Double Eagle II Airport (DEII). The Airport Employment Center is envisioned to relate to airport services and the potential for future freight operations typically associated with reliever airports. A well-designed campus-style office park is an appropriate employment center for this area. High-technology manufacturing firms may also find this a desirable location.

The Atrisco Business Park is a full-service business park with existing utilities, several existing manufacturing and research facilities, and excellent access. It is destined to become a major Employment Center for both the Southwest and Northwest Mesas, and will include manufacturing/ distribution facilities and high technology/research and development firms. The Atrisco Business Park is pre-approved for development based on approval of the Master Development Plan and Atrisco Business Park Design Guidelines. Applications for new employment facilities which are consistent with the Master Development Plan and Design Guidelines will be administratively approved by the City Planning Director within six days without a public hearing.

Additional smaller employment areas will also occur along major regional transportation facilities. An employment area north of DEII near Paseo del Volcan is planned, and another one near the Paseo del Volcan and I-40 intersection is expected.

Employment Training Facilities

Creation of a skills/training center will assist the Atrisco Business Park in becoming a key employment center for the metropolitan area.

Job training facilities and programs are envisioned at or near the Atrisco Business Park in order to train local residents for the jobs which will be available in the 21st century. APS already operates a “Tech Prep” program in some local High Schools to begin to train students for technology-based

employment in the future. If this program were to be expanded at West Mesa High School, and worked into a cooperative agreement with local businesses at the Park, it would be very beneficial to residents of communities both north and south of I-40. Additionally, negotiations should begin with T-VI and the State of New Mexico in sponsoring a “skills center" job-training facility at or near the Atrisco Business Park. This facility could be temporary until the Business Park builds out, but used as an economic development tool, it could greatly enhance the desirability of new employers locating within the Atrisco Business Park. Important community and employee services (such as day care, transit centers, etc.) should be co-located with the "skills center". This Employment Center is the most central to all West Side residents and has the best transportation system in place of any local employment area.

Neighborhoods and Centers

There is an entire layer of sub-areas to each of the communities noted in this Plan. These are the clusters of neighborhoods each with an Activity Center, which together comprise a Community. The organizing structure of this type of urban form is represented in the Typical Community Structure Diagram (p 31).

It must be remembered that some higher density land uses will and should occur within Neighborhood Centers. They are the focal points for the surrounding neighborhood, providing for their daily convenience goods and service needs. Their market area would serve up to 15,000 people within about a one mile radius of the center. Services should cluster within the Centers, discouraging strip commercial development elsewhere. Several Neighborhood Clusters (typically 3 to 8) may occur in each Community. Neighborhood Centers should be located on local collector and sometimes arterial streets. Their primary access may be by auto, but pedestrian and bicycle connections should be provided to all adjacent neighborhoods and to the larger planned community open space system; Major Public Open Space and links, and neighborhood parks. Trail connections are more informal, and convenient transit services should be connected with community-wide and regional transit development.

While the Community Center provides the highest density uses in the Community, Neighborhood Centers will also be areas of greater density and more mixed-uses than the surrounding residential development in the neighborhoods. Therefore, commercial services and higher-density

residential will not just be located in the Community Centers identified in this Plan, they are also desirable in Neighborhood Centers. These areas must also provide bicycle and pedestrian linkages between the Centers and the rest of the Neighborhoods.

Smaller in scale than Community Activity Centers, Neighborhood Centers of 15 to 35 acres are to contain generally smaller parcels and buildings, on-street parking is permitted and smaller off-street parking areas shared among businesses and institutions, and a built scale very accommodating to pedestrians and bicyclists, including outdoor seating for informal gathering. Services such as childcare, dry cleaners, drug stores and small restaurants along with a park and/or school are located central to surrounding neighborhoods.

Neighborhood Centers are shown on maps later in this section for each of the West Side Communities. In the existing developed area, these Neighborhoods have already formed or started to form. In the new Planned Communities, Neighborhoods and Neighborhood Centers will be indicated on the Planned Community Master Plan and subsequent smaller area Plans. Policies to enforce the establishment and continuation of this type of urban form follow.

The design and location of future commercial/mixed-use developments will be important to the overall character of each area. The intent of strip commercial policies within the Plan is to concentrate commercial development in clusters within Community and Neighborhood Centers, rather than in long strips along roadways. There are more opportunities for commercial development beyond the Centers, so zone changes to non-residential use outside the centers identified in this Plan should only be allowed through careful consideration as outlined in policy 1.9. Zone changes from non-residential to residential uses outside the centers should be encouraged except where schools are at or over capacity. In cases where area schools are at or over their designed capacity, zone changes from non-residential uses should be denied unless the applicant demonstrates that the proposed development will create no net increase in enrollment for area schools (e.g. senior housing).

Many Albuquerque Public Schools, primarily on the west side are at or over capacity. Increased residential development on the west side is not encouraged where the schools are at or over capacity. The approval of residential subdivisions and zone changes to residential or higher residential zoning should only be allowed through careful consideration as outlined in Policies 1.3 and 2.5 and when APS has provided a viable solution for affected schools.

It is not the intent of the Plan to change any of the existing zoning on the West Side. Future commercial areas, however, should occur in concentrated clusters rather than in new strip centers. Standards for all West Side commercial development will focus on design rather than on land use or zoning. Through design of the commercial site, the development should integrate with existing neighborhoods, provide safe, convenient pedestrian and bicycle access, not turn its back on the neighborhoods or focus solely on arterial traffic, and avoid long expanses of parking lots at their street frontages.

Design guidelines to be proposed as amendments to the Comprehensive City Zoning Code will look at criteria for commercial development which integrates with its surroundings and adjacent service area through better access connections, reorientation of parking lots, and focus on a centralized cluster of similar uses. The guidelines will also consider combining entrances between adjacent users to limit driveways, combining public and private service providers in centralized locations, recognizing the need for convenient pedestrian and bicycle access. The guidelines should provide for administrative review as part of the Plan check process, and not institute another level of design review. Until these guidelines are developed, it will be the task of staff and Commissions to insure that commercial developments are approved in accordance with the centers principles.

Policy 1.1: Thirteen distinct Communities, as shown on the Community Plan Map and described individually in this Plan, shall constitute the existing and future urban form of the West Side. Communities shall develop with areas of higher density (in Community and Neighborhood Centers), surrounded by areas of lower density. Bernalillo County and the City of Albuquerque Planning Commissions shall require that high density and non-residential development occur within Community and Neighborhood Centers. Low-density residential development (typical 3-5 du/acre subdivisions, or large lot rural subdivisions) shall not be approved within the Centers.

Policy 1.2: A transit feasibility and access plan shall be provided with each development plan located within the Regional Center, Employment Centers, Community Centers, and developments elsewhere adjacent to designated transit corridors. The plan shall state proposed densities, and demonstrate how the proposed development meets "transit friendly" design guidelines found in the design guidelines herein. The plan shall include information on access through larger commercial and residential developments for shuttle for full-size buses, with planned linkages between on-site uses; and access to existing and planned transit facilities such as park-and-ride lots, bike-and-ride programs, bus routes, pedestrian trails and pedestrian linkages. The plan shall include the proposed development's role in area Transportation Management Associations, and/or other incentive programs

to promote alternative transportation, such as employee commute passes, carpool/vanpool programs, etc.

Policy 1.3: Strip commercial developments shall not be approved on the West Side. Commercial development shall occur in concentrated clustered areas rather than new strip developments. Zone changes to commercial, industrial, or office uses for areas outside the centers are strongly discouraged, in order to reinforce the Neighborhood and Community Centers. Changes of commercial and office zoning outside the centers to residential use is encouraged except where area schools are at or over design capacity. In cases where schools are at or over design capacity, zone changes from non-residential to residential uses should be denied unless the applicant demonstrates that the proposed development will create no net expense in enrollment for area schools. (e.g. senior housing). This policy is meant to impact the design and layout of commercial areas and their connections to adjacent development and to encourage clustering of commercial and office uses in activity centers. It is not intended to rezone allowed commercial uses.

Policy 1.4: The previously designated Urban Centers in the vicinity of St. Pius High School and near Westgate Heights/Blake Road shall be deleted from existing plans. The Seven Bar Ranch Regional Center is presently the only Regional Center on the West Side.

Policy 1.5: Community and Neighborhood Centers shall be required to provide pedestrian/bicycle access to key activity areas. Parking lots shall be carefully designed to facilitate trail access and pedestrian access between buildings.

Policy 1.6: Large areas dedicated to employment uses shall be preserved on the West Side at Seven Bar Ranch, Atrisco Business Park, and Double Eagle II Airport. Additional employment center development is also encouraged. The City of Albuquerque and Bernalillo County economic development programs shall actively encourage employers to locate in these employment centers.

Policy 1.7: The City of Albuquerque Office of Economic Development in conjunction with T-VI and the business community shall seek location of a technology skills center at or near Atrisco Business Park.

Policy 1.8: Specific design policies for non-residential buildings locating in Centers shall be developed as part of the design principles to be prepared as amendments to the Comprehensive City Zoning Code.

Implementation

Lead Entity/Support Entities

Functional Requirements

Funding

Timing

Policy 1.9: In the Established and Developing Urban areas mapped by the Albuquerque/Bernalillo County Comprehensive Plan, future neighborhood and community centers may be designated and developed at appropriate locations, determined as follows:

- **Market Area** - Community Centers should be located to serve a primary service area of about 30,000 people within approximately a three mile radius of the center; neighborhood centers should be located to serve approximately 15,000 population within about one mile radius of the center. Uses typical of community centers would likely be accessed on a weekly basis, whereas those in a neighborhood center might be used almost daily.

- **Access/Connections** - Community centers shall be easily accessible by automobile, located at the intersections of at least one major and one minor arterial street, and connected to public transit service as well as the community-wide trail/bikeway network. Neighborhood Centers should be less automobile oriented, located on minor arterial and/or collect or streets, and connected to public transit service as well as informal pedestrian and bicycle ways. Both community and neighborhood centers shall be very accommodating to the pedestrian even within predominantly off-street parking areas.

- **Scale** - Community centers shall be composed of blocks with buildings well connected by sidewalks and public spaces like plazas. Shared parking, through mainly off-street, should be encouraged, and larger parking areas may be divided into smaller ones or used for structured parking and/or additional active land uses. Neighborhood centers should also have small blocks, but with small clusters of shared parking as well as on-street parking. Both community and neighborhood centers shall have outdoor areas that encourage gathering; both shall include bicycle parking and both shall provide safe pedestrian connections among buildings and between buildings and parking areas. In the Reserve Area mapped by the Comprehensive Plan, neighborhood and center Plans for new Planned Communities must be provided by the developer/owner according to the Planned Communities Criteria.

- **Location** - a major facility or employer located in a manner which creates a focus and stimulus to economic and social activity may also be a reason for designating a new center.

Policy 1.10: Designated neighborhood and community centers shall be reviewed periodically for viability and appropriateness; if a center comes to exhibit characteristics which justify it, its designation may be amended from neighborhood to community or vice-versa. Similarly, new centers may be located/designated based upon the criteria outlined in Policy 1.9.

Policy 1.11: The City shall develop incentives encouraging the private sector to develop activity centers in line with the policies of this plan. Incentives for compliance could be regulatory (e.g. waiver of some impact study requirement on the proposed development) or provision of a special public facility or service (e.g. enhanced pedestrian crossings, transit stops or increased bus frequency within the affected center) by the City.

Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

Policy 1.13: The Community Activity Center shall provide the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of up to 30,000.

General Principles/ Summary of Objectives

Policy 1.14: The typical Community Center shall be accessible by a major street or parkway, provide a hub for transit service, and be accessible by pedestrians and bicyclists.

Policy 1.15: Neighborhood Centers of 15 to 35 acres shall contain generally small parcels and buildings; on-street parking is permitted, with smaller off-street parking areas shared among businesses and institutions. The neighborhood center shall have a built scale very accommodating to pedestrians and bicyclists, including outdoor seating for informal gatherings. Services such as childcare, dry cleaners, drug stores and small restaurants along with a park and/or school should be located central to surrounding neighborhoods.

Policy 1.16: Neighborhood Centers shall be located on local collector and sometimes arterial streets. While their primary access may be by auto, pedestrian and bicycle connections shall be provided to all adjacent neighborhoods, parks and to the larger open space system. Convenient transit services shall be connected with community-wide and regional transit development.

Lead Entity/Support Enti-

Implementation

The strategies of the Community Concept section of the Plan shall be implemented through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform enforcement and consistency with stated intent is required in order to achieve the urban form envisioned herein which has been endorsed by the public.

Policy 1.17: The City shall encourage co-location of public services such as schools, libraries, community/senior/multi-service centers, parks, retail and commercial services in Community and Neighborhood Activity Centers.

Policy 1.18: Community Activity Centers shall contain mixed-use buildings and/or mixed use developments that combine commercial, residential, and/or civic land uses in one accessible location. Clustered buildings and formation of meaningful plazas and sheltering forms to promote pedestrian-friendly environments are encouraged.

The City of Albuquerque and Bernalillo County are the lead entities in establishing and enforcing Community based urban form. Support from MRGCOG, AMAFCA, APS, landowners/developers and neighborhood associations will be needed.

The City of Albuquerque and Bernalillo County will need the resources necessary for staff and/or consulting fees to prepare the West Side Plan for Community and Neighborhood Centers and undertake the economic development tasks required by the policies of this section. The Planning Commissions will bear the primary responsibility of enforcing the Community and Neighborhood Center intent of the Plan through rigorous review of pending applications relative to Strategic Plan policies.

Funding

- City of Albuquerque operating funds
- Bernalillo County operating funds
- Developer costs for planning private lands

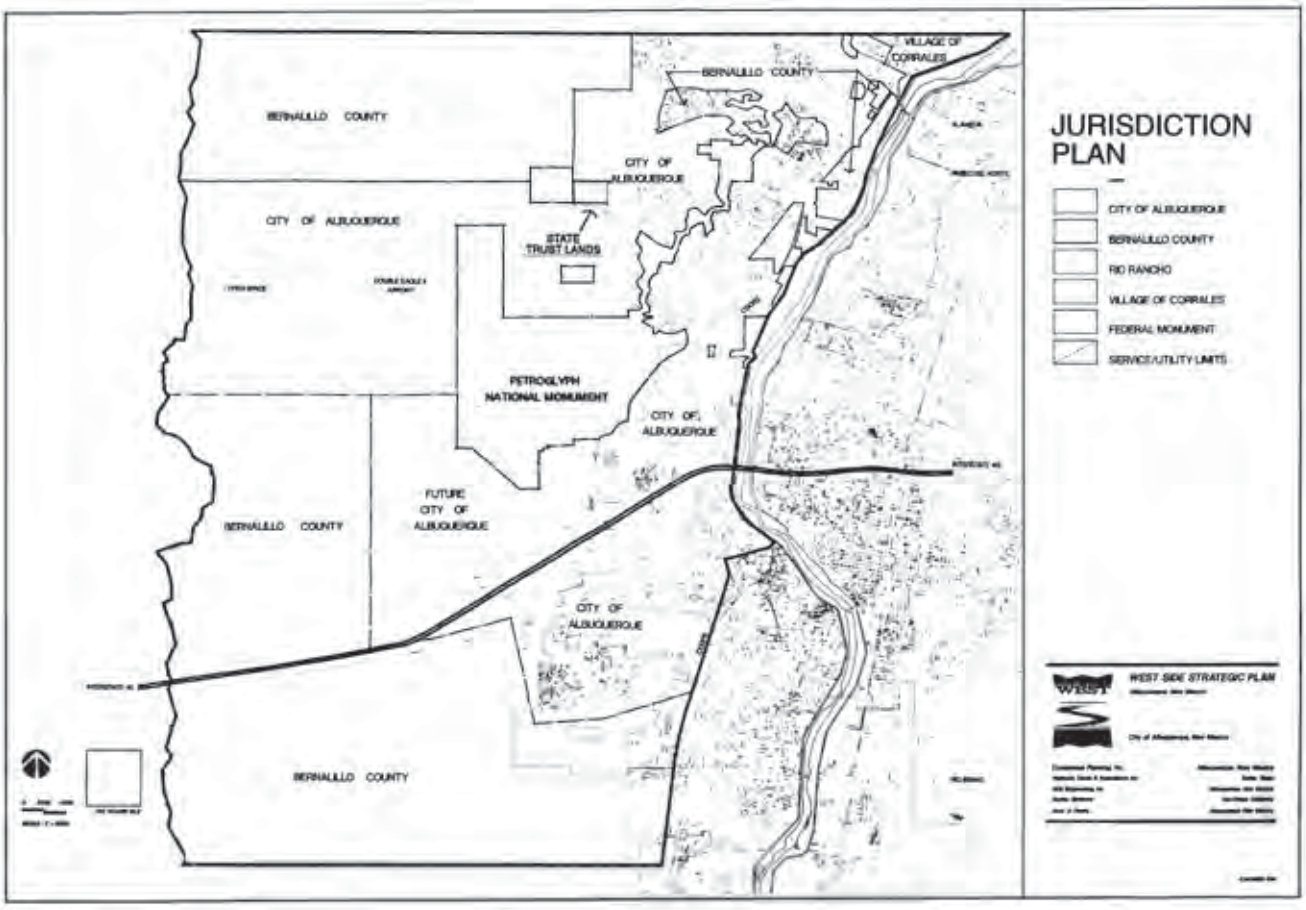
Timing

- Continuing - Proposed amendments to the Zoning Code establishing design requirements for creating activity centers areawide should begin in FY 2000.

2. JURISDICTIONAL, DENSITY, AND CHARACTER ISSUES

Jurisdictional Issues

The Jurisdictional Plan above illustrates the intent between the City of



City/County Jurisdiction Plan

Albuquerque and Bernalillo County with regards to the long-term annexation boundary between the two entities. The City of Albuquerque intends to annex and control those areas which it finds most efficient to service with City utilities and City services (with the exception of Seven Bar and the Paradise Community which are served by a private water utility, but receive other City services). The remaining part of the Plan area will be under the jurisdiction of Bernalillo County. The County would prefer that the City not annex any new territory, so the proposed annexation intent for the Westland North and Bridge/Westgate area remain uncertain until the elected

officials of both entities approve the Plan. Services in the County areas will be provided by: the County, private utility companies, a regional entity, or the City (through long-term cooperative agreements). County revenue bonding capacity may be utilized to front the costs of some of the Planned Community utility systems with payback over time, and operations and maintenance agreements spelled out in development agreements.

Other municipalities or new jurisdictional entities may believe it is desirable to expand into Bernalillo County to service future development areas not currently shown as part of the City of Albuquerque's future annexation area. The City of Albuquerque and Bernalillo County strongly oppose any expansion of other municipalities by annexation into Bernalillo County and will resist their expansion efforts through changes to the annexation and service boundaries included in this Plan, when appropriate. This is the only exception foreseen to the annexation boundaries generally shown on the Jurisdiction Plan. The City intends to annex to the Jurisdiction Plan boundaries and not go beyond that point in the 20 year planning period, unless annexation actions are needed to preclude the expansion of other municipalities in the area.

The City of Albuquerque's first preference is to seek the cooperation of other communities to not expand their jurisdictional control within Bernalillo County. If cooperation is not forthcoming on this issue, the City may wish to seek annexation all the way to the Rio Puerco (through the Boundary Commission) to preclude annexation by others into the area. Bernalillo County may also wish to preclude expansion of other municipalities into the County by seeking legislation to specifically prevent such actions, or by seeking "home rule" status from the State. Even if annexation boundaries shown in this Plan are amended in the future and in order to preclude expansion by others, other planning policies of this Plan will still apply.

A unified City/County metropolitan area government is another way to prevent further splintering of the metropolitan area into separate jurisdictions. This unification idea has been studied for many years and will continue to be discussed in the future. Again, if unification occurs, the annexation boundaries included in this Plan will be amended, but the remaining planning policies will still apply.

Strategies and Policies

One jurisdictional issue which has become clear during this planning process is that no one entity can provide growth management on the West Side alone, as long as multiple jurisdictions still exist. It is necessary for the City of Albuquerque and Bernalillo County to enhance communication and joint planning initiatives on West Side topics for implementation of this

Plan. Both parties appear receptive to better joint management of the area. Annexations that are tied to water/sewer extensions create conflicts between the City and County throughout the metro area. A regional utility provider, or agreements to provide utility services regionally without annexation, must be studied to eliminate these conflicts. This is not just a West Side issue. It is a groundwater protection issue. Both the City and County agree to work on finding solutions to this recurring service and annexation issue.

No one entity alone can provide growth management on the West Side

Some changes to existing municipal boundary lines are shown on the Jurisdiction Plan above. As stated previously, this is to show intent for the future. The City and County intend to clarify confusing municipal boundary lines on the Southwest Mesa. This will result in a more regular and predictable boundary which should ease service delivery confusion in the area, particularly in the case of emergency services. The City would "de-annex" some territory in exchange for annexing other areas in the vicinity of the Westgate/Bridge Community in order to clarify this boundary.

In addition to the Far West Mesa Community, there are four new Planned Communities which extend beyond areas currently experiencing development today. Of these, the City of Albuquerque proposes to annex and service one: the Westland North Community which is located just south of the National Monument. The other three new Planned Communities, Westland South, Rio Bravo and Black Ranch, will remain in the County. The Far West Mesa is a future capacity area which would ultimately develop as several Planned Communities (according to Comprehensive Plan requirements for the area). The North Mesa Community is also expected to remain in the County, unless City annexation must occur to preclude other municipalities from moving into Bernalillo County.

Uniform City and County development policies are required.

Existing islands of County development on the Northwest Mesa such as Alban Hills subdivision, various parcels of land east of Coors Boulevard, and the existing subdivisions in Paradise Hills will all remain in the County without City of Albuquerque annexation. The City and County will work closely together to ensure that uniform development policies are utilized which are consistent with the intent of this Plan.

<u>Policy 2.1</u>: Bernalillo County and City of Albuquerque elected officials and Managers/Administrative Officers shall continue to work closely together to prevent the expansion of other municipalities within the Plan area. Strategies to prevent further annexations by others include: cooperative agreements, boundary commission actions, annexation by ordinance, regional coordination, and State legislative actions.

Policy 2.2: Bernalillo County and the City of Albuquerque shall work to develop consistent and uniform development policies to jointly manage the areas within this Plan boundary.
Policy 2.3: Bernalillo County and the City of Albuquerque shall work together to modify boundaries throughout the West Side to resolve conflicts and ease the delivery of emergency services.

Policy 2.4: The City of Albuquerque and Bernalillo County shall establish a task force to examine and propose amendments to water and sewer extension policies. The task force shall consider current annexation policies and the potential for providing regional utility service without forced annexation, while also protecting existing capital investments and service provision costs. This is a high priority of the Plan and work shall begin on this project immediately after Plan adoption. The task force would include members appointed by the County Commission, Mayor, and City Council, with members given the directive of reviewing annexation policies to determine the most appropriate method of protecting ground water resources while respecting desired neighborhood and community characteristics.

Policy 2.5: When considering approval of subdivisions or site development plans for residential development or zone chages to residential or higher density residential, the City Planning Department shall consider whether local public schools have sufficient capacity to support the increased number of homes. If area schools are at or over their designed capacity, then the requested action should be denied unless the applicant demonstrates that the proposed action will create no net increase in enrollment for area schools. (e.g. senior housing)

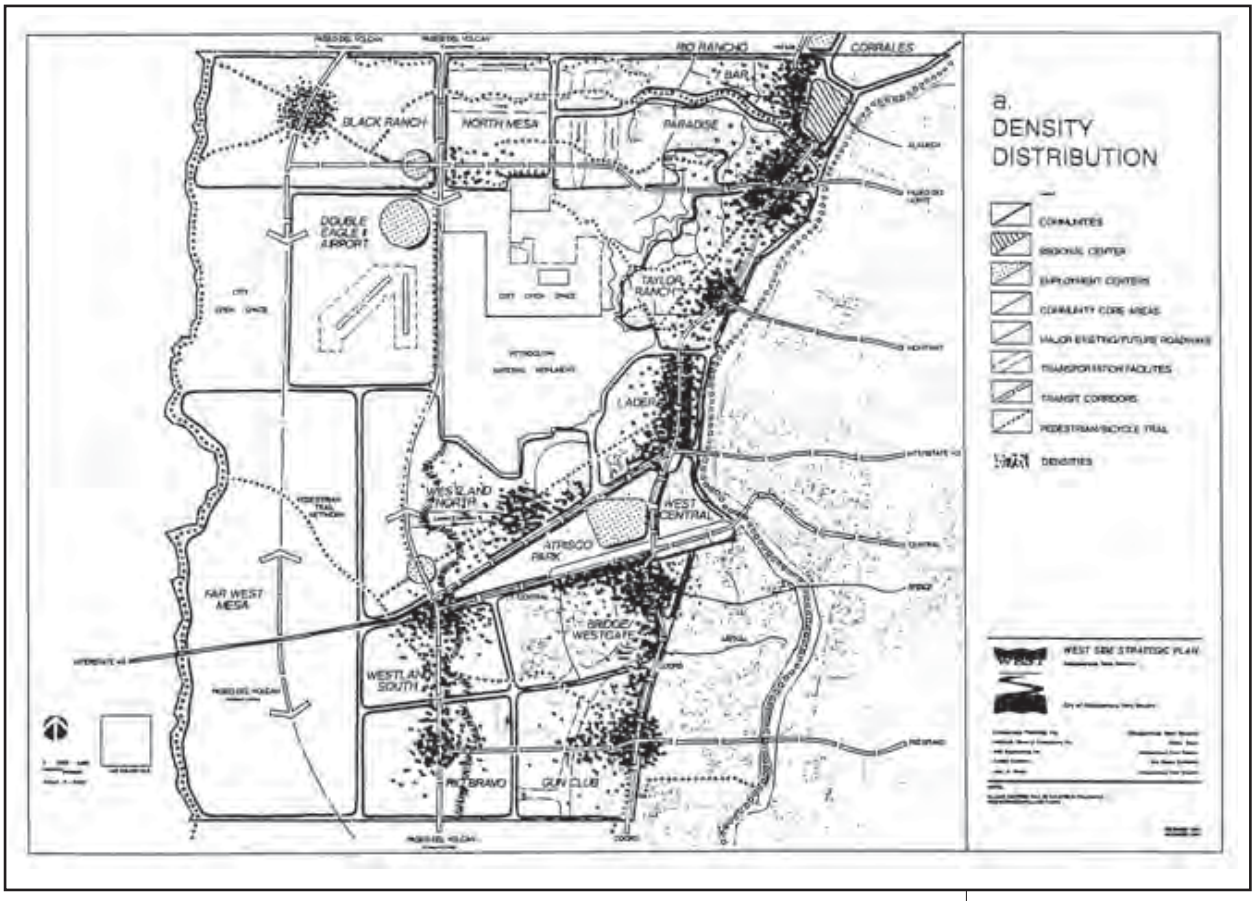
Varying densities and character in each Community is viewed as desirable.

Density and Character Issues

***Gross Density** is calculated by dividing the total number of dwelling units in a defined area by the total number of acres in the area. Albuquerque's Citywide gross density, and the gross density of most developed sub-areas of the City, is currently less than 3 dwelling units (du) per acre.*

Densities and character will vary with each Community or sub-area discussed in the Plan. This is intentional, and is viewed as desirable by the public. However, each community will have a distinct urban pattern of integrated land uses and transportation. The building blocks of each community will include commercial, office, recreational, residential, and open spaces linked by various transportation modes. The descriptions of individual Communities which follow will elaborate on density and character issues as applicable.

It should be noted that the boundaries between Communities and the acreage and buildout estimates contained within them as well as the density and character issues are general guides and not hard lines. These guides suggest



a. Higher density around community and neighborhood centers and along transit corridors. The densities gradually decrease away from the cores.



b. Urban design concept depicting transit, pedestrian, bicycle and automobile linkages integrated into mixed use commercial core, employment center, and residential neighborhoods.

what the Communities could contain at some point in the future reflecting suggested development patterns and urban form. In many cases this could be 100 years or more. Buildout does not assume that densities could not continue to increase and the character of communities continue to change even after no vacant developable land is available.

This Plan does not limit residential densities. More high density development is appropriate on the West Side and desirable, especially near transit facilities and along transit corridors, in order to decrease sprawl and promote transit use. The higher densities, which could be 20 dus/acre or more, will occur close to the Community Centers and in proximity to transit corridors. Performance and design criteria for these areas will reflect the goals and spirit of the Plan. Growth will be guided by development patterns rather than a specific density to be met. Densities and boundaries may differ among communities, yet meet overall objectives.

***Net Density** is always higher than Gross Density. It is calculated by dividing the total number of dwelling units by only the buildable acreage in the defined area.*

Specific locational criteria and standards for high density development, disincentives for low density development along high density transit corridors and within Activity Centers, and other clear criteria describing development patterns will be addressed in the design guidelines and performance standards and at the community plan level.

Implementation

The boundaries shown on the Community Plan Map are general and the Community descriptions are approximate. This is appropriate for a Rank 2 plan and minor generalizations should not cause concern for the reader as long as the intent of the Plan remains clear. The number of jobs noted for each community in Section 3, *Specific West Side Communities*, is the total workforce potential of that community, based on the community's population. This was figured for each community within the Plan area at a ratio of one job for every three residents. While some of these jobs would be located within the community, many residents could seek jobs outside of the immediate area.

Lead Entity/ Support Entities

Functional Requirements

The jurisdictional issues and Community density and character intent shall be implemented largely by elected officials, City and County management, and the two Planning Commissions through joint work efforts on annexation boundaries and enforcement of Plan policies. Long term sustainability of these policies is intended. Consistent implementation is necessary in order to achieve the desired urban form described in this section.

The City of Albuquerque and Bernalillo County are the lead entities. Voluntary support from adjacent municipalities will be sought to achieve the jurisdictional intent of the Plan. Support from the State may be needed.

Funding

Timing

The Planning Department staff for both Bernalillo County and the City of Albuquerque will need time and budget support to work on annexation and jurisdictional issues. Elected officials and management of both entities must

3. SPECIFIC WEST SIDE COMMUNITIES

General Principals/ Summary of Objectives

This section of the Plan provides descriptions and policies unique to each Community identified on the West Side. The general intent for future development of each Community is described in order to provide a strategic framework for decision-making in the area. Gross densities are averaged over an entire community and are not representative of any individual subdivision. Gross densities also reflect considerable open space and rural development representative of parts of the West Side. Higher densities of 20 dus/acre or more will be evident in the Community and Neighborhood Centers, and along transit corridors in order to decrease sprawl and promote transit use. As higher densities support the transit corridors, lower densities will be evident in areas away from the Community and Neighborhood Centers. Efficient mobility will be marked by compatible mixed land uses and careful design of development, roadways, pedestrian ways, and bike trails. Performance criteria will encourage clustered development and other efficient forms of land use.

This Plan does not limit densities. It sets no minimum or maximum density requirement in any community. Rather, through design and performance, development will reflect the urban form described herein.

It is recognized that more specific plans (Rank 3 or equivalent) will also exist for certain areas on the West Side. This Rank 2 Plan provides an overview and the intent of the Community based planning principles.

Seven Bar Ranch Community



The Seven Bar Ranch Community lies between the Calabacillas Arroyo and the County line, and between the Rio Grande and an area slightly west of the Rainbow Boulevard corridor. For planning purposes, this area is estimated to contain 2,400 acres. At full buildout, it is estimated to include a population of approximately 18,700 with 7,500 housing units and 6,200 jobs. The population of this community was approximately 3,200 in 1994.

The West Side Regional Center (Cottonwood Mall area) is located in the Seven Bar Ranch Community. The Regional Center is also designated as one of the area's major Employment Centers. A significant amount of commercial and professional services employment is expected here. There are also large, single family residential areas at Seven Bar appropriately located outside of the Regional Center area. The Seven Bar Community is adjacent to Rio Rancho and Corrales and has significant interjurisdictional impacts.

Development has occurred in Seven Bar Ranch since the 1970s, and it has long been a magnet for area residents seeking services. There are significant transportation corridor issues in the area including: improvements to the Coors and Alameda intersection, construction of the Alameda bridge, future improvements to Highway 528, construction of the Coors Bypass Road, and the significant infrastructure improvements constructed in the vicinity of

Cottonwood Mall. Many of these improvements are being funded through a Special Assessment District. Cibola High School is also located in this Community, and a new elementary school is planned for the area. The City of Albuquerque is working on an affordable housing project in the area, and commercial businesses continue to find the Seven Bar Ranch Community desirable.

The City of Albuquerque also owns the old "Town Center" of the Seven Bar Ranch Sector Plan, an area near Cibola High School. This would be an excellent location for the City to cluster public services (fire or police station, library, park and ride facilities, etc.) in the future. It is also a good location for higher education or vocational-technical training.

Policy 3.1: The Cottonwood Mall area shall be designated as the West Side's Regional Center. The boundaries of the Regional Center are shown on page 33. Development appropriate to a Regional Center, including the largest commercial and highest density development of anywhere on the West Side, will occur in this location.

Policy 3.2: Multifamily development and non-residential development are appropriate in or near the Regional Center. These uses shall develop consistent with the clustered concepts described in this Plan, rather than as strip commercial. Single-family residential development shall be prohibited in the Regional Center. These residential uses are appropriate within the Seven Bar Community but must be located outside the Regional Center.

Policy 3.3: Development of the Regional Center shall be inclusive of mixed-uses, and multi-modal transportation systems. Connections to transit systems and bicycle/pedestrian linkages must be provided with all new development. The City will continue discussion regarding location of a transit center within the Regional Center.

Policy 3.4: Several clusters of neighborhoods will develop within the Seven Bar Ranch Community. Each of these shall be served by a Neighborhood Center, so neighborhood commercial, public and quasi-public uses, and other uses appropriate for such Centers shall be encouraged. The lowest density single family residential development shall not occur within these Centers, but must have safe pedestrian and bicycle access to them.*

*A more specific land use and transportation policy for a large portion of the Seven Bar Ranch Community was developed in the "Westside-McMahan Study" in 1999 and is included in City Council Enactment No. 117-1999 printed with the West Side Strategic Plan adopting resolutions. See Appendix.

Policy 3.5: The Calabacillas Arroyo is one of the most defining natural features of the West Side. A setback for trails and public open space shall be required along the entire length of this arroyo. As a Major Open Space Arroyo and a Major Open Space Link, it is designated for trail and public open space uses in several other adopted plans. While much of the area near the arroyo has already been developed, there is still an opportunity for sensitive design and site planning to maintain connections to this feature. Performance-based criteria being developed as a follow-up to this Plan will include arroyo setback criteria to accompany this policy.

Policy 3.6: Bernalillo County, the City of Albuquerque, the NMSHTD, and the City of Rio Rancho shall continue to work cooperatively with the MRGCOG to define the rights-of-way, acquire said rights-of-way immediately, and finish design for the completion of Westside Boulevard, McMahon, Universe, Rainbow, Unser, Golf Course, the Coors Bypass, and NM 528. These roads are all critical to serving a Regional Center and the growing population on both sides of the Bernalillo/Sandoval County line. Additional transit opportunities associated with these transportation facilities must be incorporated in any road design or right-of-way acquisition.

Policy 3.7: The Calabacillas Pueblo is an important archeological site located within the Seven Bar Regional Center. The site is designated for public acquisition in the 'Bosque Action Plan.' The City and property owners shall carry out negotiations to determine the best method for protecting this parcel and identify appropriate funding sources. These negotiations shall recognize the City's agreement to add property east of Coors, including the pueblo site, to the Regional Center.

PARADISE COMMUNITY



The Paradise Community includes the existing County subdivisions of Paradise Hills, as well as the City's annexed areas in Ventana Ranch and those lands on both sides of Coors Boulevard to the Rio Grande. The northern boundary of the Paradise Community is the Calabacillas Arroyo, and the southern boundary is the Town of Alameda Grant line, currently consistent with the alignment of Paseo del Norte at its river crossing.

The Community includes approximately 3,100 acres, and is projected to have a full buildout population of 21,700. This population would require 8,700 housing units and could attract up to 7,200 jobs. The 1994 population of this Community was approximately 7,600. The Community Center for this Community is located generally near the Paseo del Norte and Coors intersection. Other smaller Neighborhood Centers, such as those already existing near Paradise Boulevard, will continue to develop. Both the City and County share jurisdiction in this Community and consistent enforcement of compatible policies will be critical.

There are significant regional transportation system impacts on this Community, due to road extension and capacity issues that are still unresolved. Resolution of these issues is critical to handling existing traffic in the area, and absolutely necessary to accommodate future growth in the area.

Policy 3.8: The largest mix of land uses and the highest density shall develop in the Community and Neighborhood Centers. Multifamily housing, public facilities, educational and employment facilities, and other non-single family residential uses are appropriate along with commercial services in these areas.

Policy 3.9: Bernalillo County and the City of Albuquerque shall continue to work closely with MRGCOG and the Petroglyph National Monument to resolve several critical road issues greatly impacting the Paradise Community. These include corridor studies, alignment issues, right-of-way acquisition, and the designs for Irving, Golf Course, Paradise Boulevard, Universe, Rainbow, and Paseo del Norte. North/south roads should be extended and widened through the Paradise Community as soon as the Paseo del Norte alignment issue has been resolved. The roadway analyses noted above shall consider the impacts of these improvements on the Paradise community.

Policy 3.10: The Calabacillas Arroyo is identified as a Major Public Open Space Arroyo and a Major Public Open Space Link in the 'Facility Plan for Arroyos', and its importance shall be considered as development occurs in the Paradise Community. While the trail system is proposed primarily for the north side of the arroyo, development on the south side must still respect its Major Open Space Arroyo and Major Open Space Link designations and not encroach upon the arroyo. A portion of the Calabacillas Arroyo trail is on the south side as well. Views toward the arroyo shall be preserved through open street pattern design, and special height and wall requirements for development adjacent to the arroyo. These requirements will be included in the West Side Design Guidelines.

Policy 3.11: The Piedras Marcadas Arroyo also traverses the Paradise Community and is designated as a Major Open Space Link. This arroyo shall also be preserved in its most naturalistic state, particularly west of the Petroglyph National Monument. Development will set back from its edge, and views toward the arroyo through open street patterns and other design criteria will be preserved. Additional discussion on naturalistic arroyos is included in Section 10.

TAYLOR RANCH COMMUNITY



The Taylor Ranch Community is located entirely below, or east of, the Volcanic Escarpment, and extends to Paseo del Norte on the north, to the river on the east, and to the general vicinity of Western Trails on the south. The Taylor Ranch Community includes approximately 3,700 acres capable of supporting a population of 25,900. This would result in 10,400 housing units, and a potential employment of 8,600. The 1994 population of this Community was approximately 22,000. The Taylor Ranch Community includes rural County areas near the river, as well as established commercial services and built-out neighborhoods in its central area. The vacant land between Coors Boulevard and the river should be designed and developed to maintain the view plane which reveals the bosque and the city beyond, and to preserve of the woodland edge (see Section 76). The bosque interface area is regulated by the Coors Corridor overlay zone.

Protection and preservation of the bosque is critical. Development east of Coors Boulevard should be sensitive to this community asset.

The Taylor Ranch Community Center is located generally in the vicinity of the Coors Boulevard and Montaño Road intersection. Neighborhood Centers will also develop, or continue to build out over time. One of these is expected in the vicinity of Montaño Road and Taylor Ranch Boulevard.

The Escarpment is a community resource that the public wishes to protect. Future development must consider visual impacts on the Escarpment.

There are several housing developments in Taylor Ranch which have negatively impacted the views of the Volcanic Escarpment through insensitive setback and design. These types of development will be precluded in the future through design guidelines. Future development must consider the view impacts of their design in this vicinity, since views to and from the Escarpment are a community resource the public wishes to protect. See Design Guidelines and View Preservation discussion in Section Four. The rural area of Alban Hills is included in this Community. This area should be preserved with rural character, and not be allowed to redevelop with higher densities.

Taylor Ranch was designed with the Montaño Bridge concept in place. A river crossing was needed in this vicinity as more than seven miles separate bridges, from I-40 to Paseo del Norte. The West Side Strategic Plan supports the City's existing policy to build the Montaño Bridge (completed, 1997 Plan).

Policy 3.12: The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City, and efficient location for receiving City services.

Policy 3.13: The Montaño Bridge has been built. The City should continue consideration of multi-modal opportunities, operational alternatives such as limited directional traffic during peak hours, and environmental concerns for the bridge.

Policy 3.14: The rural character of the Alban Hills area is an important character aspect of the Coors corridor and Bosque transition zone. Any zone amendments in this area must be carefully analyzed regarding their consistency with the urban form objectives in this Plan and must be in compliance with the City's zone amendment policy (presently Resolution 270-1980).

Policy 3.15: Allow appropriately designed development throughout the Taylor Ranch Community which will not degrade views to and from the Escarpment through design guidelines and consistent enforcement.

Policy 3.16: Multifamily development, public uses, educational and institutional facilities, and commercial or employment uses are all appropriate in the Community or Neighborhood Centers. Mixed-use and multi-modal access shall be incorporated into the design for these areas.

Policy 3.17: The Boca Negra Arroyo is a major east-west natural feature on the West Side traversing the Taylor Ranch Community. Regional trail connections and designated public open space will occur along the Boca Negra, subject to restrictions within the Petroglyph National Monument. Development policies protecting other major arroyos shall also apply to the Boca Negra.

Policy 3.18: Protection and preservation of the bosque is critical. Development east of Coors Boulevard shall be sensitive to this community asset.

LADERA COMMUNITY



The Ladera Community includes the area between the river on the east, roughly aligned with Western Trails on the north, with Unser Boulevard and the National Monument on the west, and with the I-40 corridor on the south. It is 2,200 acres in size, completely within the City of Albuquerque's municipal limits, and could potentially support a population of 15,400. This would result in approximately 6,200 housing units with a potential for 5,100 jobs in the area. The 1994 population was approximately 10,500. The Ladera Community is continuing to build out, with vacant land only available in the northeast portion (near St. Pius High School) and in the southwest portion (near the electric facilities of PNM and Plains Electric).

The St. Pius High School area, currently referred to as the University of Albuquerque Sector Development Plan area, was formerly designated as the Urban Center for the West Side. This has never been realized, and a Regional Center has been moved to the Cottonwood Mall area. Regional

electric transmission lines cross the southwest portion of this Community which greatly impacts views. Local utilities need to comply with this Plan's policies and community/customer preference regarding relocation of transmission lines underground or into combined corridors. This will significantly reduce electromagnetic field (EMF) exposure potential and visual blight of the area.

An existing Activity Center is linear in shape in the Ladera Community. Many existing commercial and public services exist along Coors Boulevard extending from I-40 to St. Joseph's Drive. This is recognized as pre-existing in the Plan and is expected to continue to build out as a major corridor of services, higher density residential and employment generators. The Ladera Activity Center should not be allowed to extend north of St. Joseph's Drive. The Plan encourages additional mixed uses in the area between I-40 and St. Joseph's, with expansion of multifamily, public, institutional, and employment uses into this area.

Additional Neighborhood Center type development is expected in other parts of the Community as well. Services on the western edge or central to the Community will better serve all residents of the Community and will eliminate some trips on Coors Boulevard. Because development at Ladera has been separated from the Escarpment edge by a wide road corridor (Unser Boulevard), the negative visual impacts of adjacent development have not occurred here as in Taylor Ranch. Unser Boulevard will be the gateway to the Petroglyph National Monument. The National Park Service is encouraged to continue to discuss potential visitor impacts with the neighborhoods adjacent to Unser.

Policy 3.19: The Ladera Neighborhood Association and the National Park Service shall continue discussions regarding potential visitor impacts on residential areas adjacent to Unser as well as potential impacts of surrounding development on the monument.

Policy 3.20: The City of Albuquerque and Bernalillo County shall jointly approach PNM and Plains Electric and begin the process of consolidating the many separate transmission corridors combined into common corridors or placed underground. This could be pursued through the State utility commissions, if necessary. These discussions shall occur in conjunction with the Facilities Plan for Electric Transmission Facilities that is scheduled for update in 1995.

Policy 3.21: Expanded strip commercial development north of St. Joseph's Drive on Coors Boulevard shall not be allowed within the Ladera Community, however neighborhood oriented commercial development consistent with design guidelines would be permitted.
Policy 3.22: The City of Albuquerque Public Works Department shall examine street lighting in the Ladera Community. The western portion of this Community is largely built-out with single-family residential development and is very dark. Adequate lighting to ensure safety must be provided, within the "dark sky" parameters described in Section 4.

Policy 3.23: Location of commercial services, multifamily development, and public facilities shall be encouraged on the western side of the Ladera Community or in its central area to reduce trips to Coors Boulevard and provide easier access to services for neighborhoods west of the Ladera Golf Course. This development would occur in Neighborhood Centers designed to relate to the surrounding neighborhoods and be consistent with design guidelines for the area near the escarpment. Strip commercial development will not be allowed in this area.

Policy 3.24: The area just west of Coors and north of I-40 up to a point about 1000 feet south of Ladera Drive should be designed and developed as the Community Activity Center for Ladera.

Policy 3.25: Proposals for new development and rezonings in this area should be carefully analyzed to avoid negative impacts on the National Monument and other surrounding properties. Review of proposed projects should consider the design and site layout implications of any new development on surrounding properties.

WEST CENTRAL COMMUNITY



This Community includes the largely established neighborhoods and businesses existing on both sides of Central Avenue between Coors Boulevard and the river. The north end of the West Central Community is the I-40 corridor, and the southern terminus is the intersection of Old Coors and Coors Boulevards. This Community is the smallest of the sub-areas identified in the Plan, but has a distinct character from neighboring areas and is deserving of its own Community designation. The West Central Community contains 1,100 acres with an expected full-buildout population of approximately 6,400. At full population, there would be 2,600 housing units and approximately 2,100 jobs in the area. The population in 1994 was approximately 13,800.

The housing is located primarily at the north and south ends of the Community, with the majority of employment opportunities located along Central Avenue. The neighborhoods located north of Central Avenue are oriented toward the river, which is overlooked by a steep bluff in this location. Views from these neighborhoods are among the best anywhere in the City. The neighborhoods located south of Central Avenue are further from the river due to its swerve eastward, and are oriented toward the rural South Valley neighborhoods east of Old Coors. No changes to the existing character of the residential neighborhoods in this area are being proposed.

West Central Avenue, which is historic Route 66, between the river and Coors Boulevard, is a very special part of the West Side which must be

treasured and enhanced. As a stretch of the historic Route 66 highway and a critical piece of Albuquerque's history, the community can ill afford to let this street fall into further disrepair.

The streetscape itself is in need of improvements such as better lighting, new sidewalks, street trees, and curb/drainage improvements. The street's traffic patterns also need improvements through defined median cuts and turn lanes, better signage, improved signalization, and access improvements. Some of these improvements have already been prioritized in the next City bond cycle. Continued improvements for this critical traffic spine for the West Side will be sought with high priority.

The key to once again making West Central Avenue a thriving commercial area is successful businesses. Streetscape improvements alone will not revitalize Central Avenue. An aggressive revitalization program which brings together merchants and property owners along West Central Avenue is necessary. This group will need to discuss marketing, promotion, building renovation, lot improvements, and business retention and attraction. Once improved, West Central will become the major tourist route into Albuquerque from the west. It will provide a very direct connection to the botanic garden, aquarium, zoo, and Old Town.

Additional social improvements to the West Central corridor are also needed. The street currently has a number of problems including cruising, drug dealing, prostitution, and crime at night and on weekends. Many business owners along this corridor hire armed guards or night shift employees to protect their businesses. The West Central Merchant's Association has met with City Police and other City representatives to express concerns about these problems. These issues need to be addressed through crime prevention, increased patrols on weekends, and better enforcement of existing laws. Additional regulations and programs and increased enforcement of existing regulation to improve the area, such as curfews, minimum speed limits on weekends or in evenings, review of loitering, noise, and public nuisance laws, additional youth development programs and alternative intervention programs, or the creation of a clear lane for emergency service vehicles only on weekend evenings should be examined.

Additionally, some improvements to land use and zoning requirements in the area should be made. These may include incentive programs for property owners to enhance the appearance of their property through landscaping, building facade improvements, and better signage programs, as well as a West Side effort for Central Avenue businesses to post "No Loitering" signs which will allow better police enforcement. The changes in zoning that occurred during the West Route 66 Sector Development Plan had an unintended effect of eliminating jewelry manufacturing in the area, which was a long-standing industry providing jobs and goods to the tourist trade in nearby Old Town.

Most of the merchants in the area agree with the elimination of much of the old C-3 zoning because of the broad permissive uses considered undesirable, but they would like to see jewelry manufacturing specifically allowed along West Central Avenue once again. A similar change was recently approved for portions of Central Avenue between Old Town and Downtown.

Policy 3.26: The City of Albuquerque Planning Department shall amend the zoning, or the allowable uses allowed within certain commercial zones, in order to again allow jewelry manufacturing along West Central Avenue.

Policy 3.27: The City of Albuquerque shall commit to making necessary streetscape and roadway travel improvements to West Central Avenue to enhance safety of vehicular and pedestrian travel, and to improve the appearance and image of this historic street.

Policy 3.28: The City of Albuquerque Police Department shall create a task force with representatives of its department, local neighborhood associations, the graffiti and gang prevention representatives for the area, and the West Central Merchant's Association to study methods of solving the social problems of West Central Avenue.

Policy 3.29: The residential areas south of West Central Avenue within this Community should remain rural in character and density. Zone changes to higher-density residential or for additional commercial services should not be supported in this area, except in areas along Bridge Street, or near the intersection of Bridge and Coors.

Policy 3.30: West Central Avenue is a linear Activity "corridor" for this Community and a full range of, mixed land uses should be supported along both sides of this corridor. Nodes should be emphasized at Central and Coors (Community Center in scale) and Atrisco Plaza (neighborhood center scale).

Policy 3.31: West Central Avenue merchants and property owners should organize themselves to strengthen existing businesses, attract new businesses, redevelop existing buildings and properties, and market West Central Avenue as a regional shopping and service destination. These efforts should extend to merchants and property owners in the Atrisco Park Community.

Policy 3.32: Views to the east from the bluffs above the river in the residential area north of West Central Avenue shall be protected. No buildings above two stories will be allowed along the river's edge. An open street pattern

which allows views out of the neighborhood toward the river valley will be required in developing areas. Wall height restrictions developed for Major Arroyos will apply to the river bluff in this Community also.

ATRISCO PARK COMMUNITY



The Atrisco Park Community is the triangular wedge of land located between I-40 and Central Avenue and west of Coors Boulevard. It contains 1,700 acres of land, which includes the approximately 400 acre Atrisco Business Park. The population of this Community was approximately 1,600 in 1994. The Atrisco Business Park is one of the three major employment areas on the West Side and is the current home of several manufacturing facilities. This Business Park is a key strategic element in the future development of the West Side and will be promoted for additional job creation and expansion in the next decade and beyond. West Mesa High School, a police substation, a senior center, and a continuation of local businesses along West Central Avenue are also located here. The western portion of this Community has been platted into 5 acre tracts that are difficult to service with utilities and have poor access in their current configuration. These tracts should be master planned and replatted to provide future land for residential and industrial/ office development, and additional commercial and service development near Central Avenue.

Atrisco Business Park has the potential to be a premiere employment center for the entire metropolitan area.

The intersection of Central Avenue with I-40 at the western edge of the Atrisco Park Community has been identified by Shared Vision, the City's

community visioning process, as a location for a "Gateway to Albuquerque" monument. This is envisioned as a place for tourists or local travellers to exit the freeway to Central Avenue, where by travelling historic Route 66, they can access the City on a more personal level, intersect the "Cultural Corridor" area near the new aquatic park, botanic garden, and zoo, and travel into the heart of Albuquerque. It is envisioned that the Gateway points (there are four, at the north, south, east, and west access points to the City) would be developed with signage, public art, tourist information, and tourist services. These uses are compatible with the Strategic Plan's intent for West Central improvements and recognition of the importance of this corridor to the West Side and the City as a whole.

As this area develops, there may be a need to look at continuing improvements along Central Avenue west of Coors Boulevard. It may be necessary to upgrade Central from its old rural highway design to an urban design, with proper drainage, curb-and-gutter, etc. The City and County Public Works Departments are currently working on similar improvements for Old South Coors.

Policy 3.33: It is appropriate for new development, both residential and non-residential, to occur in this Community. Redevelopment efforts associated with the existing five acre tracts in this area shall be encouraged.

Policy 3.34: The City of Albuquerque Planning Department and Economic Development Office shall work with AED, industrial real estate brokers, the State of New Mexico Economic Development Office, the landowners, and others to promote job growth within the Atrisco Business Park. Expansion of existing local businesses in this Park will be initiated

Policy 3.35: The City of Albuquerque Planning Department and Economic Development Office shall work with the landowners, T-VI, and APS to establish a "skills center" or "technical preparation course" facility developed in conjunction with existing and future manufacturing and research employers located in the Business Park and coordinate with local high schools, in order to provide job training for West Side residents seeking local employment. These agencies have not committed funds toward this concept at this time, but are encouraged to do so in the future.

Policy 3.36: The City of Albuquerque should support redevelopment efforts of the 5 acre tracts located west of the Business Park, and look for innovative ways to encourage redevelopment in this area.

Policy 3.37: Extension of West Central Avenue improvements, both physical and social, should be considered for that portion extending west of Coors Boulevard.

Policy 3.38: Expansion of commercial services and public services, especially in the vicinity of the Coors Boulevard and Central Avenue intersection, should be encouraged.

Policy 3.39: Through the Shared Vision process, and continuing coordination with other City departments, the Planning Department shall support the creation of a "Gateway to Albuquerque" monument and assorted land uses at the intersection of Central Avenue and I-40. Public and private partnership and investment should be sought, and coordination provided with all local tourist-related agencies (Albuquerque Convention and Visitors Bureau, Chambers of Commerce, Petroglyph National Monument, Hotel and Merchants Associations, etc.).

BRIDGE/WESTGATE COMMUNITY



The Bridge/Westgate Community includes the already developed area within Westgate Heights, the existing subdivisions and businesses south of Central Avenue and along Bridge Street, and the vacant land between and around these areas. The boundaries of the Community roughly follow Central Avenue on the north, Coors Boulevard on the east, the 118th Street corridor on the west, and Blake Road on the south. The area contains approximately 4,900 acres and could someday include a population of 38,300; it would support 15,300 housing units and could provide as many as 12,700 jobs. The 1994 population of this area was approximately 10,700.

The Bridge/Westgate Community is planned to provide substantial growth capacity for Albuquerque at urban densities. It is well located near the I-40, Central, Bridge, and Rio Bravo river crossings, and is fairly easily serviced by City utilities. Growth will be encouraged in this area. The Center for this Community is at Coors Boulevard between Bridge and Central, and in a linear area along Central Avenue. Additional Neighborhood Centers, located more central to neighborhoods, have begun to develop in the area, and will continue to do so. The Westgate Heights Neighborhood area has an existing Neighborhood Center with an elementary school, park, new library, and small commercial service area. These types of co-location of facilities and mixed uses located centrally to neighborhoods are encouraged on the West Side.

Some of the irregular and confusing City limit boundaries mentioned earlier are located in this Community. This situation is intended to be clarified between the City and County soon. This Community has limited municipal

services, capital facilities, and employment opportunities. The residents have worked very hard to improve neighborhood conditions in recent years and have succeeded in having new community facilities located here. New commercial uses are also desired. The entire Bridge/Westgate Community should be included within the City of Albuquerque's municipal limits with full City services provided there. Enforcement of existing ordinances relative to zoning, weeds, junkyards, signage, and outdoor storage is necessary along Coors Boulevard to enhance the visual appeal and property values of the eastern edge of the Community. Additional community service facilities and prioritized funding for street and utility improvements should be made in this Community. Opportunities to use public dollars to leverage private investment in the area should be investigated. This Community offers the best opportunity for providing urban infrastructure on the Southwest Mesa. Incentives for new development, such as waiver of impact fees, density bonuses, or tax credits/rebates should be studied for this Community.

Policy 3.40: Urban style services are appropriate in the Community. This area shall receive a high priority for public infrastructure spending.

Policy 3.41: Study the potential means to achieve maximum leverage of public/private financing of new development in this Community, including incentives for new development, and cost-sharing between public and private facilities. Encourage employment growth in this Community.

Policy 3.42: Support the location of mixed-use higher density development within this Community in the Activity Centers internal to the Community.

Policy 3.43: Additional very low density, rural character development is not appropriate in this Community, and should be located in adjacent rural areas.

Policy 3.44: Consider locating new public service facilities for the West Side in this Community, i.e., transit facilities, fire/police stations, libraries, or other community services.

Policy 3.45: Support enhancements (both physical and social) for Bridge Boulevard and Central Avenue.

Policy 3.46: Promote densities consistent with those found in the Sector Development Plans for the Bridge/Westgate Community, with densities as high as 30 dwelling units per acre within the designated Community Activity Centers and adjacent areas.

Policy 3.47: Establish 5 dwelling units per acre minimums for most of he residential development in the Community. Utilize the Groundwater Protection Action Plan and other wastewater policies to prevent the proliferation of septic tanks and individual wells in the area. Extend sewer and water service into the Gun Club Community Service Area. Community systems that do not require City annexation and higher density should be encouraged. Public funding may be required in some areas.

GUN CLUB COMMUNITY



The Gun Club Community is that area south of Blake Road, west of Coors Boulevard, east of the 118th Street Corridor, and north of the southern Plan Boundary (just south of Gun Club Road). This Community is a transition zone between the rural South Valley and the more urbanized area to the north in Bridge/Westgate. The Community is currently partly in the City and partly in the County with very irregular boundaries between the two jurisdictions. This area should be "de-annexed" by the City to create a rural Community totally within the jurisdiction of Bernalillo County. Portions of the area have been annexed into the City of Albuquerque and the remaining lands need to be investigated by the City and the County to determine appropriate annexation boundaries. Existing City utilities will remain in the area, and the City, County, and State will work together toward further expansion of water and wastewater facilities into the area.

The Gun Club Community is 4,085 acres in size and could accommodate 4,300 housing units, and a full buildout population of approximately 12,700. This is consistent with existing development in the area which is sparse, on large lots, with the greatest density located along Coors Boulevard (although several large mobile home parks also exist in the area). The 1994 population was approximately 4,500. Based on its geographic size, buildout population and the land use plan of the Rio Bravo Sector Development Plan, the Gun Club Community could support one Community Center and three Village Centers.

There is a Community Center and Community Adjacent Area located just north of the Gun Club Community Boundary at the southern edge of the Bridge/Westgate Community. This is the northern portion of the 'Urban Center' delineated in the Rio Bravo Sector Development Plan. The southern portion of this 'Urban Center' is within the Gun Club Community at the intersection of 98th Street and Gibson Boulevard.

Community Center - Coors/Rio Bravo Community Center
Village Centers - 98th/Gibson Village Center
Unser/Rio Bravo Village Center
Rio Bravo/98th Village Center

The Community Activity Center for the Gun Club Community is roughly located near the Coors and Rio Bravo intersection. With the extension of Rio Bravo to Paseo del Volcan for the formation of the Southwest loop of the metropolitan area, increased density is foreseen for this Center. Other higher-density development will also be appropriate along the Rio Bravo Corridor, especially at the Unser Boulevard, 98th Street, and 118th Street intersections. These areas will serve as Village Centers and adjacent areas within the Gun Club Community Service Area. Other village centers are planned for areas at 98th Street and Gibson Boulevard and 118th Street and Gibson Boulevard. These areas encompass mixed use zoning.

Portions of the Gun Club Community relate strongly in character to the South Valley, and should be considered a transition area for those area residents choosing a more rural lifestyle than other communities can offer. Existing agricultural uses in the area should be preserved through zoning. Within the Gun Club Community are two major archaeological sites that are worthy of protection. They are the pothouse village (1000+ years old) and a pueblo ruin west of the Hubbel Oxbow. Private and public efforts should be made to protect and preserve these sites.

Policy 3.48: Promote low-density development consistent with the rural character of the area within most of the Gun Club Community. Exceptions to this are in residential areas of the community north of Senator Dennis

Chavez Boulevard and in Activity Centers in key locations of the Rio Bravo Corridor where mixed use commercial services, public facilities, high-density residential, and employment uses are appropriate. These areas should have a greater variety of densities and land uses.

Policy 3.49: The preservation of archaeological sites and existing agricultural sues should be promoted within this Communitywhere possible and appropriate.

Policy 3.50: Bernalillo County Public Works and Environmental Health Departments shall work with the City of Albuquerque and the State of New Mexico to investigate the feasibility of community water and wastewater systems, and/or the extension of City utilities into the area.

Policy 3.51: Rural development standards including gravel roads, no curbs, drainage swales, and the preservation of existing agricultural uses should be promoted within this Community.

Policy 3.52: Bernalillo County and the City of Albuquerque shall agree on annexation boundaries in the Gun Club Community which simplify the existing irregular municipal boundary.

Policy 3.53: The Hubbell Oxbow has been acquired as Major Public Open Space to preserve agricultural land and to provide open space near the Community Center.

WESTLAND NORTH COMMUNITY



The Westland North Community is one of the largest in the Plan Area. It is roughly bounded by the Petroglyph National Monument to the north, Unser Boulevard to the east, I-40 to the south, and that area approximately 1/4 mile west of the DEII Airport Haul Road (eastern limit of the Paseo del

Volcan corridor) on the west. This Community encompasses 6,500 acres and could support a population of approximately 56,200 requiring 22,500 housing units and approximately 18,700 new jobs.

This Community underwent a master planning process which was approved by the City Council in September 1999 with annexation and establishment of zoning for the first phase. The City of Albuquerque agreed annex this area for future growth capacity for the City. Annexation signals expectations that it develop with full urban-style services and densities.

Future developments must consider the visual and physical impacts of their design in the vicinity of the Atrisco Terrace, since this is a natural and scenic resource that the community wishes to protect.

Water delivery is one of the unique aspects of this Community. Others include: its relationship to the National Monument on the north, its dissection by power lines, its relationship to the 5 acre tracts on the north and south sides of I-40, the location of unique drainage facilities associated with the Ladera dam system, the unique historical relationships between Westland Development Company and the Atrisco Land Grant and its heirs, and the location of the Atrisco Terrace (part of an open space system following the soft sandhill edge, a geomorphic extension of the escarpment without the rock outcrop). Future developments must also consider the visual and physical impacts of their design in the vicinity of the Atrisco Terrace, since this is a natural and scenic resource that the Community wishes to protect. Policies governing the development of Planned Communities are required and will be utilized in the planning of this new Community.

Some residential development west of Unser and north of I-40 has already occurred within this Community's border. The remainder of the land is vacant and zoned Agricultural. The development of the Westland North Community will be phased over time and is expected to occur over a 20-40 year timeframe.

Policy 3.54: Westland North is an appropriate Community to accommodate future growth for the City. This new Community will be developed consistent with the Planned Communities Guidelines criteria and shall be phased in a manner consistent with a future adopted city-wide Growth Management Strategy.

Policy 3.55: The City of Albuquerque and property owners shall work with the electric utility companies to minimize the visual and potential EMF exposure impacts of the many power line corridors crossing the property. These corridors should be combined into consolidated easements rather than in separate parallel easements.

Policy 3.56: The City of Albuquerque Open Space Division and the Open Space Advisory Board shall work with the property owner to define the areas of Atrisco Terrace which shall be acquired as Major Public Open Space as per the Comprehensive Plan. The City and property owner shall cooperatively determine how and when it will be acquired, dedicated, or preserved through other means so the planning and design of this Community can incorporate those decisions.

Policy 3.57: Allow and encourage appropriately designed development throughout the Westland North Community which will protect the visual and physical features of the Atrisco Terrace through design guidelines and consistent enforcement.

Policy 3.58: The City of Albuquerque Hydrology Department, Bernalillo County Public Works Department, and AMAFCA will work together with the property owner to define the location and scheduled improvements of regional drainage facilities within this Community.

Policy 3.59: The Westland North Community is included in City of Albuquerque territory. Annexation signals intent that it develop with urban-style development and densities. This area is a prime area for the expansion of future urban levels of development.

Policy 3.60: Design guidelines developed as a result of this Plan will guide future development in this Community along with all other existing plans and policies. Design should be sensitive to visual impacts on the National Monument, Atrisco Terrace, and regional views, and shall recognize significant cultural and environmental aspects of this area.

Policy 3.61: A Community Center, appropriate Employment Centers, and Neighborhood Centers are identified for this Community in accordance with the approved Master Plan for this area. The Community Center is expected to occur central to the Community, with employment near the Paseo del Volcan corridor, but refinement of these concepts will occur during the planning process for smaller sub-areas..

Policy 3.62: The City of Albuquerque Utilities Division shall immediately screen the large water storage facility located near the southern terminus of the Volcanic Escarpment within the Westland North Community by painting the tank a color designed to blend into the natural landscape, and by providing native or naturalized landscaping around the facility. This water tank is the most visually obtrusive object near the Escarpment when viewed from anywhere east or south of the facility. It can currently be seen all the way from the Northeast Heights. All other existing and future water tanks on the West Side shall also be painted and landscaped to screen them visually.

WESTLAND SOUTH COMMUNITY

This new future Community will be developed in the County without City annexation as a separate Planned Community in conformance with the Planned Communities Criteria. The Community is roughly bounded by Central Avenue to the north, 118th Street on the east, the Gibson West Corridor or Blake Road alignment on the south, and an area approximately 1/4 mile west of the Paseo del Volcan (eastern alignment) corridor on the west. It is estimated to contain approximately 3,507 acres of land, resulting in an eventual population of approximately 21,700 and 7,400 housing units.



Two significant physical features cross this land, the Southwest Mesa Escarpment Sandhills (designated for Major Public Open Space) and the Amole Arroyo. The Amole Arroyo is a Major Open Space Link, providing potential open space and trail connection all the way from the Rio Grande to the Rio Puerco Escarpment. It should be preserved as Major Public Open Space along its entire length. The Westland South Community will be bisected by the Paseo del Volcan connection between I-40 and Rio Bravo, and is expected to develop a Community Center near the Paseo del Volcan and Central Avenue ("Gateway to Albuquerque") intersection.

Policy 3.63a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Westland South Community.

Policy 3.63b: Locate new public facilities for the West Side in the Westland South Community as it is developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community.

Policy 3.64: The City of Albuquerque Open Space Division, Open Space Advisory Board, and the Bernalillo County Parks Department shall discuss with the landowner the method and timing of transferring the Southwest Mesa Escarpment Sandhills Open Space into public ownership.

Policy 3.65: It is the intent of this Plan that adequate acreage for open space and trails shall be preserved along the entire length of the Amole Arroyo. This arroyo has been designated as a Major Open Space Link in the Facilities Plan for Arroyos. The policies in the City and County adopted Amole Arroyo Corridor Plan (1991/92) shall be adhered to by any development adjacent to the Amole Arroyo. Specific additional criteria will be developed in the Performance Standards described on page 92. Joint use for park and drainage facilities should be considered at the dam along the Amole Arroyo just east of the sandhills.

RIO BRAVO COMMUNITY



The Rio Bravo Community is a future new Planned Community located south of the Westland South Community and west of the Gun Club rural area. The City of Albuquerque does not intend to pursue annexation of this area, but to allow it to develop as a separate Planned Community on the Southwest Mesa under the jurisdiction of Bernalillo County. This Community is estimated to contain approximately 4,163 acres. It is assumed that this area will

develop at a lower overall density than the Westland South Community due to its distance south and its proximity to the rural Gun Club area. An initial estimate of 4,400 housing units resulting in a population of approximately 12, 900 has been made for this area. The Rio Bravo Community is roughly bounded by Gibson West Corridor/Blake Road alignment to the north, the 118th Street corridor to the east, the Plan Boundary to the south (just south of Gun Club Road), and that area approximately 1/4 mile west of the Paseo del Volcan alignment (eastern limit of corridor). This Community includes the southern extension of the Southwest Mesa Escarpment Sandhills and the intersection of Paseo del Volcan and Rio Bravo.

The Paseo del Volcan and Rio Bravo intersection is expected to develop as the Activity Center of the Community and is ideally located to accommodate a number of community services, and mixed-use commercial, employment, and high-density residential uses. Some additional mixed-use and high density uses may occur in Neighborhood Centers within the Community. Most of the Community will be devoted to low density residential uses, but in all cases, community water and wastewater services are envisioned for the area.

Paseo del Volcan/Dennis Chavez Community Center

As development extends westward, this location may serve as a Community Activity Center for areas to the west and south as well as adjacent neighborhoods, including the Gun Club and Westland South neighborhoods. Activity Center development is recommended to be on one corner of the intersection and to be designed for multi-modal accessibility. Immediately adjacent areas may be appropriate for housing and other related uses. All uses should be clustered to avoid encroachment on the Ceja, a sandy escarpment that should be designated as Major Public Open Space. The following strategies are recommended to support the development of this center:

1. Complete the street and trail network to accommodate multi-modal access to clustered commercial and residential development.
2. Allow and encourage the development of non-retail uses, including office and clustered housing development within the center. Concentrate all commercial activity for this area within the center.
3. Include either mixed-use buildings that serve multiple purposes in one structure or closely located buildings that are easily accessible on foot.

4. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.

Policy 3.66: Bernalillo County shall ensure that the Rio Bravo Community be developed within the framework of the Planned Communities Guidelines.

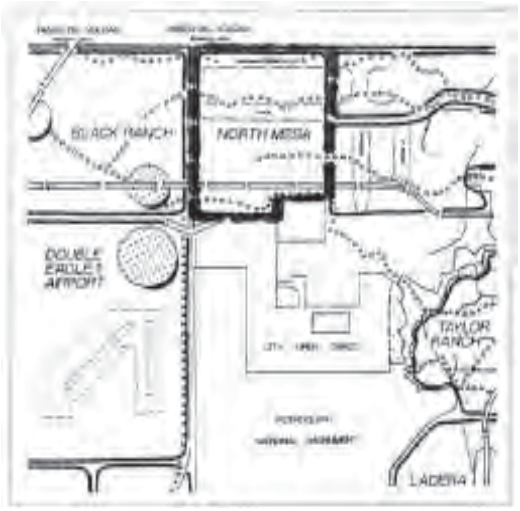
Policy 3.67: Community water and wastewater systems, approved alternative individual wastewater systems, or a City of Albuquerque extended wastewater system, shall be utilized within this Community.

Policy 3.68: The City of Albuquerque Open Space Division, Open Space Advisory Board, and Bernalillo County Parks and Recreation Department shall work with the landowners to define how, when, and what amount of the Southwest Mesa Escarpment Sandhills will be transferred into public ownership.

Policy 3.69a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Rio Bravo Community.

Policy 3.69b: Locate new public facilities for the West Side in the Rio Bravo Community as areas are developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community.

NORTH MESA COMMUNITY



The North Mesa area is a future Planned Community area that is currently platted into 5 acre tracts under an antiquated platting scheme. The current configuration will make the area very difficult to develop with usable roadway or utility systems. Many of the lots are in individual ownership similar to the situation in North Albuquerque Acres. There is a need for this area to be replanned and platted in order for reasonable development to occur. The North Mesa Community is approximately 4,516 acres in size which presents a considerable challenge for redevelopment of the area. For strategic planning purposes, the North Mesa area has been assumed to eventually build out as a new Planned Community which would result in a population of approximately 28,000 and 9,500 housing units at full buildout.

There are two primary methods for achieving redevelopment in this area. One is to allow the private sector (a motivated developer) to acquire a majority interest in the lots, or commitment from a majority of lot owners to participate, in a process of replanning, replatting, developing, and cost sharing. This method will result in a significant time delay for development, as no developer will be motivated to undertake this effort until all easily developed land (without splintered ownership constraints) has been developed. The second method is currently being utilized by the City of Rio Rancho in one of their antiquated platting areas (Unit 16). By utilizing the powers of the New Mexico Metropolitan Redevelopment Code, the City of Rio Rancho is condemning and purchasing the land from

individual lot owners, and soliciting proposals from developers to purchase the entire tract for development. This approach would be a quicker way to see development in the area, but would require significant capital resources from the condemnor.

Because the North Mesa Community resides outside of the City of Albuquerque's water service area and adjacent to a private utility's service area, the City of Albuquerque has expressed an intent to not annex the area and leave it under control of Bernalillo County. This would mean that Bernalillo County would have to undertake the condemnation and redevelopment of this area if the second approach were utilized. No studies have been conducted to determine if this is legal or feasible. This Plan merely recognizes that a redevelopment scheme of some type would have to be utilized in order for this area to be adequately served by roads and utilities. Alternately, allowing this area to remain as it is currently platted would mean very limited development within the time frame of this Plan due to the difficulty of providing utilities and roadways. Sensitive zoning and design guidelines addressing development adjacent to the Northern Geologic Window and the Petroglyph National Monument will be considered. Management of the Calabacillas Arroyo as a Major Public Open space arroyo continues into the North Mesa and Black Ranch Communities.

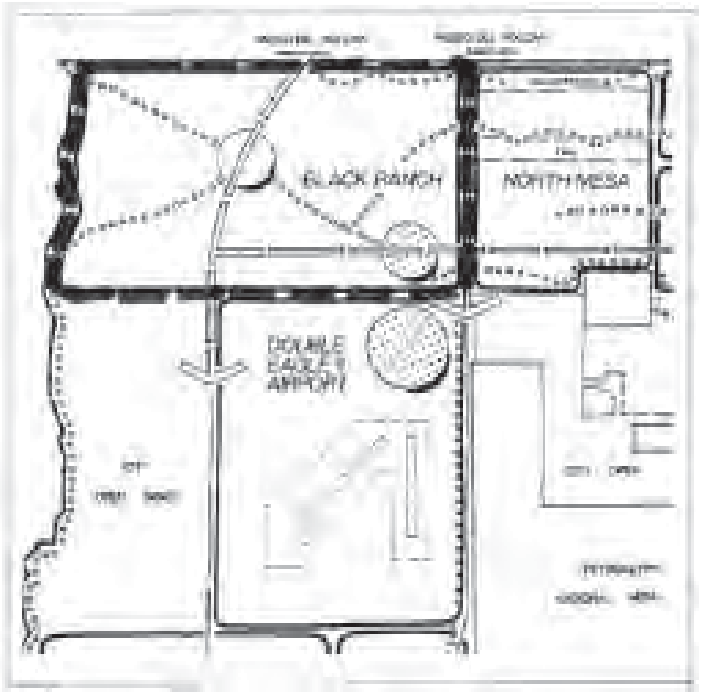
Three significant east-west road corridors traverse this area: Westside Boulevard on the north, the Irving Corridor in the middle, and Paseo del Norte on the south. All three of these roadways have significant planning questions dealing with their final alignments and connections to the surrounding road system that must be answered to tie the regional network together. These road questions must be resolved as soon as possible by the MRGCOG, and all of its member participants.

Policy 3.70: Bernalillo County shall develop a strategy for future development of the North Mesa Community. As a large area located on top of the mesa, it shall be developed within the framework of the Planned Communities Guidelines.

Policy 3.71: MRGCOG should undertake the necessary studies to define the corridors for Westside Boulevard, Irving, and Paseo del Norte. The residential development currently fronting on Irving Boulevard in Paradise Hills should be taken into consideration. The City, County, and/or NMSHTD should acquire the necessary rights-of-way for these roads as soon as the required studies are complete. Strategic planning purposes, the North Mesa area has been assumed to eventually build out as a new Planned Community which would result in a population of approximately 28,000 and 9,500 housing units at full buildout.

Black Ranch

The Black Ranch is the only Planned Community on the West Side, or in



the County, to acquire Level A: Planned Community Master Plan approval from Bernalillo County. As such, it has a defined mix of land uses, approved densities and open space systems, and identified locations for its Community Centers, Neighborhood Centers, and Employment Areas. The Black Ranch is bordered by the Sandoval County line on the north, by the Rio Puerco Escarpment on the west, by the City's Shooting Range Park and DEII lands to the south, and by the North Mesa Community on the east. It is almost 7,000 acres in size (only slightly smaller than the Westland North Community) and is one of the largest Community areas on the West Side.

At full buildout (which is projected to take 30+ years), the Black Ranch will support a population of approximately 46,740 and over 19,000 housing units. The City of Albuquerque does not intend to provide service to the Black Ranch, and it is currently planned to develop under the jurisdiction of Bernalillo County as a separate Planned Community. The presence of the Calabacillas Arroyo and the Rio Puerco escarpment offer significant opportunities for meeting open space needs within this community.

Policy 3.72: Black Ranch should continue to be planned and developed under the guidance of the Planned Community Guidelines.

Policy 3.73: Bernalillo County will provide County emergency services to the area and review all other service provision plans prepared by the landowners.

Far West Mesa Future Communities



The Far West Mesa area encompasses 17,029 acres and is the largest sub-area within the Plan area. It is envisioned as a future growth area capable of developing as 3-5 separate planned communities, but its capacity is not needed in the next 50 years of growth in the metropolitan area. This area should be retained as agricultural land, and when appropriate, will be developed under the Planned Communities Guidelines. The County has the authority to preclude isolated one-acre lot development in this area due to the Planned Community policies amending the Comprehensive Plan, which requires any development in this area to be developed as a Planned Community. This Strategic Plan strongly supports the Planned Community intent and does not favor large-lot development for this area. It should be held for future long-term capacity for the metropolitan region.

The Rio Puerco Escarpment at the western edge of the Far West Mesa Community is an ecologically fragile area with a high potential for numerous archaeological resources. Bernalillo County should assess the resources of the area and develop policies protecting key environmental and cultural resources through a Rio Puerco planning process.

Policy 3.74: Bernalillo County shall enforce the existing regulations requiring any development within the Far West Mesa area to be developed as Planned Communities. It is the intent of this Plan that this area not develop until all other Communities on the West Side are substantially built out, which may not be for more than 50 years.

Policy 3.75: Bernalillo County shall prepare a Rio Puerco plan which examines the resources of the area and develops policies to protect significant natural and cultural resources.

City Lands, Double Eagle II Airport, Shooting Range Park, Open Space Lands



The City of Albuquerque owns substantial acreage on top of the Northwest Mesa at DEII, the Shooting Range Park, Open Space Lands, and the Soil Amendment Facility. All totalled, this area is 14,175 acres in size, making the City of Albuquerque the second largest land owner on the West Side (behind Westland Development Company). The City land varies in use from permanent open space, open space trust land, developed park facilities, to a general aviation reliever airport. The City lands extend from the Black

Ranch (old Town of Alameda Grant line) on the north, to the Rio Puerco escarpment on the west, to the Petroglyph National Monument on the east, and south to the top of the Westland North Community, and Far West Mesa area.

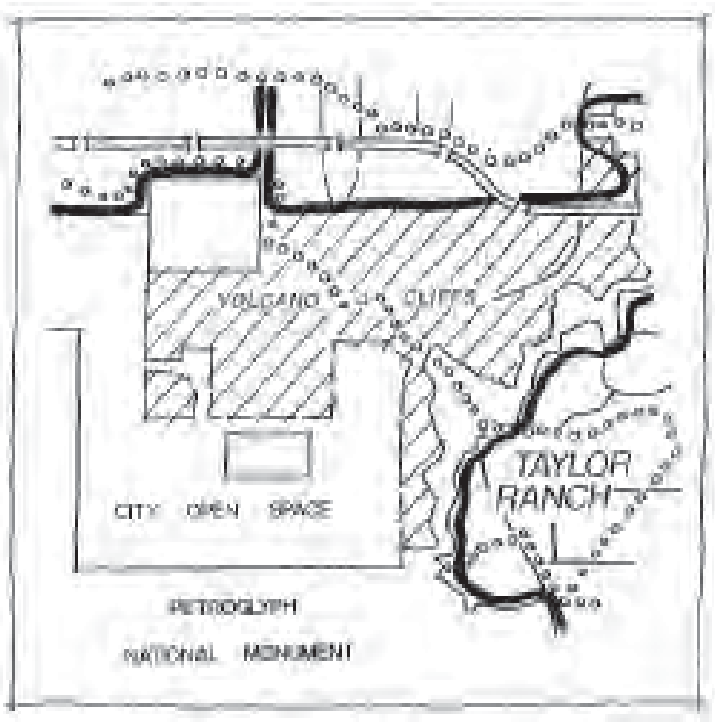
The most critical land use interfaces will occur adjacent to the airport, which is a general aviation reliever airport for Albuquerque International Sunport. There are still significant planning and research needs associated with DEII development, which have been waiting on resolution of key road issues (particularly Paseo del Norte and Paseo del Volcan). Once the roadway issues are clarified, additional planning with regard to airport development will occur. Paseo del Volcan faces potential difficulties in traversing this area. Environmental considerations and other land use restrictions may be a problem for Paseo del Volcan and other transportation facilities because of the Shooting Range and other recreation-related lands.

Policy 3.76: The City of Albuquerque Aviation Department shall finish the studies and plans necessary to determine the future of DEII. This should be a broadly inclusive study, including topics such as roadway alignments, interface with the Petroglyph National Monument, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis.

Policy 3.77: The City of Albuquerque Open Space Division and Open Space Advisory Board, with input from all interested parties, shall clarify the future intent for the open space trust lands adjacent to DEII.

Policy 3.78: The City of Albuquerque Open Space Division, Open Space Advisory Board, Aviation Department, Parks and General Services Department, and Cultural and Recreational Services Department shall undertake a study of the best long-term management approaches for the public lands in this area. The study shall look at updating management plans for these lands, estimating projected levels of recreational activities, providing adequate protection for resources, and complementing future development in the vicinity as growth occurs on surrounding private lands.

Petroglyph National Monument



The Petroglyph National Monument was established through federal legislation after years of work by local agencies and individuals dedicated to the preservation of its unique cultural, historical, spiritual, and physical features. It is an area 7,244 acres in size and includes the volcanoes and basalt escarpment areas that functions as part of the Major Public Open Space system. The National Monument is of great national and local significance, and is both a unique asset and unusual constraint to the urban development planned around its boundaries.

Continued cooperation is needed in relations between various community groups, landowners, agencies, and the National Park Service. It is hoped that this Strategic Plan begins to define the framework for development adjacent to the Monument, and that a dialogue has begun between parties that will have sufficient momentum to continue beyond the planning effort. The NPS has been involved throughout the planning process, and will continue to participate in its implementation. Conversely, the local community and local agencies have had involvement with the Petroglyph National Monument General Management Plan process. All sides will benefit from improved communication and respect, and it is the intent of this Plan to foster that relationship.

Neighborhood access points along the edge of the Monument shall be designed to discourage use by the general public. These access points must not be shown in Monument brochures, maps, or other literature distributed to the public and must not be disclosed by Monument personnel or others providing tours or other information regarding the Monument. Permit parking systems shall be established for the neighborhoods adjacent to the Monument if deemed necessary by residents of the affected area and City traffic engineers in order to control nonresident parking.

Policy 3.79: The National Park Service should continue to be invited to participate in future planning efforts on the West Side, including implementation strategies for this Plan.

Policy 3.80: Elected officials of the City and County shall try to foster an atmosphere of inclusion, respect, and attempts to find common ground among divergent values. The National Park Service shall do the same.

Policy 3.81: The City of Albuquerque and Bernalillo County shall, through their land use and design decisions, minimize negative impacts upon the National Monument. The Park Service shall, through their actions, attempt to minimize their negative impacts on the City, County, and adjacent neighborhoods and landowners.

Policy 3.82: The City of Albuquerque and Bernalillo County shall remain involved in the Park Service's General Management Plan process, and shall look out for the interests of the community as a whole when evaluating the Plan.

Policy 3.83: Design neighborhood access points to Petroglyph National Monument to discourage use by the general public; establish permit parking systems for neighborhoods adjacent to the monument if necessary to control non-resident parking.

Policy 3.84: The City of Albuquerque, Bernalillo County, AMAFCA, and the NPS shall continue to work together to study stormwater flows, character of the drainage basins which affect Petroglyph National Monument and the surrounding lands, and alternative management approaches. Crossings of the Petroglyph National Monument for utility and drainage purposes will be discussed.

NEIGHBORHOOD CENTERS, COMMUNITY CENTERS AND REGIONAL CENTERS IN ESTABLISHED AREAS OF THE WEST SIDE

Partially developed communities on the West Side include Seven Bar, Paradise, Taylor Ranch, Ladera, Atrisco Park, West Central and Bridge Westgate. These communities are designated as Priority 1 city service areas in the phasing plan for Decade I and II (1995-2015). These communities have established patterns of residential neighborhoods and commercial, employment and public/institutional uses. Much of the transportation system in these communities is existing or planned. Approximately 55 percent of the developable land area is developed. This chapter describes how the community and neighborhood concepts of the West Side Strategic Plan can be applied in partially developed communities.

Significant population and employment growth is projected for these communities. West side employment in the Priority 1 areas is projected to grow from 16,110 in 1995 to 48,582 by 2020. In addition, new public and institutional services will be added to meet the needs of the West Side's growing population. Most of this employment, public facilities and new institutions will be accommodated within centers. The challenge of the West Side Strategic Plan is to determine how the concept of neighborhood, community and regional centers can best be fitted into the established and developing urban fabric of these communities.

For the most part, retail and service uses will locate on the West Side in response to population growth. The public role is to identify center locations, ensure that proper zoning is in place, direct higher intensity development to these locations and locate public facilities to support these centers.

Benchmark population for communities, typical center area sizes and typical uses in the centers and adjacent areas are taken from the City's Planned Communities Criteria and the community and Neighborhood center descriptions in this plan. Existing communities vary from the ideal in size and distribution of non-residential uses within the communities. According to plan criteria, communities and neighborhoods have the following characteristics:

Community:
4 to 8 neighborhood clusters. The build out population of existing communities ranges from two to four clusters of neighborhoods.

5,000 to 10,000 acres. Existing communities contain from 1,800 to 5,400 acres.

30,000+ population. New Planned Communities will have a population of 40,000 at build out.
Community Activity center: 35 to 60 acres

Community Center uses most appropriate: Retail, service commercial, offices, public and quasi-public uses (library, police, fire, etc.), entertainment (restaurants, theaters, etc.). A community is large enough to support a full-service grocery, discount retail and drug store.

Adjacent uses (for example): Recreation and open space (park, water features, amphitheater, etc.), medium to high density residential, middle or high school, large religious institutions.

Neighborhood Clusters:

650 to 1,200 acres. Potential clusters range in size from 823 to 3,400 acres to reach population thresholds.

5,000 to 15,000 population. Potential clusters range in size from 5,785 to 13,753.

Neighborhood Center: 15 to 35 acres.

Neighborhood Center Uses Most Appropriate: Neighborhood commercial anchored by grocery and/or drug store, public and quasi-public uses (branch library, post office, police mini-substation, etc.), specialty retail, services, garden offices, recreation, community or senior center are called for in the plan. The population of a single neighborhood is too small to support a full-service grocery store. A convenience or specialty grocery store may be suitable for a Neighborhood Center, but most Neighborhood Centers will not have a grocery or a drug store. Convenience retail uses, such as a convenience store/gas station, specialty grocery, video rental, small restaurant or fast food, hair salon/barber, fitness center, etc., are appropriate for most Neighborhood Centers in the Priority 1 communities.

Adjacent uses (for example): Medium density residential, middle or high school, large neighborhood park/recreation complex, medium scale religious institutions, trail links to private and the larger Major Public Open Space system and neighborhood parks

Establishing Adjacency

Neighborhood and community centers exert influence over nearby areas and draw users from them; future uses developed adjacent to any center should be designed and built to support the center and provide effective transition to surrounding neighborhoods. (See "Adjacent" defined in Glossary). Rather

than a mapped line for adjacent areas, determination of adjacency is based on specific context of each site proposed for development/redevelopment. Land use permitted by existing zoning of areas adjacent to centers in is not diminished or changed. Commercial and residential uses may develop adjacent to one another but must be buffered. The nature of the buffering should be determined by the uses within and scale of the activity center.

Summary of Findings

In general, the Priority 1 communities are smaller than the 40,000 minimum population recommended for a community, and the average build-out population density of 5.3 persons per acre is substantially lower than the 8 persons per acre assumed in the community and neighborhood descriptions. As a result, communities will not support a community center on their own, and some community centers will serve more than one area. The communities will support fewer Neighborhood Centers than identified in the plan.

The Priority 1 areas have 2,222 acres of vacant land zoned for commercial, industrial and office uses. In most cases, zoned land is available for future centers, and additional commercial land is not needed.

Existing non-residential land in the Paradise and Seven Bar communities is concentrated along Coors Boulevard. Zoning for public/institutional uses and higher density housing may be needed to support the development of Neighborhood Centers in the western portions of these communities. Additional industrial and office zoning is recommended to allow expansion of Atrisco Business Park.

Bridge/Westgate Community

The Bridge/Westgate community encompasses 4,900 total acres, of which 1,095 acres are developed and 64 percent is vacant. An estimated 3,038 acres are available for urban development, excluding streets and drainage easements. Major existing streets are Central Avenue and Coors Boulevard. In the future, 98th Street and Unser Boulevard will provide north/south connections.

	1995	2020	Build Out
Developed Land Area (acres)	1,095		3,038
Population	10,548	22,316	38,200
Housing	3,216	6,932	15,300
Employment	643	4,091	4,900
Basic	192	344	
Retail	128	943	
Service	323	1,971	

Source: Middle Rio Grande Council of Goverments

Population is projected to increase from 10,548 to 22,316 from 1995 to 2020, with population at buildout projected to be 38,200. At buildout, this community's population will be just under the desired minimum population for a community.

Based on its geographic size and buildout population, the Bridge/Westgate community could ultimately have three to four clusters of Neighborhoods and support three to four Neighborhood Centers and one community center.

Employment growth from 643 to 4,091 is projected during the 1995 to 2020 time period, with a buildout employment of 4,900. Significant growth is projected in all employment sectors; however, service employment is projected to be 60 percent of total employment, and 29 percent of employment is projected to be retail.

Employment growth will be accommodated in new centers as well as in existing centers. The following describes future centers, building on existing commercial, public/ institutional and industrial development and vacant land that is zoned for these uses.

Central/Unser Community Center

Community area*: 6,456 acres (area to be served includes both the Bridge/ Westgate and the Atrisco Park communities)*
2020 population served*: 23,423*
2020 employment*: 11,667*
Center area: *71 acres*
Potential uses: *Retail, business and personal services, higher density housing*

The area surrounding the Central/Unser intersection is substantially vacant and zoned for commercial and employment uses. The area available for development is large enough to accommodate an Activity Center geared to both the neighborhoods south of I-40 and the Atrisco Business Park. Zoning is in place for an adjacent area of higher density housing, offices and public/ institutional uses. Because potential or existing Activity Centers at 98th Street and Coors are so close to this potential community center, care should be taken in its development not to undermine the established businesses in the Centers.

The development of this community center is a long-term effort unless growth in the area is accelerated. By 2020, the MRGCOG projects a population in both the Bridge/Westgate and Atrisco Park communities of 23,423, just over half of the minimum population needed to support community scale

retail activity. Projected employment of 11,667 will provide a market for business services. The roads in the vicinity of the center have not been constructed to current City standards and cannot accommodate the intensity of development that is desired in a community center. The following strategies are recommended to support the development of this center:

1. Infrastructure in the area should be completed to accommodate commercial and higher density residential development.

2. Encourage the development of non-retail uses, including office and higher density housing adjacent to the center. Land that is zoned for offices and higher density housing should not be rezoned, and development of commercially zoned land surrounding the Community Center as uses other than retail should be encouraged.

Neighborhood Centers

Westgate Heights Neighborhood Center

Area of surrounding neighborhoods: 3,427 acres
2020 population served: 10,301
2020 employment: 1,671
Center area: 25 acres
Potential uses: Public/institutional (Truman Middle School, Westgate Community Center), convenience retail, higher density housing

Central/98th Neighborhood Center

Area of surrounding neighborhoods: 2,955 acres
2020 population served: 9,551
2020 employment: 4,233
Center area: 23 acres
Potential uses: Convenience retail, services, higher density housing.

Unser/Sage Neighborhood Center

Area of surrounding neighborhoods: 1,649 acres
2020 population served: 5,785
2020 employment: 1,187
Center area: 50 acres
Potential uses: Convenience retail and service, higher density housing, public/institutional

Bridge/Old Coors Neighborhood Center

This small center includes existing commercial, industrial and institutional uses. It's service area, which includes portions of the Bridge-Westgate, West Central and South Valley communities, overlaps areas served by the Coors/Central and Sage/Unser Neighborhood Centers.

Center area: 16 acres
Potential uses: Convenience retail, service, industrial, higher density housing, public/institutional

1. Encourage residential infill of vacant land outside of centers in the Bridge/ Westgate community to increase population to a level that will support conveniently located retail and service businesses.

2. Provide adequate transportation infrastructure for the higher intensity uses that are recommended in and adjacent to Neighborhood Centers.

3. If new public facilities are located in the Bridge/Westgate community, encourage co-location and location within or adjacent to the Neighborhood Centers.

West Central Community

The West Central community encompasses 1,800 acres, of which 17 percent is vacant. Major existing streets are Central Avenue and Coors Boulevard. Atrisco provides access through the community.

	1995	2020	Build Out
Developed Land Area (acres)	1,037		1,249
Population	13,317	13,252	N/A
Housing	3,216	6,932	N/A
Employment	2,038	2,492	2,100
Basic	434	492	
Retail	861	976	
Service	743	1,024	

Source: Middle Rio Grande Council of Goverments

Population is projected to decline slightly, from 13,317 to 13,252 from 1995 to 2020. The West Central community is a mature area, with a stable population.

Based on its geographic size and buildout population, the West Central community could support two larger Neighborhood Centers. The existing development pattern is two Neighborhood Centers, with retail needs being met in the Central Avenue community center, and in the community center located north and south of Central Avenue on the west side of Coors.

Employment growth from 2,038 to 2,492 is projected during the 1995 to 2020 time period. Significant growth is projected the service sector.

Community Centers

The area's community center currently exists along Central Avenue -- a commercial and service oriented strip that serves both the West Central community and portions of the South Valley south of Central. The Central/Coors center actually serves portions of not only the West Central Community, but also of Atrisco Park and Bridge - Westgate.

Central/Coors Community Center

Community Area: 2,354 acres
2020 population served: 13,753
2020 employment: 7,783
Center Area: 49 acres
Potential uses: Grocery stores, retail, services, higher density housing.

1. Streetscape improvements are proposed along West Central. These improvements will help the appearance of the commercial strip.

2. The strip is characterized by older buildings and a marginal retail environment. Public policy to support this center should be geared to helping small businesses along the strip. Examples of small business support include assistance to the West Central Business Association, assistance with marketing, lending assistance for business expansion and facade renovations, assistance with business planning, etc.

98th/Gibson Community Center

The 98th Street/Gibson Boulevard Community Activity Center should be developed to serve Southwest Albuquerque with retail, private and public services, employment, entertainment, and multiple-family housing. When developed, this activity center will serve neighborhoods between Central and Dennis Chavez west of Coors. Because access to the 98th Street/ Gibson Boulevard Community Activity Center will be concentrated on the north/south streets of 98th and Unser, public transit will play an important role. The following strategies are recommended to support the development of the 98th/Gibson center:

1. Complete streets and trails to form a circulation network that provides good access to and within the activity centers.

2. Encourage the development of non-retail uses, including office and multi-family housing development adjacent to or within the center.
3. Include mixed-use buildings and/or closely located buildings with multiple uses.
4. When developing properties, consider possibilities for co-location of City services with commercial and residential land uses.
5. Design public transit routes to effectively connect this center to other areas in Southwest Albuquerque and the rest of the City.

118th/Dennis Chavez Community Activity Center

A high school campus with room for other community uses is planned for this location. The campus is just outside municipal limits. As the area develops it should serve Southwest Albuquerque with both public and private services. The following strategies are recommended to support the development of this center:

1. Complete public streets and trails to accommodate commercial and community service uses.
2. Allow mixed uses in this community activity center to encourage a park-once-and-walk environment.
3. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.

Neighborhood Centers

Central/Atrisco, or both sides of Central Avenue at Atrisco Plaza, is a 58 acres commercial node with considerable redevelopment potential. It will require substantial investment, both public and private, to realize its potential and evolve a healthier mix of land uses.

This community has two small existing neighborhood centers. These are the area of John Adams Middle School, the West Mesa Community Center and West Mesa Park and the area of Lavaland Elementary School and Pat Hurley Park, including small office and commercial buildings within the neighborhood. Because of existing development patterns and a lack of vacant land, most retail and service needs of this community will be met in the community center and in the highway oriented retail area at I-40 and Coors.

Atrisco Park Community

The Atrisco Park community encompasses 2,684 acres, of which 77 percent is vacant. I-40 forms the northern edge of this community. Major existing streets are Central Avenue and Coors Boulevard. In the future, 98th Street and Unser Boulevard will be completed to provide connections to the north and south.

	1995	2020	Build Out
Developed Land Area (acres)	481		2,115
Population	1,762	5,602	7,500
Housing	749	2,719	3,100
Employment	2,829	8,419	30,000
Basic	1,763	2,694	
Retail	506	1,788	
Service	560	3,937	

Source: Middle Rio Grande Council of Goverments

Population is projected to increase from 1,762 in 1995 to 5,602 in 2020, with population at buildout projected to be 7,500. This community has an employment focus with a relatively small existing or projected population base. As a result, neighborhood serving community centers will be located to serve this community and adjacent communities.

Employment growth from 2,289 to 8,419 is projected during the same time period, with a buildout employment of 30,000. Significant growth is projected in all employment sectors, but the greatest growth is projected for services.

Atrisco Business Park - Regional Employment Center

Atrisco Business Park is identified in the plan as one of the three major employment areas on the West Side and as a key strategic element in the future development of the West Side. The business park currently occupies approximately 400 acres. With expansion into vacant land and redevelopment along Central Avenue, the types of uses envisioned for the park could expand to nearly the full 2,700 acres of the community. To put perspective on this size, the activity area of North I-25 along Jefferson occupies approximately 4,000 acres. New Mexico Business Tech Center in Rio Rancho, which houses AMREP's office building, Lukens Corporation, US Cotton, Lectrosonics and the former Olympus plant, occupies about 90 acres; and the Business Tech Center in Rivers Edge occupies 44 acres. Olympus, which employed over 125 people, occupied a 10 acre site. Businesses with a similar or greater employee density should be encouraged in and adjacent to Atrisco Business Park over businesses, like warehousing, that use substantial land with few jobs.

Community area: 2,700 acres
2020 population served: NA
Center area: 400 acres existing, with expansion potential to encompass most of the community's 2,700 acres and a portion of the Westland North community.
Potential uses: Manufacturing/industrial, office, public/institutional (West Mesa High School, Los Volcanes Senior Center, Shawn McWethy Police Substation), retail, higher density housing

Development of Atrisco Business Park has been very slow, although, as land prices increase in other industrial areas in Albuquerque, Atrisco Business Park will become more competitive. Implementation of the policies contained in the plan (Policies 3.31 to 3.37) will require proactive involvement of both the public sector and private landowners in cleanup, provision of amenities, packaging of land for development and providing public infrastructure to support employment growth.

1. Target public resources to clean up and provide public amenities that make Atrisco Business Park competitive with other business parks in Albuquerque. Examples of public investments in the area may include graffiti removal, weed and litter cleanup, landscaping of arterial streets, and creation of a clearly defined park entrance at the Unser/I-40 interchange.

2. Focus business recruitment efforts on companies that export goods or services, bringing wealth into the Albuquerque area, and business that will employ a minimum of twelve to fifteen people per acre. The location of high quality firms within the park will help spur other related development.

3. Establish a non-profit development agency that can put together packages for potential businesses, including financial incentives, assistance with land acquisition, development approvals, job training, and construction, if necessary. This entity can develop industrial sites.

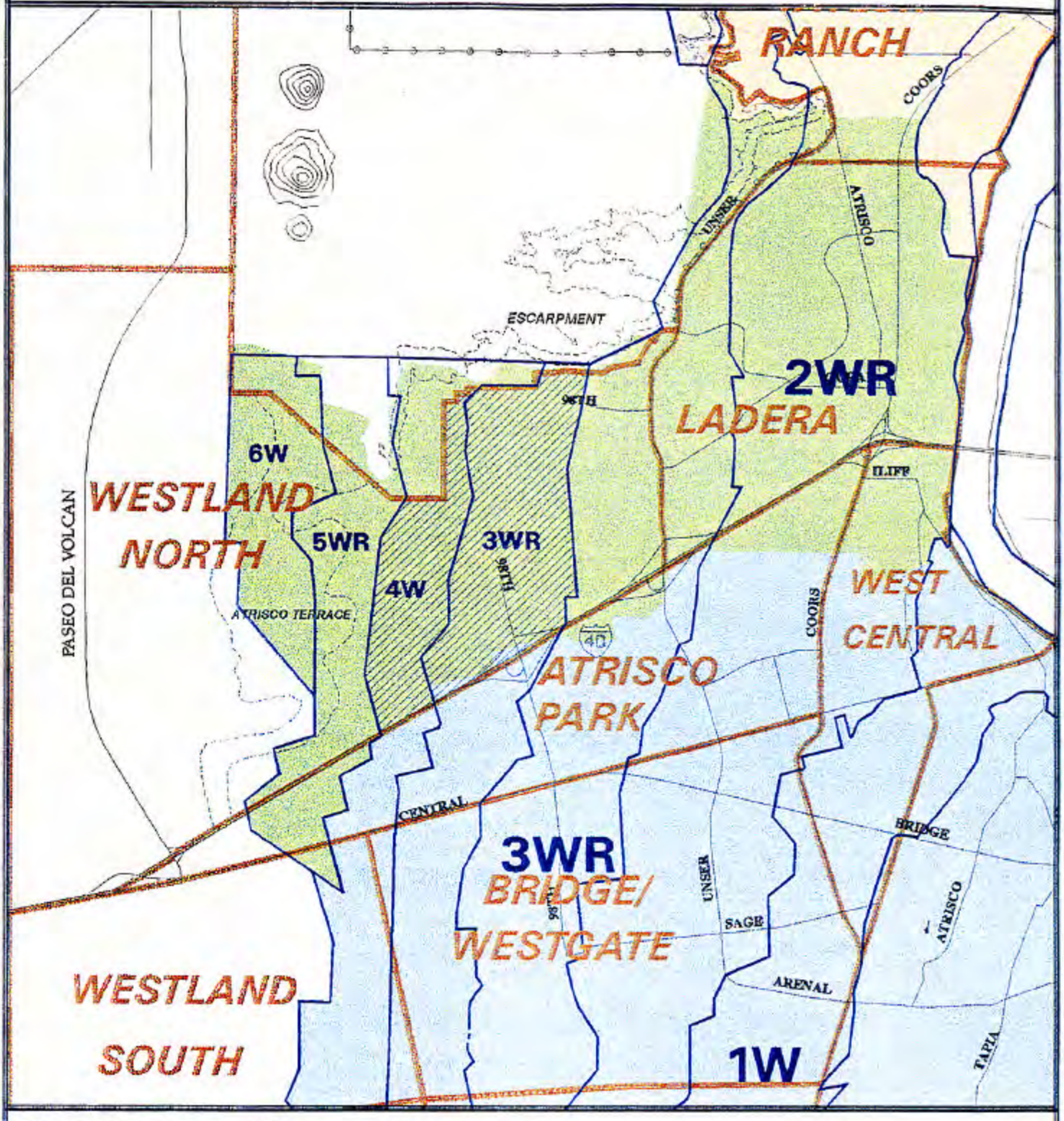
4. Provide institutional support to business development in the park. Current plan policies discuss Atrisco Business Park as a potential location for a TVI Skill Center. This site should be selected to allow future expansion into a West Side TVI campus. Another potential use is a business incubator for small businesses, providing affordable space and technical support. The incubator could be managed by the non profit development corporation discussed above. Both of these institutions would benefit business development and could set a new standard for quality of development in the park.

5. Allow expansion of the employment center to the west, consistent with water and sewer availability.

Evaluate the potential for expanding the employment center north of I-40 into the eastern portion of Westland North, along 98th Street. The area north of I-40 provide a location for an office park. If the business park uses are expanded, the portion of the Westland North community east of Atrisco Terrace should be brought into the Priority 1 area.

Such development shall protect the visual and physical features of the Atrisco Terrace and the Petroglyph National Monument including preservation of the view area of the Monument as specified in the North West Mesa Escarpment Plan. This protection shall be accomplished through the development and strict enforcement of design guidelines, open space dedications, and, if necessary, low density residential development. The attached map, titled Business Park Area, shows an area identified as a potential business park. The area shown conforms to water pressure zones 4W and 3WR in the College Trunk. Providing suitable visual and physical feature protection of the Terrace and Petroglyph National Monument (zones 4W and 3WR) will restrict the area of the possible business park and may result in the reconfiguration of the water pressure zones.

BUSINESS PARK AREA



COLLEGE TRUNK
VOLCANO TRUNK
ATRISCO TRUNK
COMMUNITY SERVICE AREA
PRESSURE ZONES

POTENTIAL BUSINESS PARK

City Council Services

Scale: 1 inch = 5000 feet
Map Prepared by Frank Roth
Map Printed March 31, 1997

Community Center

A community center is proposed at the Central Avenue/Unser Boulevard intersection to serve both the businesses in the business park and residential communities south of I-40. Zoning for commercial, office and higher density residential use has been established at this intersection. The community center is discussed in more detail in the description of the Bridge/Westgate community.

Neighborhood Centers

Proposed Neighborhood Center location is the major intersection of Central/98th Street described in more detail in the Bridge/Westgate community description.

Ladera Community

The Ladera community encompasses 2,926 acres, of which 40 percent is vacant. Major existing streets are Coors Boulevard and Atrisco. Ladera and Ouray provide east/west access through the community.

	1995	2020	Build Out
Developed Land Area (acres)	1,239		2,059
Population	10,730	19,283	N/A
Housing	4,612	9,241	N/A
Employment	3,458	9,482	N/A
Basic	336	907	
Retail	557	1,877	
Service	2,714	6,698	

Source: Middle Rio Grande Council of Goverments

Population is projected to increase substantially in the Ladera community -- from 10,730 in 1995 to 19,283 in 2020. Based on its geographic size and buildout population, the Ladera community could support two Neighborhood Centers. Its projected population in 2020 is less than the minimum population required to support a community retail center.

Employment growth from 3,458 to 9,482 is projected during the 1995 to 2020 time period. Significant growth is projected for all sectors, with over 70 percent of total employment in 2020 in the service sector.

Coors Boulevard Community Center

Substantial community scale development currently exists in a strip along Coors Boulevard -- a commercial and service oriented strip that, because of its location, serves the entire northwest mesa. Because of the substantial

retail development in place along Coors, functions that would be located in a Neighborhood Center are provided in this area at a Community scale. Therefore, this community center should focus on other types of activities and minimize new retail development.

A significant portion of existing retail space in shopping centers is occupied by service businesses. This trend would be expected to continue as retail opportunities are provided in other communities and as traffic patterns change in response to transportation improvements.

Community area: 2,926 acres
2020 population served: 19,283
2020 Employment: 9,482
Center area: 91
Potential uses: Retail, service, higher density housing

1. Encourage higher density housing on vacant parcels along Coors to provide a mix of land uses and increase the residential base of the Ladera community.

2. Provide pedestrian amenities to improve the pedestrian environment along this section of Coors.

Neighborhood Centers

Three potential Neighborhood Centers were identified. One is Coors/ Redlands, a 15 acre along the west side of Coors between Redlands and Sequoia. The second center is at Western Trail and Coors, where a mixed use retail/office complex has recently been approved. The third is an emerging 45 acre center along the east side of Unser Blvd. on both sides of Ladera.

Coors/Western Trail
(proposed development south of Western Trail on Coors)

Area of surrounding neighborhoods: 1,226 acres
2020 population served: 8,901
2020 employment: 7,407
Center area: *44 acres*
Potential uses: Convenience retail, service; fringe area will contain public/ institutional (St. Pius X High School), medium and high density housing, and services

The population east of Coors Boulevard will obtain neighborhood scale services from the Montaño/Coors community center in Taylor Ranch.

1. Encourage convenience retail, office and higher density residential uses in the neighborhood centers in the Ladera community. Limited retail development is recommended in these centers because of the existing supply of retail space along Coors.

2. Improve pedestrian and bikeway access to the proposed neighborhood centers.

Taylor Ranch Community

The Taylor Ranch community encompasses 5,404 acres, of which 26 percent is vacant. Major existing streets are Coors Boulevard, Unser Boulevard and Montaño Road. Taylor Ranch Drive and Golf Course Road provide north/south access through the community.

Population is projected to increase from 23,693 in 1995 to 32,143 in 2020. Based on its geographic size and buildout population, the Taylor Ranch community could support three to four centers. Four existing and potential centers were identified. The projected population in 2020 is less than the minimum population required to support a community retail center.

	1995	2020	Build Out
Developed Land Area (acres)			2,059
Population	23,693	32,143	N/A
Housing	7,858	13,473	N/A
Employment	2,209	4,530	N/A
Basic	714	882	
Retail	572	998	
Service	923	2,350	

Source: Middle Rio Grande Council of Goverments

Employment growth from 2,209 to 4,530 is projected during the 1995 to 2020 time period. Significant growth is projected the service sector, which is projected to account for 58 percent of total employment in 2020 in the service sector.

Montaño/Coors Community Center

A community center for the Taylor Ranch community is partially in place at the intersection of Coors Boulevard and Montaño. This center will contain a mix of retail service and higher density housing. Because of its location, it will serve residents throughout the northwest mesa.

Community area: 5,404 acres
2020 population served: 32,143
2020 employment: 4,530
Center area: 97 acres
Potential uses: Retail, service, higher density housing

A second community center is located at the Paseo del Norte/Golf Course Road intersection. This center will serve the northern portion of the Taylor Ranch community and a portion of the Paradise community. This area is described in the Paradise community.

Neighborhood Centers

Two Neighborhood Centers have been identified to the north and south of Mariposa Park. These centers are approximately one-half mile apart, with pedestrian connections along the Mariposa channel. Even though these centers are linked, they can function as two separate centers -- one serving the northern portion of the community and one serving the southern portion of the community. These centers illustrate how Neighborhood Centers could develop in other parts of the West Side.

Most uses in existing retail space are service oriented, including health clubs, dry cleaners, insurance offices, etc. Retail needs are met in the community center.

Trail connections along the Mariposa channel provide pedestrian and bikeway access.

The areas adjacent to these Neighborhood Centers are fully developed single family neighborhoods, limiting the possibility of intense uses adjacent to the center.

Montaño/Taylor Ranch Drive

Area of surrounding neighborhoods: 1,179 acres
2020 population served: 10,645
2020 employment: 1,409
Center area: 41 acres
Potential uses: Services, convenience retail

Taylor Ranch Drive/Homestead Circle

Area of surrounding neighborhoods: 823 acres
2020 population served: 6,539
2020 employment: 383
Center area: 11 acres
Potential uses: Services, convenience retail

The Taylor Ranch Branch Library, park and associated trails form a neighborhood center near Unser and Montaño. Given the distribution of population within Taylor Ranch, there does not appear to be a need for a Neighborhood Center in this location. The population east of Coors is very small and will be served by the community center.

1. Encourage the location of community-scale retail, larger offices and higher density housing near the intersection of Coors and Montaño. Provide pedestrian improvements to this area and bikeway linkages to nearby neighborhoods.

2. Encourage convenience retail, services, higher density housing and public/institutional uses in the Neighborhood Centers in the Taylor Ranch community. Provide pedestrian and bikeway linkages between neighborhoods and the centers along Coors.

Paradise Community

The Paradise community encompasses 4,707 acres, of which 56 percent is vacant. Major existing streets are Coors Boulevard and Paradise Boulevard. Unser and Golf Course Road provide north/south access through the community.

	1995	2020	Build Out
Developed Land Area (acres)			
Population	8,126	19,557	21,700
Housing	3,319	9,270	N/A
Employment	1,699	5,148	7,200
Basic	166	309	
Retail	964	1,575	
Service	569	3,264	

Source: Middle Rio Grande Council of Goverments

Population is projected to increase from 8,126 in 1995 to 19,557 in 2020. Based on its geographic size and buildout population, the Paradise community could support two to three Neighborhood Centers. However, its population in 2020 is half the minimum population required to support a community retail center. Employment is projected to increase from 1,699 to 5,148 from 1995 to 2020, with the greatest increase in services. Services will increase from one-third of total employment to 63 percent of total employment.

Community Centers

Vicinity of Paseo del Norte Center

The primary Paradise community retail center is located along the west side of Coors Boulevard at Paseo del Norte. This center will encompass 133 acres, with a mix of retail service and higher density housing. Because of its location at a major West Side intersection, this center serves residents throughout the northwest mesa.

Community area: 4,707 acres
2020 population served: 19,283
2020 employment: 5,148
Community Center: 133 acres
Potential uses: Employment, retail, entertainment, higher density housing. This center has a large area adjacent to it that is zoned for non-residential and higher density residential uses. The area adjacent to the center is an ideal location for professional offices, neighborhood related services, public/ institutional uses and higher density housing.

Golf Course/Paseo del Norte

A neighborhood scale center is located at the intersection of Golf Course Road and Paseo del Norte. Two shopping centers are located at this intersection. This area also serves many other needs associated with a Neighborhood Center.

Area of surrounding neighborhoods: 4,707 plus portions of Taylor Ranch
2020 population served: 20,000+
2020 employment: 5,200+
Center area: 34 acres
Potential uses: Grocery, retail, service

This center serves the northern portion of the Taylor Ranch community.

Neighborhood Centers

Two potential centers were identified: the vicinity of Irving and Golf Course Road and the entrance to Ventana Ranch. Most retail needs of the residents of the eastern portion of the Seven Bar community will be met in the community centers.

Ventana Ranch

A retail center and adjacent higher density housing are proposed at the entrance to Ventana Ranch. Retail (C-2) uses are proposed for 29 acres, with approximately the same amount of higher density housing. Projected population and employment for 2020 are lower than needed for a neighborhood center with a range of uses. It is possible that this area will develop to near capacity by 2020, providing population to support a Neighborhood Center.

Area of surrounding neighborhoods: 1,075 acres
2020 population served: 3,109
2020 employment: 570
Center area: 38 acres
Potential uses: Grocery, convenience retail, service, community facilities

This center could potentially become a community center to service the western portions of the Seven Bar and Paradise communities.

1. Encourage neighborhood serving convenience retail, public/institutional uses and higher density housing in the Golf Course/Irving area for possible future consideration as a neighborhood center.

Seven Bar Community

The Seven Bar community encompasses 5,000 acres, of which 57 percent is vacant. Major existing streets are Coors Boulevard, the Coors By-Pass and NM 528 and Ellison/McMahon. Unser and Golf Course Road provide north/south access through the community.

Population is projected to increase from 3,473 in 1995 to 14,819 in 2020. Based on its geographic size and buildout population, the Seven Bar community could support two Neighborhood Centers. However, its population in 2020 is less than half the minimum population required to support a community retail center. The centers in this area serve both the Seven Bar and Paradise communities.

	1995	2020	Build Out
Developed Land Area (acres)	1,335		3,067
Population	3,473	14,819	18,700
Housing	1,895	8,000	N/A
Employment	3,085	5,148	N/A
Basic	176	319	
Retail	1,537	7,763	
Service	1,372	7,168	

Source: Middle Rio Grande Council of Goverments

Employment is projected to increase from 3,085 to 15,250 from 1995 to 2020, with retail and service businesses being dominant.

Regional/Community Center

The regional scale commercial developments surrounding and including Cottonwood Mall comprise a regional retail center. Community scale retail, professional offices, Cibola High School and multifamily housing surround the regional retail center, with community scale commercial uses extending south of the Calabacillas Arroyo along Coors Boulevard through the Paradise Community to Paseo del Norte.

Community area: NA
2020 population served: NA
2020 employment: 12,869
Potential uses: Regional retail, services, higher density housing, public/ institutional (Cibola High School, public uses to be located in the Seven Bar town center)

1. The goal of the West Side Strategic Plan is to create an intense mixed-use center, similar in scale to the Uptown Area. Public policy regarding this center is to encourage growth in service employment in mid-rise office parks in the area bounded by Coors Boulevard, the Coors By-Pass and NM 528. Because of the existing dominance of retail uses and planning retail growth, office development will be mixed in with retail buildings rather than concentrated in an office park setting.

Community Centers

Some community-scale retail development at Paseo del Norte and Golf Course Road will serve residents of the western part of the Seven Bar community. The characteristics of this area were listed in the descriptions of the Taylor Ranch and Paradise communities. The development is most appropriate as a neighborhood center. Community scale service needs should be met by the Paseo del Norte/Coors community cluster and the regional center around Cottonwood Mall.

Neighborhood Centers

Ellison/Golf Course

The area along Golf Course Road from Ellison to Irving contains a mix of institutional uses, medical offices, higher density housing and a limited amount of retail use, primarily restaurants. This area will continue to develop as a center, although primary uses will be office, medical and related services.

Area of surrounding neighborhoods: 834 acres
2020 population served: 5,735 for convenience retail. The medical services in this center serve the entire West Side.
2020 employment: 1,103
Center area: 64 acres
Potential uses: Public/institutional, office, convenience retail, higher density housing

McMahon/Unser

Area of surrounding neighborhoods: 1,903
2020 population served: 5,638
2020 employment: 3,496
Center area: 50 acres
Potential uses: Convenience retail and service, school, park, community facilities

Westside/Paradise Heights/TVI

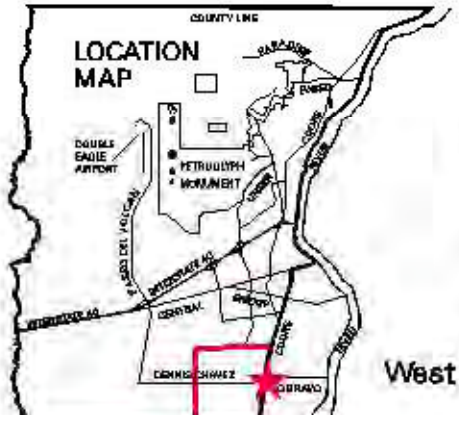
A small Neighborhood Center is proposed to serve the western portion of the Seven Bar area. Zoning is in place for a small neighborhood commercial center. This center is intended for the convenience of residents west of Unser, and its service/market area will overlap with that of the proposed center at Unser and McMahon. MRGCOG projections indicate that this area will have a population of 2,185 by 2020, so the population base will support a very limited amount of convenience retail. Other potential uses include public and institutional facilities. (west side campus for Technical/ Vocational Institute).

Area of surrounding neighborhoods: 1,140 acres
2020 population served: 2,185
2020 employment: 756
Center area: 20 acres
Potential uses: Convenience retail and service, school, park, community facilities.

1. The timing of a new center west of Unser will depend upon the timing of residential development. It is anticipated that the "anchor" uses of this center will be public and institutional, including parks and schools, if needed in the future. Encourage the co-location of community facilities and public/ institutional uses in this center.

Boundary Amendments for Neighborhood & Community Activity Centers				
Name	**Existing Acreage per WSSP (Net)**		**Proposed Acreage (Net)**	**Amendments**
	Core	**Adjacent**	**Core**	
NEIGHBORHOOD CENTERS				
McMahon/Unser	69.0		75	**AMEND:** Boundaries and land uses to coincide with those in Westside-McMahon Corridor Study and recent zoning actions.
Golf Course/County Line			39	**NEW ADDITION:** Center is south of county line on both sides of Golf Course, Tracts A1, B1, C1, D & E
Elliston/Golf Course	74.2		64	**AMEND:** Center is mostly west of Golf Course, north of Calabacillas Arroyo and on both sides of McMahon Blvd.
Golf Course/Irving	41.9	20.1	0	**DELETE** (major arroyo and roadway corridors prevent pedestrian connectivity)
Paradise/Lyon	19.6	149.5	47	**AMEND:** Maintain original core but add additional land south to Buglo Ave.
Ventana Ranch	32		38	**NO AMENDMENT TO BOUNDARY**
Golf Course/Paseo del Norte	33.9		34	**CHANGE DESIGNATION:** from Community to Neighborhood Center due to limited size: Maintain original core boundary.
Coors/Caminito Coors	20.1	205.8	0	**DELETE** (surrounding land uses do not support an Activity Center)
Taylor Ranch Drive/Homestead Ctr.	25.6		11.5	**AMEND:** Eliminate Middle School from Center
Coors/LaOrilla	29.0	24.9	0	**DELETE:** (surrounding land uses do not support an Activity Center and it is too close to Activity Center at Coors/Montaño)
Montaño/Taylor Ranch Drive	35		41.5	**NO AMENDMENT BOUNDARY**
Coors/Western Trail	30.3	326.0	44	**AMEND:** Center is west of Coors and south of Western Trail; Tracts 2, 3, and 4
Coors/Sequoia			15.5	**CHANGE DESIGNATION:** from Community to Neighborhood Center, Center is west of Coors, between Sequoia and Redlands
Ouray/Ladera	18.0	50.0	0	**DELETE:** (existing zoning des not provide opportunity for mixed land uses)
Unser/Ladera			45.5	**NEW ADDITION:** Center is east of Unser, south of Ladera Channel, west of Cherrywood
Central/Atrisco			58.5	**CHANGE DESIGNATION:** from Community to Neighborhood Center.
Central/98th Street	83.5	246.8	23	**AMEND:** Center is south of Central between 98th to 102nd St.
Bridge/Old Coors	23.1	151.5	16	**AMEND:** Center is between Bridge and San Ygnacio on both sides of Coors
Unser/Sage	42.7	82.6	50	**AMEND:** Center is west of Unser to 82nd Street and south of Sage
Westgate Heights	87.9	203.7	25.5	**AMEND:** Center is south of Sage to Benavidez on both sides of 98th Street
Rio Bravo unnamed 1			30	New Addition per Rio Bravo Sector Plan
Rio Bravo unnamed 2			12	New Addition per Rio Bravo Sector Plan
COMMUNITY ACTIVITY CENTERS	**GROSS ACRES**		**GROSS ACRES**	
Paseo del Norte/Coors	197.2	71.28	133	**AMEND:** center is west of Coors between Irving & Paseo del Norte
Golf Course/Paseo del Norte	33.9		0	**CHANGE DESIGNATION:** from Community to Neighborhood Center due to limited size; Maintain original core boundary.
Coors/Montaño	96.6	61.96	97.5	**AMEND:** Center is east of Coors to Riverside Drain between Montaño Plaza Drive on the north and municipal limits line on the south (south of Montaño)
Coors Boulevard	91	388.95	91	**NO CHANGE**
Central Ave. (from Atrisco to Coors)	86.6		0	**DELETE:** (the strip has been deleted and the area at Central/Atrisco has been designated as a Neighborhood Center.)
Central/Coors	44.2	65.8	48	**CHANGE DESIGNATION:** from Neighborhood to Community Center, maintain original core boundary
Central/Unser	137.5	140.6	71	**AMEND:** Center is south of Central to Bridge between 86th and Unser
98th/Gibson			150	**NEW ADDITION:** Center is established in Rio Bravo Sector Plan
Coors/Rio Bravo			31.5	**NEW ADDITION:** center is south of Rio Bravo to Lamonica Rd. between Coors Blvd. and Isleta Drain
Westland Master Plan			175	**NEW ADDITION:** described as A Town Center in the Westland Master Plan
Quail Ranch			?	Future Activity Center per Quail Ranch Master Plan



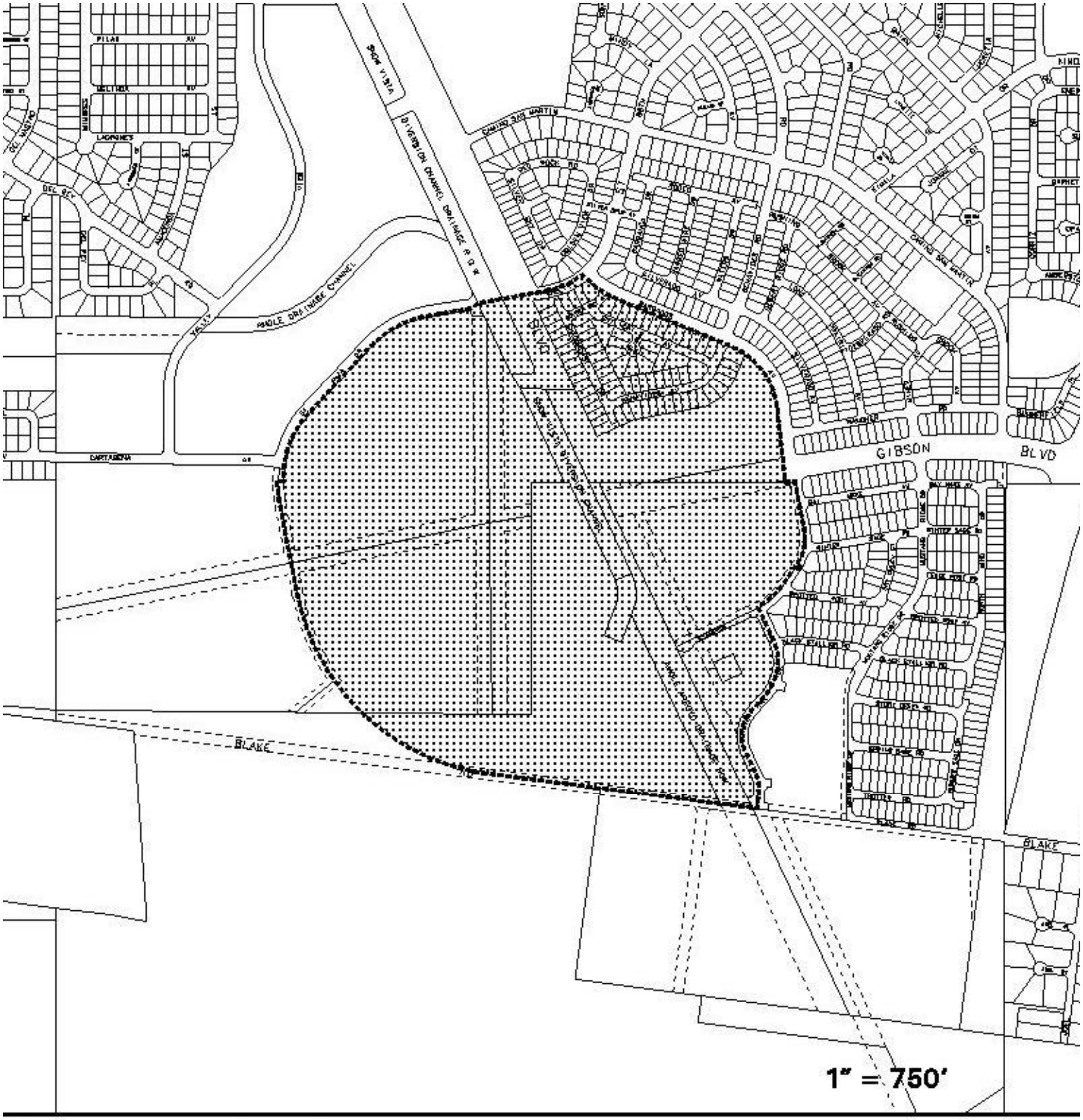


COORS / RIO BRAVO COMMUNITY ACTIVITY CENTER

serving the GUN CLUB COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003

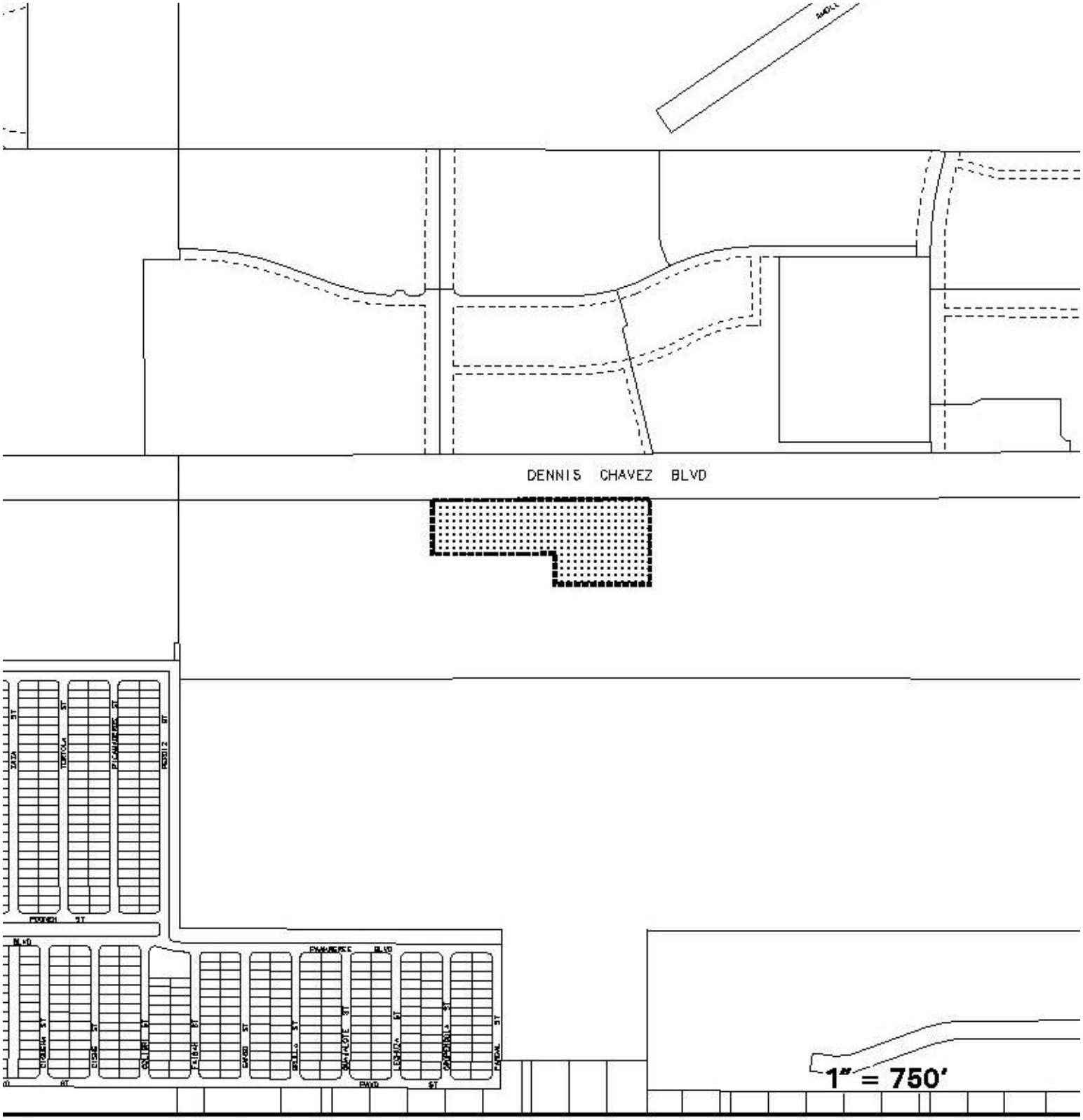


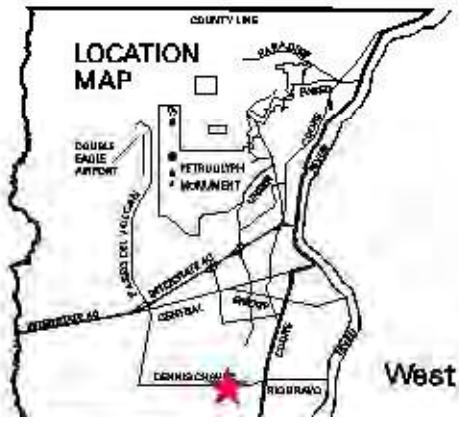


98TH / GIBSON
COMMUNITY ACTIVITY CENTER
serving the BRIDGE / WESTGATE & GUN CLUB COMMUNITIES

West Side Strategic Plan

Map printed January 28, 2003



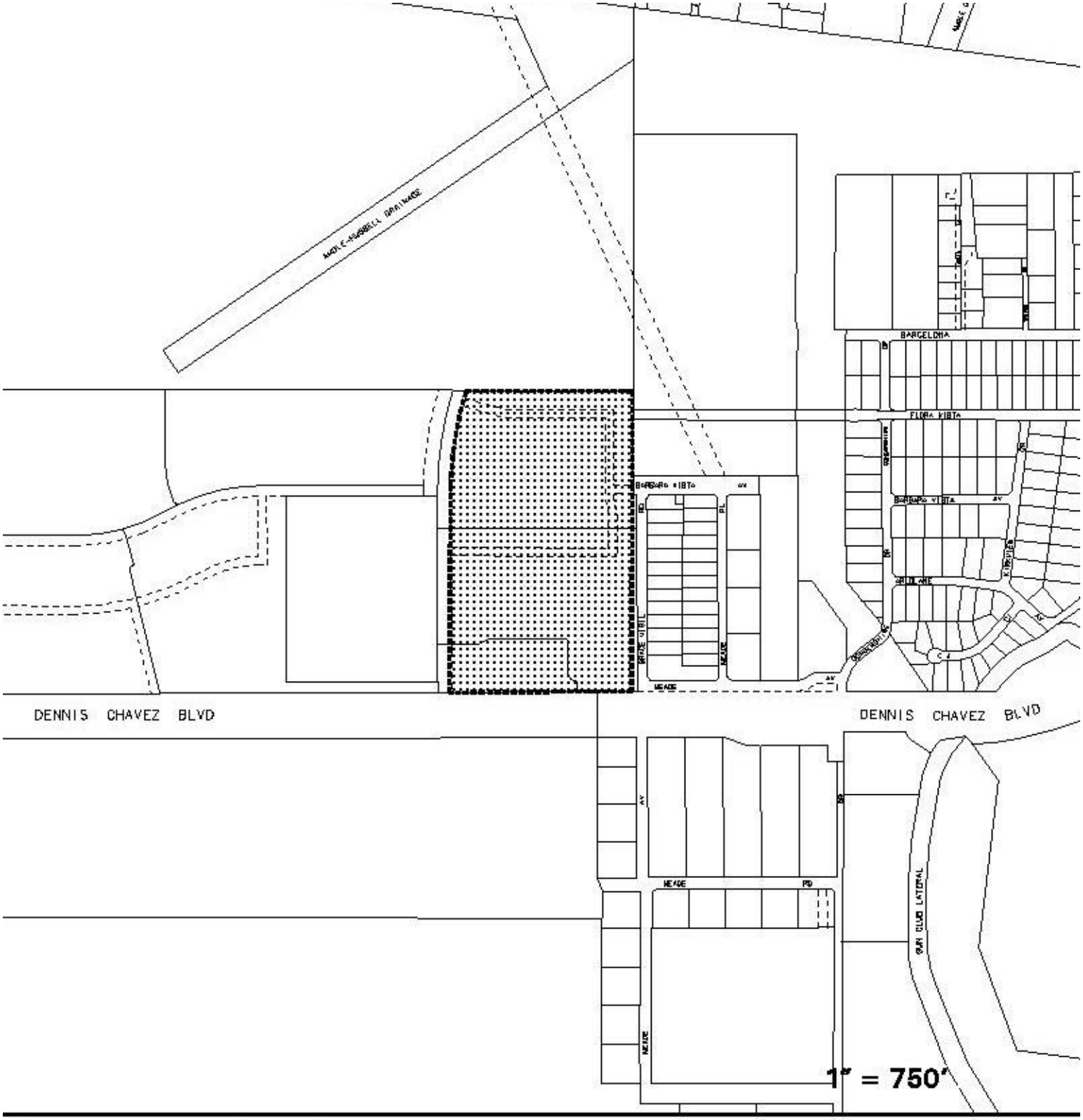


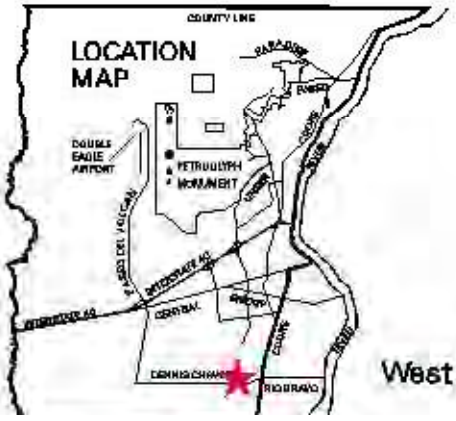
RIO BRAVO 2
NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

AGIS

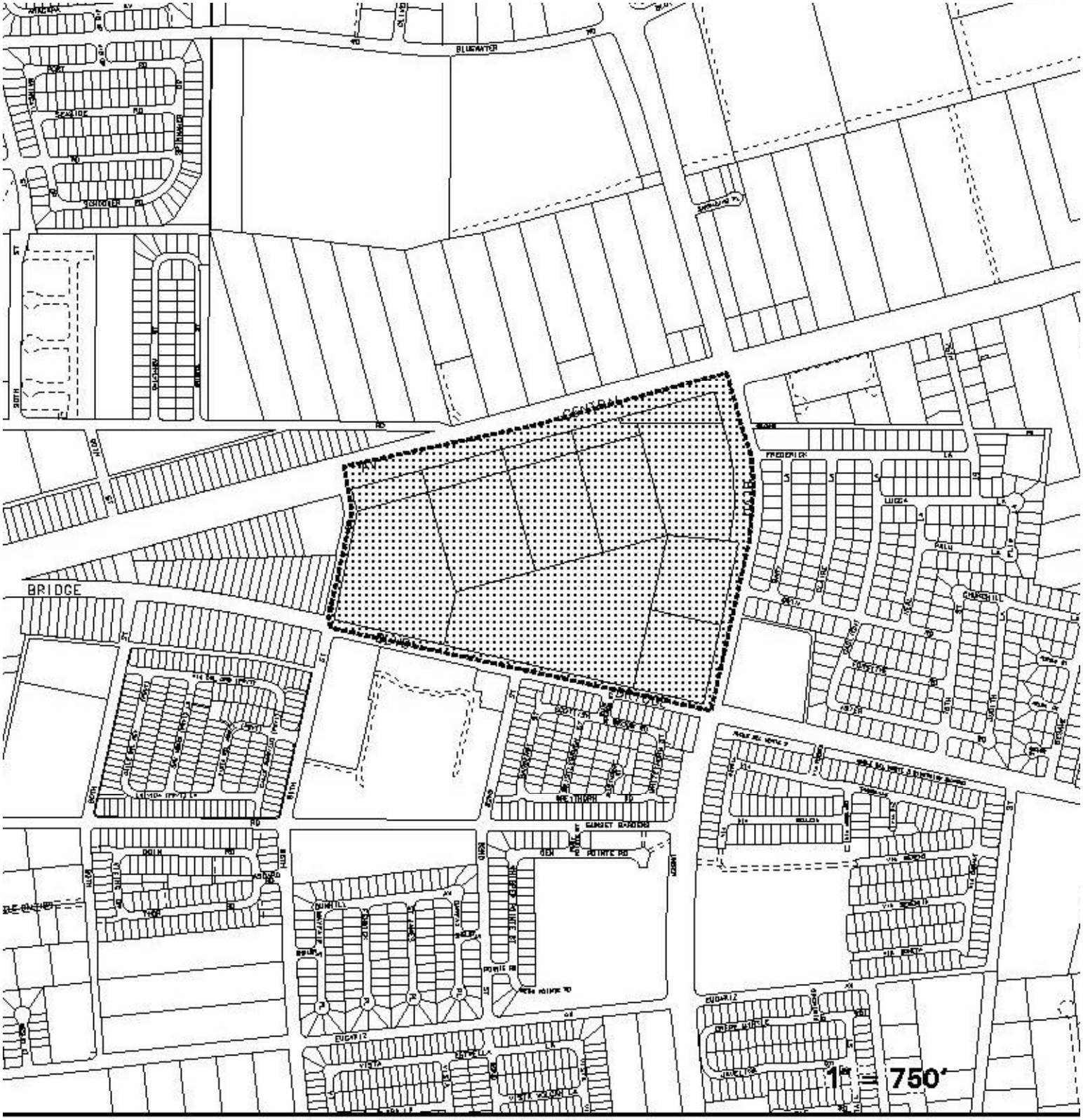


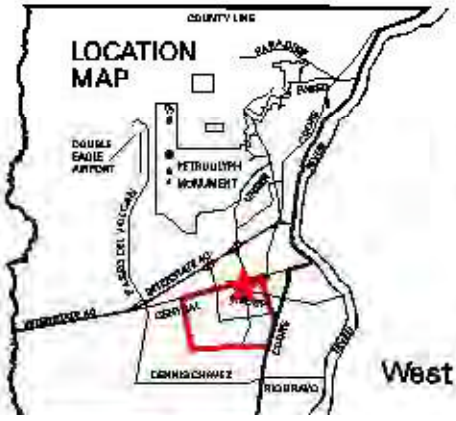


RIO BRAVO 1
NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



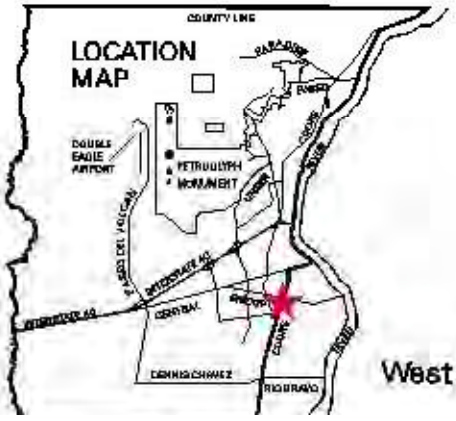


CENTRAL / UNSER
COMMUNITY ACTIVITY CENTER
serving the BRIDGE / WESTGATE COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003

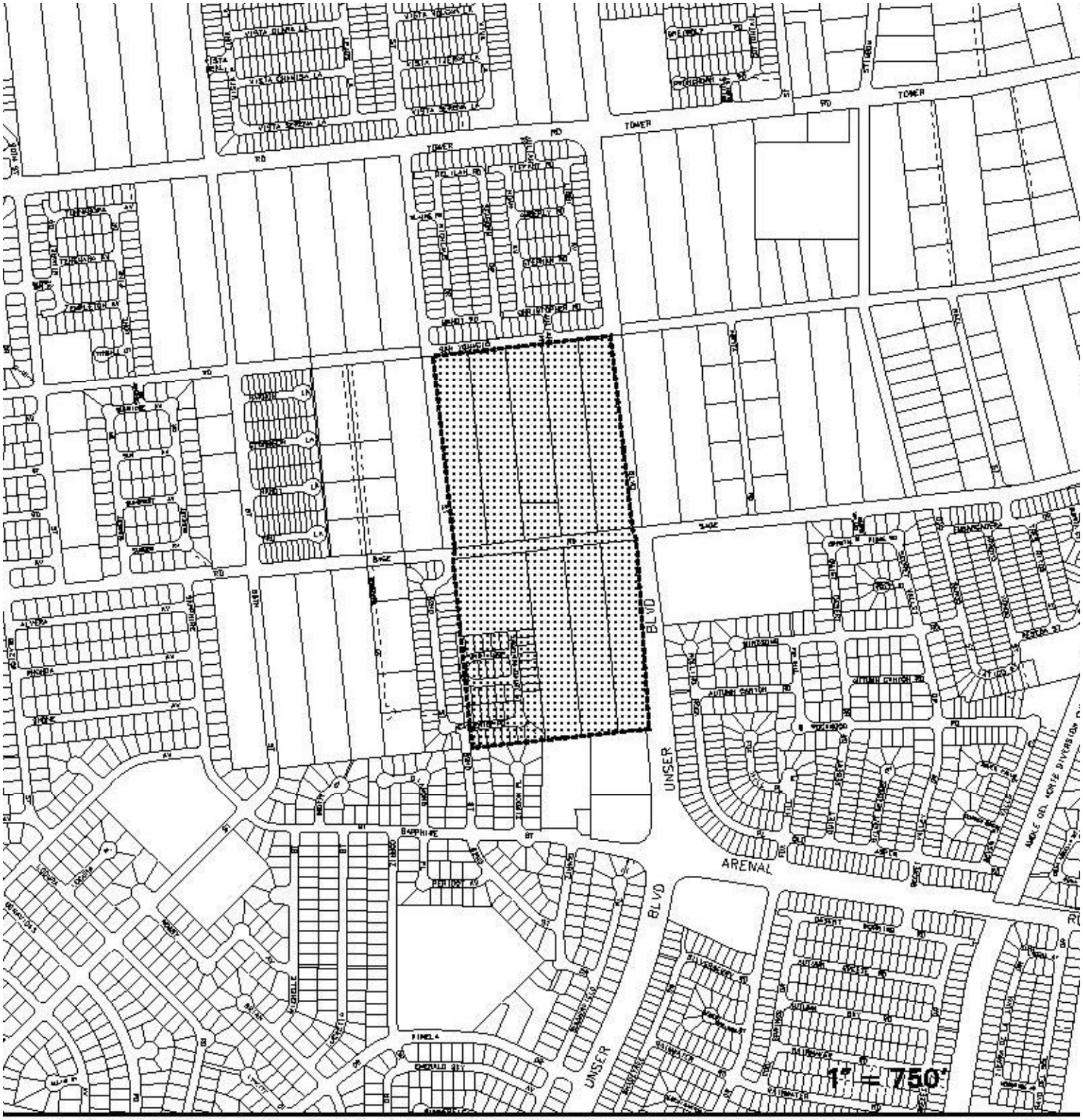


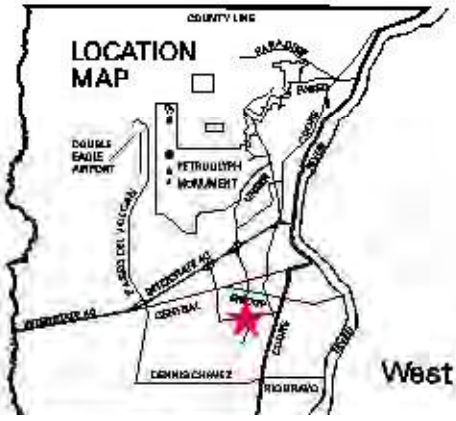


BRIDGE / OLD COORS NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



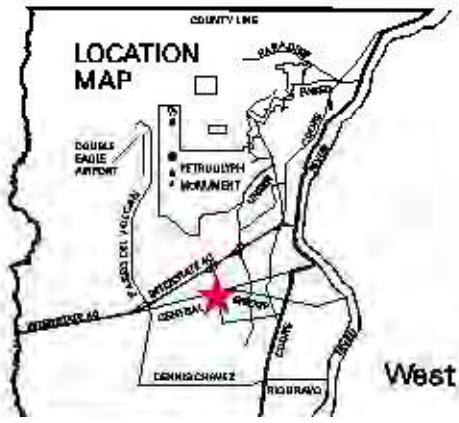


UNSER / SAGE NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



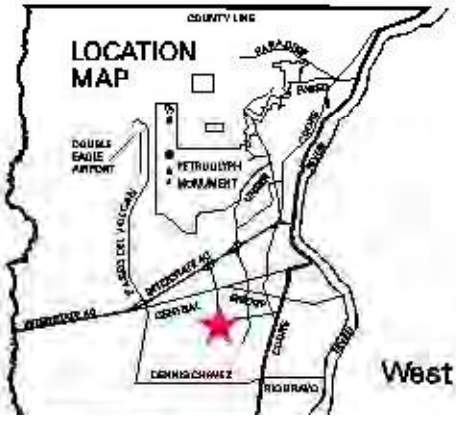


CENTRAL / 98TH ST
NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



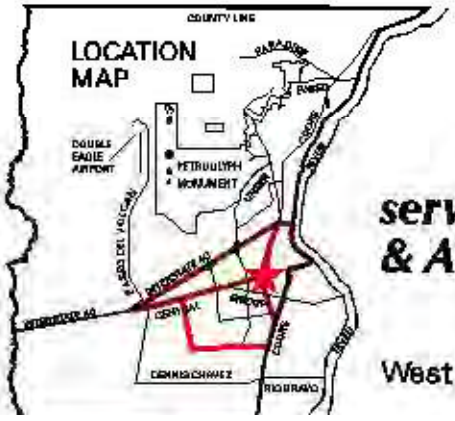


WESTGATE HEIGHTS NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003





CENTRAL / COORS
COMMUNITY ACTIVITY CENTER
serving the WEST CENTRAL, BRIDGE / WESTGATE & ATRISCO COMMUNITIES

West Side Strategic Plan

Map printed January 28, 2003





CENTRAL / ATRISCO NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

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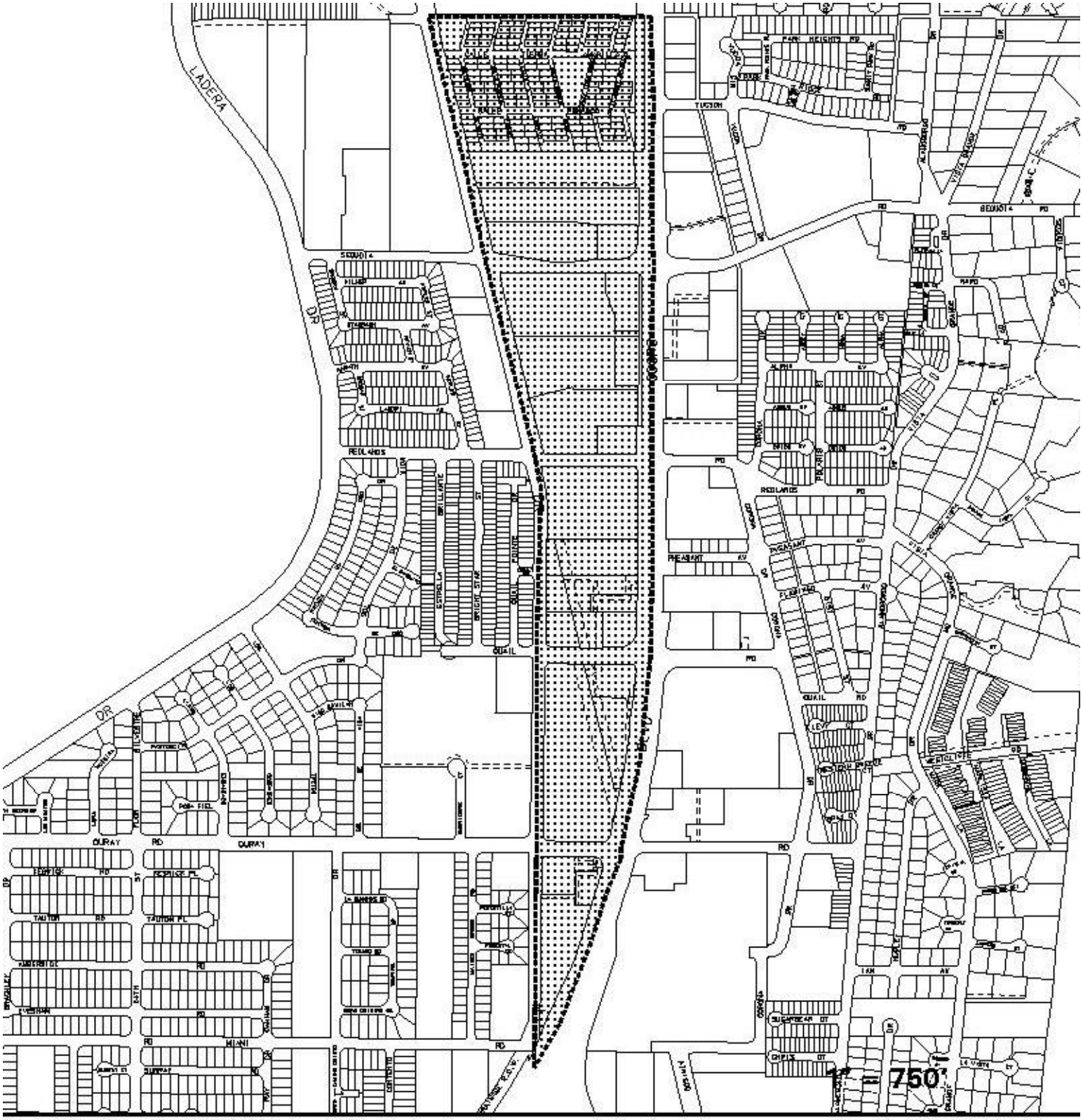


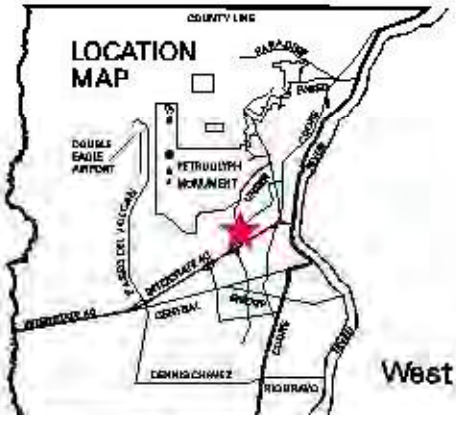


COORS BLVD
COMMUNITY ACTIVITY CENTER
serving the LADERA COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003



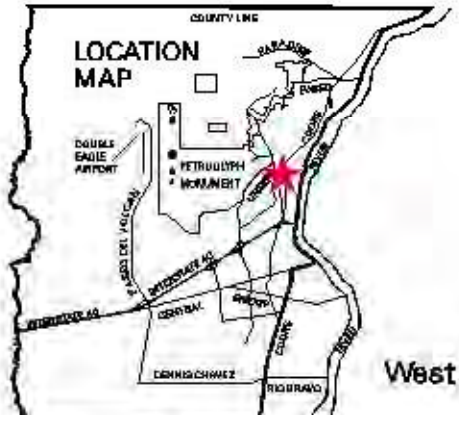


UNSER / LADERA NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003





COORS / WESTERN TRAIL NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

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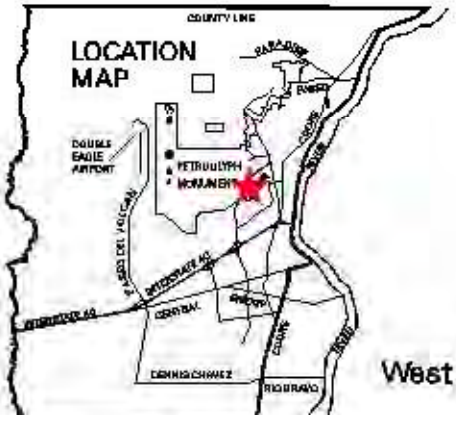


UNSER / ST JOSEPHS NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003





MONTANO / COORS COMMUNITY ACTIVITY CENTER

serving the TAYLOR RANCH COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003

AGIS



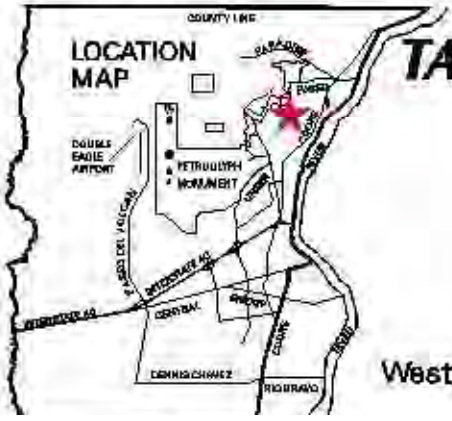


MONTANO / TAYLOR RANCH DR NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003





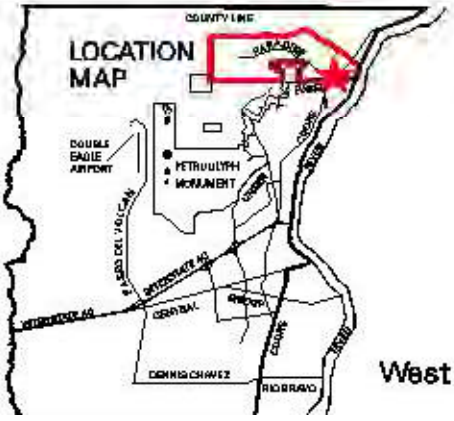
TAYLOR RANCH DR / HOMESTEAD CIR
NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

AGIS



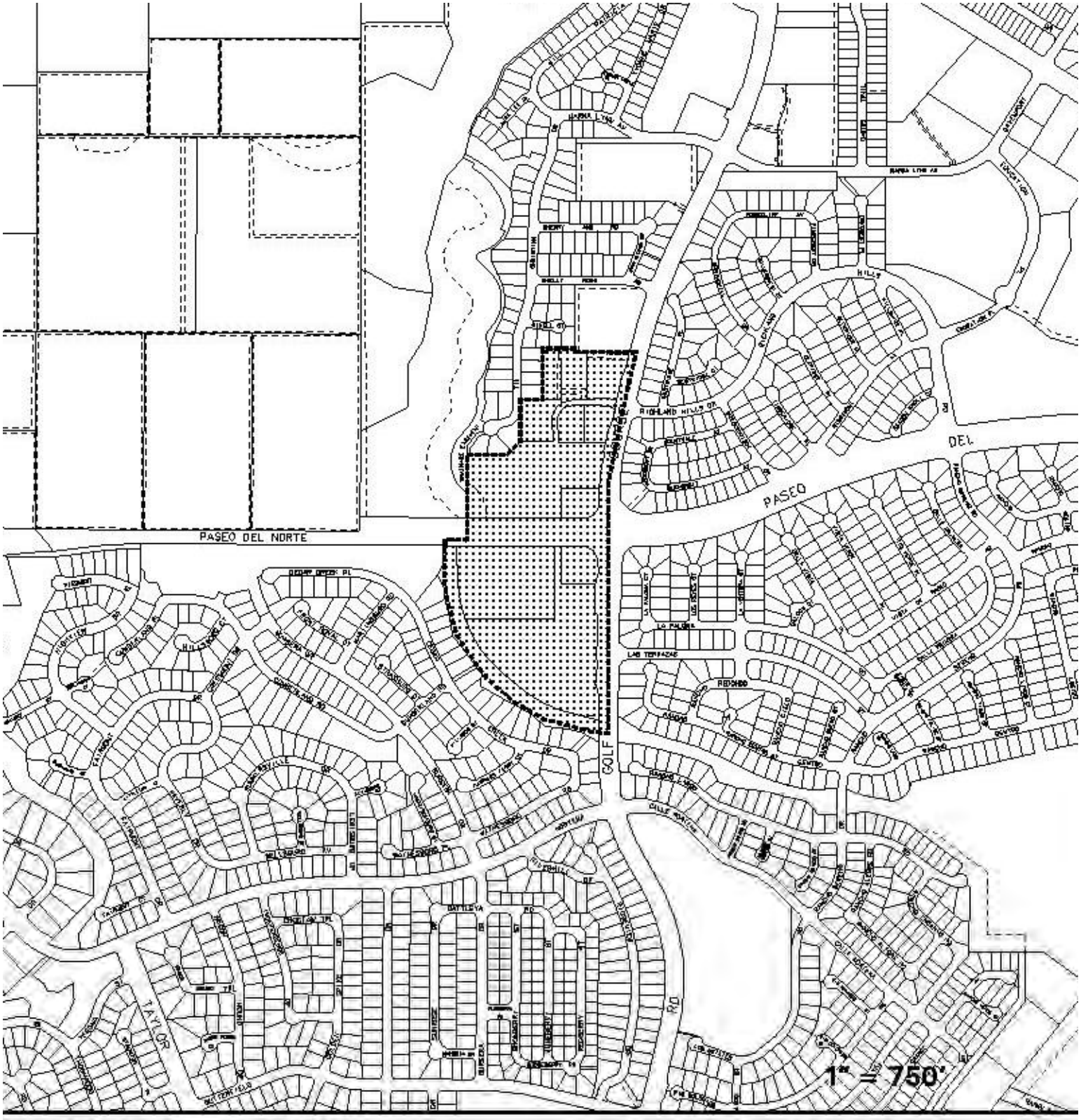


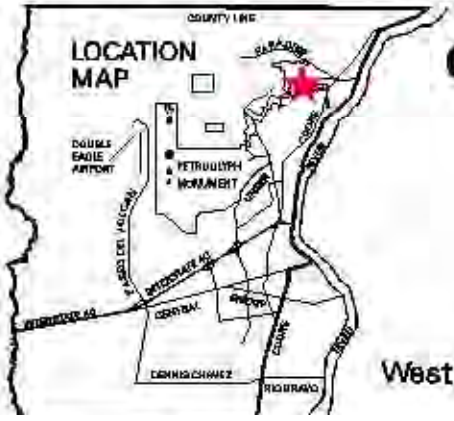
PASEO DEL NORTE / COORS
COMMUNITY ACTIVITY CENTER

serving the PARADISE COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003

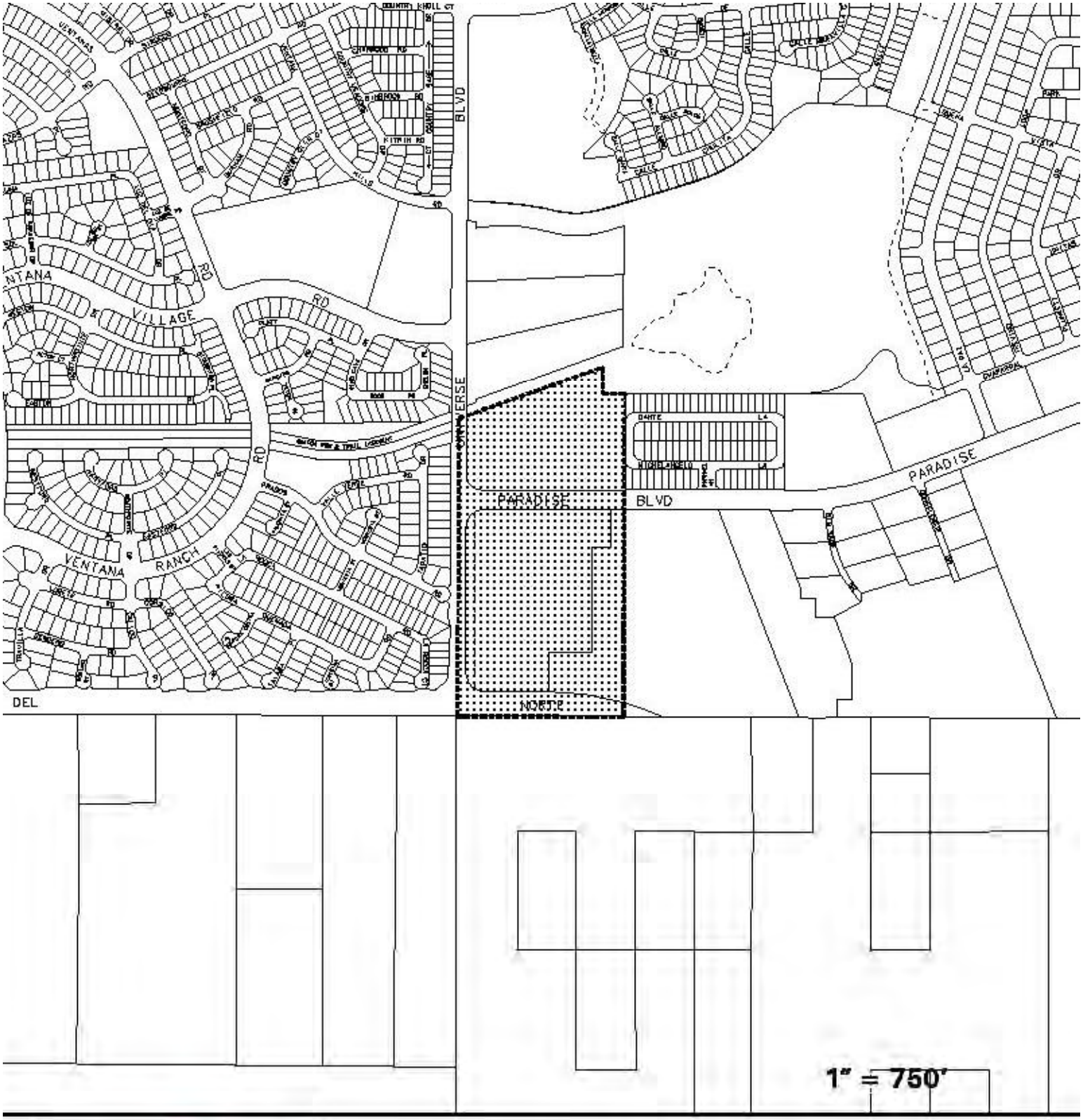


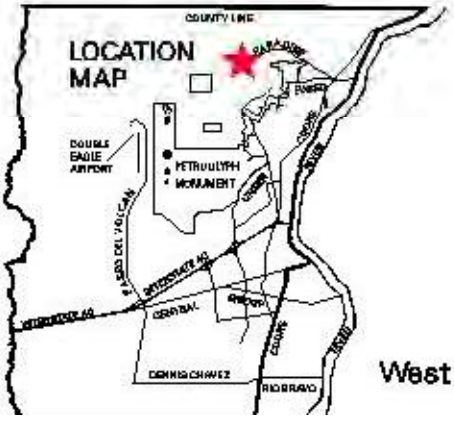


GOLF COURSE / PASEO DEL NORTE NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



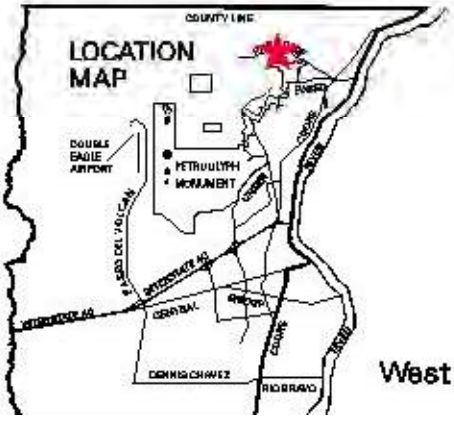


VENTANA RANCH
NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

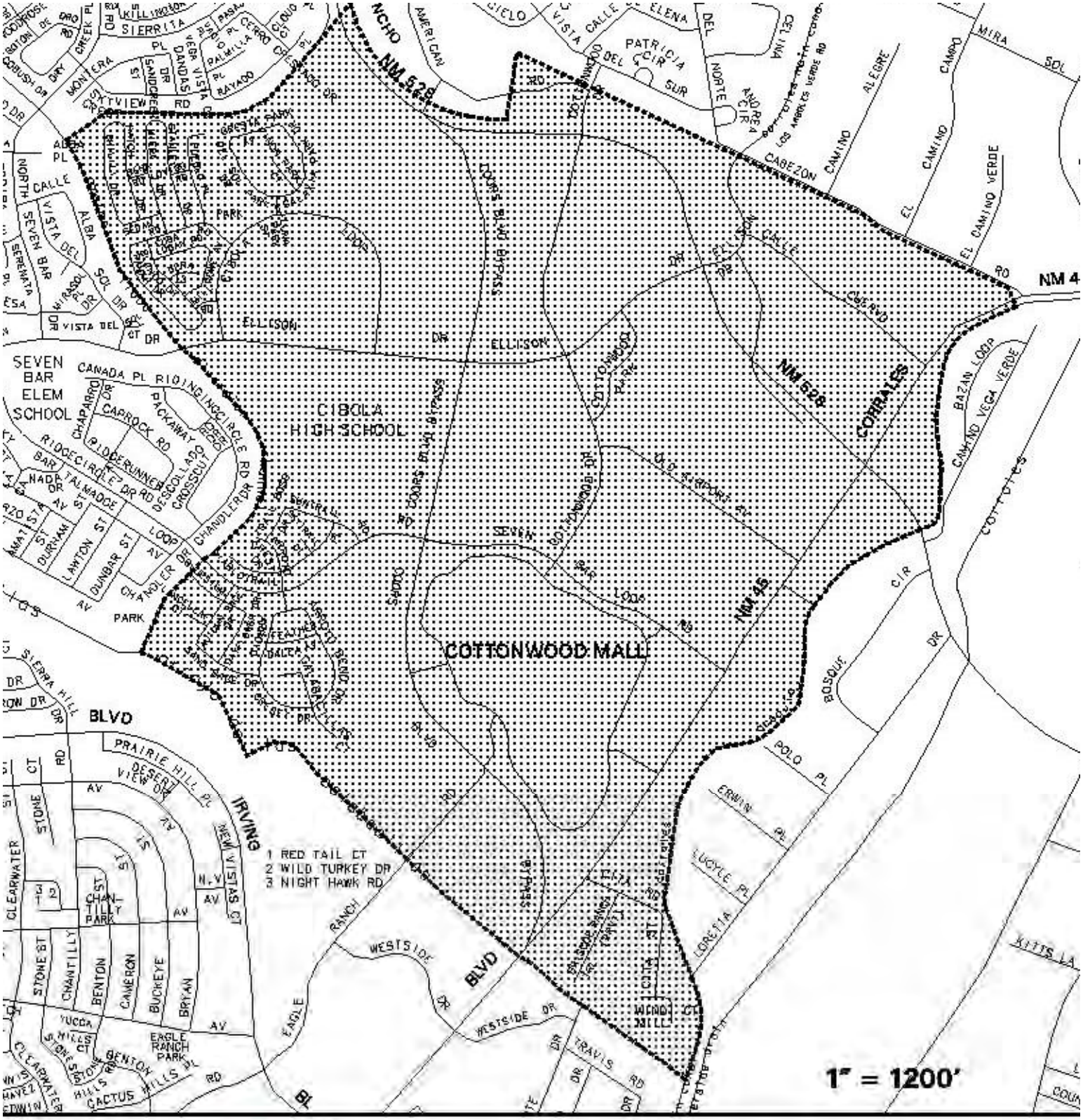


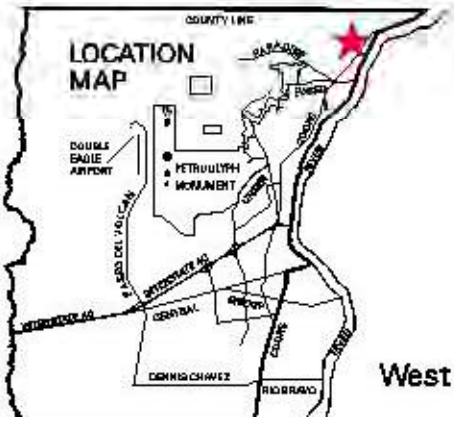


PARADISE / LYON NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



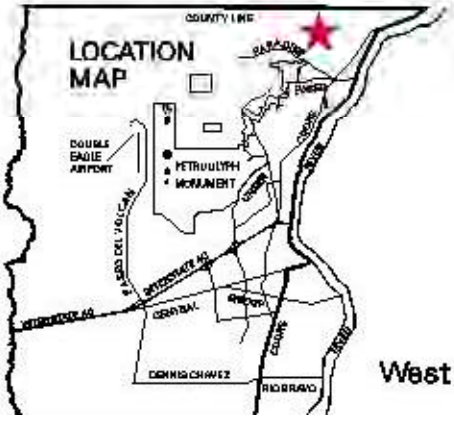


SEVEN BAR REGIONAL CENTER

West Side Strategic Plan

Map printed January 27, 2003



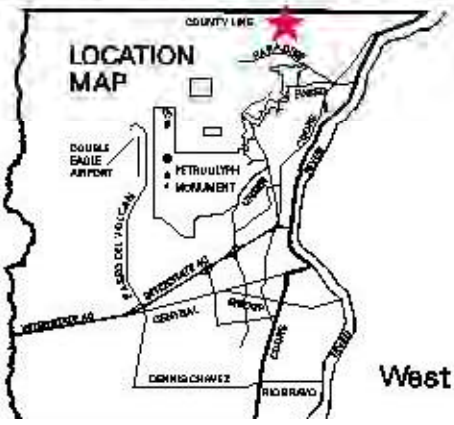


ELLISON / GOLF COURSE NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

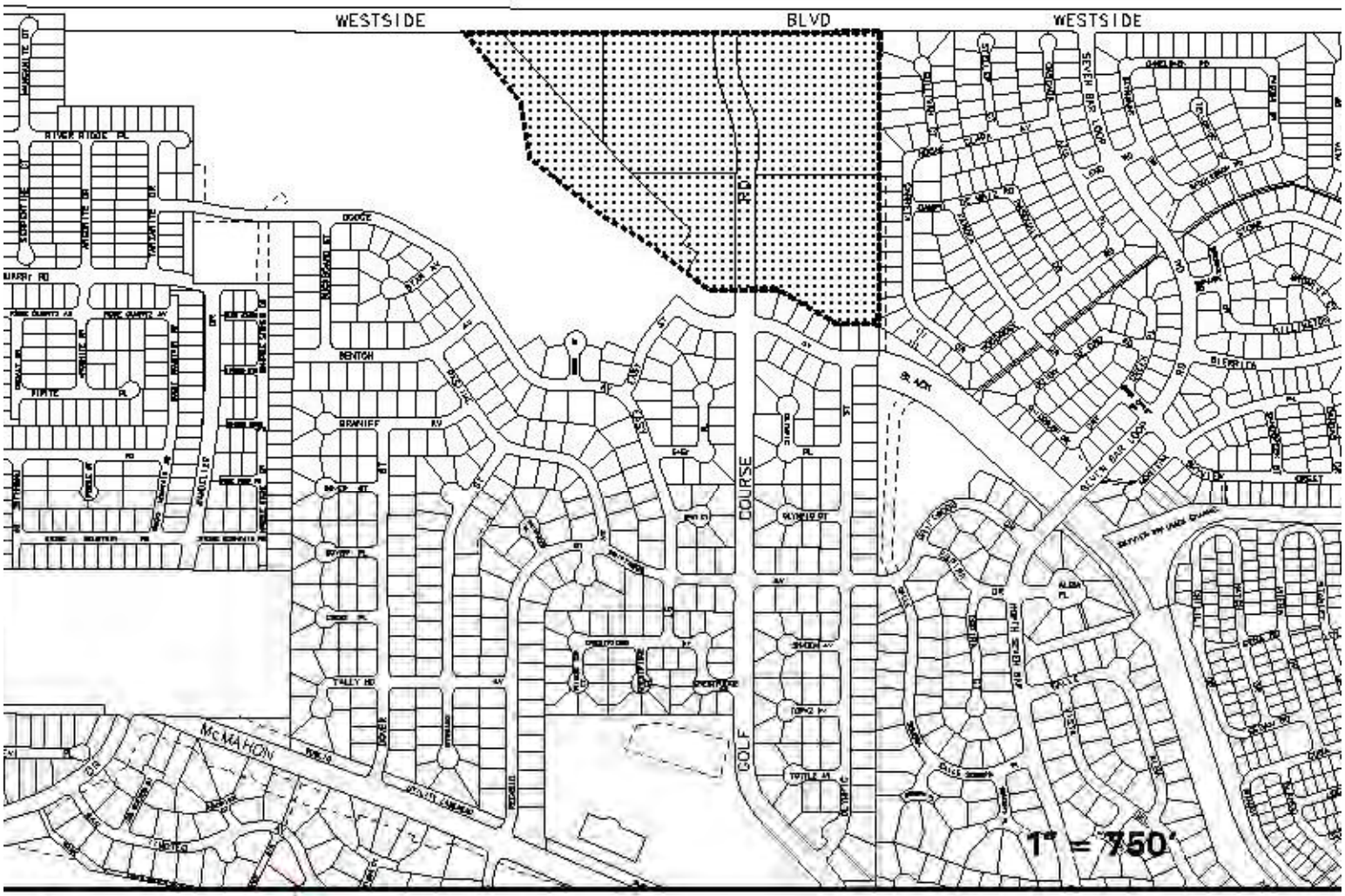


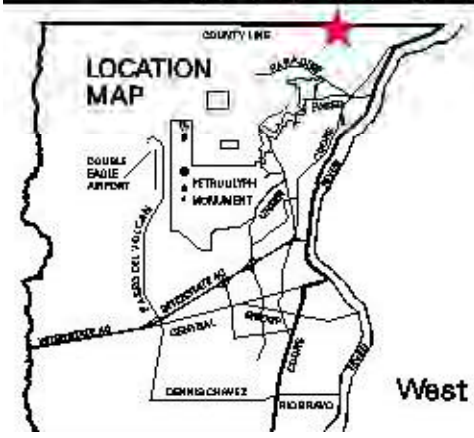


MCMAHON / UNSER NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003

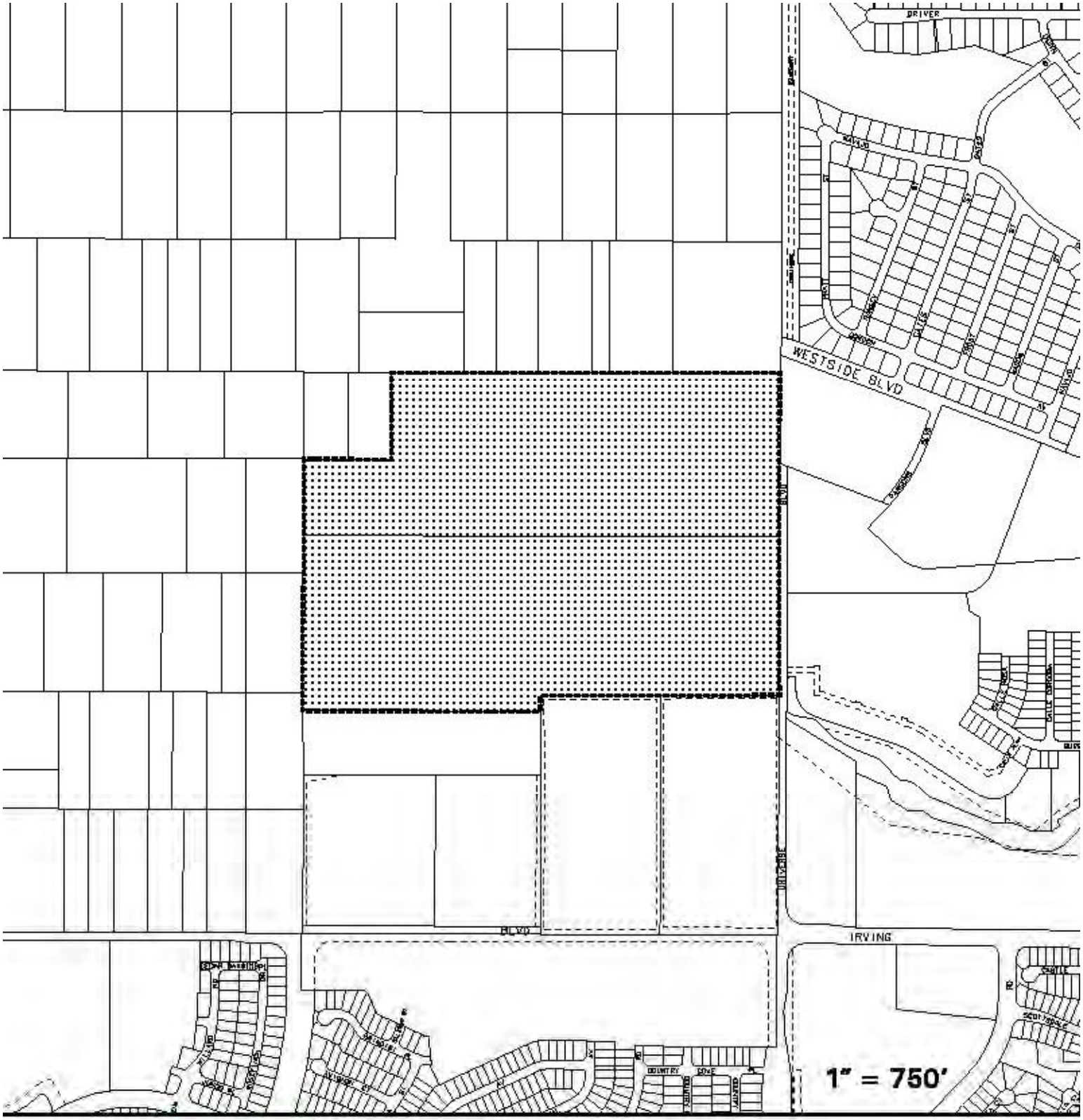


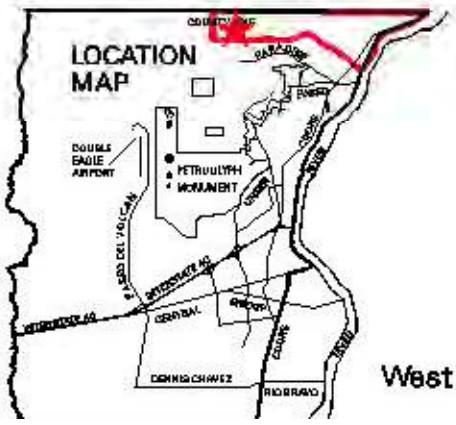


GOLF COURSE / COUNTY LINE NEIGHBORHOOD CENTER

West Side Strategic Plan

Map printed January 28, 2003



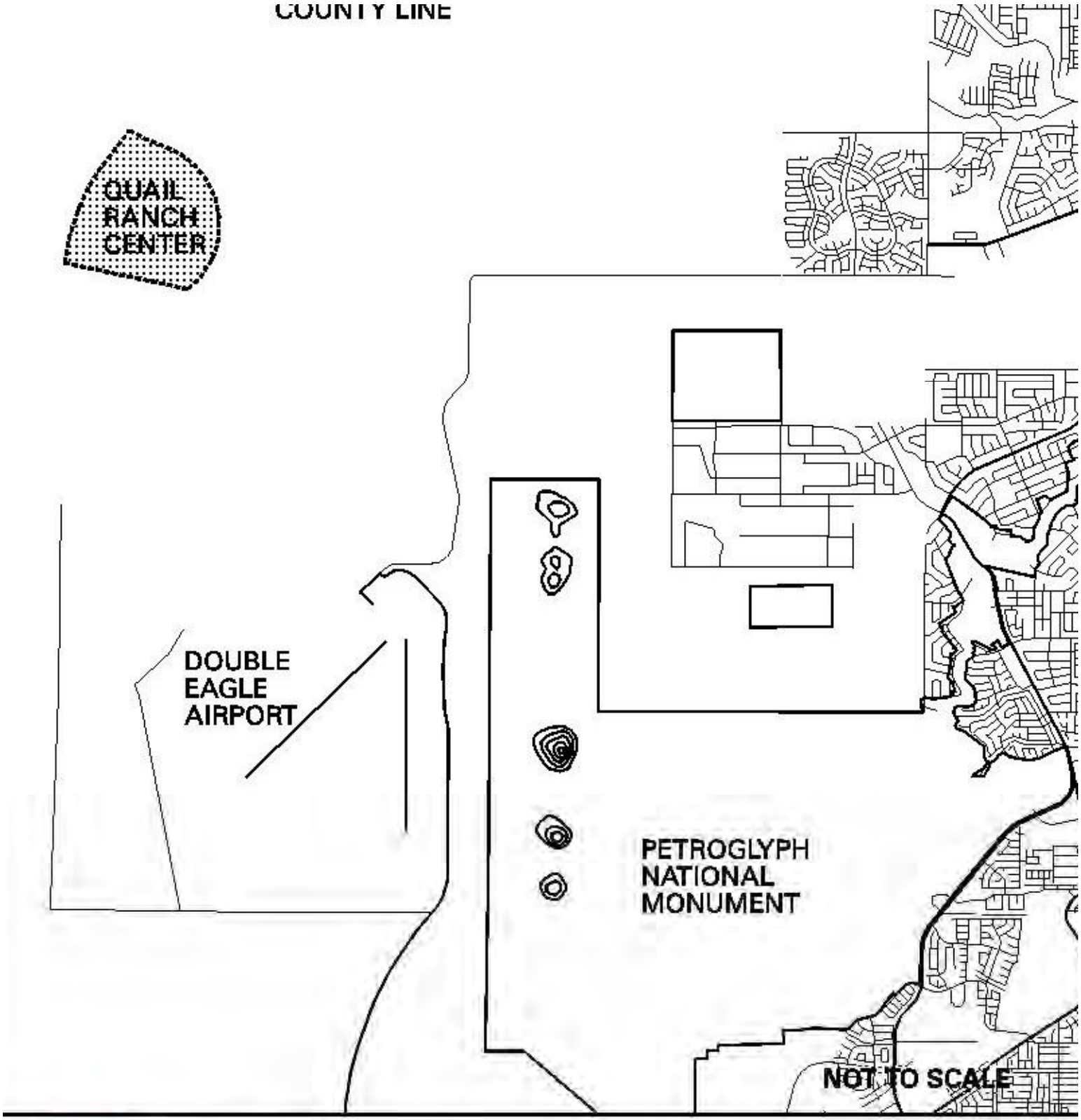


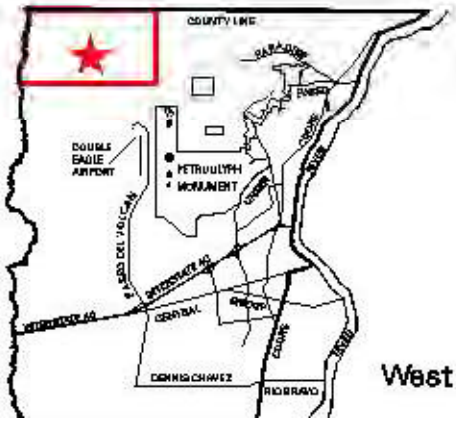
T-VI
COMMUNITY ACTIVITY CENTER

serving the SEVEN BAR COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003



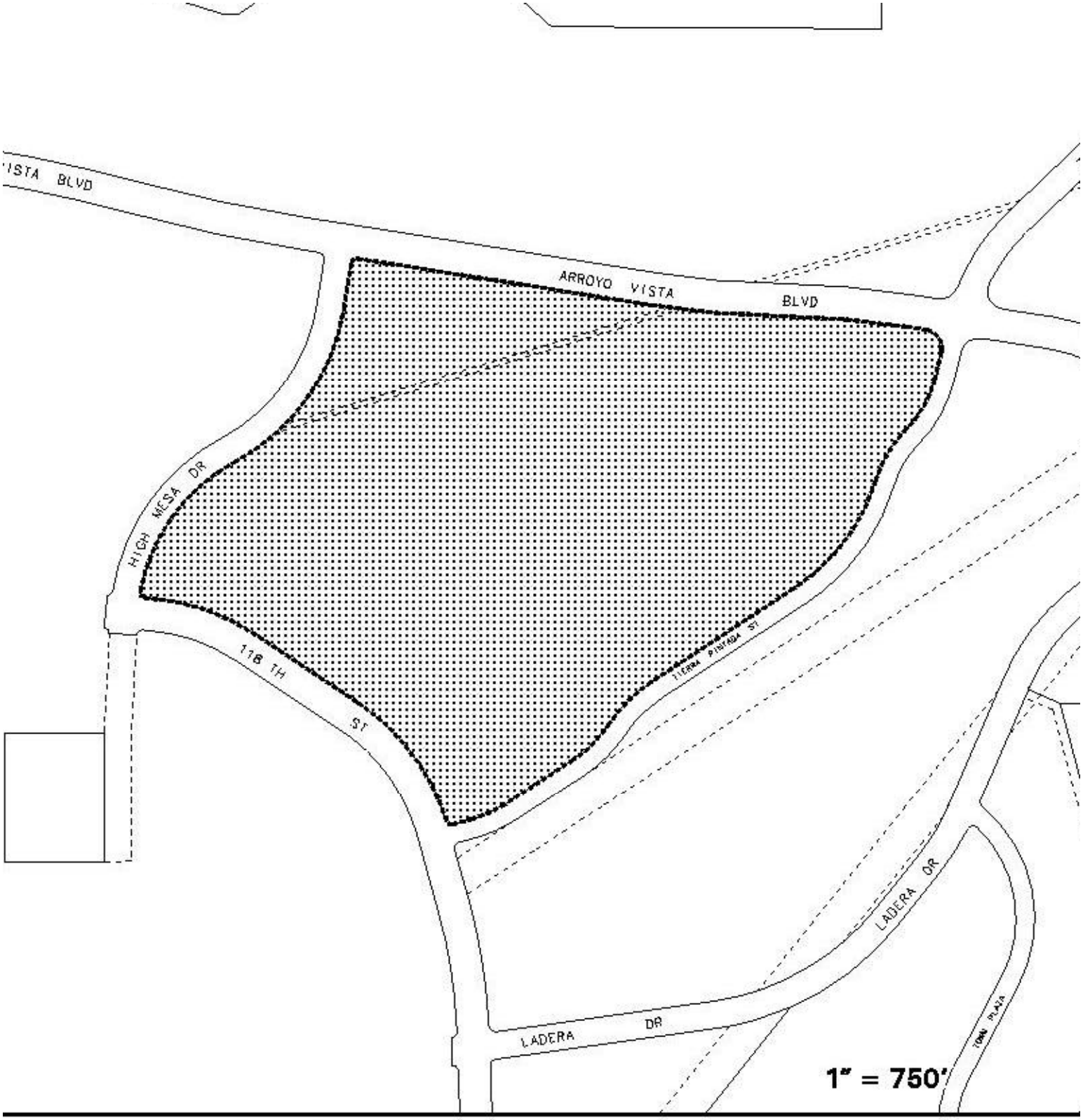


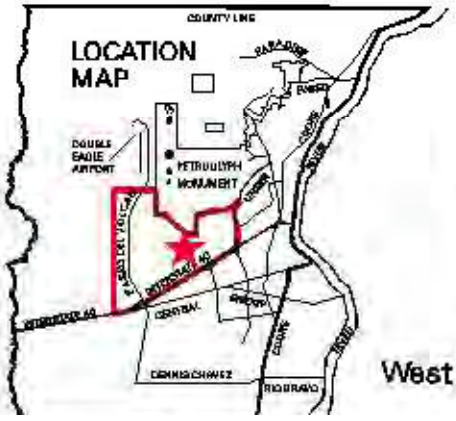
QUAIL RANCH COMMUNITY ACTIVITY CENTER

serving the BLACK RANCH COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003

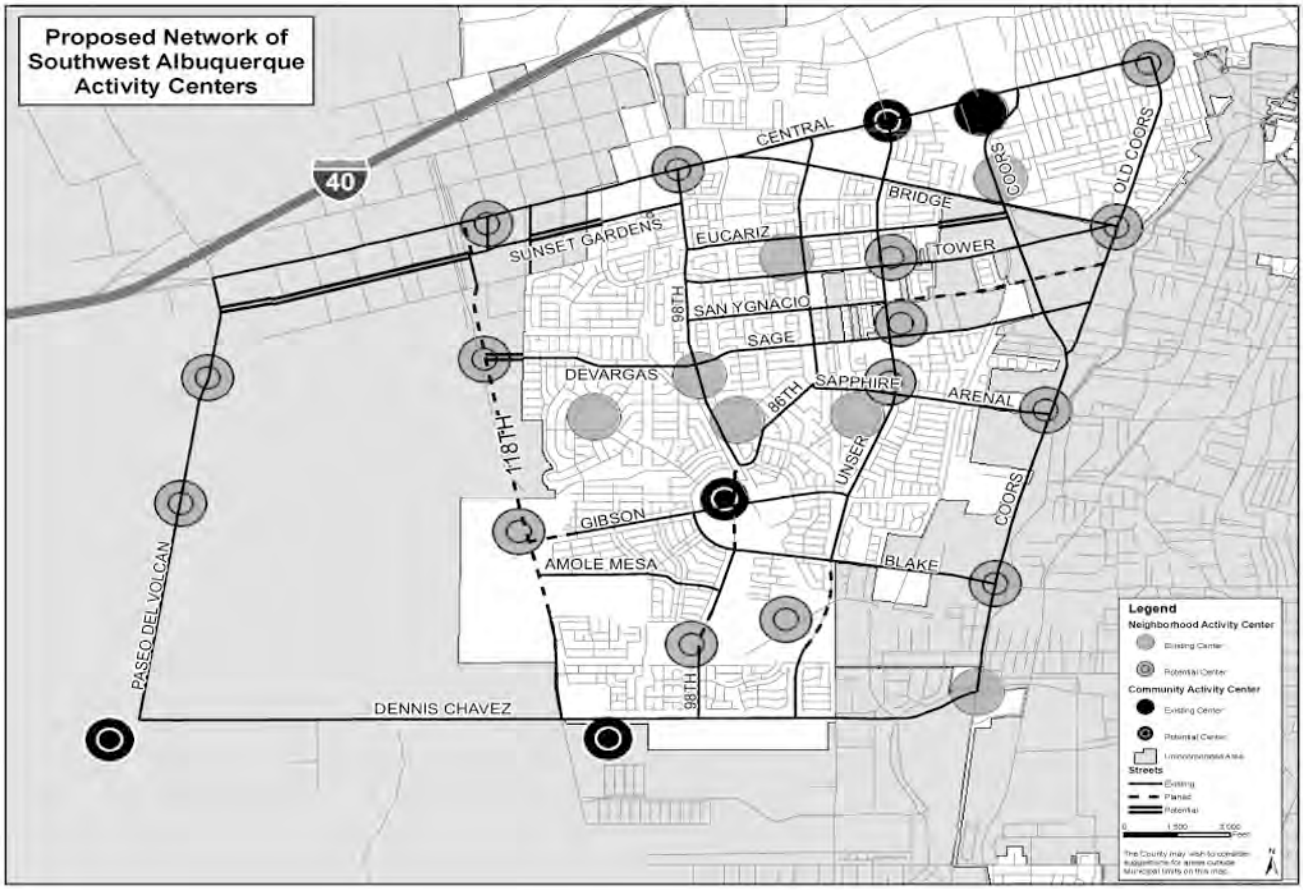




WESTLAND
COMMUNITY ACTIVITY CENTER
serving the WESTLAND NORTH COMMUNITY

West Side Strategic Plan

Map printed January 28, 2003


Proposed Network of Southwest Albuquerque Activity Centers
40
CENTRAL
BRIDGE
COORS
OLD COORS
SUNSET GARDENS
EUCARIZ
TOWER
98TH
SAN YGNACIO
SAGE
DEVARGAS
86TH
SAPPHIRE
ARENAL
118TH
UNSER
COORS
GIBSON
AMOLE MESA
BLAKE
PASEO DEL VOLCAN
DENNIS CHAVEZ
98TH
Legend
Neighborhood Activity Center
Existing Center
Potential Center
Community Activity Center
Existing Center
Potential Center
Streets
Existing
Planed
Potential
The County may wish to consider suggestions for areas outside Municipal limits on this map.

Buildout Projections for the West Side

The following buildout projections for the West Side have been calculated based on assumptions from the individual sub-areas described above. Note that at full buildout (in the 100+ year timeframe), the West Side could potentially have a population of 350,100, roughly equivalent to the City of Albuquerque's population in 1984. This population would be divided between the City and County as follows: 190,000 in the City, and 160,100 people in the County. To support this population on the West Side, 130,300 housing units and 144,300 jobs would be needed.

BUILDOUT CALCULATIONS
FOR THE WEST SIDE STRATEGIC PLAN
(all numbers except acreage rounded to 100s)

	Acres	
West Side Strategic Plan Area	96,272	
Government Lands	21,141	
Petroglyph National Monument	7,244	
Shooting Range State Park	4,620	
City Major Public Open Space	2,485	
Future Government Lands	6,792	
Private Lands	75,131	
Residential, developed	5,682	
Non-residential, developed	3,193	
Total developed	8,875	
Residential, developable @ 70%		46,379
Non-residential, developable @ 30%	19,877	
Total developable	66,256	

	County Area	City Service Area	Total Plan Area
Population	169,240	190,000	359,240
Housing	60,300	76,300	136,600
Jobs	53,700	90,600	144,300

County Area

	Acres	Res Acres	Housing	Pop	Jobs	Avg Gross Densities[1]
Black Ranch	7,000	4,900	19,000	46,740		2.7
North Mesa	4,516	3,161	9,500	28,000		2.1
Westland South	3,507	2,455	7,400	21,700		2.1

Rio Bravo	4,163	2,914	4,400	12,900		1.1
Gun Club	4,085	2,860	4,300	12,700		1.1
Far West Mesa	17,029	11,920	15,700	47,200		1.0
Total	40,300	28,210	60,300	169,240	53,700[2]	

City Service Area

	Acres	Housing	Pop	Jobs	Avg Gross Densities[1]
7-Bar	2,400	7,500	18,700	6,200	3.1
Paradise	3,100	8,700	21,700	7,200	2.8
Taylor Ranch	3,700	10,400	25,900	8,600	2.8
Ladera	2,200	6,200	15,400	5,100	2.8
Westgate	4,900	15,300	38,200	12,700	3.1
Westland N.	7,200	22,500	56,200	18,700	3.1
West Central	1,100	2,600	6,400	2,100	2.3
Atrisco	1,700	3,100	7,500	30,000[3]	
Total	26,300[4]	76,300	190,000	90,600	

[1]Average gross density is the total number of dwelling units in the community divided by the total acreage of that community. Total acreage includes open space, roads, easements, drainage, other necessary infrastructure, and developed and undeveloped land.

[2]County job estimates have not been broken out by each Community.

[3]Includes growth beyond neighborhood-serving activities in other employment centers.

[4]Acres are adjusted for Open Space.

TOTAL PLAN AREA

Population	359,240
Housing	136,600
Jobs	144,300

Source: City of Albuquerque Planning Department, 1995.

Projections are necessary for planning purposes. Estimates of development density are needed for transportation, utility and land use planning. Density estimates are in no way intended to set a minimum or maximum development standard for any community.

Implementation

The strategies of the Community Plan/Urban Form section of the Plan shall be implemented through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform enforcement and consistency with stated intent is required in order to achieve the urban form envisioned herein and endorsed by the public.

Lead Entity/ Support Entities

City of Albuquerque staff and Bernalillo County staff shall be the lead entities for implementation, with participation and support from MRGCOG, NPS, AMAFCA, NMSHTD, City of Rio Rancho, neighborhood associations, affected landowners, and the public.

Functional Requirements

The City of Albuquerque and Bernalillo County shall each designate a minimum of one staff person whose job is to coordinate the follow-through of all implementation strategies of the West Side Plan. These staff persons will work together to set up the necessary task forces, communication methods, research methodologies, and strategies to complete the tasks outlined herein.

Elected officials will be reminded of key implementation enforcement needs by the designated City and County staff persons so that continuity of enforcement will extend beyond the terms of office for key officials.

Funding

- Support for staff positions necessary by City and County
- Public funding for needed public improvements identified, allocated in a timely fashion
- Private development sources
- Joint funding whenever possible in multi-jurisdictional areas

Timing

- Immediate, begin 1996

Encouraging Employment Growth on the West Side

During the course of reviews of West Side Strategic Plan drafts, the City Council Department became concerned about both the importance of achieving the West Side Job creation objectives and the need for additional policy direction with regard to achieving these objectives. The Strategic Plan called for a significant increase West Side jobs: 36,250 new jobs between 1995 and 2020. Perhaps more importantly, it called for the ratio of population to jobs to decrease from the current figure of 4.5 (people) to 1 (job) to 2 to 1 over this period. Recent data indicate that while job growth on the West Side had increased during the last five years, the ratio of population to jobs only changed from 5 to 1, to 4.5 to 1. In addition, the West side was not very successful in attracting "base or export jobs" which are necessary to achieve this population to jobs ratio.

Success in this effort was believed to be critical in terms of many of the West Side Strategic Plan's goals including: reducing vehicle trip distances, decreasing commuter demand across the Rio Grande, decreasing the need for additional lanes of river crossing, decreasing infrastructure construction and maintenance costs, and establishing healthy Community and Neighborhood Centers.

As a result, the City Council Department secured the assistance of the Consensus Builder firm and Southwest Land Research to address these concerns. Background information was prepared and a workshop with local and national economic community development experts was held on January 7, 1997. (A summary of this workshop entitled "Job Creation on the West Side", is available from the City Council Department.)

The items below summarize the policy conclusions and recommendations resulting from this effort. Since the origination of these policies was with the City Council, they are appropriate to City of Albuquerque activities. Cooperative efforts with the County of Bernalillo are encouraged whenever possible.

Policy 3.85: The City of Albuquerque shall emphasize the creation of base or export jobs and regionally-based jobs on the West Side. A small number (one or two) export industries shall be identified and targeted for location on the West Side.

Policy 3.86: The time required for development approvals shall be reduced by the City of Albuquerque for companies bringing targeted base or export jobs to the West Side. This might be done through such means as making the Atrisco Business Park a one-stop regulatory demonstration site; providing that sufficient property is served with adequate, appropriate infrastructure; insuring that a well training labor force is available; and establishing or fostering a high quality office/industrial park which is development-ready.

Policy 3.87: Successful development in an information-based economy depends upon a well trained work force located in proximity to offices and industries. A job ready work force shall be developed on the West Side, especially in the area south of I-40. The Albuquerque Technical Vocational Institute shall be encouraged to locate a campus in or near the Atrisco Business Park.

Policy 3.88: Economic development and job creation south of Interstate 40 will require redevelopment efforts by the City of Albuquerque. Such efforts may include assembly of relatively small parcels of land especially in the Atrisco Community, facade and streetscape improvements on Central and Old Coors especially; small business development efforts; enhancements to the Atrisco Business Park, the creation of a business incubator in or near the Atrisco Business Park; and job placement efforts.

Policy 3.89: The City of Albuquerque and the County of Bernalillo should create or foster the creation of a non-profit development corporation to encourage the location of export jobs on the West Side through making serviced land available in a 3-5 year time frame. The efforts of this corporation should be focused in the Atrisco Community, Atrisco Business Park, and, potentially, the area north and west of the Atrisco Business Park in the Westland North Community.

Policy 3.90: The City of Albuquerque and other economic development entities shall explore with the property owners developing a high quality office/industrial park or parks in the eastern portion of the Westland North Community. Development in this park should emphasize higher density office buildings and avoid lower cost warehouse facilities. Such development shall protect the visual and physical features of the Atrisco Terrace and the Petroglyph National Monument including the preservation of the view area of the Monument as specified in the Northwest Mesa Escarpment Plan. This protection shall be accomplished through the development and strict enforcement of design guidelines, open space dedications, and, if necessary, low density residential development.

Policy 3.91: The City of Albuquerque shall explore the establishment, in the area around Cottonwood Mall, of an Uptown-like office development which would house regionally-based and export jobs. (Such an effort might involve property owners foregoing immediate market demands for additional retail development).

Policy 3.92: The City of Albuquerque should encourage and support telecommuting and home based enterprises on the West Side. The City should assign appropriate zoning district designations to community and neighborhood activity centers to encourage employers to locate in accessible mixed-use areas.

Policy 3.93: The City of Albuquerque should encourage and support telecommuting and home based enterprises on the West Side.

Policy 3.94: The City of Albuquerque should engage in a regional-wide metropolitan economic development strategy in cooperation with the County of Bernalillo, City of Rio Rancho, Sandoval County and Valencia County. This effort should explore tax sharing programs as one basis for cooperation.

4. DEVELOPMENT PROCESS ISSUES

General Principles/ Summary of Objectives

How proposed new development gets evaluated and what standards a Community uses to guide development largely determine what the area will look like and how it will function. Because the West Side has very unique environmental characteristics, and the visual and functional aspects of the community are of utmost importance to the public, unique and creative development processes need to be established for the West Side. These processes should be flexible, should encourage excellence in design and appropriateness rather than just deterring the worst types of development, should be easy to administer and understand, and should promote inclusiveness and broad support of the West Side vision. These processes must also be supportable by all areas of the West Side (and the metropolitan area as a whole), and provide elected officials a forum upon which to administer and enforce the communities' interests. They must also be based on equality values, such that the interests of the few are not protected against the wishes of the many, and so all geographic areas are treated equally.

Unique and creative development processes need to be established for the West Side.

Strategies and Policies

Phasing of Development Strategy

Because there is a need to provide public facilities in a timely and efficient manner without unnecessary expenditure of limited resources, and to provide for a more orderly pattern of development most beneficial to citizens of the Albuquerque area, the West Side must develop through phasing. This means, generally, that those areas closest to the existing infrastructure and facilities and services should develop first, and those areas farthest away from existing development should develop later. The Plan recognizes that local citizens' choice in lifestyle and location is an important factor in a successful urban growth policy. A phasing strategy must consider consumer demands or it may not be supported by Albuquerqueans.

The basic tenets of any reasonable phasing plan are that: adequate land capacity is always available (over a 20 year supply of available land usually), prices of land and homes are not artificially inflated because of the phasing strategy, many landowners and developers are participating in the market (no monopolies are created), geographic choice is available to citizens, construction and maintenance efficiencies with regard to utilities are achieved, sensitive environmental areas are protected, various densities and lifestyle choices are present, and no one area or market segment benefits at the expense of others.

Given these basic tenets, the following phasing strategy is presented. Note that areas of existing development are encouraged to continue to buildout

as a highest priority. This includes areas both north and south of I-40. The new planned communities which are farthest along in their planning process, and the most likely to hit the marketplace first, i.e., Westland North and Black Ranch, are shown as beginning to develop within the first decade. Note that these large planned communities are expected to take over 40 years to fully develop. Additional planned communities will also begin to develop during the 20 year time period of the Strategic Plan, when the other approved Planned Communities are mostly built out.

Phasing will be controlled by the funding of infrastructure and by vacant land already served by infrastructure.

Phasing will be controlled by the funding of infrastructure and by vacant land already served by infrastructure. "Vacant land already served by infrastructure" is defined as "vacant land provided with water and sewer services, either public or private, transportation access, and hydrology improvements, all of which meet 'level of service' standards". Those areas adjacent to programmed facilities in the Decade Plan will be allowed to develop during that decade with no extraordinary financial penalties other than those costs normally identified as the “developer’s share”. Those areas wishing to develop beyond the programmed facilities of the Decade Plan will still be allowed to develop at appropriate densities and according to the established urban form of the Plan, but will have to absorb the entire financial cost of the services and infrastructure needed to service the development (or both the public and private share of the costs), with buy-back or reimbursement provisions available at a later date.

The types of infrastructure needed to service new Communities include all of the facilities and services typically necessary in developed urban areas. These include: water and sewer lines, resources, and facilities; drainage improvements; multi-modal transportation facilities; social and environmental services (libraries, community centers, garbage pickup, etc.); fire, police and emergency services; cultural activities (civic events, summer youth programs, etc.); and all the various other City/County services such as representation at the State level, voting services, etc.

These services and facilities are all paid for by property taxes, gross receipts taxes, appropriations from other governmental entities, and private sector contributions. Follow-up plans to this Plan will program some of these improvements (new water/sewer plan, transportation plan, etc.). Others will be addressed on a case-by-case basis. Some facilities and services are programmed to be at least partially funded through the new Development Impact Fees. The Impact Fees program will determine the level of service which new development must provide. It is City of Albuquerque policy to

extend and maintain utilities in the most logical and economically efficient way. This is the primary reason for a phasing strategy. This strategy is described in the assumptions below and on the four Phasing Plan graphics which are on the pages that follow.

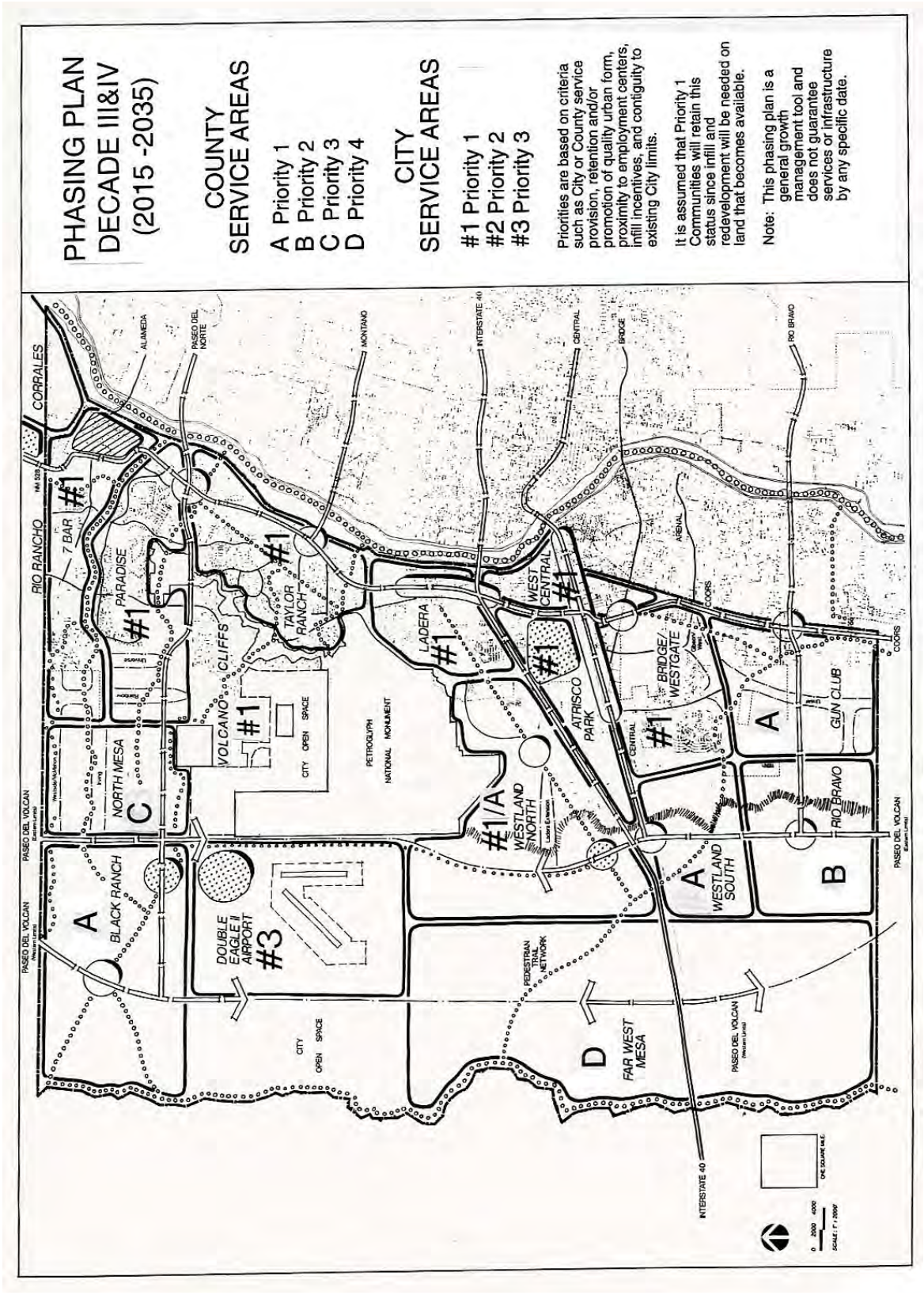
Phasing Assumptions

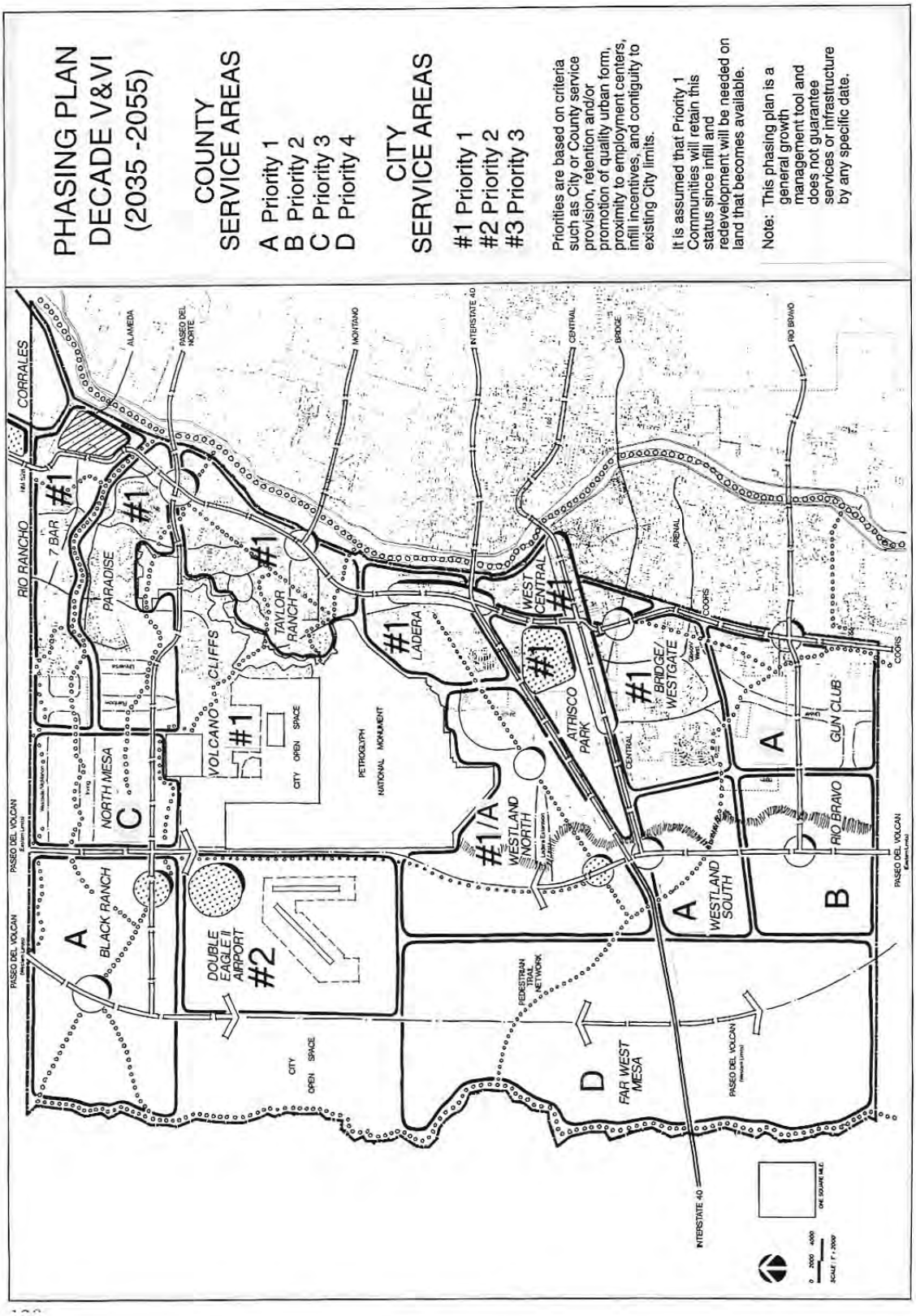
- The number of units that actually get built in each sub-area is set by the residential housing market.
- Development on parcels already served by infrastructure shall be encouraged.
- Contiguous parcels should be substantially built out before public infrastructure is programmed for new communities. Development in advance of programmed infrastructure is at developers cost (with provisions for rebate and pro-rata cost shares available over time).
- *Infill* (see page 106 for definition) shall be allowed to absorb as many units as the market will bear under the existing zoning conditions, and any rezoning applications must be analyzed with regard to their consistency with the overall policies of this Plan and must be in compliance with the City's adopted policy regarding zone map amendments (presently Resolution 270-1980). Development in new Planned Communities will be concurrent with programmed facilities or at owner's expense as negotiated and approved by the City or County. Communities labeled as priority one for development will always retain this designation since infill and redevelopment becomes stronger as the supply of available vacant land diminishes.
- The Bridge/Westgate and Gun Club Communities have developed and will continue to develop at a slower pace over a longer time frame because of the historical nature of existing development.
- Funding for acquisition of Major Public Open Space.

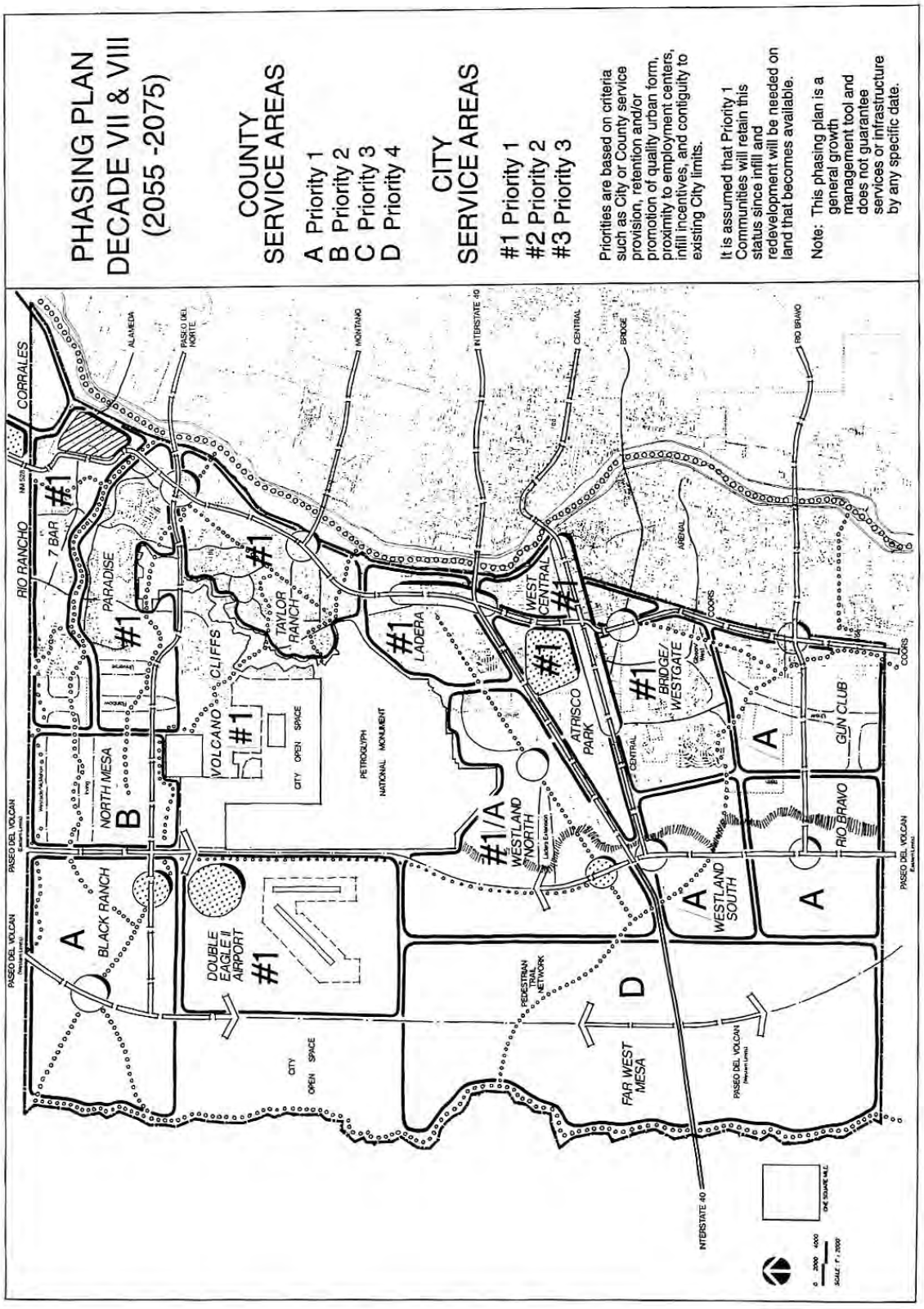
Policy 4.1: Subsidized leapfrog development within the jurisdiction of the City of Albuquerque or regional authority established to manage an urban growth plan, shall not be allowed if not provided for in the urban growth plan. Development phasing shall be controlled by programming public infrastructure investment. Development occurring prior to public expenditure shall bear the entire cost of servicing the development (this includes construction and design costs of facilities, costs of any studies or land acquisitions required, and operation and maintenance of facilities, as well as provision of services such as additional police, fire, library, and social service staffing needs), with negotiated buy-back or reimbursement provisions at a later date to be negotiated.

Policy 4.2: The intent of this Plan is to allow adequate capacity, equitably and geographically distributed at all times, according to the strategy outlined above. Infrastructure, new facilities, and additional services shall be programmed consistent with the general intent of the phasing plan shown above.

PHASING PLAN
DECADE I & II
(1995 -2015)
COUNTY
SERVICE AREAS
A Priority 1
B Priority 2
C Priority 3
D Priority 4
CITY
SERVICE AREAS
#1 Priority 1
#2 Priority 2
#3 Priority 3
Priorities are based on criteria such as City or County service provision, retention and/or promotion of quality urban form, proximity to employment centers, infill incentives, and contiguity to existing City limits.
It is assumed that Priority 1 Communities will retain this status since infill and redevelopment will be needed on land that becomes available.
Note: This phasing plan is a general growth management tool and does not guarantee services or infrastructure by any specific date.
RIO RANCHO
CORRALES
PASEO DEL VOLCAN
ALAMEDA
PASEO DEL NORTE
7 BAR
PARADISE
NORTH MESA
BLACK RANCH
VOLCANO CLIFFS
CITY OPEN SPACE
DOUBLE EAGLE II AIRPORT
PETROGLYPH NATIONAL MONUMENT
TAYLOR RANCH
MONTANO
LADERA
WEST CENTRAL
INTERSTATE 40
CENTRAL
BRIDGE
ATRISCO PARK
BRIDGE/ WESTGATE
ARENAL
COORS
RIO BRAVO
GUN CLUB
WESTLAND NORTH
WESTLAND SOUTH
FAR WEST MESA
PEDESTRIAN TRAIL NETWORK
#1
#2
#2/A
#3
A
B
C
D


PHASING PLAN
DECADE III&IV
(2015 -2035)
COUNTY
SERVICE AREAS
A Priority 1
B Priority 2
C Priority 3
D Priority 4
CITY
SERVICE AREAS
#1 Priority 1
#2 Priority 2
#3 Priority 3
Priorities are based on criteria such as City or County service provision, retention and/or promotion of quality urban form, proximity to employment centers, infill incentives, and contiguity to existing City limits.
It is assumed that Priority 1 Communities will retain this status since infill and redevelopment will be needed on land that becomes available.
Note: This phasing plan is a general growth management tool and does not guarantee services or infrastructure by any specific date.
CORRALES
RIO RANCHO
PASEO DEL VOLCAN
ALAMEDA
PASEO DEL NORTE
MONTANO
INTERSTATE 40
CENTRAL
BRIDGE
RIO BRAVO
7 BAR
PARADISE
NORTH MESA
BLACK RANCH
DOUBLE EAGLE II AIRPORT
VOLCANO CLIFFS
TAYLOR RANCH
CITY OPEN SPACE
PETROGLYPH NATIONAL MONUMENT
LADERA
WEST CENTRAL
ATRISCO PARK
BRIDGE/ WESTGATE
ARENAL
COORS
GUN CLUB
WESTLAND NORTH
WESTLAND SOUTH
FAR WEST MESA
PEDESTRIAN TRAIL NETWORK
ONE SQUARE MILE


PHASING PLAN
DECADE V&VI
(2035 -2055)
COUNTY
SERVICE AREAS
A Priority 1
B Priority 2
C Priority 3
D Priority 4
CITY
SERVICE AREAS
#1 Priority 1
#2 Priority 2
#3 Priority 3
Priorities are based on criteria such as City or County service provision, retention and/or promotion of quality urban form, proximity to employment centers, infill incentives, and contiguity to existing City limits.
It is assumed that Priority 1 Communities will retain this status since infill and redevelopment will be needed on land that becomes available.
Note: This phasing plan is a general growth management tool and does not guarantee services or infrastructure by any specific date.
RIO RANCHO
CORRALES
ALAMEDA
PASEO DEL NORTE
7 BAR
PARADISE
NORTH MESA
BLACK RANCH
VOLCANO CLIFFS
TAYLOR RANCH
MONTANO
INTERSTATE 40
CENTRAL
BRIDGE
ARENAL
COORS
RIO BRAVO
LADERA
WEST CENTRAL
ATRISCO PARK
BRIDGE/ WESTGATE
GUN CLUB
CITY OPEN SPACE
PETROGLYPH NATIONAL MONUMENT
DOUBLE EAGLE II AIRPORT
WESTLAND NORTH
WESTLAND SOUTH
FAR WEST MESA
PEDESTRIAN TRAIL NETWORK
PASEO DEL VOLCAN
ONE SQUARE MILE
SCALE: 1" = 2000'
#1
#1/A
#2
A
B
C
D


PHASING PLAN
DECADE VII & VIII
(2055 -2075)
COUNTY
SERVICE AREAS
A Priority 1
B Priority 2
C Priority 3
D Priority 4
CITY
SERVICE AREAS
#1 Priority 1
#2 Priority 2
#3 Priority 3
Priorities are based on criteria such as City or County servlce provision, retention and/or promotion of quality urban form, proximity to employment centers, infill incentives, and contiguity to existing City limits.
It is assumed that Priority 1 Communities will retain this status since infill and redevelopment will be needed on land that becomes available.
Note: This phasing plan is a general growth management tool and does not guarantee services or infrastructure by any specific date.
CORRALES
RIO RANCHO
ALAMEDA
PASEO DEL NORTE
MONTANO
INTERSTATE 40
CENTRAL
BRIDGE
RIO BRAVO
7 BAR
PARADISE
NORTH MESA
VOLCANO CLIFFS
TAYLOR RANCH
LADERA
WEST CENTRAL
ATRISCO PARK
BRIDGE/ WESTGATE
ARENAL
COORS
GUN CLUB
BLACK RANCH
DOUBLE EAGLE II AIRPORT
CITY OPEN SPACE
PETROGLYPH NATIONAL MONUMENT
WESTLAND NORTH
WESTLAND SOUTH
PEDESTRIAN TRAIL NETWORK
FAR WEST MESA
PASEO DEL VOLCAN
#1
#1/A
A
B
D
ONE SQUARE MILE

Policy 4.3: The boundaries for the years within the two decade periods will be established by the future city-wide growth management strategies for the City. Development within the two decade time frame shall be consistent with the provision of infrastructure as specified in the City's capital program. The City's capital plan will determine the areas to be served with infrastructure, when, at what cost, and the sources of funding.

Performance-Based Systems

Most traditional systems for evaluating developments (such as the Development Process Manual standards in Albuquerque) are based on a minimum set of standards that all developers must meet in order to get their plans approved. These minimum standards often serve as a "lowest common denominator" in that no incentive exists for developers to do anything other than meet the minimum requirements. In fact, these systems can discourage project enhancements, unique design custom-fitted to unusual sites, or ecologically based systems, and design creativity by rigidly specifying each attribute of a site plan or subdivision. An example of this is the sidewalk and setback requirements of the current subdivision codes. It is not surprising that all new subdivisions look the same in Albuquerque, as they all have the same sidewalk and planting strip design and distances, the same setback from the street, the same wall heights, etc. An unusual design, even if desirable from an aesthetic, environmental, or community preference standpoint, cannot be approved if it does not meet the same standard as other subdivisions without approval through a risky variance process.

Performance-based systems evaluate how design solutions "perform".

Better design does not have to cost more money, increase the price of housing, nor require the application of one set of design solutions to many different design challenges. The City's Community Identity Program strongly recommends developing Community Plans which address cultural and design characteristics and appropriate design solutions. Performance-based systems can meet this need. Because there is a desire for better design, more variety, more flexibility in the marketplace, and design responses specifically tailored to the unique West Side geography, performance-based systems should be utilized for zoning, site plan, subdivision, drainage improvements, parks and open space, and residential street design submittals.

Performance-based systems evaluate how each design solution "performs" at its site. Those that perform "well", i.e., they meet basic mandatory criteria for public health, safety, and welfare, and also provide benefits to the community, are approved. Performance-based zoning systems do not adhere to a strict separation of land uses, rather they evaluate a proposed use's impact on adjacent land uses. If acceptable or desirable and consistent with strategic planning goals, the proposed land use will be approved. Likewise, subdivisions must perform well in their design, but need not all be done in the same way.

Because drainage improvements and residential street design can also greatly impact the way development appears and functions, these design submittals should also be included in a performance-based code. While public safety, flood protection, and the general welfare of the community must always be protected through new codes, incentives can be provided for designing a system that "best fits" the site at hand. The City is beginning the process of reworking the existing street classification system to allow for more flexibility in the design of streets more appropriate to the character of communities and neighborhoods they traverse.

Many performance-based systems exist in the country and they can be designed for easy implementation. The City is now looking at a City-wide revision of zoning and subdivision standards. This Unified Development Code (UDC) will address zoning, site plans, subdivisions, drainage improvements, and residential street design. Newly developing areas on the West Side shall have non-residential development concentrated in Community, Village, and Neighborhood Centers. Strip-type development will not be permitted along the corridors connecting these centers.

Policy 4.4: *The City of Albuquerque and Bernalillo County shall jointly prepare and enforce a Unified Development Code which includes development parameters for zoning, site plans, subdivisions, drainage improvements, residential street design, parks, open space, and other natural features. The Code should be easy to understand and implement, and have broad public support. It must, therefore, be created within an inclusive process cognizant of the needs of both the public and private sectors.*

Policy 4.5: *Once developed, the Unified Development Code will replace other development codes currently in place such as subdivision ordinances, zone codes, site plan requirements, and drainage and residential street standards.*

Visual Quality

Design Guidelines must have the force of ordinance.

A third issue associated with the development process is the role of visual quality. The visual aspects of the area's unique environmental features are highly valued by the public.

The Comprehensive Plan, reflecting these values, addresses the visual qualities of the City in it's natural setting. Two Plan elements (Developed landscape and Commuity Identity and Urban Design) collectively express policy direction to manage the visual resources experienced from various locations, particularly Coors Boulevard.

These two Comprehensive Plan elements, through their Goals and Policies, set the scope for managing these visual assets as manageable resources. The two Goals can be synthesized as: Maintain and improve the quality of the developed and natural landscape, particularly those features which identify Albuquerque. The three most relevant policies aligned with these Goals can be synthesized as Give equal weight to the visual qualities of the developed and natural landscapes in planning activities and in development decisions, particularly those actions directly relted to features unique to Albuquerque; highly scenic areas especially require complimentary development configuration, building siting, and materials.

Given this Comprehensive Plan direction, this Plan's design intent is to preserve these qualities to the greatest extent possible and immediately refocus effective attention on the two visual resource areas most suseptable to compromise. This would be followed by addressing these qualities on a area-wide basis.

Design standards specific to at least the Coors Corridor and to the west mesa escarpment must be revised as a follow-up action to this Strategic Plan. the design standards could take the form of a Design Overlay Zone (to be amended into the City Zoning Code), one for each of the two visual resources regarded as "highly scenic areas." Alternatively, design standards for residential, commercial, institutional, and industrial development could be amended into the existing Zoning Districts ("Zones") which regulate these broad classess of uses.

Panoramic views are a major asset.

The visual qualities of part of Albuquerque's west side will be shaped by the proposed design standards. Maintaining the area's visual qualities (panoramas, vistas, and views) should be the focus of revising the existing design standards and for the extension of design standards to the entire area.

Policy 4.6: The following Design Guideline sections shall become policies with the adoption of this Plan: Visual Assets; Views East of Coors Boulevard; Views to and from the Monument; Other Views; Height; Lighting; Vegetation; Overhead Utilities; Radio, TV, and Cellular Towers; Signs; Fences and Walls; and Additional Design Guideline Issues. Design Standards based on these and other applicable policies of the Plan shall be developed as follow-up work. These policies were considered too critical to wait for additional planning efforts in the future.



Preservation of Valley Views

Visual Assets

The one design issue guaranteed to generate the largest amount of public comment concern the area's visual resources. The panoramas are the area's main assets and the reason many have chosen to live in Albuquerque's West Side. Views to and from the Volcanic Escarpment, views along major arroyos, views of the Bosque, views of the Sandias, views of the volcanoes, and views of the ceja and the expanses of the far west mesa must all be preserved to the **greatest** extent possible. To do this will require specific setback, height, and building massing limitations, as these three design elements are most critical to views.

Two areas of views are very critical and are at risk from near-term developments, so design intent will be described in more detail for these. They are the views of the Bosque and Sandia Mountains from the east side of Coors Boulevard, and the views to and from the Volcanic Escarpment from the adjacent areas. These two view areas are currently regulated by the "Coors Corridor Plan" and the "Northwest Mesa Escarpment Plan". These plans will remain in place. Their design sections will be expanded and strengthened as part of the follow-up action for this Plan, based on the criteria noted in the following sections.

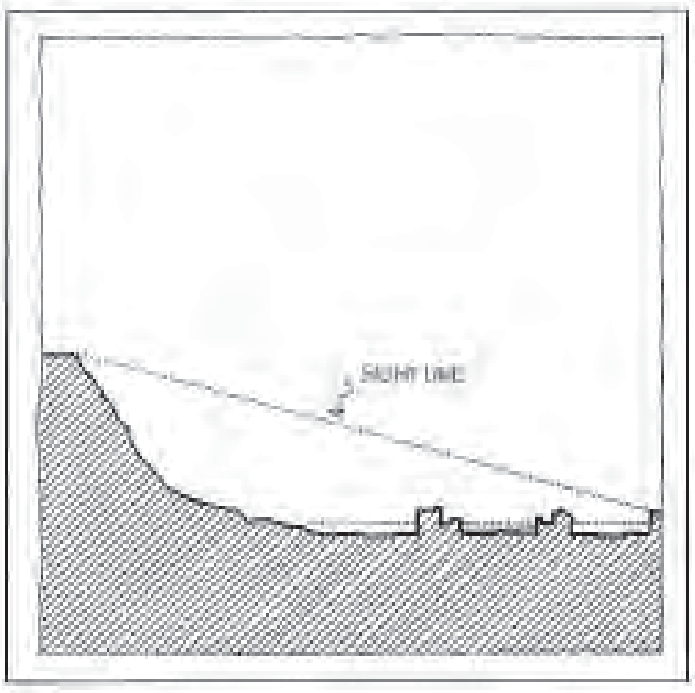
Views East of Coors Boulevard: There is a need to preserve some degree of Bosque and mountain views through update of the Coors Corridor Plan by applying a design overlay zone. "Some degree" of views means where Bosque views are available from a site, and when some portion of the view can be
retained through reasonable site design, without unreasonably limiting the development rights of the property, that portion of the view should be maintained. It is not the intent of the City or County to downzone property or restrict approved densities or land uses in the area through new Bosque view regulations. It is also recognized that some properties east of Coors Boulevard have no Bosque views or are too small to accommodate significant view areas, and that all views cannot be protected.

The West Side Strategic Plan adopts the policy that the Bosque view is important to the public and a portion of this view should be preserved through good design. It is the intent of this policy that the City shall actively seek the cooperation of specific property owners to implement the goal of preserving some degree of Bosque views in current and future planning efforts.

Additionally, the City shall identify key scenic views east of Coors Boulevard, and will take action to publicly acquire (with financial support from other local agencies, the State, and other means) the most significant sites for enjoyment by the public.

The City shall prepare, performance-based evaluation techniques to assess the performance of a site's design in relation to specific criteria, one of which shall be preservation of a portion of the Bosque view when possible and practical to do so. The performance-based system developed will most likely be broader than just view criteria, as other issues are also best assessed by performance criteria. Any new performance standards developed by the City will require the cooperation and participation of property owners, the public, and Bernalillo County. The view criteria will be flexible enough to implement on a site-by-site basis, and they will not apply to all sites.

The City and County, with cooperation of all departments involved and with each other, shall make every effort to comply with their own plans and policies, and shall operate under the same design and procedural standards by which they regulate on private landowners. Plan amendments may require compromises between competing goals, and when any design issues affecting competing goals are evaluated, property owner cooperation in their resolution will be sought.



Preservation of Escarpment Views

The most significant Bosque views east of Coors Boulevard are those which occur north of Western Trail.

The intent of future Bosque view criteria will be to allow views of the trees above and between buildings. Design of relatively low structures such as parking lots, drainage structures, and transportation facilities will not be affected by Bosque view regulations.

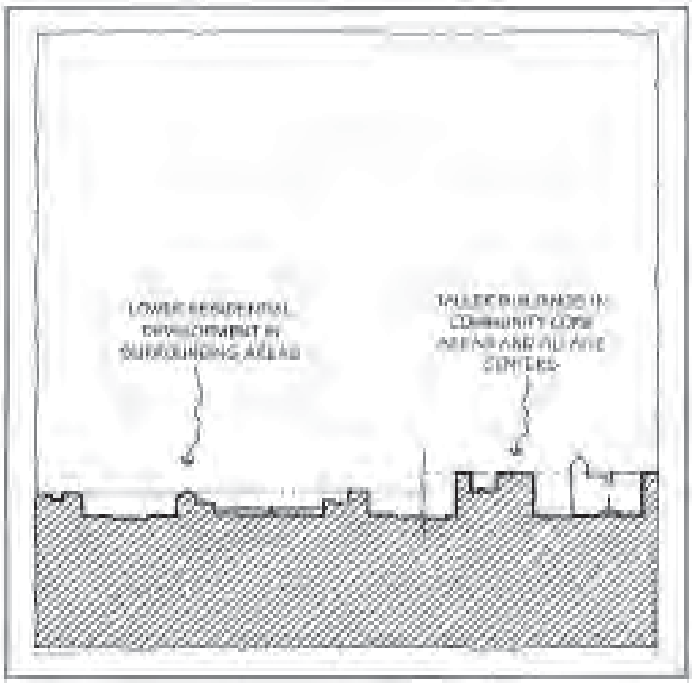
Views to and from the Monument: Petroglyph National Monument includes some of Albuquerque's most significant visual and natural features. The escarpment, mesa top, and volcanoes are visible from much of the City, while views east from the Monument offer a panorama of the Rio Grande Valley and Sandia Mountains. These are all character-defining elements of the metropolitan area, and preserving views both to and from the Monument is important to maintaining the West Side's identity and meeting the goals and objectives of this Plan. It is the intent of the West Side Strategic Plan to protect views through sensitive design near the escarpment.

Design in the escarpment area is currently regulated by the Northwest Mesa Escarpment Plan. This plan includes a design overlay zone that addresses building heights, setbacks, colors, landscaping and other site features, as well as archeological site and construction mitigation. These standards will be updated and strengthened as part of the follow-up design guideline work for the West Side.

The updated guidelines should keep intact the current standards for this area, while looking at ways to improve the relationship of surrounding development to the Monument. Since the escarpment creates a strong horizontal line, methods for encouraging flat roofs and low building heights against this visual edge should be developed. Incentives for sensitive building massing should be included in the updated standards. Design guidelines could also look at encouraging single-loaded streets as a buffer against the escarpment, and consideration of view lines to and from the escarpment in the site layout for new developments.

The intent of these design guidelines would be to encourage more sensitive development surrounding the Monument. The guidelines would not regulate styles of individual single-family homes. Additional standards should also consider view preservation and the visual impacts of new development near the northern, western, and southern edges of the Monument.

Other Views: Other view protection measures will be outlined in the follow-up design guidelines to regulate signs, commercial building height and massing, orientation of subdivisions and nonresidential development with respect to arroyos and other key vistas, and other view-preservation issues.



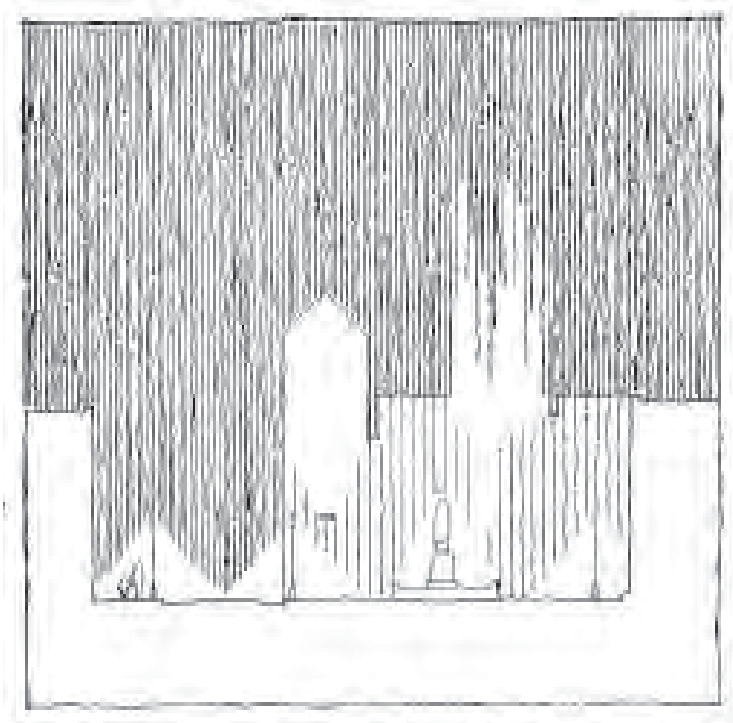
Residential Height Limitations

Additional regulations will be prepared based on the concept of crime prevention through environmental design (CPTED). CPTED is based on the theory that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. CPTED concepts can be applied to an individual building as well as to entire neighborhoods.

A relatively "dark sky" is desirable.

Height

The Uniform Development Code and design guidelines prepared as a follow up to this Plan would look at height standards that reinforce the urban form desired for the West Side. Community Centers, Neighborhood Centers, and the Regional Center would be areas of higher density, with taller buildings encouraged. Outlying areas would have more lower density, clustered development, generally with lower buildings.



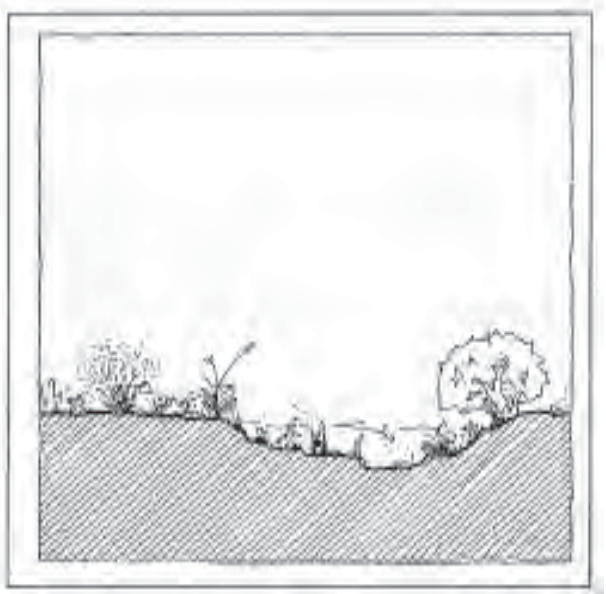
Lighting Regulations

Landscaping can preserve the area's aesthetics

Standards would be designed with flexibility, looking at the overall impact of proposed development on surrounding properties. The standards would be based on preserving view corridors and important scenic and natural features of the West Side. They would allow for variety in building design and site layout, with the City and property owners working closely to identify site lines and other features worthy of preservation and then developing the appropriate design mechanism for carrying this out within the spirit of this Plan.

Lighting

A relatively "dark sky" is a desirable part of the West Side lifestyle. Although this area will develop as a primarily urban area, "dark sky" objectives will be established and achieved. This does not mean that lighting will be eliminated or unduly restricted. Vehicular and pedestrian safety must be the primary concern at all times. Careful design to prevent unnecessary "light pollution" is the desired effect. Pedestrian scale lighting in residential and commercial areas (including parking lots) is strongly encouraged in preference to large "cobra head" street lights. Both Tucson, Arizona and San Diego, California have excellent "dark sky" ordinances which still allow safety for citizens and viability for businesses. Design guideline standards for dark sky shall be developed on these models, and considered for Citywide application. Searchlights shall be prohibited throughout the City and County, and both agencies shall begin a dialogue with nearby Pueblos regarding searchlight operations associated with tribal gambling.



Native Landscaping

Vegetation

The entire planning area is characterized by a dry upland mesa environment, with the exception of the Bosque edge adjacent to the river. Landscaping can be utilized to aid in the preservation of the area's aesthetics as well as to preserve the biologic integrity of the mesa environment. The West Side shall immediately abide by the City of Albuquerque's new water conservation ordinance requirements.

Additional landscaping requirements will be developed as part of the design guidelines which will include a plant materials list for the West Side. These plants should be predominantly native to the upland mesa environment. Development shall attempt to avoid total destruction of vegetative communities, as well as the few trees naturally existing on the West Side. This plant materials list will preclude plants requiring high water demand, and those which produce profuse and/or noxious pollen. Invasive weed-like plants capable of driving out native plant species will also be prohibited. Landscaping will be required for all nonresidential construction, but will be designed on xeriscape principles. The existing woodland edge of the Bosque on the east side of Coors will be preserved to the extent possible through tree preservation requirements in the design guidelines.

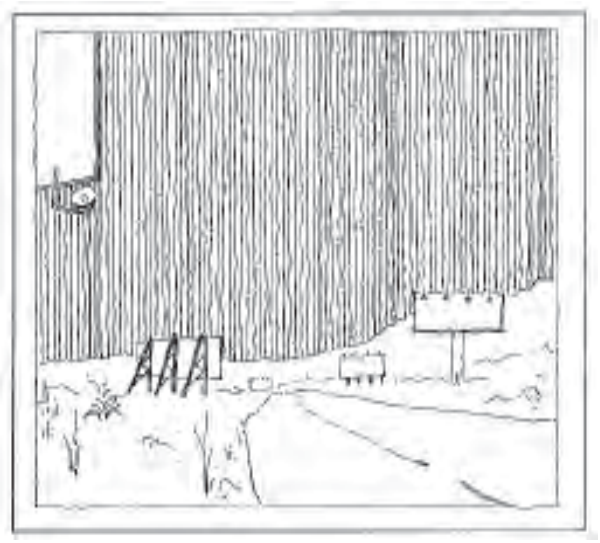
Overhead Utilities

Communication and electrical distribution lines shall be placed underground consistent with the City's Subdivision Ordinance. New regional transmission facilities should be combined into common corridors and sited to minimize visual impacts, consistent with the Electric Service Facility Plan, which is currently being updated. All poles, pedestals, tanks, meters, transfer stations, and other facilities associated with utilities will be sensitively sited for minimal visual impact. Colors designed to blend into the background colors should be selected for all electrical facilities to minimize visual impact.

Citizens support preservation of views and vistas on the West Side.

Water Reservoirs

Any new water reservoirs must be designed and sited in accordance with the adopted Reservoir Siting guidelines. Reservoirs must be designed to limit interruption of views to and from the west mesa and to blend with their surroundings to the greatest extent possible.



Preservation of Views Needed

Radio, TV, and Cellular Towers

These towers are beginning to proliferate in the Plan area. Design guidelines will address location, height, and screening efforts for these facilities.

Signs

The public strongly expressed their desire to see more quality West Side development, i.e., higher standards in streetscapes, residential and commercial developments, and preservation of open space. It is the policy of the plan to continue regulating billboards (off-premise signs) and other large free-standing signs on the West Side to protect and preserve views and open space and enhance design of existing and new development. There was a strong public sentiment expressed during the Plan development process that the open vistas of the West Side are a significant feature that should be protected. This was the area of strongest agreement of those expressing an opinion for any of the questions posed regarding the Plan.

Off-Premise Signs: Billboards (off-premise signs) shall be allowed only under strict enforcement of the Zoning Code regulations.

There are current constraints for billboards on the West Side. The existing Coors Boulevard, Unser Boulevard and West Route 66 design overlay zones do not allow off-premise signs. These signage controls will stay in effect. These overlay zones were put into place to protect scenic vistas of the mountains, Bosque, mesa and escarpment. View protection along future

roadway corridors in the area, such as Paseo del Volcan, would be just as important as for those areas where billboards are already restricted.

Other zoning for much of the area, such as RD, IP, SU-1, or property falling under shopping center site regulations, would also prohibit or severely limit opportunities for additional off-premise signs. Based on the standards of this Plan, new commercial development would occur in clusters or nodes associated with community or Neighborhood Centers, not in strips along roadways. This type of development is not conducive to highway oriented advertising normally associated with off-premise signs.

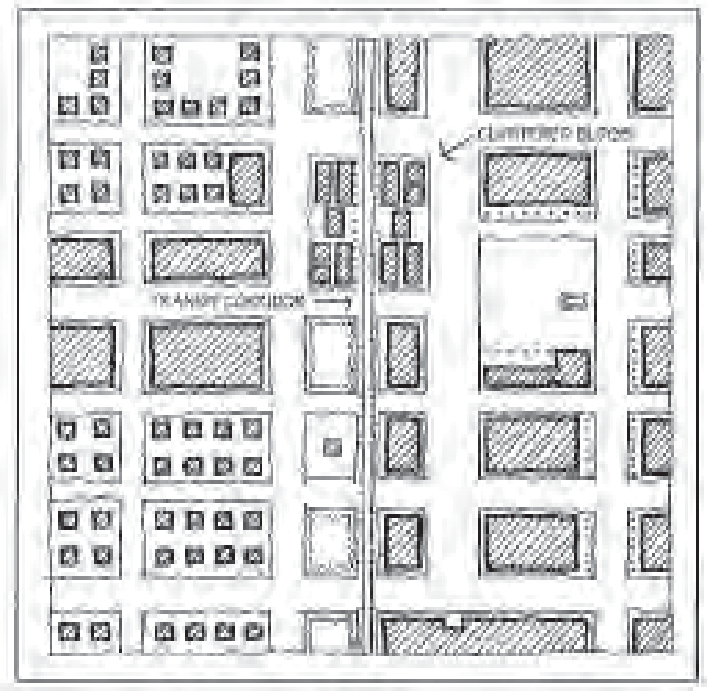
During the planning process, public comment continually stressed an interest in not allowing the West Side to develop with the visual characteristics found elsewhere in the community. This was particularly strong in the area of view preservation and maintaining a sense of character based on the area's natural beauty. The off-premise sign standards proposed in this Plan are consistent with this aim, as well as with existing standards already in place for much of the Plan area.

Directory signs for new housing developments are not meant to be eliminated by this proposal. Homebuilders should develop a uniform design for these directional signs, and identify locations where signs from different subdivisions could be combined into a single panel to reduce the clutter of individual small signs at scattered sites.

On-Premise Signs: New on-premise sign standards will be part of the Uniform Development Code and will address design, size and placement in order to minimize confusion and distraction for the public and maximize safety and information, at the same time providing readable and attractive signs which do not dominate the roadway. These standards will minimize impairment of views of the roadway or unique views beyond the roadway. County and City signs ordinances shall be made consistent through mutual adoption of the design standards.

Fences and Walls/Transit Access

Different standards will be developed for the urban and rural areas of the West Side. In the urban areas (communities with a gross overall density of 2 or more), fences and walls are to be constructed of wood, stone, adobe, wrought iron, or masonry products and colored to match the surroundings. New wall standards for subdivisions adjacent to major streets and arroyos will be developed in the follow-up design guidelines to prohibit design which precludes pedestrian and bicycle access or key viewpoints to major natural features.



Transit-Friendly Design

Gated communities are strongly discouraged on the West Side. They suggest an environment separate from the community as a whole, make it difficult for residents to reach nearby commercial or residential areas, restrict access to transit lines, and complicate provision of emergency services. Gated communities also do not support the overall urban form recommended by this Plan.

The proliferation of gated compounds or enclaves which do not relate to or interact with the rest of the community is seen as undesirable. The follow-up design guidelines and performance standards should also include criteria for walls and fences that allow for providing security while not totally cutting off new developments from their surroundings. These criteria will be based on and support the objectives of this Plan, particularly those addressing improved mobility and connections between communities.

New standards for walls backing up to arterial and collector streets shall be included in the follow-up design guidelines to prevent proliferation of unattractive walled roadways. In the rural areas, materials for fences and walls are not restricted.

Residential Development

Policy 4.6.a: Design subdivisions to provide an efficient circulation pattern for transit service.

Policy 4.6.b: Design subdivisions to provide safe, attractive, and efficient circulation patterns for pedestrians. Walking distances from residences within subdivisions to arterials, collectors, or streets with existing or proposed transit service should be kept to 1/4 mile or less whenever possible.

Policy 4.6.c: Gated and/or walled communities and cul-de-sacs are strongly discouraged on the West Side. In rare instances when these design features are permitted, openings through perimeter walls and cul-de-sacs shall be provided every 600 feet so that pedestrians and bicyclists are provided direct access to transit service and other destinations.

Policy 4.6.d: Subdivisions shall be designed to avoid rear yard walls facing public streets.

Policy 4.6.e: Subdivisions shall be designed to provide multiple vehicular and pedestrian access points.

Policy 4.6.f: Locate multiple-family residential housing within or adjacent to Community and Neighborhood Centers. Allow higher density housing in activity centers so they serve as transit hubs +]

Commercial Development

Policy 4.6.g: Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.

Policy 4.6.h: Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe. attractive. and efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided. Stairways do not promote pedestrian convenience and shall be restricted or eliminated.

Additional Design Guideline Issues

Additional design guideline standards shall be developed which relate to site context, community character, scale and pattern of development, public facility design, etc. The intent of design guidelines is not to cause similarity or "sameness" for new development on the West Side, but to ensure that local context, public preferences, and design efficiency are considered.

Policy 4.7: Bernalillo County and the City of Albuquerque shall jointly develop and enforce West Side Design Guidelines. These guidelines shall have the force of ordinance and be a part of the Unified Development Code for the area.

Policy 4.8: It is recognized that different standards are desired for areas with different characteristics (urban vs. rural neighborhoods for example, or Bosque areas vs. volcanic areas). The design guidelines will recognize and embrace these differences which give communities their identity. However, to be effective, the design guidelines must be enforced consistently by both the City and County, so agreement on the content of the guidelines must be developed early on.

Policy 4.9: Design guidelines affect West Side residents in personal and economic ways. The process utilized to develop the design guidelines must be as inclusive as possible.

Policy 4.10: It is important to promote and establish land uses and urban patterns whose design support bicycle and pedestrian travel, and public transportation, encourage ridership, enhance public mobility and promote alternatives to single occupant vehicle use.

Policy 4.11: Existing design standards, not altered through the policies of this Plan, remain in force until such time as the new design guidelines have been adopted and previous standards rescinded. However, elected officials and neighborhoods are encouraged to suggest that new development occurring in the interim respect the intent of the future design guidelines as described above, as it represents the will of the public.

Incentives for Areas Provided with Water and Sewer Services, Transportation Access, and Hydrology Improvements

Provide penalties for sprawl and incentives for served areas.

"Served Development" means any development occurring in an area that already has water and sewer services, wither public or private, transportation access, and hydrology improvements, all of which meet level of service standards, rather than new communities which have not yet been served.

It is desirable, form an efficiency of services-provision standpoint, for new development to occur in these areas first, and for it to continue until the areas are largely at full buildout. The City and County do not have the resources to promote "leapfrogging" of development and will penalize developers who do so by requiring them to pay the full cost of the infrastructure and services needed in the new areas (if the need occurs prior to the public agency's programmed expenditures in that location). However, buy-back provisions or credits against future impact fees may be allowed.

A served area program has been developed as part of this Plan. This program is recognized as preliminary, with future amendment expected after other studies currently underway are completed. It is also recognized that any infill policy must ultimately be applied to the entire City of Albuquerque, not just to the West Side, to be effective. However, there is a desire to begin immediately with some served area policies affecting the already developing areas of the West Side in order to provide an incentive to avoid "leapfrog development". These policies are listed below:

Production of affordable homes by both the private and public sectors is encouraged.

Policy 4.12: The County of Bernalillo and the City of Albuquerque may elect to apply an incentive to developments on the West Side and throughout the City that are already served by infrastructure. These incentives, if applicable, will be so designated as Conditions of Approval at the time of public hearing for annexations, zone changes, site plans, or subdivisions.

Policy 4.13: An incentive to areas already served by infrastructure may include any one of the following: lower development impact fees, expedited plan approval processing, rebates for application fees or other charges, public/private cost-sharing of infrastructure, allowing shared parking or driveway facilities or joint utility taps, or other techniques approved by elected officials.

Policy 4.14: It is the intent of the Plan that there will be a new policy to provide incentives to served development for efficient use of infrastructure as well as a policy to impose penalties for sprawl . The incentives should save developers time or money in order to be effective.

Value Housing Incentives

There is a need for housing with affordable value on the West Side. Most homes being built are now in the $125,000 + price range in the Plan area. This is out of balance with the median incomes of Albuquerque, and is creating a crisis for low-to-moderate income families seeking homes which are affordable. The City and County wish to promulgate a program of value housing which will encourage private and public sector production of homes which are affordable to more Albuquerqueans.

The public sector may continue to pursue subsidized land value programs for lots which result in housing of affordable value. The private sector should be encouraged to find ways to get housing products on the market for less than $80,000 or rentals of $500/month or less (in 1994 dollars). The public sector may joint venture with private homebuilders, or provide regulatory means to achieve these goals.

The City of Albuquerque has currently established a public/private task force to consider means of achieving value housing. This task force should include input from the County and local residents. Once a value housing policy is available which has community consensus, it should be amended to the Uniform Development Code for easy administration and enforcement.

This Plan recognizes that follow-up value housing studies are needed, and when completed, will amend this Plan. It is also recognized that any truly effective and equitable value housing policy must apply to the entire City of Albuquerque and not just to the West Side. Still, there is a desire to provide some incentives for value housing through the policies of this Plan. These initial policies are included below.

Policy 4.15: The Developer, the Bernalillo County and City of Albuquerque Planning Commissions, with input from elected officials, staff, and the Development Review Board, may elect to apply a value housing incentive to development applications on the West Side. These incentives, if applied, shall be so designated as Conditions of Approval at the time of public hearing for annexations, zone changes, site plans, or subdivisions. The Planning Departments shall prepare the necessary forms and methodologies for application for a value housing incentive. Applications for the value housing incentive will not be mandatory, but shall be considered at the request of the project developer.

Policy 4.16: Value housing is defined as housing costing 30% or less of a family's income for those earning 80% or less of the median household income, based on household size, as reported annually by the Bureau of Economic Analysis. Value housing incentives shall only apply when more than 20% of the homes in a new subdivision or units in an apartment development meet the value criteria.

Policy 4.17: A value housing incentive may include any of the following: rebates or waiver development impact fees or other fees or charges, allowances for higher density or smaller lots to achieve value housing prices, waivers of setback requirements to achieve higher density on smaller lots,

allowing secondary units (garage apartments, auxiliary units, elder cottage housing) when public health and safety requirements are met, inclusion of scattered site public housing with associated infrastructure cost shares, variations to street and sidewalk standards, allowing shared parking and driveways, allowing joint utility taps, variation to setbacks, or other techniques approved by elected officials to achieve infill. These incentives are appropriate Citywide and not just on the West Side.

Policy 4.18: Housing within the price range of citizens with low-to-moderate incomes is desirable on the West Side, and in other parts of the metropolitan area. Additional means to achieve value housing (in addition to those above) shall be studied by the City and County. Such a study shall also consider steps that can be taken to increase the availability of privately built value housing by reducing overly restrictive or costly housing standards where appropriate.

It may be desirable to allow utility extension without annexation.

Policy 4.19: Once any additional approved value housing policies have been created, they shall amend the Uniform Development Code for consistency and ease of administration and enforcement. These policies shall apply to both the City and County.

Annexation Issues

It may be desirable to allow utility extension without annexation.

There are several annexation issues which will require follow-up work between local jurisdictions. One is to clarify confusing and irregular municipal boundaries in the valley areas of Bernalillo County. Both the City and County are committed to addressing this problem. An additional issue is how annexation by the City is tied to the provision of water and sewer services. Currently, if the City is funding the utility extensions, annexation into the City is required. If the State (through legislative appropriation) is funding any portion of the extension of services, then annexation is not required. Bernalillo County and the City of Albuquerque need to determine when annexation will be required in instances of utility extension if the extension is occurring due to preservation of critical groundwater resources, for public health, safety, and welfare, or when mandated by others (neighboring Pueblos, federal legislation, the State, etc.). It may be desirable to provide utilities without annexation in some instances, and these should be better defined.

An additional annexation issue which should be locally clarified is that of neighboring municipalities (other than the City of Albuquerque) which may try to annex lands in Bernalillo County. Corrales and Rio Rancho are located in both Sandoval and Bernalillo Counties. The Village of Los

Ranchos de Albuquerque and the Village of Tijeras are additional incorporated municipalities existing in Bernalillo County. Both the City of Albuquerque and Bernalillo County currently feel that further splintering of the area into additional jurisdictions or expanded jurisdictions for other municipalities is undesirable for strategic planning purposes. Methods to control this proliferation include: actions by the City, by the County, and by the State. These issues must be resolved soon in order to best plan for long term growth needs of the metropolitan area. Additional jurisdictional issues are included in Section 2.

Policy 4.20: Bernalillo County and the City of Albuquerque shall continue to work together to clarify confusing municipal limits, and to define a policy regarding when utility extensions require annexation to the City. Once defined, this policy shall amend the Unified Development Code for consistent enforcement.

Policy 4.21: Basing municipal limits on utility extensions can cause irregular boundaries and confusion in the delivery of emergency services. Bernalillo County and the City of Albuquerque shall define a policy regarding annexation which first protects the logical provision of emergency services.

Policy 4.22: Bernalillo County and the City of Albuquerque shall work together to define a strategy for long-term governance of the metropolitan region, which should consider the needs of the region and the powers of the cities, counties, and State involved.

Implementation

The strategies of the Development Process section of the Plan shall be implemented through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform enforcement and consistency with stated intent is required in order to achieve the development process goals envisioned here and endorsed by the public. Of these, development of the Unified Development Code (including new performance-based standards) and the West Side Design Guidelines must receive the first priority in order to achieve real change on the West Side. Additionally, attention must be given to the infill and value housing policies in order to promote compact communities and home ownership options for more families.

Lead Entity/ Support Entities

The Bernalillo County Commission and City of Albuquerque Council shall appropriate the staff and funds to complete the development process tasks. Cooperation from all other local agencies and the public should be sought for all tasks.

Functional Requirements

The City and County will either have to allocate the staff and resources to develop these programs in-house under the direction of the two Planning Directors, or financial resources must be allocated to contract out the development of these programs. In either case, staff time to develop or administer the programs will be necessary, as will staff training once new systems are in place.

Once developed and approved, elected and appointed officials must adhere to the development process codes through consistent enforcement in order for the Plan's intent to be achieved. This is desired by the public as evidenced by numerous comments during the 1994 public meetings on the West Side.

Funding

- Support for staff positions necessary by City and County
- Financial resources to cover the cost of developing new codes
- Support for staff training to administer new codes

Timing

- Immediate need, begin and complete in 1996.

General Principles/ Summary of Objectives

5. REGIONAL AUTHORITY RECOMMENDATIONS

The idea for the creation or expansion of regional metropolitan-area-wide planning and implementation agencies is not new to Albuquerque. Several agencies already exist which include more than one jurisdiction. Examples of these include: AMAFCA, the MRGCOG, the Middle Rio Grande Conservancy District, APS, and others. Each of these existing regional agencies has a very specific function and State-granted powers.

The public desires solving regional problems with regional solutions.

Throughout the 1994 public meetings, the public consistently raised the issue of solving regional problems with regional solutions. No one entity, not even the relatively strong ones such as the City of Albuquerque and Bernalillo County, can do the planning, design, and implementation programs that are needed to address regional issues. While local government officials like to think they are in control of certain issues, and this is not a jurisdictionally fragmented area, evidence speaks to the contrary. There are five incorporated municipalities within Bernalillo County, and the greater metropolitan

area includes, at a minimum, three counties, eight cities, federal and State landholdings, and three Indian Pueblos.

The West Side Strategic Plan recognizes these interjurisdictional issues and incorporates a recommendation to evaluate the establishment of a strong Regional Authority (with powers granted by the State) to plan, design, fund, and implement programs on regional transportation, air quality, and water supply and quality issues. Once these programs have successfully been established, additional consideration should also be given to including water/wastewater utility issues, solid waste, and regional growth management planning. Initially, transportation, air and water have been identified as the highest priority issues which would benefit from regionalization. The Regional Authority would apply to the entire metropolitan area, not just to areas of the West Side.

Strategies and Policies

The need for regional problem solving can best be described by looking at water supply issues. Several people have raised the issue of whether or not there is enough water for West Side development. This is only part of the question. A more complete question is: Is there enough water for metropolitan area development, and how will it be distributed? Restricting water usage on the West Side, while allowing neighboring areas and jurisdictions to appropriate whatever is available to them, does not change the overall adequacy of the region's aquifer. All communities in the Middle Rio Grande Valley share the same source of drinking water. No one city, and especially no one quadrant of a city, can control the area's consumption. This is clearly an issue with regional implications.

All Middle Rio Grande Valley communities share the same aquifer.

The same is true with air quality. Bernalillo County and the City of Albuquerque control winter air emissions through "no burn nights" for fireplaces and mandatory vehicle emissions testing. And while some of the neighboring jurisdictions now promote voluntary compliance with these requirements, residents of neighboring towns and counties drive untested vehicles into Bernalillo County, and allow wood smoke to drift over the common valley. One airshed encompasses the entire metropolitan area.

There are several benefits and constraints of regional authorities. These are summarized below:

Benefits

- Regional Authorities are common in other American cities. Models exist which could be emulated without "reinventing the wheel".

- The MRGCOG already functions as a regional body. If its powers were expanded to include a broader focus for study, as well as design, funding, and implementation powers, it could function as the type of Regional Authority desired by the public.

- Regional Authorities can be set up any way that is most advantageous to the area. Operations and maintenance of new systems can remain under control of member organizations if desired. One Authority can control all issues, or several topic-specific authorities can be created.

A Regional Authority would cover the entire metropolitan area, not just the West Side.

- Regional planning and implementation can help prevent "NIMBY - Not In My Backyard" responses to regional needs. No one member agency can prevent actions which have been voted on to meet the needs of the common good.

- It forces local communities to work together and solve big problems outside of courtrooms and angry individual encounters. It forces long-range thinking to plan for the area's future, instead of knee-jerk reactions to short-term problems.

- It can replace a level of local approval-seeking with a regional approval instead.

- Once established through State legislation, it provides more continuity than the rapidly shifting political alliances of the local jurisdictions.

- When equitably established, it gives all local citizens an equal voice in determining the area's future. The "bullies" and "holdouts" of the metropolitan area get neutralized through the need to fulfill regional rather than individual needs.

Constraints

- Individual governments give up some control to the region. This will make individual needs harder to fulfill without community-wide consensus.

- If not properly designed, the regional decision-making body can add another layer of bureaucracy to the approval process.

- Equity of membership is important to achieve, to prevent the largest jurisdiction from controlling all other jurisdictions.

- It can be difficult to get all member jurisdictions willing to participate, and unwilling participation is generally not productive.

- It requires significant action and forethought at the State level, which will take time, money, and political action to achieve.

The West Side Strategic Plan recommends Regional Authorities to manage transportation, air quality, and water.

The West Side Strategic Plan recommends that a metropolitan-area task force be established to further study the potential of a Regional Authority to manage transportation, air quality, and water supply and quality issues. The task force must be representative of the entire area, and must include elected or appointed officials with the authority for decision-making on behalf of their jurisdictions. The task force should be given a finite time to develop a plan which should be publicly presented throughout the region. A spokesperson of this task force should be identified to work with the State Legislature and Governor's office to establish the programs necessary to implement the Task Force's recommendations.
It should be noted that the West Side Strategic Plan recognizes the need for regional problem solving and has identified the Regional Authority concept as a means to achieve this goal. Other models may be equally effective, and should be considered.

Policy 5.1: Working closely with the Mayor and County Manager, the City of Albuquerque Council, Bernalillo County Commission, and MRGCOG shall jointly sponsor a task force effort, and recruit involvement from all neighboring jurisdictions in the metropolitan area, to study the means available to achieve meaningful regional problem-solving. This study shall include consideration of establishment of a Regional Authority.

Policy 5.2: If the Regional Authority Task Force comes to consensus, after public review, on a specific means to achieve regional problem solving, the Task Force shall designate a lead entity and supporting entities to work with the State Legislature and Governor's office to implement its findings.

Policy 5.3: A goal is established to have regional implementation techniques in place by the year 1998.

Policy 5.4: The recent regional planning efforts of the Middle Rio Grande Council of Governments should be acknowledged, supported, and incorporated into the Regional Authority Task Force's work cited herein. All agencies involved in the regional planning process should cooperate fully in developing the plan and should work closely to insure consistency between the regional plan and the local

Rank 1 and 2 plans.

Implementation

A regional task force is needed to implement this section of the Plan. Considerable research should be available to the elected and appointed officials serving on the task force in order for meaningful review of various techniques to occur. The City of Albuquerque and Bernalillo County will have to designate staff member(s) to the task of conducting research on regionalization options. A portion of this research may need to be contracted out.

Lead Entities/ Support Entities

Albuquerque City Council and Bernalillo County Commission must initiate the creation of a task force, and recruit participation from all local jurisdictions.

Functional Requirements

Designated staff or contracted assistance will be required to provide adequate information for decision-making. High ranking officials will be required to participate in the process in order for decision-making to occur. Public review will be needed of all recommendations. Follow-through with State government will be required. A long term implementation program must be established.

Funding

- Funding will come through the State from taxpayer revenue
- Service on Task Force will be unpaid
- Staff resources must be allocated for the 1995-2000 period
- Appropriations for research, lobbying, and other studies may be required

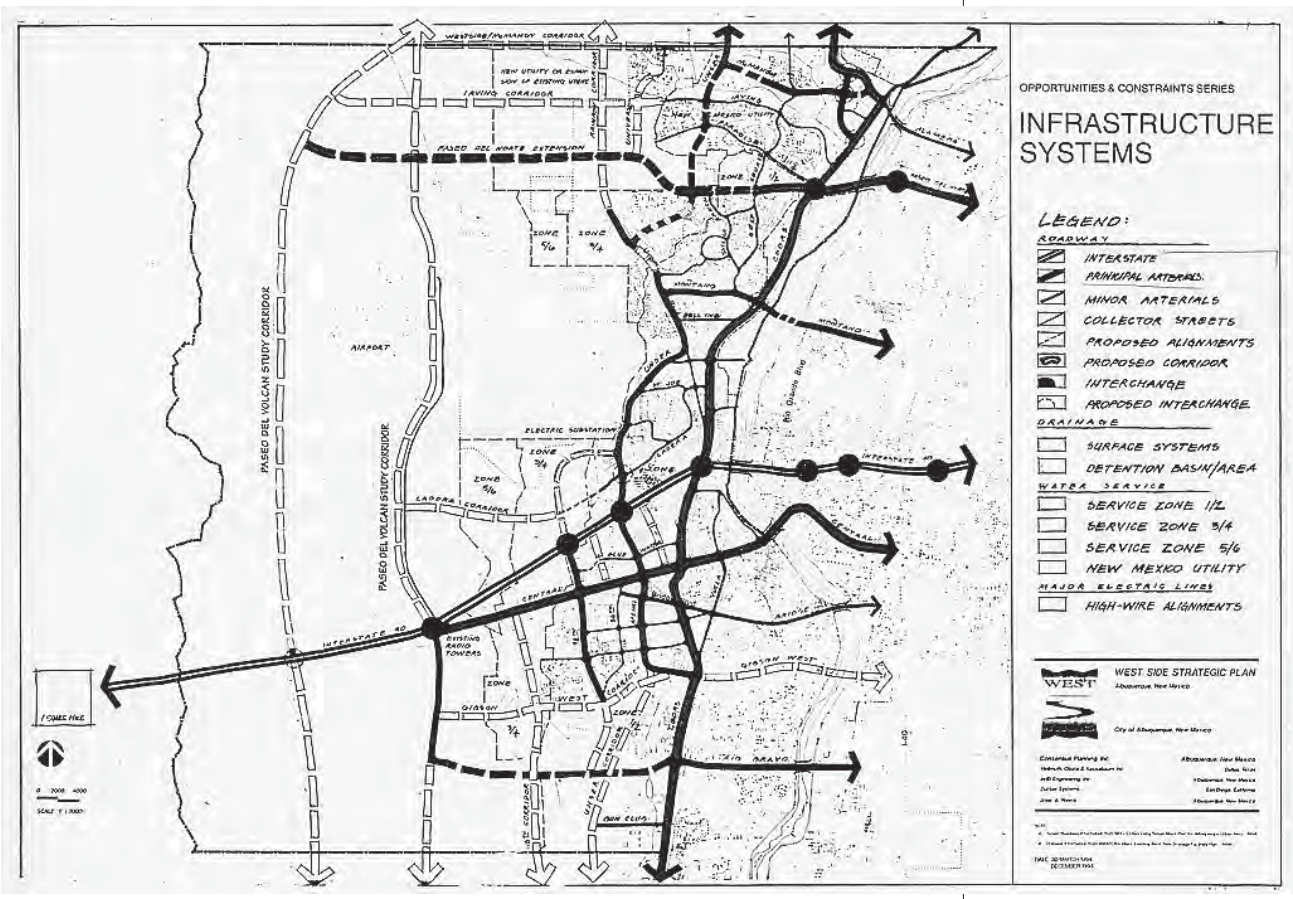
Timing

- Task Force designation in 1996
- Report to public with findings in 1997
- Establish funding methods and procedures in 1998
- Form and begin functioning in 1998

6. TRANSPORTATION SYSTEM

The West Side Strategic Plan utilizes the September, 1994 Long Range Major Street Plan for the Albuquerque Urban Area, as prepared by MRGCOG and approved by the MRGCOG's Urban Transportation Planning Policy Board (UTPPB), as the base transportation network for the Plan. This Street Plan includes all planned Collector, Arterial, and Limited Access Roadways, as well as Study Corridors for the transportation system in the Plan area. Transportation systems are envisioned as multi-modal facilities.

The transportation system is one of the largest investments made by government entities and the private sector and it is the topic most likely to



Transportation/Infrastructure Plan

come up at public meetings on the West Side. As several West Side roads are currently under construction or are held up pending dispute resolution for various reasons, and due to traffic delays of up to an hour during peak periods for commuters crossing the river, no other topic receives the same level of priority with the public as improved transportation. The West Side Strategic Plan recognizes this public sentiment and proposes that significant resources be allocated to West Side transportation improvements in

the first decade of this Plan. Consistent with this, the City of Albuquerque is beginning a major transportation planning effort called the Transportation Evaluation Study (TES) to examine all modes of transportation in the Albuquerque area, recommend a mixture of mode choices, and develop a 50 year transportation investment strategy. This work is projected to be complete by mid-1997.

A balanced West Side transportation system must be developed which reinforces the land use objectives of the Plan, expands transit ridership, and promotes and extends pedestrian and bicycle use on the West Side. Action steps which must be followed in order to achieve this balanced system include:

- All approving agencies (Council, Commission, EPC, CPC, UTPPB, etc.) must carefully evaluate proposed transportation developments to determine how they achieve the Plan goals of a balanced transportation system which provides capacity for all types of transportation, protects significant natural features, manages growth, and provides options for alternative transportation modes.

- All agencies involved in transportation planning must strongly support efforts to expand the role and effectiveness of transit and trail systems in the metropolitan area. All roadway projects must demonstrate how they incorporate and coordinate with alternative transportation options.

- The West Side Strategic Plan is based upon the implementation of the current (1994) Long Range Major Street Plan. The Plan recommends that agencies continue to pursue the construction of roadways currently in the planning/design stages included in the LRMSP. In addition, it is recognized that the LRMSP provides only rudimentary treatment of large parts of the West Side. Accordingly, elaboration and detailing of the LRMSP will be necessary.

- The results of the Transportation Evaluation Study, currently being conducted by the City of Albuquerque, shall be mapped to show where transportation investments will occur on the West Side over the next 20-30 years. This mobility planning effort will include but not be limited to roadways, transit, light rail, intermodal aspects, freeways, bicycle (both commuter and recreation; both on and off road), high occupancy vehicles, and carpool. It will include all West Side jurisdictions as well as take a regional approach. The results of this project will become the blueprint and guide for West Side transportation development, supplementing the LRMSP.

Transportation Planning Approach

Transportation is the topic most likely to come up at public meetings.

Several agencies are currently involved in the development of transportation systems on the West Side. All applicable agencies in the metropolitan area under the umbrella of the Metropolitan Planning Organization (MPO) are "stakeholders", and, as such, their issues and concerns are considered as input into the process. Because transportation facilities are major infrastructure items, funding participation comes from numerous sources. Major transportation facilities usually are implemented with State and Federal funds. Local residential streets are generally built by developers without government participation. Major arterials and collector streets are usually paid for by the municipalities.

Regional transportation planning is provided through MRGCOG, the designated Metropolitan Planning Organization according to federal rules. Even stronger regional transportation actions (funding and implementation powers in addition to planning) are seen as desirable on the West Side to help eliminate interjurisdictional road disputes, and as a means to share costs and transportation impacts. One facet of this issue is the transportation impacts on the City of Albuquerque transportation system from commuters coming from outside the City limits.

This Plan looks at transportation in its broadest sense. All modes, not just automobiles, are considered.

The West Side Strategic Plan lays out an intent for improved regional transportation problem solving through a Regional Authority. Even without a Regional Authority, the importance of the existing Council of Governments should not be underestimated. It is currently the only agency systematically looking at regional impacts of growth in the metropolitan region. These impacts will only get more significant as the population increases.

Many cities across the U.S. straddle rivers without allowing them to become barriers.

The limited number of bridges across the river is the number one issue with the public on the West Side. Many cities (i.e., St. Louis, Minneapolis, Cincinnati, Pittsburgh, and Kansas City) in the U.S. straddle rivers, sometimes significantly larger rivers than the Rio Grande, without allowing those rivers to become barriers between areas. Bridges in those cities occur frequently. Some are local crossings, while others are regional facilities, but the major intersections, not the bridges, are the points of bottleneck.

In Albuquerque, through lack of early right-of-way acquisition, inadequate planning, and due to the multiple jurisdictions along the river with differing goals, the Rio Grande has become a major transportation barrier, even though its recreational and aesthetic value is cherished by all sectors of the metropolitan area. The limited number of bridges is not the only reason for traffic delays crossing the river. Over the past few years, significant

construction projects on the I-40 and Alameda bridges have caused major roadway congestions. The larger a barrier the river becomes from a transportation standpoint, the larger the barrier becomes psychologically to the community as well. Local jurisdictions and agencies are encouraged to remove barriers to a sense of community which extends across the entire metropolitan area.

The MRGCOG has determined that there is currently a need for another river crossing between I-40 and Paseo del Norte. The LRMSP recognizes the Montaño Bridge as the planned river crossing and the City of Albuquerque intends to build it as soon as it is legally feasible. Eventually, additional river crossings will also be needed, as the Plan area could someday have a population four to five times larger than the 1994 population. Additional bridge locations between Rio Bravo on the south and Highway 44 on the north should be identified, with right-of-way acquisition and permitting approved as soon as possible. Difficulty in providing additional river crossings highlights the need to promote alternative transportation methods for the West Side.

Land use patterns and transportation systems are strongly linked. Future West Side transportation facilities must respond to the nodal nature of West Side Community development. Transportation systems must be designed as multi-modal facilities.

Existing Roads and Future Road Standards

Strategies and Policies

The roadway system is one of the largest investments made by government entities and the private sector. It includes projects by local governments (the City and County), the New Mexico State Highway and Transportation Department, Federal Highway Administration, and numerous commercial interests and private development companies. The local and State agencies also carry out transportation planning, along with the Metropolitan Planning Organization.

The local government is usually responsible for construction of major arterials and collector streets. Recent costs for new roadways are $600,000 to $800,000 per lane-mile. This does not include trails, landscaping, or other amenities. It also excludes major bridges and culverts, which are figured under drainage cost assumptions. Preliminary analysis of Development Impact Fees indicates a cost of approximately $835 per capita for West Side road improvements, based on 2.8 persons/dwelling unit. This is over three times the cost currently used for fiscal forecasting.

Transportation engineers use level of service measurements as a technique to measure traffic delay (congestion) at specific locations. Service levels are ranked from A to F, with A being the least congested and F indicating system failure.

Existing level of service (LOS) standards for City of Albuquerque roads are:

- Signalized intersections are to operate at level of service D or better

- The Transportation Division's criteria for service level standards for roadways are that the standards be:

  - based on information obtained without an undue allocation of resources,

  - based on a technique that is not obscure, and is based on established professional practices,

  - understandable by most citizens willing to review the explanatory information with a degree of care, and

  - capable of evaluating problems and alternative solutions.

- MRGCOG's Long Range Multi-Modal Transportation Plan identified a goal of reducing single-occupancy vehicle trips by 10% by the year 2015.

- The City and County are looking to the new Development Fees Act work to recommend both new service level standards and how to handle the fee calculations. More than one service area may be needed. The Fee Act covers roads, bridges, signals, bike and pedestrian trails, landscaping and bus bays. It is unclear how service areas for new major bridges will be defined.

It is estimated that the urban form required by this Plan will result in lower road costs for the local governments than conventional grid-based sprawl does, although the assumptions of fiscal analyses completed to date are greatly simplified and generalized. No detailed cost comparisons have yet been completed to compare urban form transportation systems. By concentrating development in specific areas, the road network will be more

Compact urban form results in lower road costs than does sprawl.

dense in the developed areas, and more sparse outside them. However, the increased road network inside the developed areas will not increase linearly with density, as the Plan will encourage alternate forms of transportation within each developed area. The roads between the developed areas may be fewer, but they will be designed for higher traffic volumes than those within developed areas. The roads between Community Centerss will have to form an efficient network to move people and goods between the major areas of development.

Policy 6.1: The City of Albuquerque and Bernalillo County and MRGCOG shall use a regional transportation model to assess differences in transportation system costs based on community-based urban form as proposed herein versus traditional and grid-based low-density sprawl. The outcome of this study will clearly define a transportation network needed to support the urban form described in the Plan as it relates to the region. Additionally, the study will provide cost estimates for such a network. These costs will differentiate between public and private infrastructure costs. Funding shall be provided by these agencies to conduct this study.

Policy 6.2: The MRGCOG will define the necessary steps, and measurable means to assess progress in order to achieve the 10% reduction in actual single-occupancy vehicle trips identified for the year 2015. Timing for this study is within the next two years (1996-1998).

Policy 6.3: MRGCOG shall regionally assess the adequacy of planned river crossings based on the population projections and distribution of this Plan. If additional bridges are needed to service the region, the strategy shall include a plan and funding source(s) for acquiring bridge rights-of-way and required permits.

Policy 6.4: The City of Albuquerque shall maintain its existing policy to build Montaño Bridge and the Paseo del Norte extension as soon as is legally feasible, as well as the other facilities identified in the Long Range Major Street Plan as soon as funding becomes available.

Policy 6.5: The MRGCOG and the Regional Authority Task Force shall study ways to share interjurisdictional costs for transportation impacts in the region which are more equitable to all users of the system than the current methods.

Policy 6.6: The City of Albuquerque, Bernalillo County and the Mid-Region Council of Governments shall conduct a sub-regional plan of the

transportation system to assess needs for and alignments of additional major streets for undeveloped portions of Southwest Albuquerque

Consideration shall be given in the sub-regional transportation plan to street study corridors and the network of neighborhood and community centers identified in the Southwest Albuquerque Strategic Action Plan.

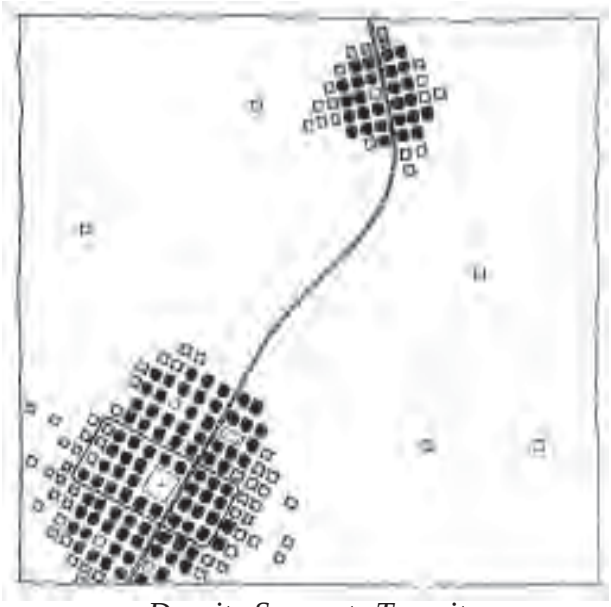
Policy 6.7: The MRGCOG shall expand its transportation focus beyond roadways and look at multiple modes of transportation.

Policy 6.8: The MRGCOG and the City of Albuquerque Public Works Department and Transit and Parking Department shall begin the process of looking at the long term future prospects for alternative transportation systems, including light rail.

Policy 6.9: The City of Albuquerque shall complete a Citywide street classification system analysis. This work shall be coordinated with the Community Identity Teams and community partnerships as developed through the Community Identity Program.

Transit Corridors and Systems

Several transit corridors have been identified in the West Side Plan. These include: NM 528, Coors Boulevard, Coors Bypass, Paseo del Norte, Paseo



Density Supports Transit

del Volcan, I-40, Montaño, Central Avenue, and Rio Bravo Boulevard. All of these major roadways will carry transit of some type. For purposes of this Plan, transit is assumed to mean any form of transportation other than the single-occupancy vehicle. Therefore, transit can include: carpools and vanpools, express and regular bus service, park-and-ride facilities and services, high-occupancy vehicle lanes (HOV lanes), trolley, or rail. Other transit system opportunities may exist in the future, so multi-modal corridors shall be preserved.

Transit feasibility and density are interrelated.

Transit corridors should be designated along arterial, and/or collector roadways connecting the various Neighborhood Centers. They are usually 1/4 mile wide at each side and incorporate street and pedestrian-ways. Commercial development along the corridors is limited to transit oriented uses, or industrial uses easily served by transit service. Uses relying primarily on automobiles (car dealers, warehouses, large package retail) are excluded. The transit corridor is not meant to be an automobile-free zone, but it should be a place where transit dominates.

Transit feasibility and density are interrelated. Corridors of high-density, or nodes of high-density linked by corridors, are necessary for transit systems to function. In the long term, the greatest potential for transit use on the West Side will be in and out of the Regional Center area at Seven Bar, but all Community Centers will have access to major transit corridors. These corridors must be protected with adequate rights-of-way width and approved high-density nodal developments. The potential for a community-wide light rail system depends on public acceptance of this alternative transportation mode and denser land use patterns. It is important that development occur in a pattern and density that is feasible to be served by light rail. A significant amount of financial analysis of a light rail system is necessary before decisions can be made on such a major infrastructure investment.

Continuing efforts to provide transit services on a regional basis (not just within each municipality, but between the municipalities) is essential. Transit planning should be included in whatever regional transportation planning method is selected by the Regional Authority Task Force.

Existing Transit Standards and Systems

The Long Range Multi-modal Transportation Plan produced by MRGCOG set certain single-occupancy vehicle trip reduction goals for the year 2015, as described in Section 6. This can only be achieved through increased transit ridership.

The Albuquerque/Bernalillo County Comprehensive Plan states "the goal is to provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs." The Plan includes a number of policies and possible techniques to increase transit usage.

A West Side transit study (High Capacity Corridor Study) was recently completed which promotes the establishment of Coors Boulevard and Montaño as transit links to the West Side. Due to the impending high-density development which will occur at the Regional Center at Seven Bar, transit links along NM 528, Paseo del Norte, and the Coors Bypass are also critical near-term needs for West Side transit. However, a transit system on the West Side is only going to be as effective as the transit system for the entire metropolitan area. Until the greater area is linked together with efficient transit at higher density locations, road capacity problems will continue.

The metro area needs to be linked together with efficient transit.

City Transit Service

The City of Albuquerque Transit and Parking Department operates the Sun Tran bus system, with a defined level of service of providing fixed-route service within one-quarter of a mile for 85% of the service area population. It is Sun Tran's goal that maximum headways (time between successive buses) do not exceed one hour, with most routes having headways significantly less than this. Seventy-five percent of Sun Tran's existing fleet will need replacement in 10 years. The average bus purchase price is currently $325,000.

Beginning in July 1995 transit service for the West Side is provided weekdays on five commuter/express bus routes, four local/all-day routes, and a Sunday-only route. There are now over 470 one-way trips per week on the West Side, with express routes to Downtown and the Sandia Laboratories area of Kirtland Air Force Base. An agreement between the City of Albuquerque and Rio Rancho recently established service to a park-and-ride facility on NM 528 across from Intel.

The Transit and Parking Department will begin work on a Regional Transit Service Plan in 1996. In looking at transit needs for the West Side, several key elements will be considered, including completion of a West Side Transit Facility, plans for Transit Centers and park-and-ride facilities, methods for providing sufficient buses and operating funds to increase bus trips and reduce single-occupant vehicles, and a marketing program to encourage acceptance and use of transit services.

West Side Transit Facility

The Transit and Parking Department is in the design and planning stage for a West Side Transit Facility on a 12-acre site at the northeast corner of Unser and 98th Street. The facility will provide a site for refueling, storage, and maintenance of buses that operate on compressed natural gas. These are among the cleanest burning vehicles available, and are generally quieter in operation than most other types of transit vehicles.

The West Side Transit Facility has been authorized and partially funded. The City has purchased most of the required land, and a contractor is completing a plan for development of the site. The final design will include a branch Customer Service Center.

Park-and-Ride

The Transit and Parking Department is also planning to build a park-and-ride facility in the Coors Bypass and Seven Bar Loop Road area. The site has not been identified yet, but it will be near Cibola High School on the west end of the Regional Center. Park and ride lots should be incorporated with shared parking of other Community Centers, Neighborhood Center, or Employment Center facilities, and not be located as stand-alone isolated facilities.

Ideally, park-and-ride lots should be at least 10 acres in area. This will allow for development of the lot in phases as demand warrants. This also allows for prospective joint development of the lot with private or public uses of benefit to the transit facility. They should provide connections to transit corridors, light rail facilities, and bike/pedestrian trails, and be located near Community Centers.

Although 10 acres may be an effective park-and-ride lot, the Transit and Parking Department will consider smaller lots depending on the characteristics of the surrounding area. Often a park-and-ride facility may be constructed on a lot as small as two acres. A larger lot does allow for future expansion and the possibility of joint-use development, though lots this large may not be available or cost effective.

Transit Centers

Transit centers are strategically located facilities with high levels of transit service that serve as focal points from which riders can easily reach any destination in the urban area. Three types of routes normally converge at transit centers: local, express, and circumferential.



Transit Friendly Subdivision Design

Local routes are designed to carry riders from near their homes to the transit center. Express routes would link the transit center directly with an activity center, with limited stops and frequent service. Circumferential routes link transit centers with each other and with other activity centers.

Service to transit centers is timed to expedite transfers between routes. Transit centers can help attract riders if routes are laid out and scheduled to be more convenient and faster than individual automobiles. The potential for establishing one or more West Side transit centers is one component of the Regional Transit Service Plan.

To help improve transit modal split goals, there are specific land use patterns needed on the West Side. These include:

a. Increased density and land-use mix in employment centers,

b. Increased residential and employment densities in areas adjacent to proposed transit station locations which are linked along identified transit corridors,

c. Concentrated nodes of commercial and employment activity in identified Centers surrounded by moderate to high-density residential land uses, and

d. Subdivision design that is "transit-friendly", i.e., which provides interior connections to the neighborhoods along pedestrian paths to the transit stop, breaks in perimeter walls, pedestrian access through cul-de-sacs, and ungated subdivisions so multiple access points are available. These design criteria shall be included in the performance-based Unified Development Code.

Policy 6.10: The Transit and Parking Department, working with the MRGCOG shall continue to study transit potential on the West Side, either as part of the larger Transportation Study recommended in Policy 6.6, or in a separate study. It is imperative that this study include the entire region, and not just one area or subarea.

Policy 6.11: The Transportation Evaluation Study described on page 116 should be aggressively pursued and completed (with the funding support necessary) to provide guidance on future West Side transportation options and decisions.

Policy 6.12: The City of Albuquerque, through MRGCOG and/or a new Regional Authority, shall continue to investigate joint powers agreements or other formats to allow expanded bus service beyond municipal limits. The expanded service should be cost prorated accordingly.

Policy 6.13: The "transit-friendly" design issues identified above shall be incorporated into the Unified Development Code. All new developments, especially those in the Regional Center, Employment Centers, and Community Cores, must address transit connections, linkages, and opportunities within the proposed development.

Congestion Management/Demand Management

Most congestion management studies study transportation problems from the supply side of the question, i.e., more lanes, timed signalization, metered ramps, etc. There is also a need to look at traffic problems from a demand management side. This considers the demand for the transportation system and ways to reduce the demand. This can include employer incentives to reduce demand (subsidized bus service costs for employees, required shared parking, etc.) or it can be community-set incentives to reduce

single-occupancy vehicle demand (maximums on parking spaces, even-odd day driving requirements, etc.). Sector plans for both the Downtown and Uptown areas call for development of Transportation Management Organizations to help reduce vehicle trips to and from these activity centers. Such an organization should also be considered for areas of high travel demand on the West Side.

The MRGCOG has recently initiated a Congestion Management System study, which is required by the Intermodal Surface Transportation System Efficiency Act (ISTEA) legislation of 1991. Both system supply and demand on the system issues need to be included in this new study.

Policy 6.14: A Congestion Management Study is mandated by federal law, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) , and is currently under the guidance of the MRGCOG. This Congestion Management Study shall look at travel demand reduction techniques as well as system supply issues.

Policy 6.15: Each Regional Center, Employment Center, and Community Center shall form a Transportation Management Association or Organization. The association shall meet regularly to discuss issues related to the transportation network, new developments within the area and the promotion of travel demand management techniques to promote use of alternative transportation within the area.

Policy 6.16: High occupancy vehicle lanes shall be considered in the design of all new arterial roadways and redesign of existing arterials within this Plan's boundaries.

Policy 6.17: Transit corridors within this Plan's area shall be noted on the Official Zone Maps for the City of Albuquerque and Bernalillo County. The transit corridor designation shall apply to all properties with 1/4 mile of arterial roadways designated as transit corridors by this Plan.

Policy 6.18: The City Transit Department and other transit service providers shall provide a network of bus transit routes that provides service to existing and future neighborhood and community centers.

Air Quality

The entire region must work together to protect the common airshed.

The air quality of the greater metropolitan area is another resource affected by regional actions, and which must be addressed regionally. The City of Albuquerque and Bernalillo County have taken steps in recent years to reduce air pollution problems for the area during the most vulnerable winter months when inversions are most common. A dialogue with neighboring communities has already been started by local Albuquerque officials, and this must continue. It is imperative that the entire area work together toward protection of the common airshed. The City of Albuquerque Environmental Health Department, through the Air Pollution Control Division, is designated under the New Mexico Air Quality Control Act as the lead air quality agency for the Albuquerque/Bernalillo County non-attainment/ maintenance area which includes all of Bernalillo County (but not Sandoval or Valencia Counties).

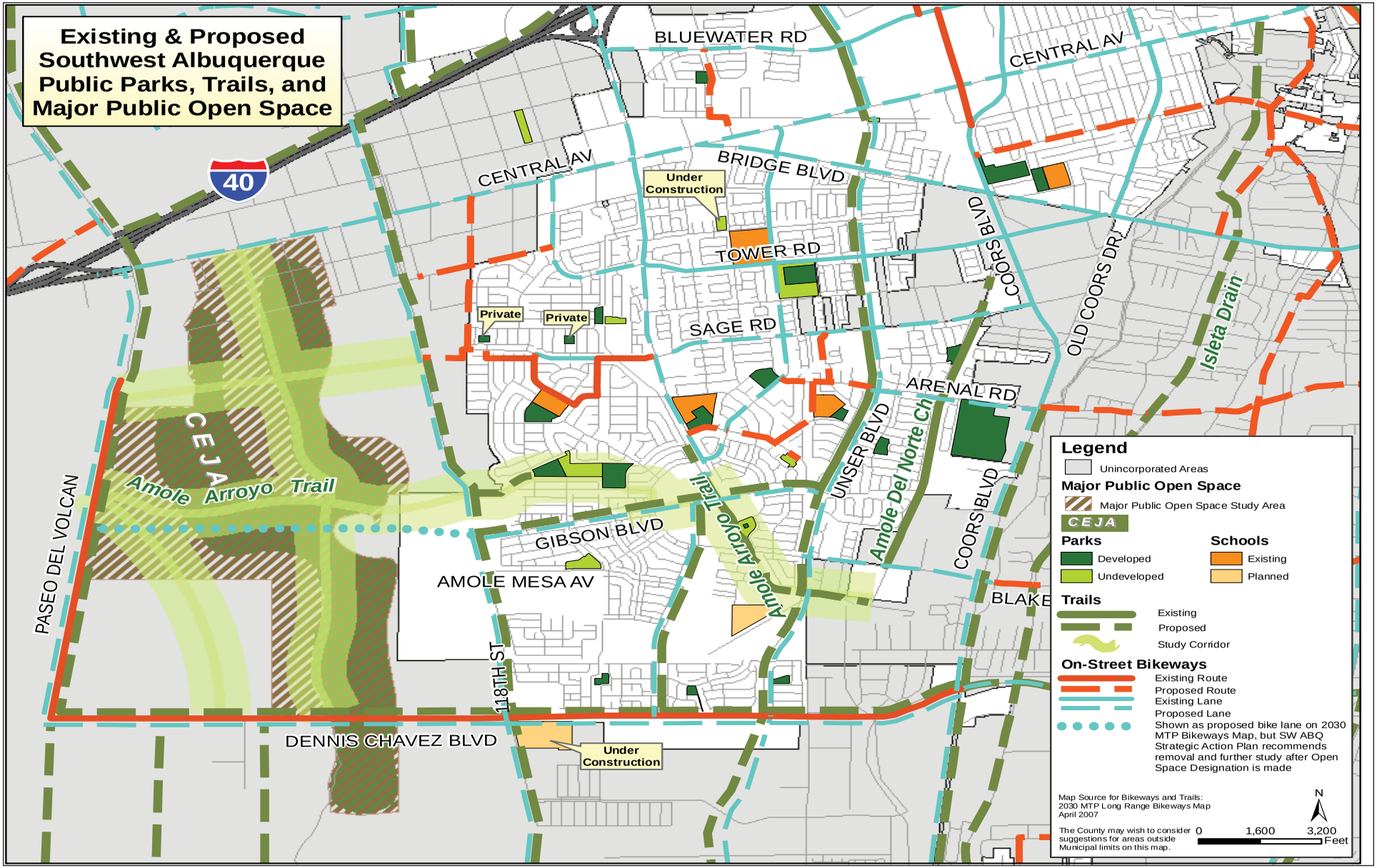
On a local urban form level, a compact urban form, and communities developed around high-density transit facilities function best to preserve good air quality. Reduction of trips in single-occupancy vehicles is desirable. This is another reason why the higher densities proposed within Community Centers, Employment Centers, Neighborhood Centers, and the Regional Center on the West Side should be supported.

The City Environmental Health Department has estimated that two new staff persons per every population increase of 60,000 will be required for Plan review and monitoring. Dust control measures on the West Side during construction will remain in force under the new development standards being proposed. Emissions from industrial facilities must be monitored closely by local and State agencies, and the public should continue to demand the preservation of New Mexico's famous blue skies.

Policy 6.19: The City of Albuquerque and Bernalillo County shall continue their leadership on air quality issues by meeting with other local agencies and working toward cooperative solutions, including expansion of vehicle emission and fireplace restrictions beyond Bernalillo County's borders. The City of Albuquerque is currently working on a joint powers agreement with the City of Rio Rancho on air quality issues. This Plan supports and encourages these types of regional efforts.

Policy 6.20: Existing air quality standards shall be maintained and monitored for effectiveness over time. If needed, additional requirements may be added by local governments or a Regional Authority. Commitments to air quality already exist under other local, State, and federal programs.

Policy 6.21: New development standards prepared for the West Side shall include dust control measures.


Existing & Proposed Southwest Albuquerque Public Parks, Trails, and Major Public Open Space
BLUEWATER RD
CENTRAL AV
CENTRAL AV
40
BRIDGE BLVD
Under Construction
TOWER RD
COORS BLVD
OLD COORS DR
Isleta Drain
Private
Private
SAGE RD
ARENAL RD
UNSER BLVD
Amole Del Norte Ch
COORS BLVD
CEJA
Amole Arroyo Trail
PASEO DEL VOLCAN
GIBSON BLVD
Amole Arroyo Trail
AMOLE MESA AV
BLAKE
118TH ST
DENNIS CHAVEZ BLVD
Under Construction
Legend
Unincorporated Areas
Major Public Open Space
Major Public Open Space Study Area
CEJA
Parks
Developed
Undeveloped
Schools
Existing
Planned
Trails
Existing
Proposed
Study Corridor
On-Street Bikeways
Existing Route
Proposed Route
Existing Lane
Proposed Lane
Shown as proposed bike lane on 2030 MTP Bikeways Map, but SW ABQ Strategic Action Plan recommends removal and further study after Open Space Designation is made
Map Source for Bikeways and Trails:
2030 MTP Long Range Bikeways Map
April 2007
The County may wish to consider suggestions for areas outside Municipal limits on this map.
N
0
1,600
3,200
Feet

Bikeways and Trails

Bicycle and pedestrian access are essential parts of community design.

Bicycle and pedestrian access will be an essential part of community design on the West Side in the future. If new modal split goals for the future are to be achieved, both pedestrian and bicycle modes must increase significantly. This can be achieved through design of better and more frequent access systems, and the funding to build identified improvements. It is also a matter of requiring non-vehicular access to and from Community Centers, Employment Centers, Neighborhood Centers, and on regional networks as required by this Plan (and other approved plans such as the Planned Community Guidelines, Trails and Bikeways Facilities Plan, Bikeways Master Plan, etc.).

Multi-use trails and on-street bicycle routes are part of the most significant need in the metropolitan area. Many recreational trails and routes exist, but additional linkages between major employment areas are also needed. The West Side Strategic Plan recognizes and endorses all the trail systems already approved in previous plans, and has added additional trails along all the major arroyos on the West Side in order to provide regional east-west connections for non-vehicular travel. The Plan intends for the regional trails to be multiuse and allow for both pedestrian and bicycle travel on paved trails, and equestrian travel in unpaved areas.

Policy 6.22: Bernalillo County and City of Albuquerque Parks and Open Space Division staff members shall work together to identify additional regional trail connections, and work toward acquisition of rights-of-way needed, with identifiable funding sources for construction.

Policy 6.23: Require trail access to the regional trail network, through the Community Centers, Employment Centers, Neighborhood Centers, and parks and open space identified in the Plan. Require trail access through neighborhoods according to "transit friendly" subdivision design policy in 6.13 above. Proposed trails west of 118th Street are largely not mapped, but they should generally follow open space areas, drainage ways, major land forms or limited access arterials. Generally, an attempt shall be made to provide trails at approximately 1.5 mile intervals. Dedication of right-of-way and/or construction of trails may be required pursuant to Planned Communities Criteria and subject to impact fee policies.

Policy 6.24: Bernalillo County and City of Albuquerque transportation planners shall incorporate commuter bicycle needs into all future transportation plans and facilities (bike lanes, shoulders, wide curb lanes, etc.). All arterials shall have bike lanes at a minimum and trail facilities where necessary to serve the functions identified in Policy 6.22 or where identified in the Trails and Bikeways Facility Plan. Wide curb lanes at a minimum and bicycle lanes where there is no parallel residential street route shall be

included on all collectors. Bike routes on residential streets or collectors shall connect to the destinations identified in Policy 6.20. When existing arterials and collectors are reconstructed, resurfaced, or the median is rebuilt, and sufficient right-of-way exists for the inclusion of on-street bicycling facilities, appropriate bicycling facilities shall be included. Examples where this may be appropriate include Ladera, Atrisco, and Montaño.

Policy 6.25: All new developments shall include internal bicycle/pedestrian trails and bikeways which link to the adopted Trails and Bikeways Facility Plan primary trails network when feasible and subject to development impact fee requirements. All subdivisions, sector plans, planned communities, and other development plans must demonstrate connectivity of trails and bikeways to adjacent developments and destinations.

Policy 6.26: Bernalillo County and the City of Albuquerque must incorporate recreational trails/bikeways along with roadway projects as identified in the adopted Trails and Bikeways Facility Plan.

Double Eagle II Airport

Definitive plans for DEII have been on hold pending resolution of Paseo del Norte and Paseo del Volcan alignment and design studies. Without arterial access, DEII cannot move forward with planning or development of planned airport improvements. DEII serves as a general aviation reliever airport for Albuquerque International Sunport (AIS). Increased usage of AIS, and a tightly confined airport property there, will create significant capacity problems for AIS if a reliever airport is not developed.

Future plans for DEII are uncertain due to the halt in its planning studies caused by roadway issues. When the planning studies resume, they should include a full analysis of future uses proposed for the airport at its full development, as well as a regional siting study for reliever airports in the metropolitan area. The status of other privately operating general aviation facilities in the region should also be included. An inclusive process which considers the needs of the Petroglyph National Monument, adjacent communities, local businesses, and the public must be utilized for this planning. Creative means for addressing water, wastewater, and storm drainage facilities must also be included due to DEII's geographic location.

Policy 6.27: A detailed DEII study shall be conducted by the City of Albuquerque Aviation Department which considers all of the issues noted above. Timing for this study is within the next two years (1996-1998).

Specific Street/Road Issues

There are several unique street/roadway issues on the West Side which should be addressed as part of any future Transportation Study. These are briefly summarized below:

a. Irving Boulevard is shown on the Long Range Major Street Plan as a major east-west travel route (minor arterial) connecting Coors Boulevard to Paseo del Volcan, yet this road has currently been developing with homes fronting on it and driveway cuts along a portion of it. While driveway cuts are typically allowed along minor arterials, the major east-west routes to relieve Irving Boulevard (Paseo del Norte extension and McMahon/Westside) have not been built. Regardless of its street classification designation, it functions as a major east-west route. The lack of access control on Irving, and the absence of alternative parallel routes will create increased congestion as the area grows.

b. Westside Boulevard is an important east-west connection between NM 528 and Paseo del Volcan, yet due to its interjurisdictional location, no one entity has stepped forward to design and build it. Even more critical, the right-of-way for this facility has not been acquired and development is moving into its corridor. The MRGCOG must step forward to protect the future of this roadway. Once acquired, its capacity as a truck route is critical.

c. Many roads on the West Side, or those crossing the river, are restricted for truck travel. This will significantly affect future employment potential in the area, unless significant truck routes are preserved. The MRGCOG shall assess trucking capacity of the entire West Side transportation network.

d. Paseo del Volcan is proposed as a limited access multimodal facility within a proposed right of way of 400 ft, in order to facilitate the opportunity for the incorporation of mass transit, pedestrian, bicycle and equestrian components. This facility is intended to provide local and regional transportation from I-40 to I-25 in the Albuquerque Metropolitan area. Approval of this facility follows local, State, and federal guidelines and procedures under the Metropolitan Planning Organization process. Land use concerns, such as the potential for urban sprawl, are of utmost importance to this Plan and it must be

carefully addressed.

The City Planning Department supports the proposed eastern alignment of Paseo del Volcan as it heads north of I-40. The Department believes this alignment will better preserve a compact urban form for the economic efficiency of providing services in the urban area. Paseo del Volcan should only be constructed after all current urban service area transportation needs are met.

e. The preservation of the north-south connections of Universe, Rainbow and Unser to an extended Paseo del Norte are critical to the functioning of the transportation system in Rio Rancho, Seven Bar Community, and Paradise Community.

f. The connection of Paseo del Norte to Paseo del Volcan and eventually to the outer Loop Road on the west, and to Tramway on the east, is recognized as a critical transportation link along the north end of the metropolitan area. While specific alignment issues are still unresolved at the time of this Plan's writing, it is recognized that the network itself must be preserved. If the currently adopted alignment cannot be built, another alignment must be selected which meets the same network connection attributes.

g. Improvements to West Central Avenue are of highest priority (first five year planning period). These were described in the section on the West Central Community.

h. The Montaño Bridge is essential to the transportation network as previously described and must be built as soon as is legally feasible.

i. Road construction projects are viewed as taking too long at key West Side intersections and river crossings. Incentives for early completion of critical road projects, and penalties for late completion should be required on all projects larger than collector streets. The City and County should work with the State and Federal highway agencies to apply this policy on their projects, as well.

j. Effective with the adoption of this Plan, housing which fronts onto a principal arterial will be prohibited.

Policy 6.28: The City of Albuquerque Planning and Public Works Department in conjunction with MRGCOG and Bernalillo County shall designate specific transportation facilities as "scenic facilities" and implement sig-

nage restrictions and other design characteristics through overlay zoning techniques.

Implementation

Policy 6.29: Include the specific road and street issues identified above in the West Side Transportation Study described in Policy 6.6.

Strategies of the Transportation section of this Plan shall be implemented through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform enforcement and consistency with stated intent is required in order to achieve the transportation improvements outlined in this Plan and endorsed by the community during public meetings held as part of this Plan's process.

Lead Entity/ Support Entity

The Lead Entity on most transportation action steps will be the MRGCOG, with support from the City of Albuquerque, Bernalillo County, other members of MRGCOG, the State Highway and Transportation Department, the Federal Highway Administration, Parks and Open Space Division planners for trail connections, and the public.

Functional Requirements

A comprehensive Transportation Study of the West Side jointly conducted by MRGCOG, Bernalillo County and the City of Albuquerque, which responds to the urban form established in this Plan, will accomplish many of the planning actions needed. Significant funding allocations will be needed from lead and support entities to accomplish design and construction of the needed facilities.

Funding

- Regional Transportation Authority (if created)
- Federal Highway Administration
- Federal Transit Administration
- State of New Mexico
- Special Appropriations
- Special Assessment Districts
- Local Bond Expenditure
- Local Tax Initiatives
- User Fees
- Development Impact Fees

Timing

- Immediate, with many projects in the first decade.

7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS

Require development that is environmentally sound.

The natural, cultural, and recreational resources on the West Side are primary drivers of the area's character and a major reason that people list for choosing the West Side as home. The Plan's intent is to preserve and protect critical natural features of the area, and to require development that is sensitive and environmentally sound. At the same time, it must be recognized that significant areas of the West Side are ideally situated for development from a landform, slope, and soils standpoint. Significant portions of the West Side (approximately 33 square miles) have already been set aside for various public uses. Additional lands to be acquired for public use are included in this Plan as well.

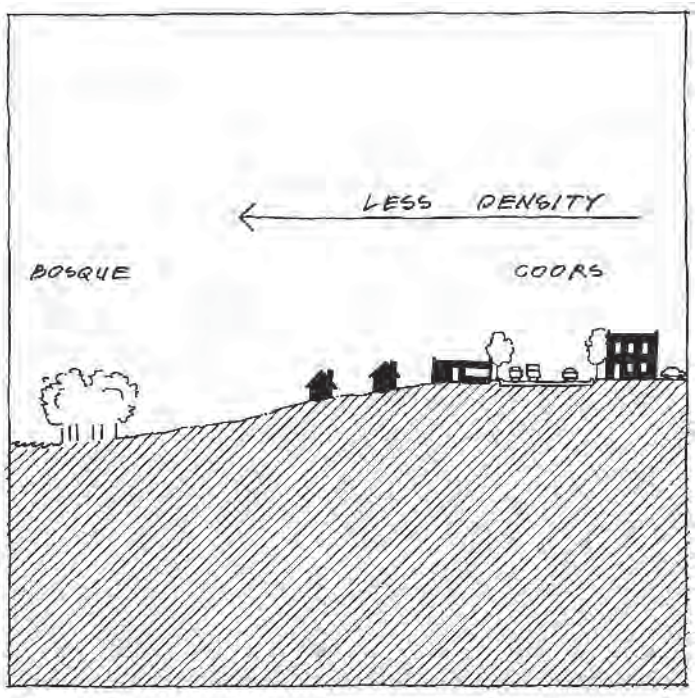
Land use decisions must protect natural, cultural, and recreational needs.

Many of the development vs. preservation issues on the West Side come down to what happens in an interface area, i.e., how does a proposed development relate to the escarpment face it is adjacent to, or what will a development's impact be on a sensitive Bosque environment? These known areas of community conflict can largely be resolved through preparation of the Unified Development Code and Design Guidelines proposed in the Development Process section of this Plan. The following general statement of intent summarizes this Plan's approach to these issues: The West Side is an urban area integrally tied to the greater metropolitan area and will continue to grow and develop, but the natural, cultural, and recreational needs of the area and the greater community must be recognized and protected by land use decisions.

Bosque Interface/Bosque Transition

The Bosque is important for biological, environmental, historic, and recreational reasons.

The woodland environment along the Rio Grande (Bosque) is a unique local and Statewide resource. This area is under the control of several local, State, and federal agencies. The local offices of the federal agencies have recently been working on a plan outlining responsibilities for the various functions the Bosque serves such as water supply, flood protection, drainage, agricultural use, biodiversity environments, recreation, and linkages between the east and west sides of the County. The actual river banks are outside of the Plan boundary on the West Side, but the transition woodland area between the river and the upland mesa is a very special part of the area. This area is important for biological, environmental, historic, and recreational reasons. It also provides visual relief from urbanization through one of the most scenic views from the West Side.



Bosque Interface Sketch

The Bosque transition zone is located east of Coors Boulevard in that portion of the Plan area which is north of Central Avenue. The woodland edge is irregular, and the topography along the river changes significantly from the steep bluffs found immediately north of Central Avenue to the gradual slopes at Alameda. There are seven formal river access points where most recreational use of the Bosque will occur for West Side residents. These are at: the new La Orilla public access proposed in the Bosque Action Plan for Rio Grande Valley State Park, at the north side of the Alameda crossing, at Central Avenue where access to the new Biological Park will be provided, at the Calabacillas Arroyo, at the southwest corner of Bridge Boulevard, at Rio Bravo, and at La Vega (between Bridge and Rio Bravo).

The types of development locating along the east side of Coors Boulevard are critical to the preservation or destruction of the Bosque transition zone and the important views of the area. The Design Guidelines prepared for the West Side will recognize this and establish separate height, color, massing, and style requirements for the area east of Coors. The goal of these requirements will be to allow views over, between, and past new development to the Bosque and Sandia Mountains in the distance. Tree preservation requirements will apply in this area as well to prevent careless clearing of mature woodland areas. The City and County also intend to impose an amended overlay zone in this area.

Bernalillo County and the City of Albuquerque should also investigate the potential for purchase of certain key parcels of land which could then be leased back for agricultural use, or used for recreational purposes. Additionally, the existing rural subdivisions which have already developed (such as Alban Hills) should be precluded from future zone changes which would increase the density or allow commercial uses. The existing rural subdivisions provide an important role in buffering the Bosque from higher-density development located elsewhere in the region.

Public and private access points to the Bosque may conflict with the objective of Bosque preservation. Therefore, a careful balance between access to the Bosque and preservation of the Bosque will be sought, complying with the Bosque Action Plan.

Policy 7.1: Include Bosque transition area protection techniques in the West Side Design Guidelines which will affect new development east of Coors Boulevard. These techniques shall consider height, color, style, massing, and tree preservation. The City and County may also decide to impose an overlay zone in this area.

Policy 7.2: The Bernalillo County and City of Albuquerque Planning Directors shall establish a priority list of key parcels in the Bosque transition zone which should be protected from further development through zoning requirements or purchase/lease back options.

Policy 7.3: The Bernalillo County and City of Albuquerque Planning Departments shall consider the amendment of the existing overlay zone to further preserve and protect the Bosque viewsheds, agricultural lands, archaeological and historical sites, and to provide public and private access as appropriate.

Petroglyph National Monument

The Petroglyph National Monument will be protected and managed according to a General Management Plan being jointly prepared by the City of Albuquerque, the State of New Mexico, and the National Park Service. This General Management Plan is not available for review at the time of this Plan's writing, so no comments on how this Plan and the Monument's Plan will relate are possible. The General Management Plan will be broadly reviewed throughout all sectors of the community, and planning principles set forth in this Plan will be taken into consideration.

There is concern from neighborhood associations located near Unser Boulevard on impacts from Monument visitor traffic on neighborhoods. The General Management Plan intends for Unser Boulevard to be the primary access to the Monument. Communication between adjacent neighborhoods and the NPS is desirable, and the City of Albuquerque should continue to work with NPS to make sure this occurs. Design of access points to the Monument will be addressed in the Management Plan with sensitivity to concerns of neighboring residential areas.

The transition area at the edge of the Monument and adjacent private lands will be regulated through special view requirements in the Design Guidelines for the West Side. It is the intent of this Plan to clarify the currently confusing guidelines with statements of intent (see Section 4) until such time as the Design Guidelines have been adopted.

Policy 7.4: The City of Albuquerque Office of Neighborhood Coordination shall continue to work with the National Park Service, other City agencies, and neighborhood associations located near Petroglyph National Monument to discuss visitor impacts to local neighborhoods, and neighborhood impacts on the Monument, and how both may be minimized.

Archaeological Resources

There is a high concentration of archeological resources on the west mesa. Many of these sites have been mapped and/or identified, but it is assumed there are an equal number still undiscovered. These resources are dispersed throughout the Northwest and Southwest Mesa, but are found in heaviest concentration along escarpment edges, near volcanoes, along the river, and near arroyos. For sites on State or federal land, or for projects utilizing State or federal funding, the project's effects on archeological resources must be considered. Local government actions, and actions on privately held land conducted with private funding, are exempt from protection requirements. Archaeological resources are important to the metropolitan region, and the City and County shall undertake measures for their protection.

The City of Albuquerque is currently working on an Archaeological Resources Ordinance which would be applicable to private land in the area. The West Side Strategic Plan supports this effort as long as it is completed within a public/private task force setting with extensive public review prior to hearings. If an ordinance can be created which protects sites of greatest significance and allows investigation of others prior to development, without an undue burden on private property rights, the private sector will support it. This should be the goal of the task force when preparing the ordinance.

Additionally, both Bernalillo County and the City of Albuquerque should be willing to abide by the same requirements as the private landowner for their public projects.

Policy 7.5: The City of Albuquerque and Bernalillo County shall jointly prepare and administer an Archaeological Ordinance within a public/private sector task force setting. The ordinance shall apply to both public and private projects without an undue burden on private property rights, while still maintaining protective measures for significant resources. The State Historic Preservation Office shall also be involved in the Archaeological Ordinance effort.

Arroyos

Major arroyos on the West Side should be protected for flood control and drainage purposes, open space, and recreational trail use. The Facility Plan for Arroyos identifies the Calabacillas as a Major Open Space Arroyo, the Amole, Calabacillas, and Piedras Marcadas as Major Open Space Links, and the Mariposa/Boca Negra, San Antonio, Rinconada, and Ladera/Mirehaven

Arroyos can provide excellent open space and recreational benefits.



Multiple Use of Arroyos

as Urban Recreation Arroyos. These arroyos are key regional east-west facilities which carry stormwater to the river, and can provide excellent regional open space and recreational benefits to the area.

It is recognized that arroyos are dynamic features, capable of shifting alignments, dumping silt, and carrying flood waters at tremendous speeds and volumes. They are also significant community resources for providing long vistas, a break from urbanization, and recreational trails. It is the intent of the Plan that all these uses be accommodated.

The functioning of arroyos for drainage purposes is addressed in a later section of this Plan (see Section 10). The drainage section also includes policy statements regarding naturalistic arroyos and drainage channels which are consistent with the intent of this section. This section primarily recognizes the open space and recreational attributes of arroyos, and the need to protect their regional connections throughout the West Side. The arroyos are one of the key features providing a natural framework and much of the character in the Plan area.

The performance-based Unified Development Code will address arroyo setback requirements along all five of these arroyos. These will be specific to performance criteria that meet both drainage/flood control and open space/recreational needs. Additionally, there will be special criteria in the Design Guidelines to address how development adjacent to the major arroyos occurs. The intent of those criteria will be to preserve open views (through building height, street and wall design), to allow room for recreational trails and to preserve public health, safety, and welfare needs of development adjacent to naturally shifting drainage features. Adopted arroyo corridor plans, such as the Amole Arroyo Corridor Plan, establish specific requirements and regulations in certain parts of the Plan area. Draft plans for arroyos such as the Calabacillas and Piedras Marcadas also provide standards for developments in the Plan area. Additional information on arroyos can be found in the Facilities Plan for Arroyos.

Policy 7.6: The City of Albuquerque and Bernalillo County shall recognize the arroyo classifications and policies of the Facilities Plan for Arroyos and other adopted plans and policies. These public agencies shall recognize that these arroyos require unique development standards in order to satisfy the drainage/flood control and open space/recreational needs of these key natural features on the West Side.

Policy 7.7: Specific standards for development adjacent to arroyos will be included in both the Unified Development Code and Design Guidelines. Arroyos shall be preserved in their most naturalistic state through the use of these new standards whenever possible.

Policy 7.8: The major arroyos cross both City, County, and federally managed lands, and all arroyo plans, trail designs, and flood control/drainage measures must be jointly prepared and administered by all affected entities. Additionally, AMAFCA must be involved in the development of any new standards affecting Major Arroyos due to their critical regional flood protection role. Standards affecting arroyos crossing the Petroglyph National Monument must also be coordinated with the NPS.

Policy 7.9: All draft arroyo plans will be completed by the City of Albuquerque Planning Department and Parks and General Services Department. Funding will be provided by the City of Albuquerque.

Open Space

The West Side contains large and significant Open Space tracts.

Open space is one of the most important amenities of the West Side that must be protected. The City of Albuquerque shall protect and expand open space within this Plan area.

The Strategic Plan area contains very large and significant open space tracts. Those already in public ownership include the following areas now contained within Petroglyph National Monument:

- Piedras Marcadas Pueblo (pueblo ruin on the east side of Coors Boulevard)
- Lands in Piedras Marcadas Canyon and along the Piedras Marcadas Arroyo
- Lands in and around former Indian Petroglyph State Park (now Boca Negra unit of the Monument)
- La Boca Negra Park, the southern half of which is within the Monument and the northern half of which is not
- Volcano Park, most of which is within the Monument, but which also includes lands outside of the Monument to the north and east; the Monument's southern geologic window and the southern portion of the northern geologic window are also within Volcano Park.

Additional large open space tracts outside of the monument already in public ownership include:

- The Horseman's Complex and the Maloof Model Airplane Field (both owned by Open Space Division and managed by City Cultural and Recreational Services Department)
- 300 acres of land south of DEII (owned and managed by Open Space Division)
- 1000+ acres of land north of the City's Soil Amendment Facility and west of DEII (owned and managed by Open Space Division)
- Shooting Range Park, 1200 acres (owned by Open Space Division and managed by City Cultural and Recreational Services Department)
- Grasslands Preserve, 3000 acres between the Shooting Range and the Puerco escarpment (owned and managed by Open Space Division)
- Rio Grande Valley State Park, at the northern two-thirds of eastern Plan boundary (owned privately and by MRGCD; managed by Open Space Division)

It is the intent of this Strategic Plan to preserve and expand open space on the West Side.

Smaller open space tracts in public ownership as Major Public Open Space include the following (all are owned and managed by the City's Open Space Division):

- "S Curve Park" on the north side of the Calabacillas Arroyo
- Los Metates, a basalt outcrop at the southeast corner of Calle Nortena and Golf Course Road
- Trail link along Piedras Marcadas Arroyo from the dam to the Monument
- Portions of the San Antonio Arroyo
- Trail linkage along the Amole Arroyo

The following areas are indicated in the Comprehensive Plan for acquisition as Major Public Open Space:

- Entire length of the Calabacillas Arroyo within Bernalillo County
- Dissected areas of the Ladera Arroyo headwaters between the Monument and I-40 on Westland property (also known as "Atrisco Terrace")
- Trail links along the edge of the "ceja" (high slopes overlooking the southwest valley, also known as the "Southwest Mesa Escarpment Sandhills")
- Hubbell Oxbow (southwest of Coors and Rio Bravo)

With over 10,000 acres in public ownership and several thousand more acres to be acquired, the Open Space Division of the City of Albuquerque is the largest landholding public agency within the Plan area. The open space lands are acquired to be preserved in their natural state for habitat, landform conservation, archaeological site preservation, and the definition and protection of urban edges. The purposes and intent of public land ownership and management as set forth in the Comprehensive Plan and within the Planned Communities Guidelines remains unchanged with this Plan.

Open Space Facility Plan

A Rank 2 Facility Plan for Open Space is currently being prepared (a draft plan was available in the fall of 1994). This document will address management and acquisition issues for the whole open space system; of importance to the West Side Strategic Plan are those areas, both large and small, outside the National Monument. Specifically, trails and public use areas are contemplated for non-Monument areas of La Boca Negra and Volcano Parks; trail systems are designated for the Calabacillas, Piedras Marcadas, San Antonio, and Amole Arroyos. Other large tracts such as the Atrisco Terrace (identified as 750 acres for public acquisition and 750 acres private easement), the entire stretch

of the Rio Puerco Escarpment edge, the sand dunes area, and the Southwest Mesa Escarpment Sandhills have also been identified as desirable to acquire. These areas comprise several thousand acres of additional land, not including the arroyos. It has not been determined how these lands will be acquired.

This Plan is consistent with the draft Open Space Facility Plan with regards to targeted acquisitions, although funding and dedication mechanisms are not specifically noted due to changing requirements resulting from the Development Impact Fees Act.

Open space lands may be acquired through direct purchase, purchase with lease-back options, "quality of life" taxes, voluntary conservation easements from private landowners, privately owned and maintained open space within and between communities, the Trust for Public Lands, and federal discretionary funds. Density transfer and cluster housing concepts are additional means of acquiring open space. Certain open space buffers and requirements are also included as part of the Planned Community Guidelines.

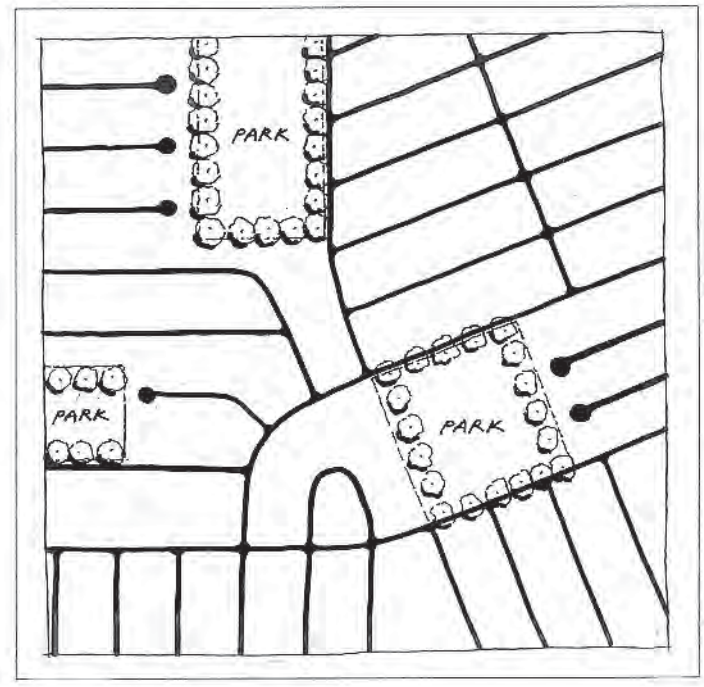
Policy 7.10: The City of Albuquerque and Bernalillo County shall protect and expand both public and private open space on the West Side consistent with the final adopted facility Plan for Open Space. Private developers are encouraged to include open space in all major private developments consistent with Planned Community Criteria.

Policy 7.11: The Rank 2 Open Space Facility Plan will address open space acquisition and management issues consistent with established procedures.

Policy 7.12: The City of Albuquerque and Bernalillo County shall jointly work on a strategy for acquiring open space lands within and between communities on the West Side which may include: broader funding sources such as local tax initiatives, State appropriations, density transfers, cluster development, incentives for providing on-site open space, land trading, optioning land early, and long-term purchase of open space.

Policy 7.13: Proposed Major Public Open Space shall be dedicated to the City, consistent with the Development Impact Fees Act, or an Individual Development Agreement at the time of annexation, or if developed under County Jurisdiction, as part of a County master plan or other development plan. Densities allowed by the existing zoning category shall be eligible for transfer to adjoining property.

Park Development



Parks Sketch

West Side residents want more developed recreational facilities. While there are vast amounts of acreage in passive or visual open spaces on the West Side, there have been limited places for active recreational pursuits. This is improving through development of the regional facility at Mariposa Basin, but more developed parks are needed for today's population and will continue to be needed in the future. The City Parks and General Services Department has acquired fees or land for parks in the past with park dedication ordinances, however, the funding needed to develop, operate, and maintain these facilities has been lacking.

Neighborhoods now typically wait for up to ten years to get developed park facilities in their vicinity. The proposed Development Fees policy currently under preparation will address park acquisition and development costs, but will still exclude operations and maintenance costs. These will be funded from general City revenue sources.

The amount of park land available on the West Side meets or exceeds national standards for regional parks, community parks, and neighborhood parks on a raw acreage basis. The problems with West Side parks have primarily been associated with timing of park development. The Development Fees program will address this timing issue for new development in the future.

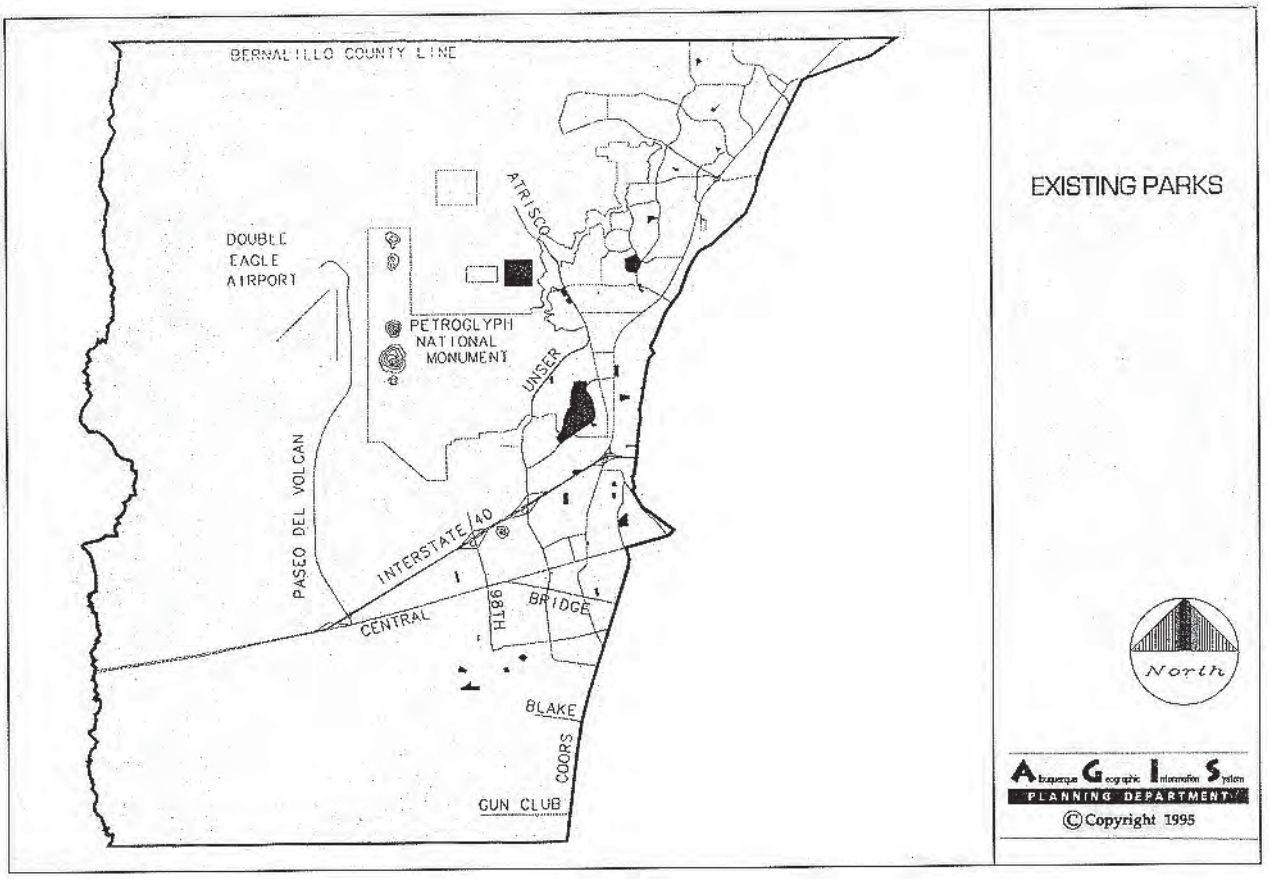
However, there is still a gap between existing park needs to service the population already there, and what can legally be attributable to impacts of new development under the Development Fees Act.

There is a need to try to "catch up" to the existing development needs for parks on the West Side with other revenue sources, with hopes to keep up with new development through Development Fees or Individual Development Agreements in the future. It must be clearly understood that there are many costs (construction, maintenance, staffing, etc.) associated with developing new parks. The City will comply with the time constraints for construction adopted under the Development Fees Act. In addition, funding and staffing must be made available for the City to "catch up" to the existing needs. This gap represents a very significant funding implication.

Existing parks on the West Side are shown on the Facilities Plan on the next page, and include the following:

Regional Parks	***Acreage***
La Boca Negra Park	22.54
• Horseman's Complex	
• Maloof Memorial Air Field	
Ladera Golf Course	159.71
Shooting Range Park (partially developed)	380.00
Total	562.25

Community Parks	***Acreage***
Alamosa Center for Family and Community Services (undeveloped)	10.00
John Adams Soccer Field	3.42
Mariposa Basin Park	51.00
Pat Hurley Park (developed)	10.55
Pat Hurley Park (undeveloped)	9.87
Redlands Park (West Mesa Little League)	7.00
Santa Fe Village Park	19.25
Sierra Vista West Swim & Tennis Complex	4.38
Sierra Vista West Swim & Tennis Complex (undeveloped)	1.13
St. Pius Soccer Fields (leased property - expires 1997)	8.00
Town of Atrisco Park (undeveloped)	5.00
Westgate Heights Park (Westgate Little League)	6.84
Westgate Park	7.68
Westgate Park (undeveloped)	6.78
Total	150.90



Parks/Facilities Plan

Neighborhood Parks	***Acreage***
Alamosa Park	4.76
Carlos Rey Park	7.71
Congress Heights Park (undeveloped)	3.00
East Atrisco Park (undeveloped)	2.50
El Rancho Atrisco Park	2.52
Homestead Circle Park (undeveloped)	11.58
Hunters Ridge Park (undeveloped)	3.29
Katherine Nicole/ Ladera Heights Park (undeveloped)	4.45
Ladera Ponds (undeveloped)	18.00
Las Marcadas II (undeveloped)	0.60
Lavaland Park	1.45
Mesa View Park	2.93
Montaño West Park	1.52
Paradise Meadows (undeveloped)	1.12
Pat Hurley Upper Park	4.91
Richland Hills Park (undeveloped)	2.06

Neighborhood Parks (continued)	*Acreage*
Riconda Point (undeveloped)	4.80
Riverview Park (undeveloped)	9.40
Salida del Sol Park (undeveloped)	4.74
Sierra Vista West Swim & Tennis Complex (undeveloped)	1.13
Skyview West Park (undeveloped)	.69
South Taylor Ranch (undeveloped)	2.80
Sunrise Terrace Park (undeveloped)	2.25
Truman Soccer Field	1.86
Tuscany (undeveloped)	0.80
Vista Nueva Park (undeveloped)	2.00
Volcan Cliffs Park (undeveloped)	7.64
West Bluff Park	2.49
West Bluff Park (undeveloped)	2.00
West Mesa Community Center Park	3.92
Westgate Community Center Park	2.05
West Mesa Park	10.00
Total	130.97

There are currently four County Park facilities in the Plan area (Paradise Hills Park, Paradise Hills Pool, Paradise Hills Community Center, and Globus Park). Additional future parks will be required to service the planned County population within the Plan area.

The City and County Parks Plans should respond to the urban form identified in this Plan for strategic planning purposes in acquiring future needed park facilities in appropriate locations.

Policy 7.14: Bernalillo County and City of Albuquerque Parks Plans shall respond to the urban form and Community planning intent of this Plan when planning future park land acquisitions. Adequate land for parks should be identified and acquired as early as possible in the planning and development process.

Policy 7.15: The City of Albuquerque shall prepare a strategy for funding of existing needed park facilities which will not be eligible for funding under the Development Fees Act. Additionally, funding sources for community centers shall be identified. The goal for park development on the West Side is that park land acquisition and/or construction shall begin within seven years of building permit issuance (when fees are collected).

Policy 7.16: This Plan promotes joint use of park facilities whenever possible. Potential multiple uses include parks and schools, parks and drainage facilities, and parks with certain open space lands. Co-location shall occur as part of Activity Center development. The Mariposa Basin Park is a good example of a facility with multiple uses and close proximity to other compatible land uses. Opportunities for joint development would be evaluated on a case-by-case basis to determine feasibility and avoid excessive park development costs due to highly engineered solutions addressing site constraints.

Policy 7.17: The City of Albuquerque shall revise its regulations for private park development in order to provide stronger incentives for selection of this option without significantly reducing the private contribution requirement. The Parks and General Services Department will re-evaluate its regulations for private park development.

Recreation Facility Development, Programs, and Services

Provision of recreation programs and services can be accomplished through planning and partnerships between the public and private sector. The vast size of the West Side and considerable distances between communities will require a higher level of communication and cooperation than in other parts of Albuquerque.

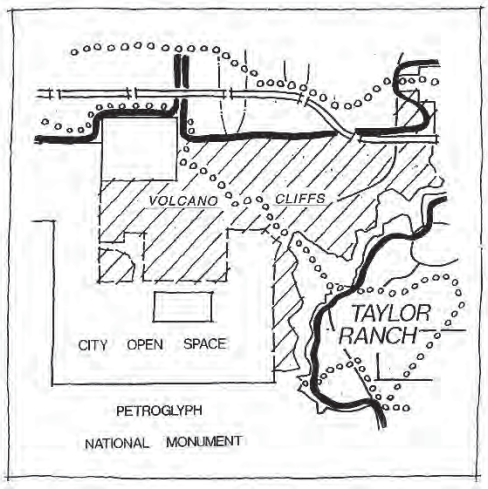
The City and County should work cooperatively with recreation agencies such as the Boys and Girls Clubs, YMCA and YWCA, etc. in order to identify priorities and reduce overlapping services. Youth athletic organizations representing soccer, football, and baseball must be included in this collaboration. Neighborhood associations and parent groups should also be part of the planning process.

Policy 7.18.a: This Plan promotes cooperative recreation program planning between Bernalillo County and the City of Albuquerque. Other non-profit recreation providers, as well as volunteer groups, schools, and parent organizations should be part of the program planning framework. The goal is to provide equal access across the West Side, avoid duplication of effort, and eliminate gaps in service.

Policy 7.18.b: Recreational facilities, including City facilities, non-profit and for-profit providers, and schools should be located within Activity Centers that are accessible by all modes of transportation, particularly foot and bicycle.

Volcano Cliffs Area

The Volcano Cliffs Area consisting of approximately 2,300 acres is located west of the Volcanic Escarpment, north and west of the Petroglyph National Monument, east of the Volcano Park City Open Space, and south of the Town of Alameda Grant line. This area has a variable depth of soil overlaying a layer of basalt. This area was masterplanned and platted in the 1960s and 1970s as the Volcano Cliffs Subdivision, and was annexed into the City of Albuquerque in 1981 by Council Bill O-92, Enactment No. 1-1981. Utilities have not yet been extended by the City.



Volcano Cliffs Area Map

The City affirms its commitment to the extension of infrastructure to and development of the Volcano Cliffs Area pursuant to Council Bill O-92, Enactment No. 1-1981. Upon the extension of Unser Boulevard and accompanying infrastructure into the Volcano Cliffs Area, and subject to acceptable drainage arrangements, the City shall prepare one or more Special Assessment Districts for the Volcano Cliffs Area, to be in conformance with Council Bill O-92, Enactment No. 1-1981. A task force of City representatives and Volcano Cliffs Area property owners, and representatives of other city property tax and rate payers shall be formed to study and present recommendations for development issues concerning the Volcano Cliffs Area, including the possible development of the Volcano Cliffs Area prior to the extension of Unser Boulevard through development financing and infrastructure methods other than traditional SADs. Off-site improvements that are necessary to support the Volcano Cliffs Area infrastructure shall be scheduled as part of the normal Capital Improvements Program consistent with other City infrastructure needs.

Policy 7.19: It is a policy of this Plan that the Volcano Cliffs Area as described above and generally shown on the Plan maps shall be considered for development through one or more Special Assessment Districts, upon extension of Unser Boulevard and accompanying infrastructure and subject to acceptable drainage arrangement, or through other development financing and infrastructure methods.

Policy 7.20: It is the policy of the City that, in areas such as may occur in the Volcano Cliffs Area, in which SAD improvements construction costs exceed normally occurring costs by 10% or more based on average actual costs incurred in the last three, non-scattered site SADs adjusted for inflation, the

City will not be responsible for paying the portion of the SAD assessment for each parcel which is greater than the benefit to the parcel of the Special Assessment District improvements.

Policy 7.21: The City of Albuquerque Planning Department shall take the lead in establishing a task force made up of City representatives and Volcano Cliffs Area property owners, and make recommendations concerning development issues and/or open space purchases for the Volcano Cliffs Area.

Implementation

Policy 7.22: Classification of the Volcano Cliffs Community as Priority 2 shall not prohibit the provision of system improvements sooner than anticipated in the prioritization. However, the City's adopted policies concerning "no net expense" contained in the Comprehensive Plan and the Planned Communities Criteria: Policy Element shall apply when such infrastructure is sought prior to the normal provision of utilities through the City's Capital Improvement Program. Alternative techniques for the provision of master plan infrastructure shall be considered based upon no additional cost to the City and no degradation of appropriate service standards. The reasons for this policy include: slower build-out of the Volcano Cliffs subdivision expected due to its status as a premature subdivision, the number of parcels contained in the subdivision to be served through system improvements, and possibly higher construction costs due to volcanic soils in the area.

Policy 7.23: The City shall encourage the orderly, efficient from the stand point of the provision of urban infrastructure, and environmentally sensitive development of the Volcano Cliffs area through planning approvals and infrastructure extension determinations.

Policy 7.24: In the Volcano Cliffs Area, the City shall encourage developments which assemble lots of multiple owners, cluster housing to provide more open space and efficient provision of utilities, and use xeriscape landscaping and other water conservation techniques. Such encouragement may include the provision of master plan infrastructure prior to normal extension of infrastructure in Priority 2 areas when the cost of such infrastructure is exceptionally low to the City. This shall be done in a way, however, which avoids scattered site development in adjoining areas.

Implement the strategies of the Natural Resources, Cultural Resources, and Recreation section of the Plan through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform achievement and consistency with stated intent is required

in order to achieve the urban form and preserve the natural systems of the area as proposed by the public. It should be noted that many policies in other plans (Comprehensive Plan, Open Space Facility Plan, Parks Plans most notably) contain specific goals with respect to natural, cultural, and recreational resources, as does the General Management Plan for Petroglyph Monument. These other policies remain in effect, and while not repeated here, also apply to implementation actions on the West Side.

Lead Entity/ Support Entities

City of Albuquerque staff, Bernalillo County staff, with participation from NM State Historic Preservation Office, AMAFCA, State Engineer's Office on water, NPS, all metropolitan jurisdictions on water and air quality issues, federal agencies for Bosque actions, and APS for joint use of parks and other facilities.

Functional Requirements

The City of Albuquerque and Bernalillo County shall designate the necessary staff to achieve the policies of this section which cover many departmental programs. Elected officials will be required to support and fund needed improvements and acquisitions recommended in this section of the Plan consistent with overall priorities for the city, and must commit their agencies to continuing involvement on the task forces and other study groups identified.

Funding

- Support for staff positions necessary for City/County implementation
- Public funding for needed public improvements identified, allocated in a timely fashion
- Private development sources
- Joint funding whenever possible in multi-jurisdictional areas

Timing

- Immediate need to address park development lag times
- Long-term strategy for open space acquisition methods
- Development standards and design guidelines in 1996
- Regional Authority, or other model, by year 1998

8. SITING AND EXPANSION OF PUBLIC FACILITIES

The location of public facilities, including schools, and the timely delivery of services are integrally tied to the quality of life on the West Side. Several City parks are already sited in conjunction with schools or other public facilities. This section of the Plan addresses the need for co-location of future public facilities, the timely delivery of community services and service level standards for those services, and school issues. The standards for the delivery of City services that apply City-wide shall not be altered for the Plan Area by this Plan.

Co-location and Shared Facility Concepts

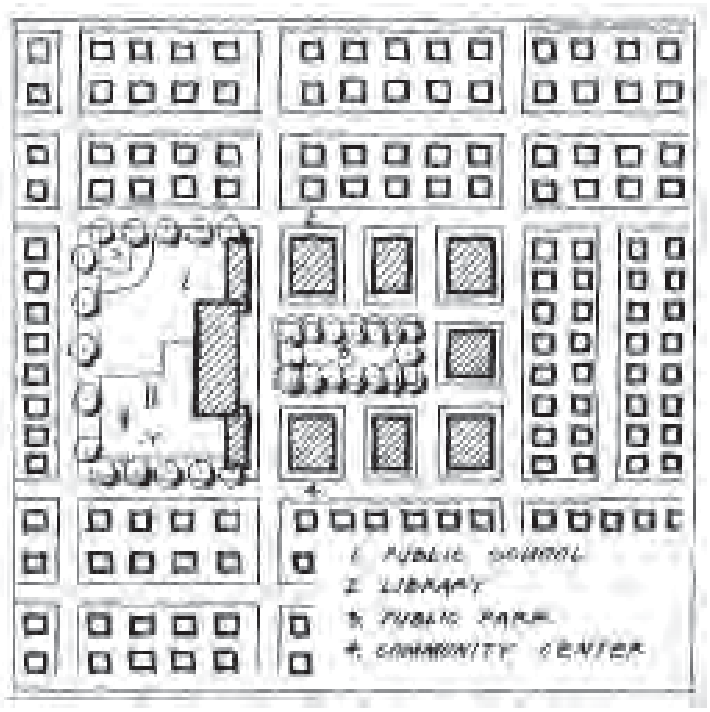
Traditionally, whenever a City or County department or APS has needed a new facility (fire station, library, school, etc.), the department or agency has secured funding and property and constructed the facility on a stand-alone site. An example of these types of facilities exist on Los Volcanes Drive west of Coors Boulevard. Here the City of Albuquerque has a senior citizens center and a police substation that are less than 1,000 feet apart but on separate sites not connected through design. Albuquerque Public Schools has a high school site (West Mesa High) less than a half-mile away, but not connected to any other facilities.

The West Side Plan is promoting shared and co-located facility concepts instead. Rather than building isolated facilities, public agencies should look for opportunities to locate near or next to each other, or even to share facilities with each other in some cases. Public facilities are also encouraged to locate adjacent to (or with) private sector facilities. Community service facilities can appropriately locate in shopping centers, for example. By being more efficient in facility location, infrastructure costs per facility will drop, shared land costs will be less per agency, shared parking facilities will be more conducive to transit stops, and the public can make multiple stops at public facilities without having to drive between them. These co-located or shared facilities will locate in the mixed-use centers within each Community, i.e., Community Activity Centers, Employment Centers, Neighborhood Centers, etc. They will then be adjacent to other high-activity land uses, and have adjacent densities conveniently located for utilizing services. This not only builds better communities and prevents needless sprawl and unnecessary automobile trips, it saves money for the public agencies as well.

Promote shared facilities and co-location of public facilities.

This Plan requires that public agencies must look for locations where shared or co-located facilities are possible. Additionally, these locations must be within or adjacent to a mixed-use center within Neighborhoods or Communities. It is desirable that public and private facilities locate together in these Centers. Stand-alone public facilities will not be approved and funded

unless it can be demonstrated that no other options were available, and it serves a clear public purpose to be segregated.



Co-location of Facilities

Some uses mix together better than others. Senior centers and elementary schools are recognized as compatible neighbors, and so are police stations and high schools. Libraries are compatible with most other uses. Parks, community centers, and health services facilities will all be most beneficial if located near schools. Youth programs should be integrated into all these uses.

In-house coordination on facility location is fairly easy to accomplish through requiring Department Head meetings where future facilities get planned and programmed jointly. Interagency coordination is more difficult. Getting the new post office located near a community center, or a new school located adjacent to a park requires more planning and significant commitment from all parties toward achieving co-location goals. This type of interagency communication and cooperation is the cornerstone of the West Side Plan, so many policies of this Plan are intended to foster this relationship.

Policy 8.1: Bernalillo County and the City of Albuquerque shall work together to jointly plan, acquire, and build public service facilities which are co-located for maximum efficiencies of the agencies and the public.

Policy 8.2: City or County facilities, along with private facilities, shall be located within or adjacent to the Regional Center, Employment Centers, Community Centers, or in Neighborhood Centers. Facilities proposed outside of these locations must demonstrate to elected officials and the public that a compelling public need is best served by the alternate location.

Policy 8.3: Stand alone City and County facilities will not be approved for funding until it has been demonstrated that all reasonable and prudent options for co-location or shared facilities have been explored.

Policy 8.4: The City of Albuquerque and Bernalillo County shall jointly prepare and distribute a document addressed to all departments stating their intent to seek co-location or shared facility locations on the West Side in the future. Ongoing communication will be maintained between all other agencies currently building facilities on the West Side, including local agencies and the State and Federal government, in order to seek their cooperation in the co-location of facilities whenever possible.

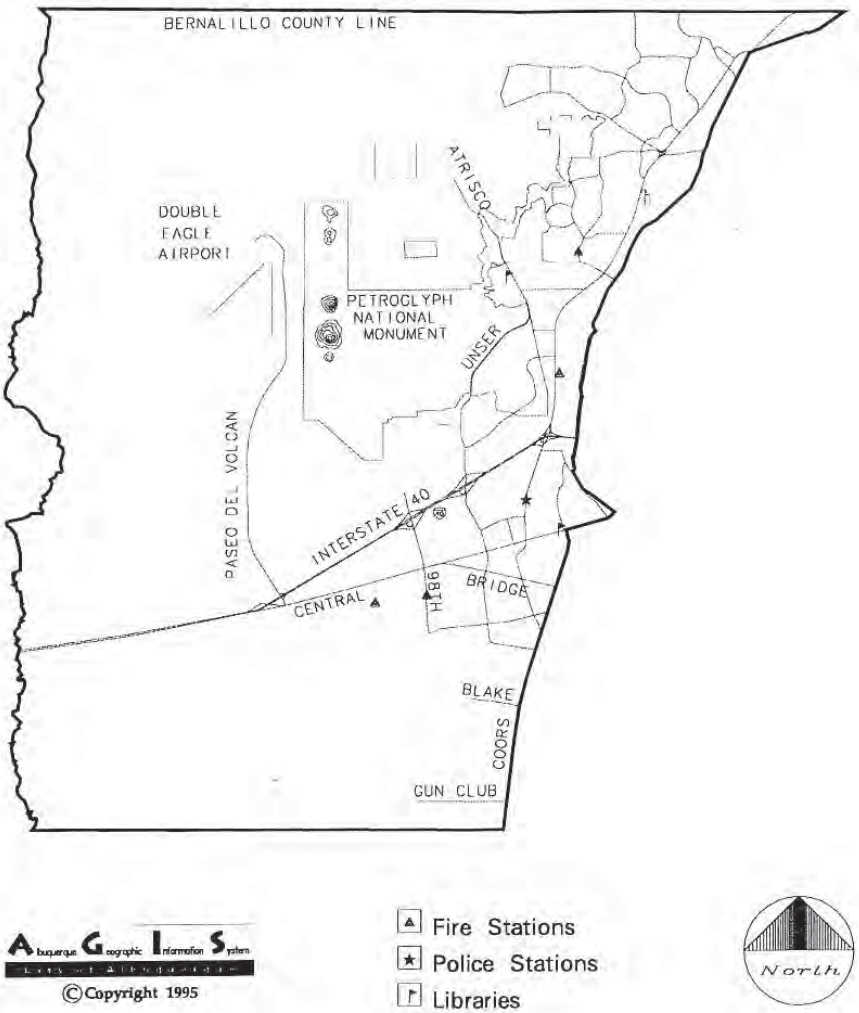
Policy 8.5: The cooperation of APS in appropriately locating new school facilities in accordance with the principles of this Plan shall be actively sought by Bernalillo County and the City of Albuquerque. While co-location of schools with other facilities is deemed desirable and will be encouraged, it is understood that cost and site suitability factors may preclude co-location in some instances.

Policy 8.6: The West Side Strategic Plan recognizes that parks are important character-defining features for neighborhoods and communities. While the Park System Facility Plan is the guiding policy document for the distribution and location of parks to meet neighborhood and community needs, every effort should be made to achieve the goals of the co-location policies in siting parks and other facilities. It is also important that the Parks and Open Space System not be viewed as a land bank for future facilities. Opportunities for co-location of facilities should be discussed on a case-by-case basis.

Community Services

The community services addressed in this Section include City police, City fire and emergency services, and libraries. These services are not described elsewhere in other Plan sections. Service level standard information and cost estimates within the County were not available to be included in this Plan, but, with the exception of libraries, will be determined as part of the Development Fees process during 1995.

Existing Public Facilities



A map of existing City fire and police stations and libraries is included on the previous page.

City Fire and Emergency Services

When considering the expansion of fire and emergency services in the Plan area, it is important to note that total population served, station strategic location, area covered in square miles, and population growth within each area must all be addressed in order to have a true assessment of how the Fire Department would meet the need for expansion. Preliminary assessment of these issues indicates that square miles served or degree of compaction has significant impacts on service delivery for the Fire Department. While compact populations generate higher call volumes, the operating costs and capital expenditures savings of building larger centralized facilities rather than dispersed smaller facilities is significant.

The thresholds used by the Fire Department to plan expanded facilities include: Population, Total Population Served, Response Time, and Geographical Response Location. These are described below:

Population: The first consideration for expansion is population. The current firefighter per thousand population ratio in Albuquerque is 1.3, which is used as a benchmark for evaluating future staffing decisions.

Total Population Served: The threshold for a new fire station based on population is one new station for every population of 21,842. For additional equipment and/or stations, a threshold call volume of 35,000 calls is used.

Response Times: The Fire Department predicates all thresholds on the commitment to maintain a four minute response time. Excessive response times may trigger service expansion or modifications.

Geographical Response Location: It is the intent of the Department to segment designated areas of the City and equally apportion services in the segments based on abilities to meet response goals. Service adjustments are most frequently required in new peripheral areas where population has not yet justified a new station, but response times from other stations exceed goals. Currently, each station in Albuquerque is responsible for an average of 8.5 square miles of service delivery protection.

Additional thresholds are needed to define hazardous material responses. For planning purposes, the Fire Department determines when hazardous

material facilities and crews are needed based on all the standards above, as well as by land use, i.e., freeways and airports generate more hazardous material response needs than residential areas.

There are four existing fire stations in the Plan area in 1994 with another planned for 1999 (near Coors and Alameda). If the population increases by 96,028 by the year 2015 as projected by MRGCOG, 4.5 new fire stations will be needed on the West Side. One issue related to this is the lag time for service. Because new stations are built every 21,000+ increase in population, the population increase between the last 21,000 and the next 21,000 increment could experience delays in service until the next threshold is met. This type of performance level issue will be addressed in the Development Fees process, but a potential service level standard of 1,500 dwelling units (or every 4,500 population increase) could trigger a reassessment of service delivery in the area. This may merit further consideration by the Department.

Policy 8.7: Once service level standards are better defined through the Development Fees process, amend this Plan for consistency.

Policy 8.8: Locate new fire stations in or near the Regional Center, Community Centers, Employment Centers, or Neighborhood Centers. Require co-location on a site with other public agency facilities.

City Police

The current level of service for City Police is an officer to 1,000 population ratio of 2.20.

In addition to meeting basic population ratios, the Police Department determines number of officers per substation based on number and type of service calls. General standards for response to service calls are: Immediate response for Priority 0 and Priority 1 calls (life threatening, in progress crime, or felonies within last five minutes); ten minute response time if not life threatening but has potential to escalate to bodily harm or property damage; and 60 minute response if no likelihood of additional life or property harm.

The West Side currently has one substation located on Los Volcanes between I-40 and Central Avenue. In the 10th year of the most current decade plan, another substation is listed for the West Side in an unknown location. Location will depend upon growth, and the future of the Montano Bridge.

It is expected that service level standards and programmed new facilities will be further defined during the Development Fees process. Additionally, standards may change once community policing initiatives have been implemented, both in terms of personnel and facility location.

There are special police needs associated with West Central Avenue, especially on weekends. The Department should continue to meet with local residents and the West Central Merchants Association to create a response strategy to the existing problems. This may include increased staffing on weekends, recommendations for changes to existing traffic movements and speeds, and changes to existing Department policies in some instances. Improving West Central Avenue from an economic, physical, aesthetic, and public safety standpoint is a high priority with this Plan.

Policy 8.9: Once new service level standards have been developed as part of the Development Fees process, and through implementation of community-based policing, amend this Plan. Designate future police station facilities as soon as possible.

Policy 8.10: The City Police Department shall consider the co-location and shared site potential for future facilities. Locating police stations near community centers and high schools is seen as being particularly attractive. Seek out locations for new substations near other facilities in or adjacent to the Regional Center, Community Centers, Neighborhood Centers or Employment Centers established in this Plan.

Policy 8.11: The City Police Department shall prepare a strategy and present it to the Mayor's Office, City Council, West Central Merchants Association, and local residents for better control over social problems currently affecting West Central Avenue between the river and Coors Boulevard.

Libraries

The existing standards for libraries vary by source, and like police and fire, will be further refined in the future. However, the Development Fees process will not address library standards since libraries may not be funded by Development Fees under current New Mexico law. The City's fiscal impact model uses a service level standard of 31,415 population per branch library. The library staff use an estimate of 40,000-45,000 population per branch library. The City/County Comprehensive Plan utilizes a goal of serving no less than 25,000 people within a two mile service radius of a branch library. Additionally, the Comprehensive Plan states goals of having one volume per capita on opening day of a library, two volumes per capita within three

years of opening, one study space per 2,000 population, and one employee per 5,000 citizens in the service area.

The existing West Side population would warrant two or three branch libraries, depending on the standard being used. There are currently three branches serving West Side residents: Taylor Ranch, Esperanzo, and South Valley (County). The County currently contracts with the City for library services. A new small station (smaller than a full size branch library) will open in Westgate Heights in 1995. Rio Rancho and Corrales both have their own libraries.

Policy 8.12: New library facilities shall be located in or adjacent to the Regional Center, Community Centers, Neighborhood Centers, or Employment Centers in the Plan area.

Policy 8.13: Libraries are particularly well-suited for co-location or sharing sites with other facilities, and are compatible with all age groups and activities. Future library sites shall locate according to these goals.

Policy 8.14: The Albuquerque Library Services Division shall continue their dialogue with APS regarding the potential for sharing, both fiscally and physically, library services that meet the needs of the community. This should be considered as one approach that may provide increased efficiency and reduced costs for library service delivery, but it will require follow-up analysis to verify. Other alternatives may also be viable and should be considered.

Albuquerque Public Schools

Residents feel that schools have not kept up with growth

In addition to increased transportation facilities and developed park requests, the third most commonly mentioned issue on the West Side is schools. Residents feel that school capacity has not kept up with growth, and that new schools and school sites are not being acquired quickly enough. This is reflective of a capacity and funding problem that exists district-wide at APS. There is currently more need than resources for school facilities.

APS has a comprehensive Facilities Master Plan in place to guide its capital improvements program. The primary constraint of this Plan is financial. The Plan has identified $779 million in facility needs throughout the district. The district is trying to receive additional funds, which if approved, may total as much as $230 million, still leaving a shortfall of over $550 million. Sudden shifts in zoning and development plans in the City and County can exacerbate this shortage of capital funds by shifting student populations into

school facilities not pro-grammed to accommodate increased enrollments. A map of existing schools in included on the previous page.

Exacerbating this problem is the fact that schools were specifically excluded from the Development Fees Act, and no process is currently in place which would allow APS to require dedication or early purchase of school sites as proposed developments get approved by the City and County. Therefore, APS must either buy school sites at developed-land appraised values, or accept set-aside sites which are sometimes too small, in flood plains, in poor locations, or have other physical site problems. Some developers now work closely with APS to identify school sites and make them available early in the development process. This practice is encouraged for new developments throughout the City.

Several strategies have been discussed during this Plan process to enhance cooperation between local agencies reviewing development proposals and APS. Possible options for continued consideration include:

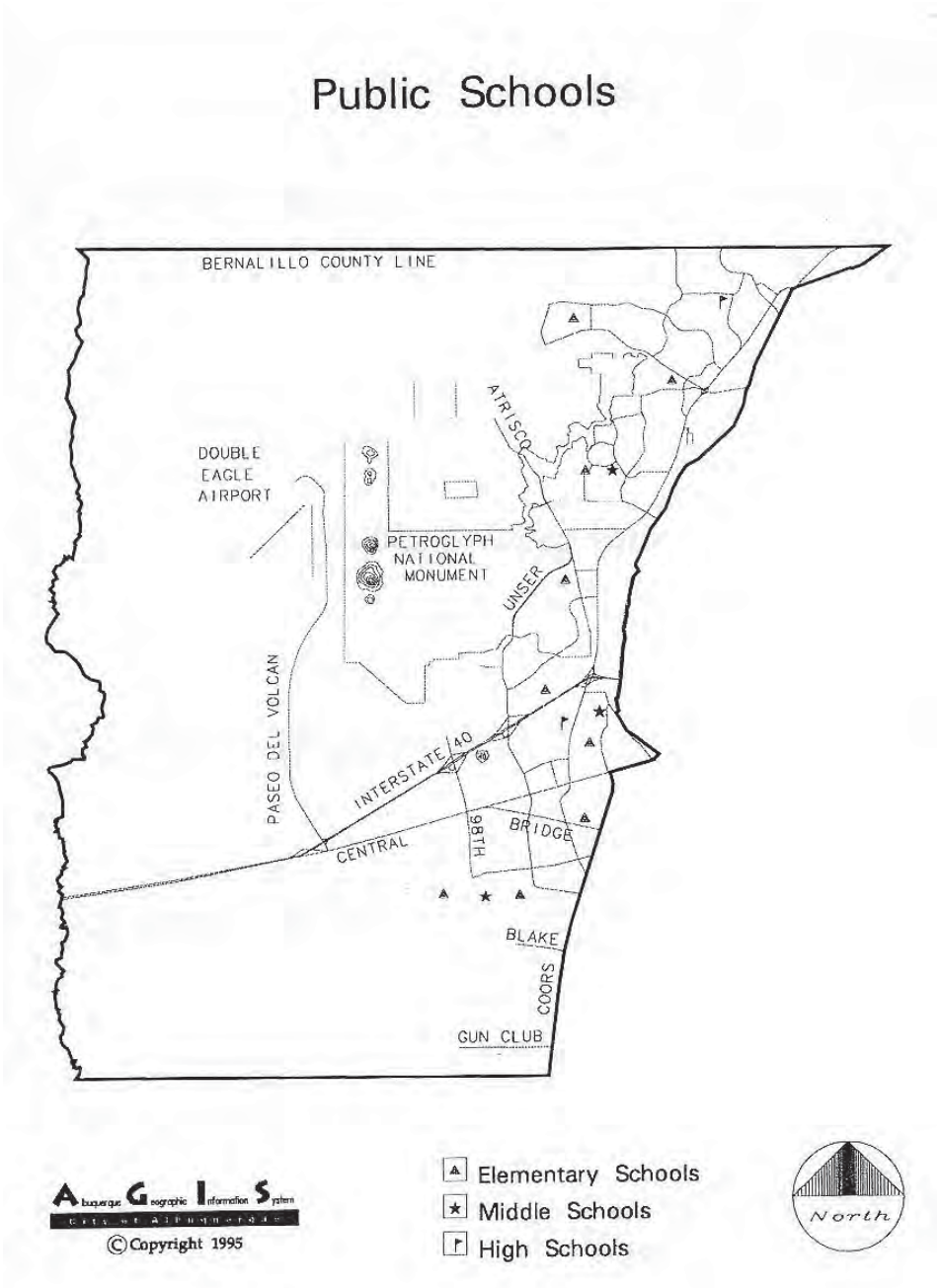
a. Requesting the State Legislature to grant APS power to acquire land for school sites as part of any development review process. This would have to be administered on a local level through joint powers agreements with the City and County.

b. Through State-granted authority, require the use of "will serve" letters from APS prior to development plan approval by local agencies. This is similar to the concept outlined above, except rather than requiring the actual school site, developments would not be approved until a "will serve" letter is in place. This would require developers to meet with APS, determine the need for school sites (if any), and arrange a deal for dedication or purchase prior to development plan approval. Although this is now done by some developers, broader participation would help eliminate continued problems in meeting school needs.

c. Requiring through State law, a means for the school district to acquire land at a discounted rate.

d. Having APS and local governments enter into joint powers agreements for shared facilities which are built on sites acquired by the City or County with cost-share from APS.

e. Working with APS to comment on development plan submittals from the standpoint of whether a new facility is needed in that location, and if so, what the strategy is to acquire it. Currently, APS comments on development plans usually concentrate on populations at existing


Public Schools
BERNALILLO COUNTY LINE
ATRISCO
DOUBLE EAGLE AIRPORT
PETROGLYPH NATIONAL MONUMENT
UNSER
PASEO DEL VOLCAN
INTERSTATE 40
98TH
BRIDGE
CENTRAL
BLAKE
COORS
GUN CLUB
Albuquerque Geographic Information System
City of Albuquerque
©Copyright 1995
Elementary Schools
Middle Schools
High Schools
North

facilities and do not address the need for future facilities. These evaluations will be made within the context of the APS Facilities Master Plan, and other planning and programming documents.

The timing of services remains the biggest unsolved problem. APS and the City, County, and State should all work together to prepare a strategy on how concurrency goals for schools can be met. Jointly submitted requests for special funding to the Legislature will be met more favorably than if each agency asks for appropriations separately.

Existing APS Level of Service Guidelines

APS uses the following guidelines for site size and enrollments:

Elementary Schools	300-750 students	10-12 net dev. acres
Middle Schools	600-1000 students	15-20 net dev. acres
High Schools	1500-2000 students	40-50 net dev. acres

Note that APS has schools with both higher and lower enrollments and larger and smaller sites than these. In some cases, it is simply a matter of over-crowding. However, in some instances, there are physically larger schools with greater carrying capacity than the general guidelines. The guidelines provide only a general guide, and not a firm service level standard.

Existing schools serving West Side residents include the following:

Elementary Schools	***Enrollment (1994)***
Alamosa	592
Carlos Rey	586
Chaparral	895
Lavaland	685
Marie Hughes	880
Mary Ann Binford	673
Navajo	592
Pajarito	549
Petroglyph	841
Sierra Vista	554
Susie R. Marmon	765

Middle Schools	***Enrollment (1994)***
Adams	898
Harrison	741
Lyndon Baines Johnson	1162
Taylor	889
Truman	922

High Schools	*Enrollment (1994)*
Cibola	2380
Valley	1815
West Mesa	2282

Proposed New Schools: APS is expecting enrollment growth to accompany ongoing West Side development. In keeping with these expectations, the district is building a new elementary school on a 15 acre site in Taylor Ranch (Homestead Circle North) which is scheduled to open in January, 1996. The district is acquiring additional school sites in the northwest area which will be used to relieve overcrowded facilities. Construction will occur when and if the facilities are required and construction monies are available.

APS uses a variety of strategies to relieve overcrowded facilities. Boundary changes, reduction of transfers, and the addition of portable classrooms and/or building additions may be used to relieve crowding. Cibola High School will receive significant relief when the Rio Rancho School District opens its own high school. Approximately 60% of Cibola High School's enrollment comes from Rio Rancho.

Overcrowding in certain schools is usually addressed through limiting transfers, building temporary or permanent classroom additions, or consideration of split sessions.

Funding and Priorities

School facilities are primarily funded through five year general obligation bonds. The annual capital budget for APS is approximately $50 million. An APS Facilities Plan is used to set priorities and analyze equity in different parts of the City. APS facilities planning efforts and City and County strategic planning efforts need to be coordinated better in the future such that concurrence over population projections, approved new development areas, and co-location of facilities can better occur. This type of ongoing cooperation should be mutually resolved by the elected officials of all bodies and enforced by the same.

Cost savings from joint use of school and City facilities should be explored.

Since 1964, APS has had a joint use agreement with both the City of Albuquerque and Bernalillo County. APS and the City and County need to continue working together regarding the sharing of facilities and programs. All public agencies should consider the opportunities for shared facilities and programs with non-profits such as Girl Scouts, Boy Scouts, YMCA, YWCA, etc. There are significant cost-saving and community-building advantages of running some school programs out of City facilities and vice versa. These need to be further explored. The public also needs to work with APS to help them become more responsive to the changing demographics

of today's population (single parents, working parents, latch key kid issues, gang intervention programs) by providing extended hours for recreational programs (in conjunction with the City and County and private interests) at school facilities. Kids need activities in the afternoons and evenings, and facilities used for multiple purposes are more cost-efficient to operate than single use facilities.

Policy 8.15: The City of Albuquerque City Council and Bernalillo County Commissioners shall take the lead to work with the Albuquerque Public Schools Board of Education about continuing and expanding a joint strategy for better use of facilities, co-location of facilities, opportunities for cost-sharing, joint funding requests to the State, and acquisition method for future school and community facilities.

Policy 8.16: New school facilities should be located within Community Centers (High Schools), Employment Centers, Neighborhood Centers, and Neighborhood Centers (Middle and Elementary Schools) whenever possible to provide easy access to local residents and reinforce the urban form established in this Plan. It is understood that cost and site availability factors may preclude this opportunity from occurring in every case.

Policy 8.17: Consistency of policies and forecasts with other local agencies, and concurrency of service delivery (providing school facilities and operations when needed) are additional goals which shall continue to be considered by the Board of Education to support the needs and desires of the public. The district has utilized City/County demographic projections in the past, and is encouraged to continue this process.

Policy 8.18: Request the State Legislature to provide the financial means for the school district to acquire land at a discount rate.

Policy 8.19: It is suggested that APS and local goverments consider entering into joint powers agreements for shared facilities which are built on site acquired by the City or County with cost-share from APS.

Policy 8.20: The City shall request that APS comment on development plan submittals from the standpoint of whether a new facility is needed in that location, and if so,what the strategy is to acquire it.

Implementation

The strategies of the Community Services section of the Plan can be implemented by enforcement of all policies stating intent, and systematic accomplishment of all policies requiring further action. Coordination with other agencies will be required to implement the strategies outlined above.

Lead Entity

City of Albuquerque is the lead agency, with support from Bernalillo County and Albuquerque Public Schools.

Functional Requirements

The City of Albuquerque shall expand discussions with APS regarding the sharing of library services, co-location principles, cost-sharing strategies, and land acquisition methods. Additionally, new facilities must be sited according to co-location principles and in appropriate Community Center or Neighborhood Centers according to strategies expressed in this section of the Plan. Continuing population growth will create the need for additional facilities and staffing levels to maintain existing levels of service for all agencies, and funding requests for these needs must be fulfilled to achieve these public goals.

Funding

- Bond appropriations for facilities
- General fund (tax revenues) for staffing
- Cost-sharing potential between agencies
- Special appropriations from State or Federal agencies
- Dedications and negotiations with property owners

When population warrants expansion, new facilities and staffing levels will be needed. Initiatives regarding planning and strategy development begin in 1996.

9. WATER/WASTEWATER FACILITIES

General Principles/ Summary of Objectives

Uncertainties exist with respect to planning for water and wastewater facilities on the West Side due to the Water Resources Management Plan not being completed, the physical topography and geology of the West Side affecting well and treatment plant locations, water quality issues relative to arsenic (which is more prevalent in West Side wells), and issues of multiple water suppliers in the region. There are also questions with regards to efficiencies of service, how rural development areas are served, and changes to existing policies resulting from the Development Fees Act. These issues will be resolved outside the scope of this Plan, but there are some strategic policies affecting West Side water and wastewater treatment facilities included below.

Strategies and Policies

Water

The City relies on groundwater which is pumped into storage facilities from various wells geographically dispersed throughout the City prior to distribution through water lines to end users. Studies conducted during the 1960s (and repeated in most of the existing West Side plans) indicated that there was a virtually unlimited groundwater supply. Recent studies, however, suggest a very different picture which indicates that the region is actually “mining” its groundwater. The USGS study "Geohydrologic Framework and Hydrologic Conditions in the Albuquerque Basin, Central New Mexico (1993)" verified the limitation of the area's groundwater to sustain in perpetuity the water supply needs of the City's existing population at current rates of consumption. The City is in the process of developing a long-term water resource management strategy which has an objective to identify the means to sustain water supply to the City's existing customers and identify the amount of growth that can also be accommodated on a sustainable basis.

Water conservation is one of the strategies that will be employed in meeting the objective, which will be applied to the total water system service area. A long-term water conservation program has been adopted and is being implemented. Strict and prudent conservation and planning will enhance the area's growth and development potential. As discussed previously, the overall question of water supply is a regional issue which should be addressed through a Regional Authority, or some other regional body. However, the City of Albuquerque pumps 72% of the e water withdrawn in the Albuquerque basin.

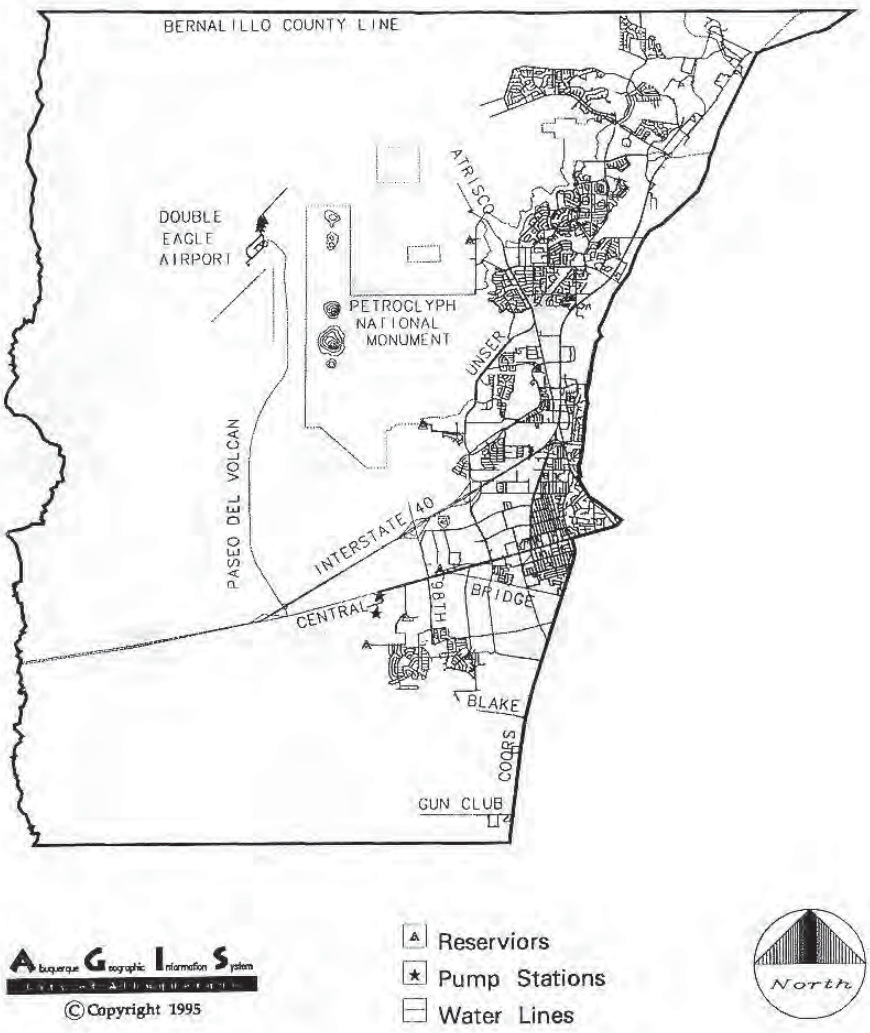
Capacity within the City varies geographically. Generally, supplies are better on the east side of the Rio Grande than on the West Side. There is currently no pumping of water across the river, although that may be a needed option in the future. The West Side has several wells which are out of service due to arsenic problems, which is generally found in higher concentrations on the West Side. However, other good quality/good quantity wells which meet current EPA drinking water standards exist on the West Side. The average daily use of the City's wellfields is 110 million gallons/day (MGD). The peak day capacity for the total wellfield is 280 MGD. The peak day production of record is 213 MGD.

Existing water service standards are set by the City water line extension policies. The City uses cost projections to determine utility expansion charges for developing areas, and imposes meter hookup fees at the time service is actually provided. The level of service expansion charge for water are currently $1,419/residential dwelling unit and $2,563 for non-residential. The City Utility Division believes that current charges only cover a portion of the actual capital costs. These costs will be revised as part of the development impact fees process.

The developer generally funds everything up to 8" diameter in size, which includes all residential lines. Larger 12" or 14" lines are required for regional delivery lines and nonresidential development. The developer usually pays for the first 8" of these larger lines as well. The City usually pays for master planned lines of 14" or larger. However, if the developer wishes to develop prior to the programmed construction of the master planned facilities, he/she may pay to put in the facility with a reimbursement program (pro rata shares) possible to retrieve some of the cost. The City acquires well sites during the platting approval process. All of these policies, costs, and cost-share methodologies will be revised as part of the Impact Fees Program being developed for the City and County.

There are several water suppliers within and adjacent to the Plan area. The existing City development is largely serviced with City of Albuquerque water. Exceptions to this exist in the Paradise and Seven Bar Ranch Communities where water supply is from a private utility, New Mexico Utilities, Inc. New Mexico Utilities sets its own extension and cost policies subject to review by the State. Rates are typically higher than those paid by City of Albuquerque water users. Only City of Albuquerque water system facilities are shown on the map on the following page.

Existing Water System



Rio Rancho Utilities services that area north of the Sandoval/Bernalillo County line, and has extensive facilities on top of the mesa in Rio Rancho. The City of Rio Rancho is in the process of acquiring (through condemnation) the Rio Rancho private water utility.

The Village of Corrales uses a system of individual wells, some of which are quite shallow. The Taylor Ranch Community is served by the Volcano Trunk and the Ladera Community is served by the College Trunk of the City's water system. The Westland North Community and the westerly one-third of the Atrisco Park Community will be served by the College Trunk of the water system. The remainder of the Atrisco Park, Bridge/ Westgate and West Central Communities are served by the Atrisco Trunk of the water system.

The unincorporated areas of Bernalillo County utilize individual wells also under existing State policies allowing up to 3 acre feet/year for each lot owner in the area. Bernalillo County has no water rights of its own at the present time, but does have the bonding capacity to develop public water systems using water rights provided by or purchased from others. The County may become an active participant in the water supply business in the future in some of the new Planned Communities outside of the City's intended service area.

The City of Albuquerque currently has enough water resources and water rights to provide sustainable water supply for a population of over 700,000 people only on the assumption of 30% water conservation and funding and implementation of the Water Resources Management Strategy. The City is committed to providing a safe, sustainable, and adequate water supply and is currently developing plans to ensure its ability to do so for decades to come.

Our continuing ability to provide an adequate water supply hinges on success in three areas:

- Protecting the aquifer that is and will continue to be our primary water supply source from contamination, overpumping, and practices that can jeopardize its future productivity,

- Using our surface water resources, and

- Implementing the adopted long-term water conservation strategy to reduce our high per capita use to a level comparable to other Southwestern cities.

Relatively low replenishment of the ground water system from the river means that ground water from even the exceptionally bountiful aquifer area underlying the near Northeast Heights is being pumped at rates that cannot be sustained. It also means that Albuquerque's surface water rights and resources, including Albuquerque's share of the San Juan-Chama project, which were acquired to offset river depletion caused by recharge of the aquifer from the river, cannot be used for that purpose. However, this surface water can be used directly for public water supply. Determining the best methods and locations for use of currently-unused surface water is a fundamental goal of Albuquerque's water resources planning program.
On the West Side, the aquifer is not productive enough and does not recharge quickly enough to continue as the sole water supply source for West Side customers. The more distant from the river the wells are, the less productive they tend to be. In addition, naturally occurring arsenic in the ground water generally increases with increasing distance to the west. Two of the western-most municipal wells are now out-of-service because the water from them contains more arsenic than is allowed by federal drinking water regulations.

As with other areas of the City where the locally available ground water either is not abundantly present, or is contaminated, or is being overpumped, much of the West Side will rely on water produced outside the immediate areas where it is consumed. This is currently standard practice in some part of the City. For example, there are no municipal water supply wells located east of Juan Tabo; water system customers living in the higher elevations of Albuquerque's east side are served from wells located closer to the valley.

Given the recent realization that current exclusive use of ground water immediately underneath the metropolitan area is inadequate as Albuquerque's sole, sustainable water supply source, the Public Works Department is developing the Albuquerque Water Resources Management Strategy, a comprehensive water supply plan to meet Albuquerque's water needs through the year 2060.

Conceptual evaluation of alternatives for use of the City's San Juan-Chama water is in progress. Basic options to use this surface water include treatment of water diverted from the river followed by direct use as municipal water supply or recharge of the aquifer via deep well injection. Ground water development outside the metropolitan area and wastewater reuse are other options. Several of the specific alternatives being evaluated include use of surface water to supplement West Side ground water. A report describing the costs and consequences of these alternative surface water uses will be completed in July 1995.

Water service must respond to the urban form of this Plan.

Public evaluation of the San Juan-Chama water use alternatives will provide direction regarding which alternatives should receive more detailed technical evaluation. The more detailed technical evaluations, development of solutions for arsenic treatment, planning for optimum long-term use of local ground water resources, identification of future water supply sources, developing plans for implementation financing, and substantial additional public consideration will lead to an adopted strategic water supply plan, which will provide water supply solutions for all of Albuquerque, including the West Side, through 2060. Completion of the Albuquerque Water Resources Management Strategy and adoption as Albuquerque's Rank 2 water supply plan is expected in 1998.

All other issues notwithstanding, the City of Albuquerque and other water suppliers, must address service delivery in the future which meets demand concurrent with development, and which responds to the urban form and land uses established in this Plan. This may include the design of a more radial system servicing concentrated centers, rather than the typical grid-based system of line design. It should also include an examination of system design which maximizes gravity flow service for Communities as a whole.

Regional approaches to evaluating water quality, measuring water quantity, facility and infrastructure planning, finances, and distribution are most appropriate. The City must also continue to work more closely with Bernalillo County and the other water utilities to resolve issues of franchise service boundaries, and who will build, operate, and maintain water supply systems in the unincorporated portions of the Plan Area. The regional utility task force recommended in this Plan is an important first step in resolving these issues.

Water conservation policies included below apply to the West Side, and will be further developed in any new Water Master Plan developed for the West Side. Additional water policies will be included in the new Water Master Plan which will address developer cost responsibilities, per capita domestic consumption limits, provision of water rights, and on-site fire flow requirements. These requirements must be equitably applied to all growth areas of the metropolitan region and relate to new Impact Fees methodologies.

Utility easements shall be designed for multiple use to accommodate other needs such as trails, open space, and roadways. The design of the utility system must respond to the urban form and land uses of this Plan, which may require departure from previous designs used elsewhere.

Water Conservation and Supply

The West Side can be a leader by setting new standards for wise water use.

Water supply, quality, and conservation is a regional issue which will require cooperation from the entire metropolitan region to manage. The aquifer underlying the Middle Rio Grande Basin is tapped by many entities and currently supports a total population of half a million people. Questions regarding the ultimate carrying capacity of this aquifer must be answered through regional study, appropriate allocation of population and industries, and regional strategic planning for long-term protection of the area's most precious resource.

A Regional Authority has been proposed to address the local water supply and water quality questions of the area. This issue is so critical to the viability of the greater metropolitan area, however, that local leaders of all communities must begin a dialogue on this issue immediately. A majority of the public is sensitive to the desert environment of the area and is willing to take the necessary steps to preserve this natural resource. It is believed that the West Side can become a leader within the metropolitan area in setting new standards for wise use of water.

West Side development standards must be prepared which are consistent with the goals of the City of Albuquerque's new water conservation program. Site-specific standards will be utilized to reduce water consumption, and promote water conservation by many means. Some of these methods may include: low-flow appliance requirements, water budgeting, and restrictions for landscape, xeriscape principles for all landscaping requirements on the West Side, and water recycling/water harvesting techniques which may be utilized in the area. Public agencies which utilize large amounts of water for irrigation will be expected to participate in the same programs as private developments. The efficiency of different water delivery systems will also be investigated (see page 165 regarding water utility system delivery options).

Policy 9.1: The City of Albuquerque and Bernalillo County shall take the lead in establishing a Regional Authority Task Force to address the regional issue of water supply and quality. (See also Policy 5.1).

Policy 9.2: Bernalillo County and the City of Albuquerque shall jointly support new metropolitan area water conservation standards which require methods to reduce water consumption and conserve the water available.

Policy 9.3: The Unified Development Code and Design Guidelines for the West Side shall incorporate water conservation principles through specific requirements for xeriscape design standards, water recycling/harvesting techniques, low-flow fixtures, and other means of achieving conservation goals.

Policy 9.4: The delivery of water services in all of the Communities shall follow the east-to-west water zone method of providing service.

Wastewater

There are currently a variety of wastewater lines on the West Side and two lift stations that pump to the wastewater treatment plant on the east side of the river. The City's treatment plant has a capacity of 76 MGD with a current demand of 54 MGD. Additional capacity will likely be needed after 2005. New capacity plans have not been detailed, but may entail a 20 MGD expansion, or possibly a new West Side facility. Expansion would be funded through bond funds and impact fees. The level of service expansion charges for sewer are currently $919/residential unit and $1,636 for non-residential, depending on meter size. These costs are being recalculated as part of the development fees work currently underway.

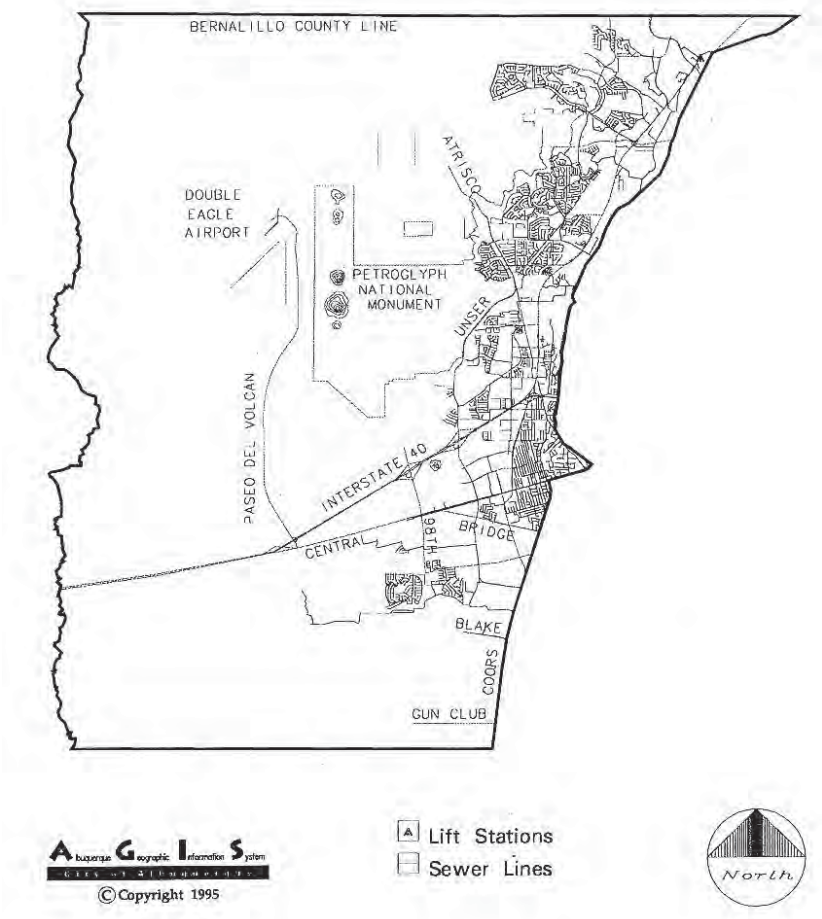
As is the case with water, standards for wastewater extensions and costs are set by line extension policies set by the City. Generally, the developer is responsible for all costs associated with providing needed service within the subdivision, while the public agency is responsible for costs associated with those portions of the systems that are part of the overall master planned service delivery system. The developer generally funds everything up to 8" in diameter. Interceptors start at 15" in size and the developer is usually responsible for 8" of the 15". Where lines are needed in advance of the interceptor availability, the developer may fund the facility and be reimbursed for costs as the area develops. In the County, wastewater lines are currently built through State appropriations. The County may fund these in the future. Other individual lot-sized facilities, such as septic tanks, have proliferated in the County.

Alternative wastewater treatment options must also be considered for the West Side.

Alternative wastewater treatment options must also be considered for the West Side. Bernalillo County is beginning to review designs for constructed wetlands (individual to community-scale in size) and other alternative systems. These types of systems do not connect to the main wastewater treatment facility for Albuquerque. They are designed to protect groundwater resources better than existing septic tank and field facilities may provide a viable alternative for West Side development in the future. Alternatives

to septic tanks must be examined in the rural County areas especially, in order to protect the region's groundwater quality. The City of Albuquerque wishes to preserve the option for City conveyance and treatment of wastewater flows from County managed Communities (except the Far West Mesa Community). The City believes this is a preferred alternative to on-site or community level wastewater treatment. The County may establish its own centralized wastewater treatment facility in the future. New standards will be developed for determining developer's costs for design and construction of wastewater systems which must respond to new Impact Fees methodologies.

Sewer System



The Ground Water Protection Policy and Action Plan (GPPAP), recently adopted by the City and County but not yet implemented, calls for protection measures regarding septic tank systems. GPPAP calls for the phased implementation of on-site liquid waste disposal measures including:

1. An analysis of ground water quality data where septic tanks are in use;

2. A two year effort to test, demonstrate, and develop performance criteria, operating and maintenance requirements for alternative on-site disposal systems;

3. A re-evaluation of lot size guidelines; and,

4. On-going efforts to analyze additional ground water quality information and evaluate alternative systems. This process will eventually result in changes to the County liquid waste ordinance.

GPPAP also calls for an examination of the extension and annexation policies, particularly in instances where providing water and wastewater services would mitigate a clear public health danger or threat to the regional aquifer.

Multiple use utility easements shall be utilized whenever feasible to create common corridors for trails, open space, and other utilities.

The City's wastewater system presently serves the developed portions of the Taylor Ranch, Ladera, Atrisco Park, West Central, and Bridge/Westgate Communities. The existing water and wastewater infrastructure will be extended and expanded as necessary to provide for growth. The wastewater systems will be designed to serve the specific type and configuration of development in each Community.

Policy 9.5: The City of Albuquerque Utilities Division shall include West Side service issues in the Water Master Plan and the Wastewater Master Plan being conducted which responds to the urban form of this Plan, addresses service efficiency issues such as maximized gravity flow, addresses future well and lift station locations, and addresses the potential need for a West Side wastewater treatment plant.

Policy 9.6: The Bernalillo County Public Works Department shall prepare standards for wastewater treatment and water supply in the unincorporated areas of the West Side which eliminate further proliferation of septic tanks

and shallow wells. These standards shall be consistent with other recently developed groundwater protection policies, but take the unique West Side landforms into consideration. The use of constructed wetlands and other alternative wastewater treatment options should be considered.

Policy 9.7: Bernalillo County and the City of Albuquerque shall continue to work cooperatively on establishing a utility service policy for unincorporated areas relative to annexation, groundwater protection, and State participation for funding. This policy shall become ordinance for both entities.

Policy 9.8: Bernalillo County and the City of Albuquerque Public Works Departments, in cooperation with landowners and other City/County departments, shall work to define future utility service areas for new Planned Communities on the West Side and establish a methodology for determining which entity shall provide service and how the new systems will be funded, operated, and maintained. These methodologies shall then be enforced by the elected officials when reviewing applications for new planned communities. Utility costs determinations must respond to impact fee methodologies.

Policy 9.9: Multiple-use utility easements shall be used whenever possible to provide joint-use corridors to and through communities. Possible shared uses include open space, trails, other utilities, drainage, and transportation.

New Water/Wastewater Treatment Standards

Both water and wastewater treatment standards are being revised due to new State and federal regulations, and separate standards established by adjacent Pueblos. These new standards may cause the need for extensive treatment of water for domestic purposes, which may create the need to treat potable water and irrigation/fireflow water separately. The costs for dual piping systems may outweigh the cost savings of reduced treatment of supplies for separate uses, but a study should be conducted to determine its feasibility if new standards get implemented.

Additionally, new wastewater treatment standards may change the economies of discharge and may make it more cost-efficient, as well as better for groundwater recharge, if treated effluent were used for aquifer recharge rather than river flow maintenance. Both water treatment and wastewater treatment issues have regional implications, and significant changes to how this water is treated and handled will require changes to State water law. These issues may best be addressed in a regional forum, but should

at the very least, be examined closely on a local level. Significant changes to delivery and treatment systems may result from new standards and the community should be ready to implement the most efficient solution possible once the standards are in place.

Policy 9.10: The City of Albuquerque Public Works Department shall study and prepare a strategy on various options in response to changes in water and wastewater treatment standards now being considered. When responses to new standards require changes to existing State regulations, a regional approach (information sharing and lobbying with other communities in New Mexico at the State level) shall be utilized.

Implementation

Implement the strategies of the Water and Wastewater Facilities section of the Plan through regularly scheduled action steps to achieve the intent of the policies noted above. Most of the policies in this section require specific actions such as the preparation of plans and methodologies for addressing certain issues. The designated West Side staff persons for the City and County shall follow-through to ensure that these actions have begun and will be completed.

Lead Entity/ Support Entities

The City of Albuquerque and Bernalillo County Public Works Department staffs are the lead entities for implementation of water/wastewater policies with participation from Rio Rancho Utilities, New Mexico Utilities, the State Engineer's office, State Environmental Improvement Division, and local landowners.

Functional Requirements

The designated West Side staff persons from Bernalillo County and the City of Albuquerque shall follow-up on activities pursuant to the policies in Section 7, with programmed actions occurring by the staff of the Public Works Departments of both the City and County. Some of the studies and methodology formulation on these issues may be delegated to contractors or task forces, but will in all cases, have firm completion deadlines consistent with the intent of this Plan.

Funding

- Support for staff positions necessary by City and County
- Support for Water and Wastewater Master Plan for West Side
- Legislative appropriations for certain improvements
- Lobbying for legislative amendments to existing State laws may be needed
- Joint-funding in multi-jurisdictional areas whenever possible

Timing

- Water and Wastewater Master Plan complete by 1997
- Strategy development on other issues begins in 1996, and is completed by 2000

10. DRAINAGE AND ARROYOS

General Principles/ Summary of Objectives

Storm drainage improvements represent a significant infrastructure cost throughout Albuquerque and may end up being the most expensive part of the infrastructure needed to service West Side growth and development. A major purpose of the storm drainage system is to protect life and property from flooding caused by major storms. Generally, storm drainage improvements are classified as either major facilities or local facilities. Major facilities include the large flood control dams, as well as larger hardlined or softlined channels located throughout the metropolitan area. Local facilities consist of drainage rundowns, underground storm drains, and detention ponds designed to protect a particular subdivision or development. These are usually constructed by developers and/or the City, and usually maintained by the City. A map of existing City-maintained storm drainage facilities is included on the next page.

Storm drainage improvements represent a significant cost needed to service West Side growth.

The Plan will look at existing standards for storm drainage improvements, planned future improvements and some possible changes to current drainage policies for implementation of West Side planning goals.

Strategies and Policies

The costs of storm drainage infrastructure are borne by various entities including the City, County, AMAFCA, State Highway and Transportation Department, and local developers. Because of this, there is no centralized database showing the costs for storm drainage in a general way. However, in 1992, the City of Albuquerque Hydrology Division undertook an analysis to determine the overall costs of storm drainage within the City for planning purposes. This analysis included a detailed look at one square mile of developed land in the Northeast Heights of Albuquerque, and one square mile of land in the North Valley. It was felt that these two areas combined would represent a cross-section of drainage improvements within the City.

This analysis showed the average cost of storm drainage protection based on historic levels of protection to be approximately $10,000,000 per square mile. This includes facilities developed by all entities (public and private) involved in constructing storm drainage improvements.

It is important to know that the facilities constructed historically were planned and designed under “old” hydrology criteria and may not meet current standards. The design flows under current standards may be much higher than those under the previously accepted standards; therefore, any planning and cost estimating for future facilities should take this into account. Construction cost does not increase linearly with design flows; however, there is a significant cost differential based on flow. The capital costs for constructing facilities for larger flows could be approximately 30-40% larger than for previous design criteria.

Storm Drain System



Natural Arroyos and Channels

The Plan recommends that developers and public agencies explore the most natural possible treatment of drainage channels (see glossary for definition of naturalistic arroyos). In cases where the more natural design will not perform adequately, other less natural treatments will be considered. The objective is to find a balance between safety, maintenance, function, and aesthetics when assessing the performance of drainage systems. Performance-based design will include drainage treatment as an issue. There is also a focus on joint use of drainage facilities with recreational uses whenever possible.

The Plan recommends naturalistic drainage channels on the West Side.

This is a result of public preferences for open space and recreational uses of arroyos in conjunction with their stormwater flow functions. The cost implications of naturalistic arroyos become important, as increased costs for maintenance may be inherited by the public sector. It is often true that natural-type channels have very similar initial costs as hardlined (concrete) channels and they will require significantly greater maintenance costs than hardlined channels and larger land acreage amounts will be required to set aside to create them. As the frequency of storm runoff increases with development, the dynamics of channel and bank erosion will change significantly from the undeveloped condition. These increased costs appear to be acceptable to the public (based on public opinion expressed during West Side meetings) in exchange for the visual and recreational value of the unlined channels. The many hardlined channels of the Northeast Heights are typically mentioned by the public as undesirable for the West Side. A comparison of lined and unlined channels is shown below.

	Lined	Unlined
Right of way	70-100' (low cost)	200-500' (high cost)
Allowable velocities:		
Earth		2-4 ft/sec (1-2 mph)
Synthetic mats	5-8 ft/sec (3-5 mph)	
Rock	7-11 ft/sec (4-7 mph)	
Gabions	15 ft/sec (10 mph)	
Soil cement/concrete	30+ ft/sec (20+ mph)	
Cost	High initial	Medium-High initial
	Low long-term	High long-term
Maintenance	Low	High
Safety implications	High speed water	Bank cave-ins

A significant cost of unlined channels is the cost of the underlying land. Under current regulations, a developer has the choice of leaving a channel

in its natural condition, or of constructing a channel and reclaiming the land for development. The economics of this decision usually lead the developer to construct a channel. If the public consensus is to require a landowner to leave a channel or arroyo unlined, it may be that the taxpayer will have to bear some of the cost for right-of-way acquisition for floodplain areas, or the landowner may dedicate the land in exchange for higher densities. However, along large regional arroyos, the required setback from the edge necessary for safety could significantly impact the property left to develop. The prudent line area adjacent to the Major Arroyos listed in the Open Space section of this Plan (Section 7) may be considered for public purchase, traded for density transfer elsewhere, or otherwise set aside in an undeveloped condition. Any lands exceeding the credit amount may be considered for public purchase or other acquisition method.

Existing Standards for Storm Drainage

The current standards for storm drainage improvements are as follows:

a. Prevent flooding of private property during storms of up to and including 100 year frequency.

b. Provide one unflooded lane of travel in each direction on arterial streets during 10 year storms.

c. Off-site and on-site flows are not allowed to exceed the capacity of downstream facilities.

d. Detailed standards, in addition to those described above, are located in City/County Drainage and Floodplain Ordinances, and in AMAFCA resolutions.

An additional standard is added as a result of this Plan. It is:

> Whenever feasible (as determined through performance-based standards included as part of the Unified Development Code), arroyos and drainage channels will be retained in as natural a condition as possible. Concrete or other hardlined surfaces shall be discouraged.

Existing regional drainage facilities are also included on the map shown on preceding. A facility currently under construction, and not yet on the map, is the Unser South Detention Ponds and Storm Drain. Likely new facilities within the strategic timeframe of this Plan (20 years) include:

- Within the Piedras Marcadas Watershed:
  - Detention dam and diversion to Calabacillas Arroyo, west of Paradise Hills
  - Major storm sewer in Paradise Boulevard
  - Storm sewer diversion in Lyons (Unser) from Paradise Boulevard to Calabacillas Arroyo

- San Antonio Arroyo Improvements, from Coors Boulevard to Rio Grande
- I-40 Diversion, from Coors Boulevard to 98th Street
- Amole Diversion Dams and outlet to the I-40 Diversion
- Gun Club Road Drainage Improvements
- 98th and Central Detention Basin
- Tierra Bayita Storm Drain to 98th and Central
- West Mesa Diversion, I-40 to Bluewater
- Osage La Media Outfall to the Rio Grande
- Atrisco Park Detention Basin and Pump Station
- South Coors Boulevard Street and Storm Drain Improvements
- Crossing Structures over the Boca Negra Arroyo, Mojave and Tesuque Drives
- Crossing Structures over the Calabacillas Arroyo at Eagle Ranch Road

Other facilities which may be needed (not yet designed):

- Storm water crossings of the escarpment along proposed Paseo del Norte, in the Calle Nortena Corridor, and Piedras Marcadas Middle Branch
- Stormwater facilities along Unser Boulevard on top of the Escarpment, draining across the escarpment into the Boca Negra/Mariposa Basin facilities
- Ladera West Dam, and outfall facilities to the existing Ladera System and/or I-40 interceptor
- Detention dam in upper Boca Negra watershed
- A significant number of drainage facilities in the numerous arroyos which convey flows through the Escarpment.

Groundwater Protection Issues Related to Drainage

The adopted Bernalillo County/City of Albuquerque Groundwater Protection Policy and Action Plan states the importance of protecting and recharging the regional aquifer for future generations. Drainage solutions and treatments should play a major role in meeting these long-term community needs. The West Side Strategic Plan strongly supports the policies and actions of the GPPAP. The City and County should strive to become a leading community in the arid southwest in preserving and protecting its aquifer.

Drainage Costs

As noted earlier, there is no one answer on what drainage costs will be. The City's Fiscal Model shows two different numbers for growth related costs. One is $295 per capita of new population, the other is $5,000 per acre of developed area (although this number is outdated and does not account for "new" hydrology). The $5,000 per acre is only the City's share of the total cost. When AMAFCA's share and the developer's share are added in, the more accurate number may be $15,000 per acre of new development.

The drainage cost-share situation is changing due to Development Impact Fees. The current City policy is that master planned facilities are paid by the City, on-site facilities by the developer, and if upgraded facilities or master planned facilities in advance of the City's programmed expenditures are needed, the developer pays the cost. In practice, cost shares and identifiable improvements and upgrades have been negotiated, but will become more rigorously defined through Development Impact Fees in the future. AMAFCA will remain free to negotiate with all parties concerned on cost-sharing for facilities.

AMAFCA is currently limited to $20 million of debt which means that all needed facilities cannot be funded by AMAFCA. Current debt is approximately $13 million, with another $5 million proposed for February, 1995 bringing debt to $18 million. AMAFCA has been spending $5-6 million per year at their current indebtedness.

The City of Albuquerque is currently at about $10-12 million for capital expenditures, but this amount is not sustainable. The long-term Citywide amount is closer to $7-10 million/year for everything (including engineering, design, construction, etc.).

Policy 10.1: The public has stated that they would like to see arroyos treated in a more naturalistic manner. They made it clear that they do not want to

see concrete channels on the West Side. This Plan strongly recommends naturalistic treatment of all arroyos on the West Side. It is recognized that structural improvements may be required in arroyos and channels on the West Side. The Plan will require developers and public agencies to explore naturalistic treatments where possible. If such designs fail to be physically or financially feasible, less natural treatments may be considered. All review agencies (DRB, DRC, EPC, CPC, etc.), as well as the appropriate City, County, and AMAFCA staff, should carefully analyze the impacts of proposed developments to existing arroyos and should determine which treatments are most appropriate physically and financially.
Policy 10.2: Include performance-based standards for drainage improvements on the West Side in the Unified Development Code.

Policy 10.3: The citizens' views about the undesirability of the grey concrete box or trapezoidal channels of the East Side is a challenge to the local hydrology community to come up with drainage treatments that are more aesthetically pleasing while still serving essential flood protection functions. Use of earth tone colors, natural building materials, or vegetative slope coverings will be considered whenever possible.

Policy 10.4: Bernalillo County Public Works, AMAFCA, and City of Albuquerque Public Works Department shall identify the costs associated with increased maintenance needs of prototypical naturalistic arroyos and channels of various types, and program funds for that purpose in future budgets.

Policy 10.5: Bernalillo County Public Works, AMAFCA, City Parks and General Services Department, County Parks and Recreation Department, and City of Albuquerque Public Works Department shall consider joint-use of drainage facilities (for recreational and open space purposes especially) whenever feasible. Joint funding for additional right-of-way and facilities is also necessary.

Policy 10.6: Until the Unified Development Code and/or West Side design guidelines are developed, the policies and guidelines in the Facility Plan for Arroyos and other adopted Rank III Arroyo Corridor Plans shall be followed. Where arroyo rights-of-way are to be jointly used for multiple use trail corridors, adequate width shall be provided outside the 100 year flood area for safe and pleasant trail development. The trails standards contained in the Trails and Bikeways Facility Plan contain guidance in this area.

Policy 10.7: The cooperation of the NPS will be sought by the City, County, and AMAFCA in determining where and how drainage improvements will cross National Monument lands. The NPS is encouraged to cooperate in developing reasonable solutions to drainage and flood control problems. City Open Space Division and City Hydrology shall work closely together to present a consistent City position to the National Park Service regarding drainage crossings.

Implementation

Implement the strategies of the Drainage and Arroyos Section of the Plan through systematic follow-through on all policies requiring further action, and by enforcement of all policies stating intent. Uniform enforcement and consistency with stated intent is required in order to achieve the urban form envisioned herein and endorsed by the community.

Lead Entity/ Support Entities

City of Albuquerque, Bernalillo County, and AMAFCA are all lead agencies with support needed from the State of New Mexico, the NPS, and landowners.

Functional Requirements

The City of Albuquerque, Bernalillo County, and AMAFCA will need the resources necessary for staff and/or consulting fees to prepare the plans and prioritization tasks required by the policies of this section. Support for lobbying efforts to amend State legislation may be needed. Development of new performance-based drainage standards within the Unified Development Code will be required.

Funding

- City of Albuquerque capital program
- Bernalillo County bonds
- AMAFCA funds
- State appropriations
- Development Impact Fees

Timing

- Immediate, begin 1996 on new standards and policies
- Funding of improvements, as money becomes available



SECTION C
ACTION PLAN

C. ACTION PLAN

Infrastructure timing and funding is extremely complex.

Timing and funding for infrastructure development on the West Side is an extremely complex topic. Although it was hoped that this Plan would identify all costs and timeframes associated with West Side infrastructure, any full resolution of these issues must await results of the impact fee studies currently underway, and review of existing funding policies which has not yet occurred.

The text within the Action Plan identifies future actions needed to implement the Plan, to the extent that these can be identified. **A matrix has also been prepared (included at the end of this section) which identifies each policy in this Plan, responsibility for implementation, desired completion date, and cost of implementation (when available).** This matrix provides easy reference for Plan implementation progress. Additional revision of the Action Plan will occur regularly (every 5 years at a minimum), and future editions of the Action Plan will incorporate the adopted impact fee rates and other new funding policies to strengthen this section.

Concurrency Goals/Timing Issues

The idea that facilities and services will be available when needed by a development is called concurrency. The concept of concurrency has been introduced in several previous plans, including the Comprehensive Plan, through statements which read "Infrastructure shall be available when needed". These concepts have never been defined or enforced, and questions remain even now as to whether the community has the political and economic will to require concurrency. While concurrency seems simple on the surface, in application it can become extremely difficult. The State of Florida has spent several legislative sessions defining what concurrency means and how it should be applied. Questions that arise include:

- When is concurrency required?
  i.e., at the time of construction permits, time of occupancy, or within "x" years of occupancy?

- What facilities need to be concurrent?
  i.e., all facilities or some of the facilities? In practice, having <u>all</u> facilities concurrent may not be practical and can also be very expensive.

- How is concurrency calculated?
  i.e., first come first served, or are capital facility needs prorated over all future development?

A concurrency management system will have several components. These are described below as a series of steps.

- Identify the facilities and services to be included in the system.
- Set a Level of Service standard for each facility type (this is being done as part of the Development Impact Fees program).
- Determine when, during the review of a proposed development, to test for concurrency (whether the development meets the LOS standards).
- Develop a procedure for monitoring or accounting for the LOS of each facility.
- Determine procedures and requirements for reserving capacity and establishing vested rights.

A Level of Service standard is part of the calculation of whether a facility has the capacity to serve additional users. The calculations include the following steps:

- LOS standard x Units = Needed capacity of the project.
- Current capacity of the system + funded improvements = Total capacity.
- Total capacity - capacity now in use = Available capacity
- Available capacity - needed capacity = Surplus or (Deficit).

Because Level of Service issues have not yet been resolved, and will not be resolved until after successful implementation of the Development Impact Fees program, the capacity and funded improvements portions of concurrency are impossible to define at this time. The Strategic Plan recommends that a concurrency program be studied as one of the follow-up tasks of this Plan.

Policy C-1: The City of Albuquerque, within one year from adoption of the West Side Strategic Plan, shall analyze and make recommendations to the City Council and other governmental bodies with regard to a procedure for linking development approvals with the availability of critical infrastructure to support development including transportation, hydrology, water and

wastewater. Such a study shall include level of service standards which represent adequate available infrastructure; service delivery modeling approaches; a project specific Capital Improvement Program; commitment of financial resources for infrastructure projects; integration with adopted City policy with regard to funding priorities for infrastructure; linkages with development impact fees or other development related charges; methods for insuring efficient delivery of services including, but not limited to , service delivery zones and the phasing of service delivery; and key points in the development approval process at which infrastructure concurrence analysis will be conducted.

Infrastructure Financing

Current infrastructure costs for the City are described in the "Service Level, Cost & Revenue Assumptions - Fiscal Impact Model" printed by the City in August of 1994. These include capital costs for major and local facilities, operating costs, and rehabilitation costs. These "normal" costs may be affected by the size of the area served and density of development, the level of service provided, and the major facilities needed. The public sector costs may be met by different agencies, such as the City, County, AMAFCA, NMSHTD, or others. The sharing of costs between the different agencies can significantly affect the City's costs and the resulting obligations of the private sector.

City staff agree that compact urban form results in cost savings for the community.

The City staff members involved in predicting infrastructure and service costs for new growth agree that the nucleated urban form required by this Plan will result in cost savings over the traditional grid-based sprawl form of development, but this cost savings is difficult to quantify. A good example of the problems inherent in these predictions is in determining water and sewer costs to service new Communities on the West Side. Estimation of utility costs are complicated by the fact that the provider may vary by area and by time.

For example, the Black Ranch may be served by itself, by Rio Rancho Utilities, by New Mexico Utilities, by a County funded utility, or it may be served by one of these in the early years and by the City or another provider in later years. Water supply issues may also require new and expensive solutions, such as the treatment and distribution of San Juan/Chama water for drinking purposes. New constraints resulting from water and wastewater treatment issues may outweigh the savings generated by compact urban forms connected along transit corridors. At this point in time, there are too many unknowns for the actual costs to be described.

Instead, the Strategic Plan provides a summary of the types of infrastructure funding which are available, and which will be utilized to build the West Side infrastructure systems and provide services to existing and future Albuquerqueans. These funding mechanisms are described below:

Capital Improvements Program

Capital Improvements Programs are simply a method of programming and prioritizing funds, generally from a variety of sources. The City of Albuquerque prepares and publishes a 10-year capital improvements program as mandated by City Ordinance, Article X. The program is reviewed and revised every two years in preparation for approval of General Obligation Bonds by the voters. The first year or two of the program remains relatively certain, but the projects are less certain in later years. Also, some of the budget is lumped together in generic categories without listing specific projects, making analysis difficult.

Major capital improvements for the City of Albuquerque are funded primarily with General Obligation Bonds (10 year duration) or Revenue Bonds. In many cases, these bond funds are matched with Federal and/or State contributions and private assessments. Matching funds include those from the Federal Highway Administration, Federal Aviation Administration, Environmental Protection Agency, Community Development, Economic Development Administration, State Highway and Transportation Department, and Special Assessment Districts.

At issue is whether to spend funds on deficiencies or on new projects.

A growing issue has been whether to spend funds on existing City deficiencies or on new construction projects. No detailed analyses of CIP spending by geographical subarea were available for this Plan, but the general consensus of City staff is that in the past spending has been skewed toward new construction with a continuing accumulation of deferred maintenance needs. The recent trend has shifted direction, with most of the spending now going toward maintenance and rehabilitation needs, and less toward new construction. The City Council has passed an ordinance requiring City Council review and approval of the Mayor's proposed criteria for the bond program. In the review and approval process, the Council mandated the following criteria:

All CIP projects shall be categorized as: Growth, Rehabilitation, Deficiency, or Mandates. The capital funds programmed for rehabilitation, deficiencies, and mandates shall comprise:

Amount	Program	Funding Source
At least 80%	Within each Dept.	G.O. Bonds
At least 80%	Public Works: Water	Enterprise
At least 90%	Public Works: Wastewater	Enterprise

As a result of the Council's mandate, less than 20% of the programs shown above will be programmed in the 1995 two-year capital budget for projects classified as growth related (i.e. required to serve new growth or future growth rather than existing facilities). The West Side would then typically get only a portion of that 20%. As the West Side is a new growth area and will have few rehabilitation needs in the newer sections, it is likely that this area receives only a portion of the City's spending, even though a majority of new building permits and new growth occurs there. It may be appropriate to re-examine these percentages in light of the strong growth trends of the community in recent years. Historical patterns of allocating funds may no longer apply under these changed conditions. Some City Departments prefer that this issue be debated as part of the development fee hearings, rather than in this Plan. However, the West Side residents have expressed great interest in the geographical distribution of CIP funds, so it is probably appropriate to discuss the issue in both planning efforts. It should be noted that this discussion is simply that - a discussion, not a set of policies or directives. Public review of spending priorities can be beneficial to the entire City, and should be encouraged to continue.

It is interesting to note that the Northeast Heights was largely built by capital program spending when it was the major growth area. Now that the Heights has largely built out and the population base is present to support Council districts, the spending focus has shifted to maintaining and improving the infrastructure there, rather than building new infrastructure in the next growth area (West Side). While it is recognized that maintenance needs cannot be deferred indefinitely, and that the existing infrastructure needs attention and funding, it is also important to protect the region's future tax base in its primary growth on the West Side.

The 1993 City General Obligation Bond Program was $80,115,000. CIP projects specific to the West Side totalled $9,650,000 of this total (some of which were new construction and some of which were rehabilitation or other mandate programs). This is 12% of the year's funding program for an area seeing over 60% of the City's growth, and which includes approximately 18% of the City's population. A further breakdown of the 1993 City CIP projects reveals the following:

Community Services, Environmental Health, Fire, Etc.
39 Total Projects, 7 West Side Projects

Parks and General Services
50 Total Projects, 13 West Side Projects

Parks and General Services/Open Space and Facilities
33 Total Projects, 5 West Side Projects
Public Works/Streets and Storm Drainage
42 Total Projects, 7 West Side Projects

The CIP needs to link improvements to adopted plans.

In 1994, there were requests for $209 million of projects which were trimmed down to $74 million in the Mayor's proposed Capital Program. Of these, $12 million (16%) were for the West Side.

An additional issue related to CIP spending is how to link programmed improvement priorities with adopted plans. In the past, there has been very little linkage between improvements recommended in City planning documents, and when and what appeared in the CIP. This linkage will be more closely monitored in the future through community based planning efforts in the Planning Department, and the use of staff members designated by geographic area to ensure that recommended infrastructure in each subarea of the City gets programmed at the appropriate time.

Note that this CIP section refers only to City expenditures. Both AMAFCA and the County also fund improvements on the West Side. It is estimated that over 30% of AMAFCA's facility investments in the last 30 years have been on West Side projects. This relates directly to the location of arroyos and the drainage patterns of the Albuquerque area.

Impact Fees

Under this approach, an analysis of infrastructure impact is conducted and then impact fees are levied on various types of development. The fees are collected at time of building permit issuance. Impact fees require a “nexus” finding, i.e., the fee must have a relation to the impact. Fees must be spent within certain time limits and often within defined service areas. Impact fees can not be used to correct existing deficiencies or to provide infrastructure for previous growth.

Since by definition, impact fees are only collected on new development, the fees have a relation to growth and may increase the cost of new development. In order to calculate impact fees, it is necessary to establish level of

service standards that can be used to calculate infrastructure needs. Impact fees will have a tremendous impact on funding infrastructure for future growth on the West Side. They will not correct the existing lag between the development already present, and the infrastructure needed to support that development.

Impact fees will affect the funding for future growth on the West Side.

The New Mexico Development Fees Act of 1993 has forced the City and County to prepare an impact fees program in order to assess development fees in the future. The Act sets up specific standards for how to handle fees and on what is and is not allowed. The impact fees program will be publicly reviewed during 1995, but was not available at the time of this Plan's writing. Once the impact fees program is successfully implemented, this Action Plan portion of the Strategic Plan should be amended to incorporate the costs and service level standards adopted.

Project Impacts

Some cities run a fiscal impact model on each development and determine fees based on the analysis. While workable, this method tends to be less comprehensive than the impact fees method described above. The 1993 Development Fees Act would appear to remove this approach as an option for funding or determining fees. However, the fiscal model can be utilized to help to calculate impact fees, and can be used as an analytical tool to determine the pros and cons of an annexation or service extension action.

City revenues come from both property taxes and gross receipts taxes. An examination of fiscal impact by land use type and location could help the City set its growth and annexation strategy. For example, it is likely that many residents may shop within the City irrespective of where they live. It is not unusual for residential uses to have a direct negative fiscal impact.

Will Serve Letters

Will serve letters are often used when there are independent agencies or special districts, for example, schools, fire districts, utility districts, etc. Under this system, each agency may set their own fee schedule or capital improvements program. The idea is that developments are not approved unless all the will serve letters are in place.

The use of impact fees negates the use of will serve letters for most functions. However, a major infrastructure need - schools - has been excluded from the impact fee legislation. It may be appropriate to further examine the legality

and practicality of requiring will serve letters for schools. Under such an arrangement, the developer would need to meet with the school district to determine any needs for additional land for facilities, prior to the school's willingness to provide the will serve letter. Various payment techniques are available for how identified land could be acquired. Something similar to this was anticipated in the Planned Communities, as Albuquerque Public Schools is identified as a party to development agreements generated.

Gross Receipts Taxes

Gross receipts tax revenues account for two-thirds of the City's general fund.

The gross receipts tax comprises approximately two thirds of the general fund revenues for Albuquerque, which was about $160 million for FY94. None of these funds are currently used for capital facilities. This amount compares to the annual capital facilities expenditure of $153 million for the same time. To some extent, the use of property tax for infrastructure and gross receipts tax for operating expenditure is an arbitrary distinction. In many parts of the country, the funds are simply merged and used to pay both capital and operating expenditures.

This distinction between funds could be critical in looking at a regional strategy since it is not unusual for people to live in one taxing jurisdiction and shop in another. In relation to the West Side Strategic Plan, the way gross receipts taxes are calculated and distributed can impact governmental structure, both in terms of City of Albuquerque annexation policy and the idea of regional authorities.

Quality of Life Fund

The Quality of Life Fund is funded by a quarter-cent sales tax begun in 1988 and scheduled to run until December 1995. Revenue is projected at $188 million and roughly $135 million has currently been earmarked for specific projects (mostly related to the new biological park on the east side of the river near Central Avenue). Over time, this fund has appropriated $4.69 million for West Side transportation projects and $800,000 for storm drainage projects (or 4% of the earmarked funds).

Several Citizens Steering Committee members noted that during the Quality of Life Fund public meetings to determine how additional revenues should be spent, no new projects were identified for the West Side. In fact, one project proposed using some of the money to "clean up" the lands adjacent to the Rio Grande, but only for the east side of the river. West Side residents are becoming increasingly frustrated over their perception that they pay the same taxes as East Side residents but get fewer services. These perceptions

exist in other areas of the City as well. Efforts should be made to make sure that equalized services are indeed available to all Albuquerqueans regardless of their subarea.

State Funds

Each legislative session includes a variety of bills for State financing of local projects.

Typical projects include:

Recreation Centers	Water and Sewer Expansions
Tennis Courts	Parking Lot Paving
Road Paving Projects	Soccer Fields
Community Centers	Open Space Acquisition
Parks and Trail Facilities	

It is reasonable for the State to finance some of the larger regional projects which transcend jurisdictional boundaries.

Legislative funding for key West Side projects for which local funds are unavailable will be increasingly important in the next decade while an attempt to catch up to existing growth is made. In the future, impact fees will allow greater recovery of costs for new development, but a lag exists currently between existing growth and needed infrastructure. It is reasonable for the State to finance some of the larger regional projects which transcend jurisdictional boundaries. Additionally, it is largely the new development and growth from areas like the West Side which is fueling the State's current excess revenue fund. Some of this revenue should be invested in the future in these growth areas.

Bernalillo County

Bernalillo County, similar to the City of Albuquerque, does a bond issue every other year. These have been running $20-25 million, however, the issue which went to voters in 1994 was for $37.7 million. The bond issue has generally been set to not raise the mill levy. The current increase beyond average spending is based on a combination of new development and a reassessment year. It is anticipated that this bond can be accommodated within the current mill levy.

In the future, Bernalillo County may control significant areas of urban density population on the West Side.

The County also completes a 10 year capital impacts program as required by the State for various State funding. The program is used to document requests for special legislative funding from the State.

In the future, Bernalillo County may control significant areas of urban density population on the West Side. This will require extensive programming of capital funds which are linked more directly with planning and development policies than they have been in the past. Like the City, the County will have to make some commitments to West Side infrastructure in the next 20 years and systematically program the expenditures consistent with phasing priorities of this Plan.

Other Funding Sources

Other funding sources include a variety of project specific funds, many of which can only be spent on certain things, or which are used for matching funds.

These include:

a. City enterprise funds, which include water/wastewater, aviation, parking, transit, refuse, golf, and solid waste funds
b. special "quality of life" or other onetime taxes
c. basic services (Ordinance 89) fund
d. Metropolitan Redevelopment funds
e. Urban Enhancement Trust funds
f. developer contributions (now under impact fees)
g. AMAFCA contributions for flood control
h. Conservancy District for irrigation water
i. neighborhood association matching funds, and
j. Albuquerque Public Schools

National Trends

A recent trend study* of large cities indicating recent actions in relation to expenditure and revenues gives some interesting insight that could be useful in Albuquerque. The percent of cities taking action were as follows:

Expenditure Actions Taken	
Reduced growth rate in operating spending	70%
Improved productivity levels	54%
Reduced actual level of capital spending	48%
Contracted out more services	44%
Froze municipal hiring	37%
Reduced full-time City employees	20%
Signed interjurisdictional cost-sharing agreements	20%
Reduced City services levels	15%

Revenue Actions Taken	
Increased level of fees/charges	52%
Implemented new fees/charges	26%
Increased property tax rates	22%
Increased rates of other taxes	17%
Imposed or raised development impact fees	13%
Increased sales tax rates	10%
Implemented a new tax or taxes	9%
Expanded the tax base	6%
Increased income tax rates	3%

**Source: Michael A. Pagno, 1994,* City Fiscal Conditions in 1994. *Research report on America's cities, Washington, D.C.: National League of Cities, pp. 24-25.*

Intergovernmental Agreements/Legislative Needs

There are a variety of intergovernmental agreements which will need to be put in place for truly regional problem solving to occur. The Regional Authority (or other regional model) is the clearest example of this type of agreement. Other agreements include: joint powers agreements between Bernalillo County and City of Albuquerque, between Albuquerque and Rio Rancho, between APS and both the County and City, and other interjurisdictional agreements for funding and acquisition projects with AMAFCA, the National Park Service, and others. Public and private partnership agreements will also be critical for infrastructure funding on the West Side. These various agreements are critical to the successful implementation of this Plan and must be implemented during the first five year period.

Cost sharing for regional infrastructure is the most efficient approach.

Additionally, there will be special legislative needs at the State level to implement the Plan. The State would have to grant powers for the establishment and operation of any regional bodies. If the regional approach utilized is that of an enhanced MRGCOG, the additional powers of that agency would have to come from the State. There are also some unique funding needs on the West Side, which may best be addressed from the State level, with participation from all local governments. Cost-sharing between all agencies is the most efficient leveraging method for funding infrastructure systems of a regional scale. Requests for special legislative appropriations should be made during the first five year period to try to catch up with existing needs for roads, drainage systems, schools, parks, and open space land acquisition. Requests for special appropriations should be made by a consortium of local governments with matching funds identified wherever possible in order to enhance the chances of success for these requests.

Development Process Action Steps

The two key actions required to implement real change in the West Side development process is the preparation of a Unified Development Code and the West Side Design Guidelines. Both of these actions should begin in 1996, before more time is lost in which to influence the urban form and quality of design on the West Side. This will require joint funding from the City and County. Both of these jurisdictions should be equally involved in the preparation of these new development controls from the beginning, in order to uniformly enforce and administer the new standards, and to build consensus within the community on what the West Side should become in the future. The process of developing these new standards must be as publicly inclusive as possible, and include input from neighborhoods, developers, landowners, and the general public in order to establish standards with broad public support.

Plan Monitoring and Refinement

Preparation of a Unified Development Code and Design Guidelines is required to implement this Plan.

Physical development on the West Side will occur over many decades. This Plan shall be refined, monitored, and updated often to ensure that it is kept current and responsive to changing conditions and community needs. Plan updating through small amendments will be made annually. Plan revision of major sections will be completed every five years. It is expected that at the end of the 20 year time frame of this Plan, it will have been completely rewritten several times in response to changing information, new costs, altered levels of service, and different funding strategies which will emerge over time. The basic intent of the urban form, and vision of the West Side residents, will remain intact over time. By approving this Plan, both Bernalillo County and the City of Albuquerque are committing to a long-term program of West Side Strategic Plan implementation, which includes revisions as needed.

Recommended Plan and Policy Amendments

It is recommended that the existing West Side plans and policies be amended, rescinded, or absorbed into the policies of this Plan at the same time that this Plan is adopted. In this way, the plans will be made readily consistent, without a lag time where even more plan inconsistencies are being enforced by elected officials than what is occurring today. Many of the existing plans are outdated and superseded by this Plan and can simply be rescinded. Others will remain in place, but will require amendments to make them consistent with this Plan. These amendments and revisions will be submitted to elected officials as a parallel package for approval along

with this Plan. The amendments package will be available in October 1995. There are currently a number of ongoing planning projects that affect the West Side. All draft plans related to the West Side shall be completed in a timely fashion.

Action Plan Matrix

The matrix pages which follow summarize all of the policies of the Plan, and include responsibilities for implementation of each policy. This Action Plan matrix is a key strategic tool which will be used to ensure Strategic Plan implementation. In addition to the Action Plan Matrix, a brief outline of immediate Plan implementation steps is included below. In order to begin implementing this Strategic Plan, the City Council and County Commission must immediately commit to funding the Plan follow-up steps. The outline of actions required in the first five years is included as follows:

Immediate Actions

- Process amendments to existing West Side plans consistent with the West Side Strategic Plan policies (City and County Planning)
- Establish a "skills center" at the Atrisco Business Park (City Planning, City Office of Economic Development, and T-VI)
- Aggressively enforce West Side weed, litter, and zoning violations (City and County zoning)
- Begin planning and design work for West Central Streetscape improvements (City Public Works and City Planning)
- Revise City utility extension and annexation policies to be consistent (City and County Public Works and Legal)
- Implement co-location policies to ensure that joint public/public and public/private facilities opportunities are realized (All City and County departments)
- Require review agencies to enforce naturalistic treatment of arroyos (City and County review agencies and AMAFCA)
- Complete and adopt an Archaeological Protection Ordinance (City and County)
- Complete the Open Space Facility Plan (City Open Space Division)
- City and County to each designate a minimum of one staff person to specifically coordinate West Side Strategic Plan actions.
- Investigate development alternatives for the basalt flow area (City and County Planning, Public Works, Legal, and Parks)

Action Plan: Years 1 - 3

- Develop West Side Community/Neighborhood Plans and Design Guidelines (City and County Planning and Public Works)
- Sponsor a task force to investigate a Regional Authority to address regional issues of transportation, water, waste water, air quality, etc. (MRGCOG, City and County elected officials, Rio Rancho, other communities)
- Prepare a Bosque Protection Strategy (City Open Space Division and City and County Planning)
- Prepare a Unified Development Code and new Citywide performance standards (City and County Planning)
- Prepare a West Side Transportation Plan responding to urban form (City and County Public Works, MRGCOG, City Transit and Parking Department)
- Complete water and wastewater master plan responding to West Side urban form and alternative service delivery options (City and County Public Works)

Action Plan: Years 2 - 4

- Develop the City and County Capital Programs to reflect appropriate funds for West Side public facility and infrastructure deficiencies (City and County)
- Complete the update of the Double Eagle II Master Plan including an area-wide location study (City Aviation)
- Complete the Planned Communities Criteria (City and County Planning)
- Create West Albuquerque Gateway at I-40 and Central Avenue (Public Arts Program and Shared Vision)
- Propose local, State, and federal legislation to address constraints to alternative drainage options (City and County Public Works and Legal)

Action Plan: Years 3 - 5

- Prepare comprehensive West Side Mobility Plan (MRGCOG, All City and County Departments)
- Adopt appropriate legislation to address deannexation of areas throughout the West Side most suitable for County jurisdiction (City and County Legal)

Action Plan: Years 4 - 5

- Prepare planning and funding strategies for West Central Streetscape Improvements from Coors Blvd. to I-40 (City Public Works and Planning)
- Prepare funding strategies for billboard buyout program (City and County Zoning)
- Prepare a Rio Puerco Plan (County Planning)

WEST SIDE ACTION PLAN MATRIX

Abbreviations

ACC	Albuquerque City Council	COAHD	City of Albuquerque Hydrology Division
AED	Albuquerque Economic Development	COALSD	City of Albuquerque Library Services Division
AFD	Albuquerque Fire Department	COAOED	City of Albuquerque Office of Economic Development
AM	Albuquerque Mayor	COAONC	City of Albuquerque Office of Neighborhood Coord.
AMAFCA	Albuq. Metropolitan Arroyo Flood Control Authority	COAOSD	City of Albuquerque Open Space Division
APD	Albuquerque Police Department	COAPD	City of Albuquerque Planning Department
APS	Albuquerque Public Schools	COAPGSD	City of Albuquerque Parks & Gen. Services Department
BCC	Bernalillo County Commissioners	COAPWD	City of Albuquerque Public Works Department
BCEHD	Bernalillo County Environmental Health Department	COATPD	City of Albuquerque Transit Department
BCM	Bernalillo County Manager	COAUD	City of Albuquerque Utilities Division
BCPRD	Bernalillo County Parks and Recreation Department	CRR	City of Rio Rancho
BCPC	Bernalillo County Planning Commission	MRGCOG	Middle Rio Grande Council of Governments
BCPWD	Bernalillo County Public Works Department	NMEDO	New Mexico Economic Development Office
BCPZD	Bernalillo County Planning and Zoning Department	NMED	New Mexico Environment Department
COAAD	City of Albuquerque Aviation Department	NMSHTD	New Mexico State Highway and Trans. Dept.
COACSD	City of Albuquerque Family & Community Serv. Dept.	NPS	National Park Service
COADDD	City of Albuquerque Design & Development Division	OSAB	Open Space Advisory Board
COADRB	City of Albuquerque Development Review Board	PE	Plains Electric
COAEHD	City of Albuquerque Environmental Health Dept.	PNM	Public Service Company of New Mexico
COAEPC	City of Albuquerque Environmental Planning Comm.	T-VI	Albuquerque Technical Vocational Institute

Policy #	Description	Responsibility	Funding Request	Completion Date
FUTURE URBAN GROWTH MANAGEMENT POLICIES				
A-1	Future adopted policies will take precedence over any incompatible policies in WSSP	ACC and all implementing agencies	N/A	Ongoing
A-2	Review WSSP one year following adoption	ACC, AM, COAPD	1997	1998
A-3	South Valley Area Plan policies take precedence over WSSP in overlapping areas	COAPD, BCPZD	N/A	Ongoing

THE COMMUNITY CONCEPT				
1.1	Designate 13 distinct Communities, Control form	COAPD, BCPZD, COAEPC, BCPC	1997	1997
1.2	Provide transit feasibility and access plan for each development in the Regional Center	COATPD, Private developers	Ongoing	Ongoing
1.3	Prohibit strip commercial developments	COAPD, BCPZD, BCPC, COAEPC	Ongoing	Ongoing
1.4	Delete previous West Side Urban Centers from existing plans	COAPD, BCPZD	1997	1997
1.5	Require pedestrian/bicycle access to Community and Neighborhood Centers	COAPD, BCPZD, Private developers	Ongoing	Ongoing
1.6	Preserve large areas dedicated to employment uses, recruit users	COAPD, COAEDO, BCPZD, NMEDO	1997	Ongoing
1.7	Locate technology skills center at or near Atrisco Business Park	COAEDO, APS, NMEDO	1997	1998
1.8	Develop specific design policies for non-residential buildings in Centers as part of design principles	COAPD, BCPZD	1997	1999
1.9	Future neighborhood and community centers may be designated and developed	COAPD, BCPZD	Unknown	2020
1.10	Designated neighborhood & community centers shall be reviewed periodically for viability and appropriateness	COAPD, BCPZD	Unknown	Ongoing
1.11	Develop incentives encouraging private sector to develop activity centers in line with policies of this plan	COAPD, BCPZD	Unknown	Unknown
1.12	The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians	COAPD, BCPZD	N/A	Ongoing
1.13	The Community Activity Center shall provide the primary focus for the entire community	COAPD, BCPZD	N/A	Ongoing

1.14	The typical Community Center shall be accessible by a major street or parkway as a hub for transit service	COAPD, COATPD, COAPWD	As Built	Ongoing
1.15	Neighborhood Centers of 15 to 35 acres shall contain generally small parcels and buildings	COAPD, BCPZD	N/A	Ongoing
1.16	Neighborhood Centers shall be located on local collector and sometimes arterial streets.	COAPD, BCPZD	N/A	Ongoing
JURISDICTIONAL, DENSITY, AND CHARACTER				
2.1	Prevent expansion of other municipalities within the Plan Area	ACC, BCC, BCM, AM	1997	Ongoing
2.2	Develop consistent and uniform development policies to jointly mange the areas within Plan Boundary	COAPD, BCPZD, BCPC, COAEPC	1997	1998
2.3	Modify boundaries to clarify service delivery	COAPD, BCPZD, ACC, BCC	1997	1998
2.4	Amend water and sewer extension policies relating to annexation	COAPD, BCPZD, ACC, BCC	1997	1998
2.5	Determine whether public schools have sufficient capacity when considering approval of subdivisions	APS, COAPD	Ongoing	Ongoing
SPECIFIC WEST SIDE COMMUNITIES				
3.1	Designate Cottonwood Mall area as the West Side Regional Center	COAPD, COAEPC, Private Developers	1997	1997
3.2	Describe appropriate locations for residential and non-residential development in or near the Regional Center within Seven Bar	COAPD, COAEPC, Private Developers	N/A	1997
3.3	Include mixed-uses and multi-modal transportation in the Regional Center and discuss location of a transit center	COAPD, MRGCOG, COAPTD, Private Developers	Ongoing	1999

3.4	Several clusters of neighborhoods will develop within Seven Bar Ranch. Each shall be served by a Neighborhood Center	COAPD, BCPZD	N/A	Ongoing
3.5	Require setback for trails and open space along the entire length of the Calabacillas Arroyo	COAPD, BCPZD, AMAFCA, COAOSD, Private Developers	Ongoing	Ongoing
3.6	Complete acquisition and design tasks for Westside Blvd., McMahon, Universe, Rainbow, Unser, Golf Course, Coors Bypass, and NM 528 incorporating transit opportunities	COAPWD, BCPWD, NMSHTD, MRGCOG, CRR	1997	2000
3.7	Negotiate to determine the best method to protect the Calabacillas Pueblo and identify appropriate funding sources for public acquisition	COA, COAOSD, property owners	1997	1998
3.8	The largest mix of land uses and highest density shall develop in the Community and Neighborhood Centers	COAPD, BCPZD	N/A	Ongoing
3.9	Resolve critical road issues affecting the Paradise Community	BCPZD, COAPD, MRGCOG, NPS, BCM, AM	1997	1998
3.10	Respect open space designation on the south side of the Calabacillas Arroyo and preserve views through design guidelines	BCPZD, COAPD, AMAFCA, COAOSD, COAPWD, BCPWD, Private developers	1997	1999
3.11	Preserve Piedras Marcadas Arroyo in its most naturalistic state	BCPZD, COAOSD, COAPD, AMAFCA, COAPWD, NPS BCPWD, Private developers	1997	1998
3.12	Allow continued growth in Taylor Ranch	COAPD, COAEPC, Private developers	N/A	Ongoing
3.13	The Montaño Bridge has been built. The City should continue consideration of multi-modal opportunities	COATPD, COAPWD	Ongoing	Ongoing
3.14	Carefully analyze zone change requests in Alban Hills	BCPZD, BCPC	N/A	Ongoing

3.15	Apply and enforce design guidelines to avoid further degradation of views to and from the escarpment	COAPD, BCPZD, COAEPC, COAOSD, Private developers	N/A	Ongoing
3.16	Define land uses in Community and Neighborhood Centers in Taylor Ranch Community including mixed-use and multi-modal access	COAPD, COAPWD, COATPD	N/A	2004
3.17	Allow regional trail connections and designated open space along the Boca Negra Arroyo, subject to regulations within the Petroglyph National Monument	COAOSD, COAPD, NPS, COAEPC, OSAB	1997	Ongoing
3.18	Protection and preservation of the bosque is critical. Development east of Coors Boulevard shall be sensitive to this community asset.	COAPD, BCPZD	N/A	Ongoing
3.19	Discussions shall continue between Ladera Neighborhoods and the NPS regarding monument visitor impacts	COAONC, NPS, Neighborhood Associations	1997	Ongoing
3.20	Begin the process to consolidate separate electrical transmission corridors into common corridors or place underground	COAPD, COAEHD, PNM, PE	1997	2006
3.21	Strip commercial development not allowed north of St. Joseph's Drive in Ladera Community	COAPD, COAEPC, Private Developers	N/A	Ongoing
3.22	Provide adequate street lighting in the Ladera community within "dark sky" parameters	COAPWD	1997	1999
3.23	Encourage non-residential development on the western side of the Ladera Community in Neighborhood Centers relating	COAPD, Private Developers	N/A	Unknown
3.24	The area just west of Coors and north of I-40 up to a point about 1000 feet south of Ladera Drive should be designed and developed as the Community Activity Center for Ladera	COAPD, Private Developers	N/A	Unknown

3.25	Analyze new development proposals and rezonings to avoid negative impacts on the National Monument and other surrounding properties.	COAPD, NPS, COAEPC, BCPZD, BCPC	N/A	Ongoing
3.26	Amend the zoning on West Central Ave. to allow jewelry manufacturing	COAPD	1997	1998
3.27	Make streetscape and roadway improvements to West Central Ave. to enhance vehicular and pedestrian safety and to improve appearance and image	COAPWD, COAPD	1998	2000
3.28	Create task force to solve social problems of West Central Ave.	APD, COAONC, Private landowners	1997	Ongoing
3.29	Retain rural character and density south of West Central Ave., except along Bridge or near Coors and Bridge	BCPZD, COAPD, Private Developers	N/A	Ongoing
3.30	A full range of mixed land uses should be supported along both sides of this corridor. Nodes should be emphasized at Central and Coors (Community Center scale) and Atrisco Plaza (Neighborhood Center scale)	COAPD, Private Developers	2003	Ongoing
3.31	Continue activities of the West Central Merchants Association in West Central and Atrisco Park	Private Businesses	N/A	Ongoing
3.32	Protect views to the east from the bluffs above the river in the West Central Community	COAPD, COAEPC, Private landowners	N/A	Ongoing
3.33	Allow new residential and non-residential development to occur in Atrisco Park Community	COAPD, COAEPC, Private developers	1997	Ongoing
3.34	Promote job growth within the Atrisco Business Park	COAPD, COAEDO, AED, NMEDO, landowners	1997	Ongoing

3.35	Establish a “skill center” at the Atrisco Business Park to provide job training for West Side residents	COAPD, COAEDO, Albuquerque T-VI, APS	1997	1999
3.36	Support redevelopment of the five acre tracts west of Atrisco Business Park	COAPD, COAEPC, Private developers	N/A	2000
3.37	Extend West Central Ave. improvements west of Coors Blvd.	COAPD, COAPWD, BCPZD, BCPWD, MRGCOG	1997	2002
3.38	Expand non-residential development near Coors Blvd. and West Central Ave.	COAPD, COAPWD, COAEPC, Private developers	N/A	Ongoing
3.39	Support the creation of a “Gateway to Albuquerque” monument and assorted land uses at I-40 and West Central Ave. through public/private partnership	COAPD, NPS, Tourist-related agencies	1997	2000
3.40	Continue growth at urban densities in the Bridge/Westgate Community	COAPD, COAPWD, COAEPC, Private developers/businesses	1997	2006
3.41	Promote public/private financing in Bridge/Westgate Community, Encourage employment	COAPD, COAEDO, COAEPC, Private developers/businesses	1997	2006
3.42	Support mixed-use higher density development within Bridge/Westgate Activity Centers	COAPD, Private Developers	N/A	Ongoing
3.43	Prohibit very low density, rural development in the Bridge/Westgate Community	COAPD, COAEPC, Private developers	N/A	On-going
3.44	Consider locating new public service facilities in the Bridge/Westgate Community	COACSD, APD, AFC, COALD	1997	2006
3.45	Support physical and social enhancements for Bridge and Central Ave.	COACSD, COAPWD, APD, COAONC	1997	2006
3.46	Enforce existing ordinances relative to zoning, weeks, junkyards, signage, etc. along Coors Boulevard	COAPD, BCPZD, COAEHD, BCEHD	1997	Ongoing
3.47	Revisit and amend all existing plans to reflect current priorities in the WSSP	COAPD, BCPZD	1997	Ongoing

3.48	Promote low-density development within the Gun Club Community except in Activity Centers	BCPZD, BCPC, Private landowners	N/A	Ongoing
3.49	Retain one acre lot minimums for Gun Club Community and prevent more septic tanks and individual wells	BCPZD, BCEHD, BCPC, Private landowners	1997	Ongoing
3.50	Explore extension of City utilities and/or community water and wastewater systems into the Gun Club Community	State of New Mexico, BCPWD, BCEHD, BCBCC, BCM, COAPWD	1998	2001
3.51	Preserve existing agricultural uses and rural development standards in the Gun Club Community	BCPZD, COAPD, BCPC, COAEPC, BCM, AM	1997	1998
3.52	Agree on annexation boundaries for the Gun Club Community	BCPZD, BCPWD, BCPC, Private developers	1997	1998
3.53	Acquire Hubbell Oxbow as Open Space	COAOSD, COAOSB, BCC	1998	2001
3.54	Accommodate growth in Westland North and develop with Planned Communities Guidelines	COAPD, COAEPC, Westland, COAPWD	1997	Ongoing
3.55	Combine power line corridors into consolidated easements	COAPD, COAEHD, PNM, PE, Westland	1998	2011
3.56	Define amount and schedule for Atrisco Terrace acquisition, dedication, preservation	COAOSD, OSAB, COAPD, COAEPC, Westland	1997	1998
3.57	Allow appropriate designed development which will protect visual and physical features of the Atrisco Terrace	COAPD, COAEPC	N/A	Ongoing
3.58	Define location and scheduled improvements of regional drainage facilities at Westland North	COAHD, COAPWD, NPS, AMAFCA, Westland, BCPWD	1997	1998
3.59	Encourage urban density development for Westland North under City or County	BCPZD, COAPD, COAEPC, BCPC, Westland	N/A	Ongoing
3.60	Westland North to follow design guidelines sensitive to visual impacts of the National Monument	COAPD, COAEPC, COAOSD, Westland	1997	Ongoing

3.61	A Community Center, appropriate Employment Centers, and Neighborhood Centers are identified for the Westland North Community	Private Developer	N/A	N/A
3.62	Screen water storage facility near the southern terminus of the Escarpment by painting it and providing native landscaping, screen other water storage facilities	COAUD, NPS	1997	1998
3.63	Require development of Westland South consistent with Planned Communities Guidelines	BCPZD, BCPC, Westland	N/A	Ongoing
3.64	Discuss method and timing of acquiring Southwest Mesa Escarpment Sandhills at Westland South	COAOSD, OSAB, BCPC, Westland, BCPRD	1997	1999
3.65	Preserve adequate space for trails and open space along Amole Arroyo	BCPZD, COAOSD, OSAB, AMAFCA, BCPWD, BCPRD	1997	1999
3.66	Ensure that the Rio Bravo Community be developed within framework of Planned Communities Guidelines	BCPZD, BCPC, Westland	N/A	Ongoing
3.67	Utilize community water and wastewater systems with Rio Bravo Community	BCPWD, COAUD, BCM, BCC, State Legislature	1998	Ongoing
3.68	Define how, when, and amount of open space to be acquired for Southwest Mesa Escarpment Sandhills in the Rio Bravo Community	COAOSD, OSAB, BCBCC, Westland, BCPRD	1998	1999
3.69	Allow mixed use, high density development near confluence of Paseo del Volcan and Rio Bravo	BCPZD, BCPC, Westland	N/A	Ongoing
3.70	Develop strategy for future development of North Mesa Community	BCPZD, BCPC, BCM	1998	1999
3.71	Undertake studies to define Westside Blvd., Irving, and Paseo del Norte corridors	MRGCOG	1998	2001
3.72	Develop and plan the Black Ranch under Planned Communities Guidelines	BCPZD, BCPC, Black Family	N/A	Ongoing

3.73	Provide County services to Black Ranch	BCPWD, BCC, BCM, Black Family	When Appropriate	Ongoing
3.74	Enforce development within Far West Mesa area under Planned Communities Guidelines	BCPZD, BCPC, Westland	N/A	2040
3.75	Prepare Rio Puerco Plan	BCPZD, BCPC, landowners	1998	2000
3.76	Finish studies and plans to determine the future DEII	COAAD, COAEPC	1997	1998
3.77	Clarify future intent for open space trust lands adjacent to DEII	COAOSD, OSAB	1997	1998
3.78	Study best long-term use for Shooting Range Park and Grasslands Preserve area, designate Rio Puerco Escarpment as Open Space	COAOSD, OSAB, COAPGSD, COAPD	1997	2000
3.79	Invite NPS to participate in future West Side planning efforts	COAPD, BCPZD, NPS	N/A	Ongoing
3.80	Foster a mutually positive atmosphere between NPS, City, and County	NPS, BC, COA	N/A	Ongoing
3.81	Minimize negative impacts upon the National Monument and adjacent neighborhoods	COA and BC elected officials, NPS, COAONC, COAOSD	N/A	Ongoing
3.82	Continue involvement of the City and County in the Park Service's General Management Plan process	NPS, BCPZD, COAPD, BCM, AM, COAOSD	N/A	Ongoing
3.83	Restrictions on public access to Petroglyph National Monument	BC, COA, NPS	N/A	Ongoing
3.84	Stormwater flows affecting Petroglyph National Monument and surrounding lands	BCPWD, COAPWD, NPS	1997	1998
3.85	Target export jobs for West Side	AED, COAOED, NMEDO	1997	Ongoing
3.86	Reduce time required for development approvals for targeted industries	COADRB, COASOED, AED, COAPD, COAPWD	N/A	1998
3.87	Develop job-ready workforce for West side; encourage T-VI to locate campus near Atrisco Business Park	AED, COAOED, T-VI	1998	1999

3.88	Carry out redevelopment efforts south of I-40 to encourage job creation there	COAPD, BCPZD, COAPWD, BZPWD, COAOED	1998	1999
3.89	Establish non-profit development corporation to encourage targeted industries to locate on West Side	COACSD, COAOED, AED, BCPZD, T-VI	1997	1998
3.90	Explore establishing high quality office/industrial park in eastern portion of Westland North Community	AED, COAOED, COAPD, BCPZD, COAOSD, NPS, Private Developers	1998	1999
3.91	Explore establishment of Uptown-like office development in Cottonwood Mall area	COAPD, COAEPC, COAOED, Private Developers	1998	1999
3.92	Encourage & support telecommuting & home-based businesses on West Side	COAOED, COAPD, ACC	1998	1999
3.93	Develop regional metropolitan economic development strategy	ACC, AM, BCC, BCM, CRR, MRGCOG	1998	1999
DEVELOPMENT PROCESS ISSUES				
4.1	Control development phasing by programming public infrastructure investment	COAPWD, BCPWD, BCM, AM, BCC, ACC, COAPD, BCPZD	Ongoing	Ongoing
4.2	Program infrastructure, new facilities, and additional services consistent with the general intent of phasing plan	COAPWD, BCPWD, COACSD, COAPD, BCPZD, APD, AFD	Ongoing	Ongoing
4.3	Establish phasing boundaries through Growth Management Strategy; provide infrastructure through capital program	ACC, AM	Ongoing	Ongoing
4.4	Prepare and enforce a joint Unified Development Code (UDC)	COAPD, BCPZD, COAEPC, BCPC	1997	1999
4.5	Replace other development codes with the UDC once it is developed	COAPD, BCPZD, COAEPC, BCPC	1998	1999
4.6	Implement specific design guideline sections immediately	COAPD, BCPZD, COAEPC, BCPC	N/A	1997
4.7	Jointly develop and enforce West Side Design Guidelines	COAPD, BCPZD, COAEPC, BCPC	1997	1999

4.8	Recognize the different values that give communities their identity via the design guidelines and agree on the content of the guidelines	COAPD, BCPZD	N/A	Ongoing
4.9	Make the process to develop design guidelines as publicly inclusive as possible	COAPD, BCPZD	1997	1999
4.10	Promote and establish land uses and urban patterns that provide alternatives to single occupancy vehicles	COAPD, COAEPC, BCPZD, BCPC	1997	Ongoing
4.11	Keep existing design standards until new guidelines are adopted and previous standards rescinded	COAPD, BCPZD, COAEPC, BCPC	N/A	1999
4.12	Consider applying incentives to developments deemed appropriate within areas served by infrastructure as Conditions of Approval	COAEPC, BCPC	1997	Ongoing
4.13	Include specific items as incentives in areas served by infrastructure	COAPEC, BCPC	1997	Ongoing
4.14	Provide incentives against sprawl in the new policy for areas served by infrastructure	COAPD, BCPZD, COAEPC, BCPC, Private developers	1997	1999
4.15	Consider applying value housing incentives to development applications designated as Conditions of Approval	COAEPC, BCPC, COAPD, BCPZD	N/A	Ongoing
4.16	Define value housing criteria	Private developers, COAPD, BCPZD, COAEPC, BCPC	N/A	Ongoing
4.18	Study additional means to achieve value housing on the West Side and in other parts of the metropolitan area	COAPD, BCPZD, BCBCC, ACC	1997	1999
4.19	Amend Unified Development Code once additional approved value housing policies are created	COAPD, BCPZD	1998	1999
4.20	Clarify municipal limits and define utility extension policy	COAPD, BCPZD, BCC, ACC, BCPWD, COAPWD	1997	1998

4.21	Define new annexation policies relative to service delivery	COAPD, BCPZD, BCC, ACC	1997	1998
4.22	Define strategy for long-term governance of the metropolitan region	COAPD, BCPZD, ACC, BCC, BCM, AM, MRGCOG	1997	1998
REGIONAL AUTHORITY RECOMMENDATIONS				
5.1	Sponsor joint Regional Authority Task Force to study and achieve meaningful regional problem solving	ACC, BCC, MRGCOG, BCM, AM, AMAFCA	1997	1998
5.2	Designate a lead entity and supporting entities to implement Regional Authority Task Force findings	Regional Authority Task Force	1997	1998
5.3	Establish regional implementation techniques by 1999	Regional Authority Task Force	1998	1999
5.4	Support MRGCOG's regional planning program & insure consistency between regional plan and local plans	All implementing agencies	Ongoing	Ongoing
TRANSPORTATION SYSTEM				
6.1	Use regional transportation model to assess differences in system based on urban form and define a needed transportation network	MRGCOG, BCPWD, COAPWD, BCPZD, COAPD	1997	1998
6.2	Define steps and means to assess progress of trip reduction by 2015	MRGCOG	1997	1999
6.3	Assess river crossing capacity for area based on population projections and locations	MRGCOG	1997	1998
6.4	Build Long Range Major Street Plan facilities as soon as possible	COAPWD, BCPWD, MRGCOG, AM, BCM, State, Federal	1997	Ongoing
6.5	Study ways to share interjurisdictional costs for transportation impacts	MRGCOG, Regional Authority Task Force	1998	1999
6.6	Prepare a West Side Transportation Plan	MRGCOG, COAPWD< BCPWD	1997	1999

6.7	Ensure that transportation studies are multi-modal	MRGCOG	N/A	Ongoing
6.8	Examine long-term alternative transportation methods including light rail	MRGCOG, COAPWD, COATPD, BCPZD, BCPWD	1998	Ongoing
6.9	Complete a streetwide classification system, coordinate with Community Identity	COA	1998	2000
6.10	Continue to study transit potential either as part of policy 6.6 or in a separate study	MRGCOG, COAPWD, BCPWD	1997	1999
6.11	Complete Transportation Evaluation Study	MRGCOG, COAPDT, CRR, BCPWD	Already Funded	1997
6.12	Continue to investigate joint power agreements to expand bus service beyond municipal limits	COAPWD, MRGCOG, BCPWD, CRR, Regional Authority Task Force	1997	Ongoing
6.13	Incorporate “transit friendly” land use patterns into the Unified Development Code	COAPD, COAPWD/Transit, BCPZD, COAEPC, BCPC	1997	1999
6.14	Continue the “Congestion Management System” study with demand reduction included	MRGCOG	Already Funded	1997
6.15	Form Transportation Management Associations for Regional Center, Employment Centers and Community Centers	COAPWD, COATPD, Private Developers	1997	1998
6.16	Consider High Occupancy Vehicle lanes in design of arterial	COAPWD, COATPD	1997	1998
6.17	Note transit corridors on City & County zone maps	COATDP, COAPD	N/A	1998
6.18	Include air quality in the discussions of the Regional Authority Task Force	COAEHD, BCEHD, ACC, BCC, BCM, AM	1997	1998
6.19	Continue leadership on air quality issues and work toward cooperative solutions throughout the region	COAEHD, BCEHD, ACC, BCC, BCM, AM, CRR	1997	Ongoing
6.20	Maintain and monitor existing air quality standards	COAEHD, BCEHD	1997	Ongoing
6.21	Include dust control measures in new West Side development standards	COAEHD, BCEHD, COAPD, BCPZD	1997	1998

6.22	Identify additional regional trail connections and work toward acquisition of needed rights-of-way	COAPGSD, COAOSD, COAPD, BCPRD, BCPZD, AMAFCA	1997	Ongoing
6.23	Require trail access to the regional trail network and through the Community Centers, Employment Centers, Neighborhood Centers, parks and open space identified in the plan	COAPD, COAOSD, COAPGSD, BCPZD, Private developer	N/A	Ongoing
6.24	Incorporate commuter bicycle trail needs into all future transportation plans and facilities	COAPD, COAPWD, BCPWD, MRGCOG	1997	Ongoing
6.25	Include internal bicycle/pedestrian trails in new developments which link to the primary trails network	Private developers, COAPD, BCPZD, COAEPC, BCPC	N/A	Ongoing
6.26	Incorporate trails with roadway projects	BCPWD, COAPWD, MRGCOG	N/A	Ongoing
6.27	Conduct a detailed DEII study	COAAD, MRGCOG	1997	1999
6.28	Designate certain transportation facilities as “scenic” and control design	COAPWD, MRGCOG, BCPWD, BCPZD, COAPD	1998	Ongoing
6.29	Include specific road issues in the West Side Transportation Plan of policy 6.6	BCPWD, COAPWD, MRGCOG, NMSHTD	1997	1999
NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS				
7.1	Include Bosque transition area protection techniques in the West Side Design Guidelines	COAPD, COAOSD, BCPZD, COAEPC, BCPC, COADDD, Private developers	1997	1999
7.2	Establish a priority list of key parcels in the Bosque transition zone which should be protected	COAPD, BCPZD, OSAB, COAOSD, COADDD	1997	1998
7.3	Consider amending the overlay zone to protect Bosque transition area	BCPZD, BCPC, COAPD, COAEPC, COAOSD, COADDD	1997	1998
7.4	Initiate contact between the National Park Service and Neighborhood Associations near Petroglyph National Monument	COAONC, COAOSD, COADDD	1997	Ongoing
7.5	Jointly prepare and administer an Archaeological Ordinance	COAPD, COAOSD, BCPZD, COAPEC, BCPC, Landowners, COADDD	1997	1998

7.6	Recognize that Calabacillas, Piedras Marcadas, Boca Negra, San Antonio, and Amole Arroyos require unique development standards to satisfy drainage and open space needs	AMAFCA, COAPD, COAOSD, COAPWD, BCPWD, BCPZD, COAPGSD, NPS, COADDD	N/A	Ongoing
7.7	Include specific standards for development adjacent to arroyos in the Unified Development Code and the West Side Design Guidelines	COAPD, COAOSD, COAPWD, BCPZD, BCPWD, AMAFACA, COADDD	1997	1999
7.8	Jointly prepare and administer all arroyo plans, trail designs, and flood control/drainage measures	COAPD, COAOSD, COAPWD, BCPZD, BCPWD, AMAFCA, NPS, COADDD	1997	Ongoing
7.9	Completion of all draft arroyo plans	COAPD, COAPGSD	1997	Ongoing
7.10	Protect and expand West Side open space	COA, BC, Private developers, COADDD	1997	Ongoing
7.11	Finalize the Rank 2 Open Space Facility Plan	COAOSD, COAEPC, OSAB, COADDD	N/A	1997
7.12	Jointly prepare a strategy for acquiring open space lands within and between communities using various techniques	COAPD, COAOSD, OSAB, BCPZD, COAEPC, BCPC	1997	Ongoing
7.13	Major Public Open Space dedicated to City or County shall be consistent with the Development Impact Fees Act or individual development agreements	COAPD, BCPZD, COAOSD	N/A	Ongoing
7.14	Respond to the urban form and Community planning intent in future park land acquisitions & acquire adequate park land as early as possible	COAPD, COAPGSD, BCPZD, COADDD	N/A	Ongoing
7.15	Prepare strategy for funding needed for existing park facilities not eligible under Development Fees	COAPD, COADDD, COAPGSD, BCPZD, BCM, AM, ACC, BCC	1997	1998
7.16	Promote joint use of park facilities whenever possible and evaluate opportunities on a case-by-case basis	COAPD, COAPGSD, BCPZD, AMAFCA, BCPWD, COAPWD	N/A	Ongoing
7.17	Provide stronger incentives for private park development	COAPD, COADDD, COAPGSD, COAEPC, Private developers	1997	1997

7.18	Promote cooperative recreation program planning	COAPGSD, COAOSD, BC, APS, Non-profit agencies	1997	Ongoing
7.19	Consider Volcano Cliffs for development through one or more Special Assessment Districts	COAPD, COAOSD, COADDD, BCPZC, NPS, State, COAPWD	1997	1999
7.20	The City is not responsible for the portion of SAD costs greater than the benefit of the parcel	COAPWD, ACC	N/A	N/A
7.21	Establish a task force to study and make recommendations considering development issues and/or space purchases for the Volcano Cliffs Area	COAPD, COAOSD, COADDD, BCPZD, NPS, State, COAPWD	1997	1998
7.22	Classification of Volcano Cliffs as a priority 2 community does not prohibit earlier provision of services, consistent with “no net expense” policies; consider alternative techniques for providing services at no additional cost to City	COAPWD, ACC	N/A	N/A
7.23	Encourage orderly, efficient & environmentally sensitive development of Volcano Cliffs	COAPD, COAPWD, Private developers	N/A	N/A
7.24	Encourage development in Volcano Cliffs that assembles lots, clusters housing, utilizes water conservation techniques, and avoids scattered site development in adjacent areas	COAPD, COAPWD, Private developers	N/A	N/A
PUBLIC FACILITIES				
8.1	Plan jointly the co-location of public service facilities	BC & COA - all department	N/A	Ongoing
8.2	Locate public facilities within or adjacent to Regional Center, Employment Centers, Community Centers, or Neighborhood Centers	BC, COA, Private developers, businesses	N/A	Ongoing
8.3	Prohibit stand alone public facilities unless all options have been explored	BC, COA	N/A	Ongoing

8.4	Jointly prepare and distribute a document stating intent regarding co-location to departments and agencies	COAPD, BCPZD, BCM, AM	1997	1997
8.5	Seek cooperation of APS in co-location efforts for new school facilities	COAPD, BCPZD, APS	N/A	Ongoing
8.6	Achieve goals of co-location policies in siting parks and other facilities and discuss opportunities on a case-by-case basis	COAPD, BCPZD, COADDD, COAOSD	1997	Ongoing
8.7	Amend West Side Plan for consistency once service level standards and costs are defined through Development Fees	COAPD, BCPZD, COAEPC, BCPC, BCC, ACC	1997	1998
8.8	Locate new fire stations in or near Regional Centers, Community Centers, Employment Centers, Neighborhood Centers	COAPD, BCPZD, AFD, ACC	1997	Ongoing
8.9	Amend West side Plan once new service level standards and costs for police are defined through Development Fees	COAPD, BCPZD, COAEPC, BCPC, APD, BC Sheriff	1997	1998
8.10	Consider co-location for future police facilities in specific locations	COAPD, COADDD, APD	1997	Ongoing
8.11	Prepare strategy for West Central Ave. improvements	APD, AM, ACC, Merchant Association	1997	1998
8.12	Locate new library facilities in areas located in or near Regional Center, Community Centers, Neighborhood Centers, or Employment Centers	COALSD, COAPD	1997	Ongoing
8.13	Co-locate library facilities with other public facilities	COALSD, COAPD, COADDD	N/A	Ongoing
8.14	Continue dialogue regarding sharing library services with public schools to meet the needs of the community	COALSD, APS, COADDD	1997	Ongoing
8.15	Establish better strategy for better use and location of facilities	ACC, BCC, APS, NMED, COAPD, COADDD	1997	Ongoing

8.16	Location of elementary, middle, and high schools according to center hierarchy whenever possible	COAPD, APS, BCPZD, COAEPC, BCPC, COADDD	N/A	Ongoing
8.17	Consistency of policies, forecasts and demographic projections among agencies for school district utilization	COAPD, BCPZD, APS, MRGCOG, COADDD	N/A	Ongoing
8.18	Request state legislature to assist schools in acquiring sites at discount	ACC, AM, APS, State Legislature	N/A	1998
8.19	Consider joint-powers agreements for shared facilities between APS and City or County	APS, ACC, AM, BC, BCM	Ongoing	Ongoing
8.20	Request APS comments on development proposals from standpoint of providing adequate school facilities to meet growth demands	APS, COAPD	N/A	N/A
WATER/WASTEWATER FACILITIES				
9.1	Initiate the formation of a Regional Authority Task Force to address water supply and quality	COAPWD, BCPWD, ACC, BCC, MRGCOG, BCM, AM	1997	1998
9.2	Support jointly new metro area water conservation standards	COAPWD, BCPWD, Private developers	1997	Ongoing
9.3	Incorporate water conservation principles into the Unified Development Code and West Side Design Guidelines	COAPWD, BCPWD, COAPD, BCPZD, COAEPC, BCPC, Private developers	N/A	1999
9.4	Follow east to west expansion of water zones	COAPD	Ongoing	Ongoing
9.5	Include West Side service issues in water and wastewater master plan	COAAUD, BCPWD	Continuing Current Effort	1997
9.6	Prepare standards for wastewater treatment and water supply in unincorporated areas to eliminate proliferation of septic tanks and shallow wells	BCPWD, BCEHD	1997	1998
9.7	Jointly establish a utility service policy for unincorporated areas	COAPWD, BCPWD, ACC, BCC	1998	1999

9.8	Define future utility service areas and methodologies for new West Side Planned Communities	COAPD, COAPWD, BCPZD, BCPWD, COAEPC, BCPC	1998	Ongoing
9.9	Require multiple-use utility easements whenever possible to provide joint-use corridors	COAPD, COAPWD, COAOSD, AMAFCA, BCPZD, BCPWD, PNM, COAPGSD	N/A	Ongoing
9.10	Study and prepare a strategy on options to water and wastewater treatment standards	COAPD, COAPWD, BCPZD, BCPWD, State Engineer, adjacent pueblos	1998	1999
DRAINAGE AND ARROYOS				
10.1	Require the retention of naturalistic arroyos and drainage channels	COAPWD, BCPWD, AMAFCA, COAEPC, BCPC, COADRB, COADRC, Private Developers	N/A	Ongoing
10.2	Include performance based standards for drainage improvements in the Unified Development Code	COAPWD, BCPWD, AMAFCA, COAPD, BCPZD, CAOEPC, BCPC	1997	1999
10.3	Use of earth tone colors, natural building materials, or vegetative slope covering will be considered	COAHD, AMAFCA	N/A	Ongoing
10.4	Identify costs associated with increased maintenance needs of prototypical naturalistic arroyos and channels	COAHD, BCPWD, AMAFCA, ACC, BCC	1997	1998
10.5	Consider joint use drainage facilities whenever feasible	COADDD, COAHD, BCPWD, AMAFCA, COAPD, COAOSD, BCPZD, BCPRD	1997	Ongoing
10.6	Until Unified Development Code and West Side design guidelines are developed, policies and guidelines in the Facility Plan for Arroyos and adopted Rank 3 Corridor Plans shall be followed	COAPD, BCPZD, COAEPC, BCPC	1997	1999
10.7	Seek cooperation of NPS to allow reasonable drainage improvements which cross the Monument	COAHD, BCPWD, AMAFCA, COAPD, NPS, BCPZD, BCM, AM	1997	Ongoing

ACTION PLAN-CONCURRENCY				
C.1	Analyze and make recommendations for linking development approvals with the availability of infrastructure	COAPD, COPWD, ACC, MA	1997	1998



SECTION D
GLOSSARY AND SOURCE LIST

GLOSSARY

Adjacent - "Properties that either touch the boundary of a designated community or neighborhood center, or are close enough to be connected visually and by walking from the property into the center."

Bosque - The forest of Cottonwood trees and riparian areas that are found on both sides of the Rio Grande. Bosque is a Spanish word that means "forest". Bosques are found along many rivers in the southwestern United States, and the Rio Grande Bosque is the largest and most extensive in this region.

Co-location - A land use concept that stresses the joint or shared location of compatible city/county or private services and facilities to take advantage of pedestrian accessibility, transit routes, bicycle paths, and the proximity of residential neighborhoods to social, recreational, and educational gathering areas. A good example of co-location is some combination of the following facilities and services: parks and drainage basins, libraries and schools, police and fire stations, senior citizen and youth-oriented community centers with health care facilities, etc.

Community - A community is a geographical sub-area encompassing 1,000-12,000 acres with sufficient population base to support community-scale civic, employment, and commercial activities with a land use mix that includes residential, non-residential and open space/recreational uses. Each community should have a unique identity defined by its topography, open space, architectural style, density, or other distinguishing feature. The community is the largest sub-area element of the Plan. There are existing communities (i.e. Taylor Ranch and Paradise Hills) on the West Side as well as new planned communities (Black Ranch, Rio Bravo) in the Plan area.

Community Center - The primary activity center in or focal point of a community where services, facilities, and activities are concentrated geographically and contribute to the identity and sense of character in a community. Community Centers service the entire community, are accessible to major streets, provide a hub for the regional transit system, and are based upon multi-modal transportation needs. Community Centers provide community-wide services and the most intense (highest density) land uses within the community. They are located on major transit routes on the West Side to facilitate the movement of people and products in and out of the community.

Design Guidelines - Adopted criteria guiding the development and/or renovation of land or facilities. Design guidelines address design issues that result in the conservation of water, man power, and other resources, and consider aesthetics, architectural features, safety, and accessibility.

Employment Center - A specific geographic area predominantly devoted to different types of employment uses, including industrial, office, commercial, and service uses. Employment centers are characterized by excellent accessibility to transportation routes for the shipment of goods and for commuting workers, an attractive physical setting, and ample office, manufacturing, and warehouse space. The service area for employment centers is typically area-wide throughout the metropolitan region with enough employment potential to match the demographics of adjacent communities to reduce travel demand. Three major employment centers have been identified in the Plan; Seven Bar Regional Center, Atrisco Business Park area, and the Double Eagle II Airport area. Additional employment centers are encouraged in each of the communities on the West Side.

Escarpment - The seventeen-mile long, steep slope comprised of exposed volcanic basalt rocks located along the eastern boundary of the Petroglyph National Monument that resulted from volcanic eruptions approximately 190,000 years ago.

Gross Density - The overall density of a defined geographical area that includes rights-of-way, roads, easements, drainage, other necessary infrastructure, and developed and undeveloped acreage. Gross density is calculated by dividing the total number of dwelling units in a defined area by the total number of acres in the area. Albuquerque's city-wide gross density, and the gross density of most developed sub-areas of the City, is currently less than 3 dwelling units (du) per acre.

Infill - New development on vacant parcels that are served by utilities and surrounded by urban development which have been bypassed in the normal course of urbanization. Infill sites are normally scattered throughout the City and are usually only a few lots wide or in isolated parcels within already built-up areas. The sites are vacant either because the structures formerly on them were demolished or because they remained undeveloped when the adjoining buildings were erected. Infill also includes redevelopment and revitalization projects where existing structures in already developed areas are removed to allow for new construction.

Infrastructure - The basic equipment, utilities, productive enterprises, installations, and services essential for the development, operation, and growth of a city. Infrastructure includes items like roads, utility lines, drainage structures, etc.

Leapfrog - A term applied to development that does not occur contiguously to existing development. Significant amounts of vacant land separates the new and existing developed areas.

Naturalistic - The engineering treatment of arroyos and drainage channels that seeks to make the facility compatible with its natural environment while still fulfilling its basic drainage purpose. Tinted building materials, soft edges, rock structures, and suitable and appropriate plant materials on the banks of drainage channels are examples of naturalistic treatment of arroyos.

Net Density - The resulting density of a defined geographical area that eliminates rights-of-way, roads, easements, drainage, and other necessary infrastructure acreage from calculations. Net density is always higher than gross density. It is calculated by dividing the total number of dwelling units by only the buildable acreage in the defined area.

Performance-based Standards - Specific standards or criteria which measure how each development proposal performs on a unique, site-by-site basis rather than applying similar minimum standards to all sites.

Performance Zoning - A land use guidance system wherein the appropriateness of proposed development of any particular site is evaluated on its impacts on the environment and adjacent land uses rather than according to a predetermined zoning district classification; assumes any land use can, in most cases, be made compatible with any neighboring land use through careful site design and buffering.

Plaza Model - A pedestrian-oriented design for public, civic, and commercial spaces that are located around the perimeter of an open, landscaped space. This model is rooted in European design and is traditional to New Mexico. Public and commercial developments being planned for location in community or Neighborhood Centers are encouraged to emulate the plaza model of development when feasible and practical to do so.

Regional Authority - An organizational entity comprised of representatives of area-wide governments to address specific issues and resources of regional concern that transcend jurisdictional boundaries (i.e. transportation, water, air quality). The creation of regional authorities is predicated on the will of all area-governments to cooperate for the benefit of the metropolitan area and for the prudent use of resources. In order for regional authorities to have legal and binding decision-making powers, enabling legislation at the state level must exist. Regional authorities operate best when they replace a layer of bureaucratic function and do not duplicate or add to existing layers.

Regional Center - a concentration of land uses that includes multi-family, employment, residential, and commercial areas which contain the highest intensities and building mass in the metropolitan area. A Regional Center serves an entire region and outlying communities that rely on the metropolitan area for employment, services, entertainment, etc. A Regional Center is characterized by convenient mass transit, pedestrian and other amenities, and is specifically designated by the city for special actions and policies to facilitate its purpose and function.

Rural - Of or pertaining to the country as opposed to the city. Rural areas are characterized by low residential densities per acre, open spaces, agricultural and/or grazing land, fewer city-type services, and a slower pace of life than is found in urban areas.

Sprawl - The awkward spreading out of low-density development around an urban core that makes the provision of utilities and services costly and inefficient. Sprawl is characterized by large areas of low-density widely-separated developments rather than a compact high-density urban form.

Stakeholder - Property and business owners, community or neighborhood organizations, or other groups that have a vested "stake" in policies promulgated and implemented by the government that could potentially affect their investment, livelihood, etc.

Strip Commercial - A long, narrow development style usually found along major thoroughfares with a series of commercial establishments. This style is characterized by a strip of buildings oriented solely toward the nearest roadway with no connection to adjacent land uses or neighborhoods. It is often no more than one lot deep, but extends for miles cumulatively and has a large parking lot adjacent to the major road.

Transit-friendly Design - The physical and spatial design of residential subdivisions and commercial centers that not only incorporate mass-transit into the overall site layout, but also encourage and promote its use based on a reduced dependence on the single-occupancy automobile. Transit-friendly design includes clear, open, and safe pedestrian corridors that link neighborhoods and commercial centers and are adjacent to, but not dominated by, major roads and streets.

Unified Development Code - A land development code which includes subdivision, site planning, and zoning controls all in one document.

Urban - Pertaining to, located in, or constituting a city. Urban areas are characterized by higher density residential, employment, and commercial areas than in the country or in small towns where people and services are geographically concentrated in a distinct and identifiable area.

Urban Form - The shape and character upon which an urban area develops both intentionally and unintentionally. Factors that affect urban form include the amount and configuration of physical space available for growth, population, regional architectural styles and identity, and the degree to which a mass transit system is developed and used.

Value Housing - The amount of new housing or redeveloped housing that is available to families whose household incomes are typically at 80% of the median household income in a city. In 1995, the City of Albuquerque defines value housing to mean homes with a sales price of $80,000 or less, or $500/month or less for rentals. These numbers will have to be revised in future years to accommodate changing home prices and income levels in the metropolitan area.

Neighborhood Cluster - A geographical cohesive sub-area smaller than a community and larger than a single neighborhood. Neighborhood Clusters are comprised of several neighborhoods, typically encompass 650-1200 acres, and are defined by elements such as arterial streets, existing character of development, and major landforms. Neighborhood Clusters have a sufficient population base to sustain basic civic and neighborhood-scale commercial services. Each Cluster has a Center or focal point, which is the most logical location for the highest density land uses of the Neighborhood Cluster. There are typically 4-8 Clusters in most communities. The Neighborhood Clusters and Neighborhood Centers in the Plan area will be defined in subsequent Rank 3 planning efforts, and are not specifically located in the Rank 2 West Side Strategic Plan.

Xeriscape - A landscape design approach whose fundamental principle is the low consumption of water based on a plant's suitability to its natural climate. Planning design, existing soils, efficient irrigation, practical turf areas, selection of climate-appropriate plants, the use of mulches, and appropriate maintenance are all important xeriscape principles. The implementation of xeriscaping results in water conservation and less long-term maintenance while still offering colorful and interesting landscapes. Xeriscape is derived from the Greek word "Xeros" meaning dry and combined with landscaping. Xeriscape is commonly mispronounced as "zeroscape", which perpetuates the myth that attractive landscaping and water consumption are completely absent.

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Southwest Albuquerque Strategic Action Plan



March 2009

Mayor Martin J. Chávez
City of Albuquerque

ACKNOWLEDGEMENTS

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Introduction

The primary goal for Southwest Albuquerque is to become a complete community. At the time of this planning effort, Southwest Albuquerque lacked the basic design and mixture of uses to be complete. The building blocks for community transformation are a convenient transportation network for walking, bicycling, driving and public transportation; a network of community and neighborhood service areas; a recognizable identity based on local natural and man-made elements; and neighborhoods that each include housing for a variety of households, public services, recreational areas, and shopping all conveniently located and designed for walking, bicycling, and vehicle access.

Public and private development in Southwest Albuquerque is built to comply with current City of Albuquerque or Bernalillo County development regulations. However, many development practices that would foster completeness are not required. Many of the regulations applied to Southwest Albuquerque are found in ordinances and development manuals that apply citywide or county-wide as well as in area and sector plans for Southwest Albuquerque. This plan concentrates on solutions that the City of Albuquerque can apply to Southwest Albuquerque only. Suggestions are also made for Bernalillo County to consider and use. Citywide ordinance amendments that would also benefit Southwest Albuquerque will be initiated separately.

The Action Plan reflects observations and suggestions gathered in late 2005 and 2006 from interviews, meetings, design workshops, and focus groups. Participants included residents, business owners, land owners, representatives of agencies, City and County departments, and other individuals interested in Southwest Albuquerque. Consultants included Architectural Research Consultants, Inc., Gibbs Planning Group, and Glatting Jackson/Walkable Communities.

Action Plan Contents

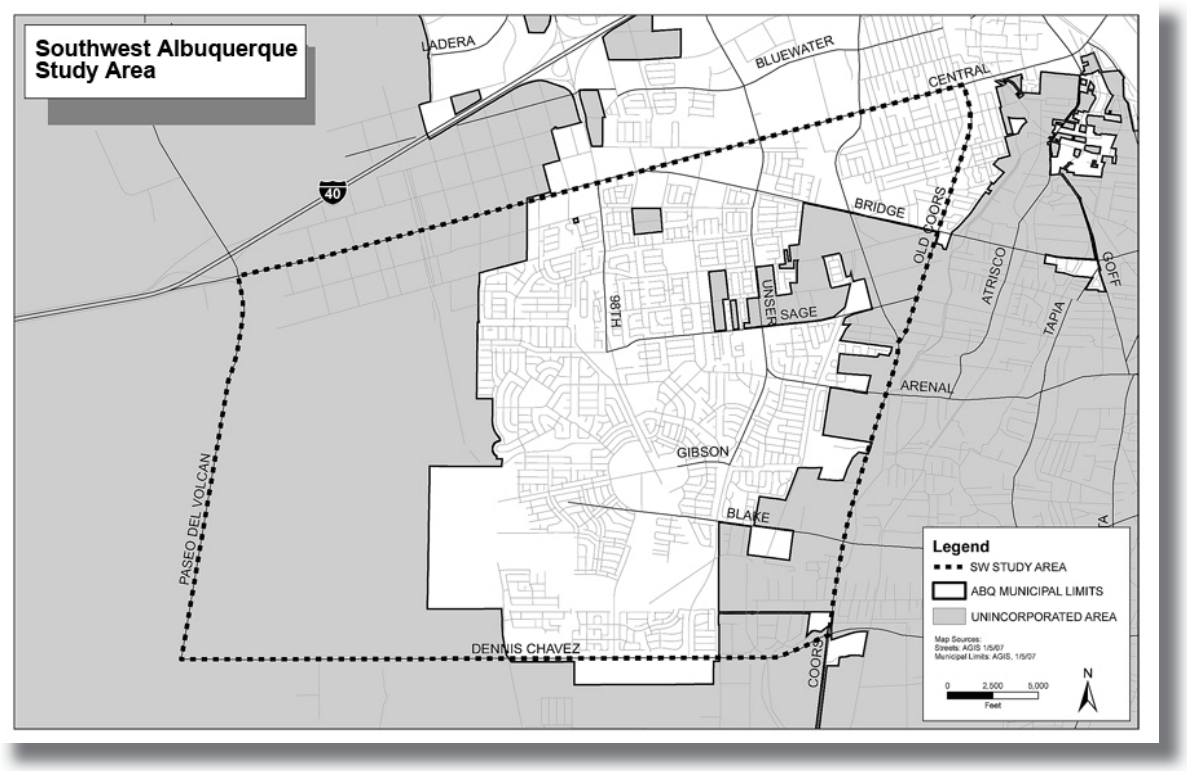
The Southwest Albuquerque Strategic Action Plan recommends area plan and sector plan amendments, projects, and programs to help Southwest Albuquerque become a complete community.

The plan is a package of interrelated actions to achieve five interconnected goals:

1. Build complete neighborhoods and a network of activity centers to serve them.
2. Provide convenient public services.
3. Plan and build an interconnected system of public parks, trails and open space.
4. Increase and improve commercial and retail services.
5. Develop a complete multi-modal transportation network.

Current development guidance and regulations for Southwest Albuquerque are found in the Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, Southwest Area Plan, Tower/Unser Sector Development Plan, Rio Bravo Sector Development Plan, West Route 66 Sector Development Plan, Amole Arroyo Corridor Plan, several City ordinances, and the Development Process Manual. The Action Plan includes selective changes only to the West Side Strategic Plan and the three Southwest Albuquerque sector development plans.

Actions for immediate and future implementation: The Action Plan recommends immediate amendments to City plans. The plan also proposes programs and capital projects for implementation over the next 10 to 15 years and zoning actions that could follow adoption of the Action Plan. All actions were chosen for their power to change conditions in Southwest Albuquerque. The whole package is needed to create a complete community.



Existing Conditions

In the late 20th century much of the area west of Coors Boulevard was undeveloped grassland. It was used by many South Valley residents as grazing land, a nature preserve, and an outdoor recreation area. The exceptions were the Westgate neighborhood and some development along Central Avenue.

In the first five years of the 21st Century, Southwest Albuquerque was the fastest developing area in Bernalillo County. This portion of the metro area is expected to continue to expand west and south. This continued growth outward will challenge City and County ability to provide public services, parks, trails, open space, complete neighborhoods, and transportation networks. It also challenges the private sector's ability to build sufficient sites for shopping, services, and jobs.

The eastern portion of Southwest Albuquerque is not far from Downtown and Northwest Albuquerque employment, shopping and entertainment, but the plan area has relatively few destinations of its own. Street, park, trail, and other public infrastructure also lags behind residential development.

From observations gathered about Southwest Albuquerque through community involvement and data collection, the following items appear to be the most critical issues by topic area:



The view of Southwest Albuquerque and the rest of the city from the Ceja



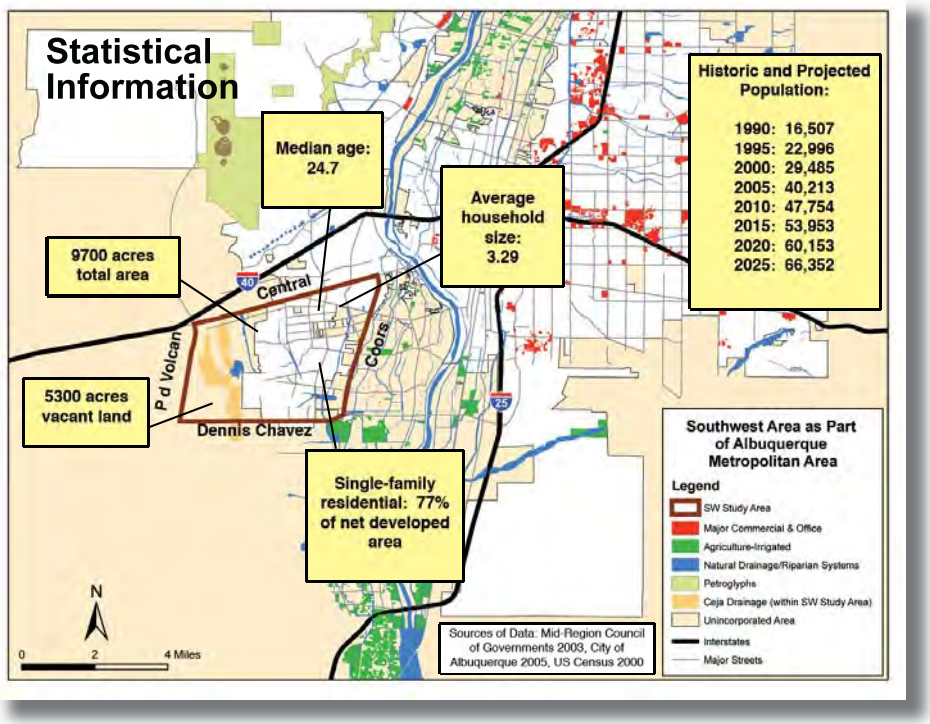
a development pattern that lacks variation in housing styles, sizes, and types



a long wall creating dead space along a Southwest Albuquerque street.

1. Complete communities, neighborhoods and activity centers

- **Neighborhood/Community Components** - Most current southwest subdivisions do not have the community buildings, parks, schools, shopping, and jobs to be complete neighborhoods or parts of a complete community.
- **Housing Diversity** - Existing residential zoning districts used in Southwest Albuquerque allow several types of housing, but do not prohibit repeating one type of housing (single-family detached, single-family attached, or multi-family) without interruption throughout a subdivision. Residents like their affordable housing and friendly neighbors, but want a greater diversity of housing price range, building style, unit type, and target markets.
- **Walking to Local Community Services** – Subdivision street patterns and perimeter walls make walking to existing and future community buildings, parks, schools, and shopping difficult or impossible.
- **Sustainability** – Several Southwest Albuquerque starter homes have low or no down payments and large mortgages, creating the potential for high rates of default and foreclosure.



2. **Public facilities**
   - **It is time to catch up**. - Rapid residential subdivision development has outpaced the provision of public facilities (libraries, community centers, schools), and public services (police, fire).

3. **Public parks, trails and Major Public Open Space**
   - **The number of existing easily accessible public parks, trails and Major Public Open Space areas is insufficient** for the current and anticipated population.
   - **Phenomenal views** and proximity to wildlife are valued by residents and should be preserved.

4. **Shopping, services, and employment**
   - **Housing development has outpaced commercial development.**
   - **A lack of area employment** forces residents to travel to jobs in other areas of the city, contributing to road congestion and long travel times.

5. **Complete transportation network**
   - **The street network is deficient and streets are congested,** especially at peak times. More connecting streets need to be planned and built. Existing streets need to be completed. Traffic control devices are needed at street intersections. Better street design is needed for safe driving, bicycling, and walking.
   - **Public transportation service is insufficient** to serve the area.
   - **Walking and Bicycling** - To better serve residents who want to walk and bicycle, the form of recent development must be changed. Walking is hampered by long walls that create dead space along streets, extremely wide streets that are difficult to cross, roll (estate) curbs that encourage parking on the sidewalk, and walking routes that are long and circuitous.
6. **Regional and General Issues**
   - Southwest Albuquerque residents no longer want to feel like "the stepchildren of the city." It is important that they obtain a fair share of resources and an ongoing say in City decisions concerning their area.
   - South Valley residents want to ensure that the South Valley is protected from the effects of topographical and drainage changes from development west of Coors Boulevard.
   - Continued development to the west and south needs to be managed to prevent additional strain on limited resources.

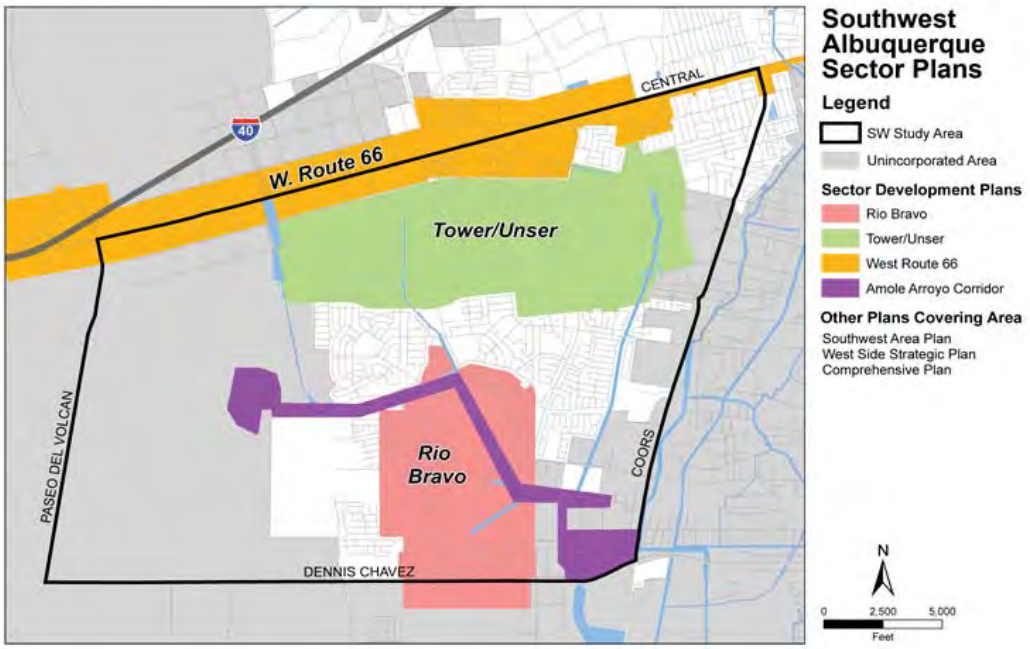
Factors Shaping Existing Development

Many factors shape development in Southwest Albuquerque: adopted City plans, ordinances, and regulations; natural landforms; drainage facilities; and market forces.

Planning Documents

The following plans guide development in Southwest Albuquerque. All lower-ranked plans must comply with policies in higher-ranked plans. Proposed modifications to some of these plans are included in this Action Plan.

- **The Albuquerque/Bernalillo County Comprehensive Plan** provides the broadest geographical and policy framework for the City and County. This "Rank 1" plan was adopted in 1988 and has since been amended multiple times.



- **The West Side Strategic Plan,** adopted by the City of Albuquerque in 1997 and the County in 1999, is a "Rank 2" plan with policies affecting the entire West Side, from the Bernalillo/ Sandoval county line on the north to the Atrisco Land Grant line on the south. It was last amended in 2005.
- **The Southwest Area Plan,** amended and adopted by Bernalillo County and the Extraterritorial Land Use Authority as a "Rank 2" plan in 2001, covers the South Valley and unincorporated areas of Southwest Albuquerque. While both the West Side Strategic Plan and the Southwest Area Plan address issues in the entire plan area, their authority is limited; the West Side Strategic Plan has authority only over property within the City limits, and the Southwest Area Plan has authority only over unincorporated lands.
- **Three City sector development plans** ("Rank 3") guide development in portions of Southwest Albuquerque with planning policies, guidelines and zoning, including use requirements and design standards.
  - Route 66 Sector Development Plan, adopted by the City of Albuquerque (1988)
  - Tower/Unser Sector Development Plan, adopted by the City of Albuquerque (1989), amended (1997
  - Rio Bravo Sector Development Plan, adopted by the City of Albuquerque, original (1983) and Amendment #1 (1999)
- **The Amole Arroyo Corridor Plan,** a "Rank 3" plan, was adopted by the City and County in 1991.
- **The Facility Plan for Arroyos** (1986)
- **The Facility Plan: Electric Service Transmissions and Subtransmissions Facilities 1995-2000** (1996)

Agencies

The Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) major drainage channels crisscross Southwest Albuquerque, affecting its form.

Albuquerque Public Schools has six schools in the area and is planning three new schools, two elementary and one high school.

The Mid-Region Council of Governments coordinates with the City, County and other local governments to develop the 20-year Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), a six-year program for funding metro area transportation projects consistent with the MTP.

Ordinances and Other Regulatory Documents

Two articles of the City of Albuquerque Code of Ordinances, the City of Albuquerque Comprehensive Zoning Code and Subdivision Ordinance, regulate development within Albuquerque municipal boundaries. The Zoning Code regulates use, density, and design of each lot, while the Subdivision Ordinance regulates subdivision layout, drainage, and street connectivity.

The Development Process Manual provides development design standards. Bernalillo County has its own regulations for development, and in 2006/07 was crafting Master Plan Criteria.

Geography/Topography/Soils/Drainage

Southwest Albuquerque natural landforms are assets recognized by the community. The Ceja or "eyebrow," is a sandy escarpment that slopes eastward from just east of Paseo del Volcan to just west of 118th Street. From the Ceja, the land continues to slope gently to Coors Boulevard SW, the dividing line between Southwest Albuquerque and the steeper slope into the South Valley.

Soils are generally sandy and alluvial, poorly suited for growing vegetation, highly erodible from wind, water and foot traffic and very poor for holding water. (Southwest Area Plan, p. 15-17)

Development Trends, Land Jurisdiction and Ownership

Southwest Albuquerque development since 2000 has produced a patchwork of walled-in subdivisions, incomplete streets that are overloaded at commuting times, and limited parks, trails, public buildings, and shopping areas. This newer development is quite different in form than the older Alamosa and Westgate subdivisions and commercial and residential development along Central Avenue and Old Coors Boulevard. Southwest Albuquerque is only partially within City limits. Most of Southwest Albuquerque west of 118th Street and east of the Amole del Norte Diversion Channel is outside City boundaries and is governed by and receives services from Bernalillo County. Other portions of Southwest Albuquerque within the Tower/Unser area are a mixture of incorporated and unincorporated land. This patchwork has resulted in inconsistent public service delivery and street development and maintenance.

Historically, the Atrisco Land Grant and its representative, Westland Development Corporation held much of the area west of Coors Boulevard. Various parcels were sold over time. Much of the land east of 118th Street has been built out. Most of the land west of 118th Street was part of a late 2006 sale to a development company, SunCal.

Another major landowner is Curb, Inc. Their holdings lie within the boundaries of the Rio Bravo Sector Development Plan and have been subdivided and continue to be sold for housing development and more recently, commercial and school development.

Future Development

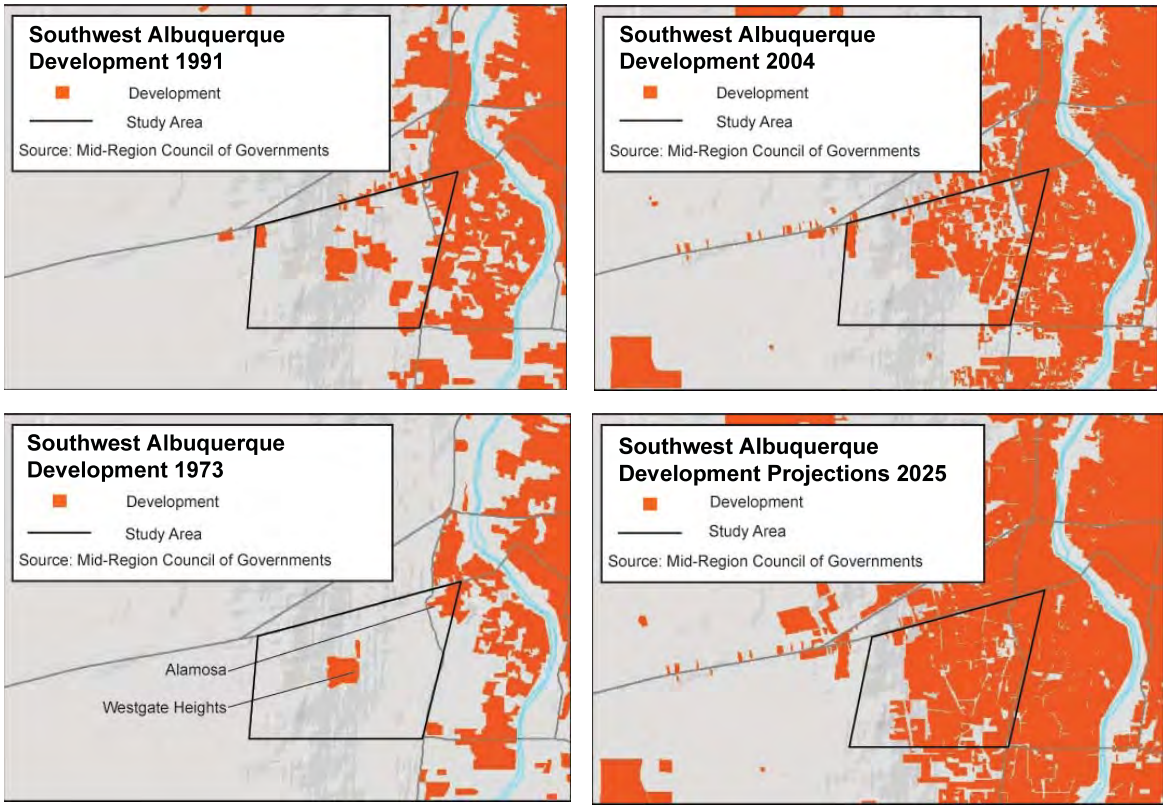
Southwest Albuquerque population is expected to continue to grow over the next few decades. The area might house approximately 66,000 residents by 2025 and 100,000 when fully built out.

A Bright Future

Meetings, workshops, interviews, and focus groups were used to bring community members into the planning process to convey their issues, concerns, hopes, and dreams for the future of their community. (See appendices B, C, and G for information about public participation.)

Planning participants envision a future Southwest Albuquerque that is an inclusive community integrated into the rest of Albuquerque and Bernalillo County, but with its own special identity. With the implementation of this Action Plan, Southwest Albuquerque could start to become a more attractive, vibrant, inclusive, convenient, comfortable, safe, and friendly community. It would welcome, engage and nurture residents, employees, and visitors of all incomes, ages, and abilities. It would have beautiful interconnected neighborhoods that promote community interaction through convenient, pleasant and safe walking and bicycling destinations. Neighborhoods would become integral parts of a complete community that provides all elements necessary for quality daily living.

The future Southwest Albuquerque community should contain the following elements to make it complete:





A Community Activity Center concept: courtesy of 4th Street and Montaño Boulevard Coalition Visioning

Complete Neighborhoods

- In each neighborhood - A variety of New Mexico style quality-built housing types (single-family detached, single-family attached, and multi-family) in a variety of price ranges
- Libraries and multigenerational centers to serve seniors, other adults, and children
- Schools that serve as community centers in the evenings, weekends, and summers
- Public art
- Parks and other recreation facilities for families, group activities and sports
- Concentrations of shops that meet local needs
- Streets and the properties adjacent to them designed first for pedestrian safety, efficiency, comfort, and interest



One possible arterial configuration, with frontage streets next to thoroughfares

Community Networks and Destinations

- Public open space and wildlife preserves
- A network of safe, efficient, attractive trails and wildlife corridors
- Concentrations of shops that meet needs of the community
- A variety of religious institutions
- Medical services and public services
- Convenient, reliable mass transit service that effectively connects Southwest Albuquerque with the rest of the City
- Redesigned streets that are now walled and tunnel-like
- No new wall-lined streets
- Regional attractions and tourist-quality destinations
- Quality jobs



An example of a subdivision with good sidewalk design

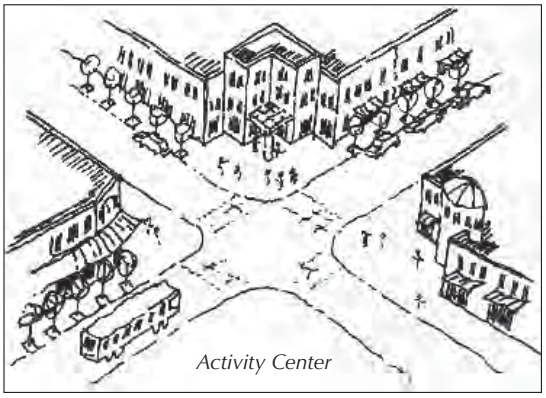
Physical Elements of the Vision

The following images illustrate some of the key elements needed to create a complete community.

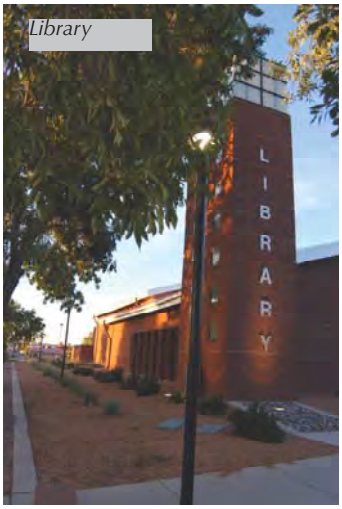

Public Art


Neighborhood Park

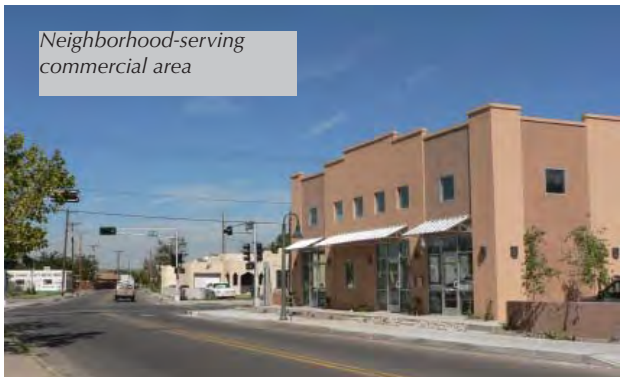

Trails


Activity Center


Multi-family housing integrated into a



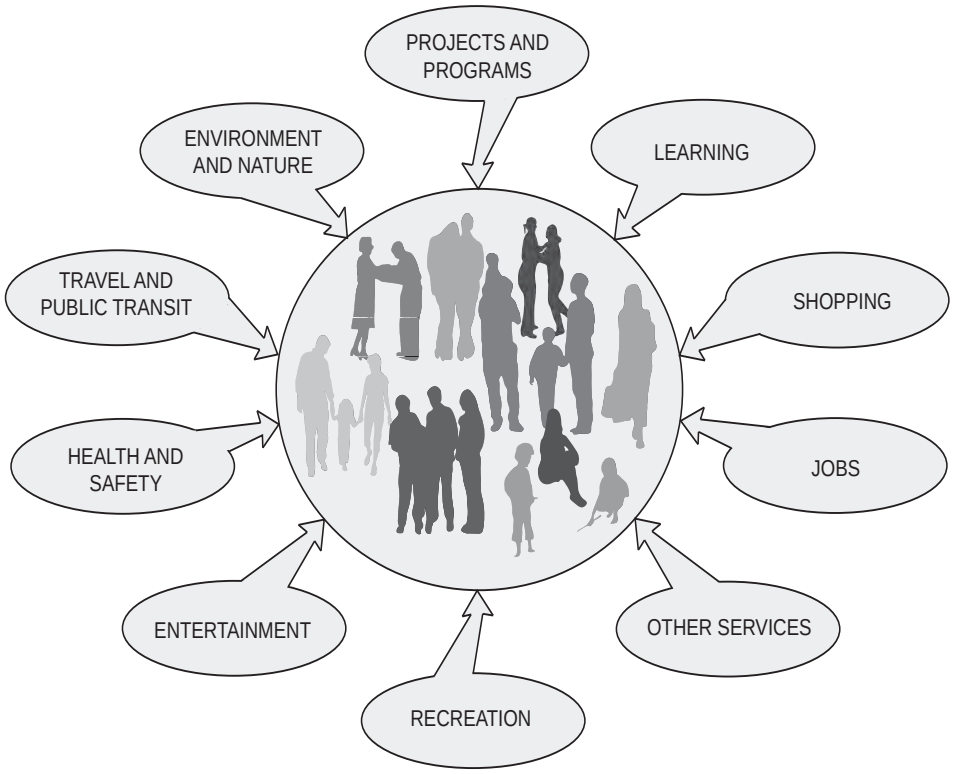
Library


Neighborhood-serving commercial area

Plan Goals and Proposed Strategy

A multiple-pronged approach is needed to create a complete community. This chapter is divided into five subsections. Each subsection presents a future vision, issues, obstacles, opportunities, and a set of strategic actions to attain one of the following five goals. Each set of strategies includes recommended plan amendments, projects, and programs.

- **Build complete neighborhoods and a network of activity centers to serve them.**
- **Provide convenient public services.**
- **Plan and build an interconnected system of public parks, trails and open space.**
- **Increase and improve retail and commercial services.**
- **Develop a complete multi-modal transportation network.**



This Strategic Action Plan emphasizes improving all community members' quality of life.

The sets of strategies include policies that are adopted with the adoption of the Southwest Albuquerque Strategic Action Plan, policies and regulations that are adopted by separate ordinance, and program and project recommendations that are intended to be initiated after Action Plan adoption.

Upon adoption, the entire Southwest Albuquerque Strategic Action Plan becomes part of the West Side Strategic Plan. A resolution requesting specific text amendments to the West Side Strategic Plan, Rio Bravo Sector Development Plan, Tower/Unser Sector Development Plan, and West Route 66

Sector Development Plan accompany this Southwest Albuquerque Strategic Action Plan. Albuquerque/Bernalillo County Comprehensive Plan policy amendments and City Ordinance amendments that support new development goals will be addressed through a separate planning initiative.

Chapter 3 contains the complete text of all the Action Plan's recommended text amendments to individual plans. It also contains a table that lists and prioritizes proposed capital projects and additional plans and studies.

Goal 1. Build Complete Neighborhoods and a Network of Activity Centers to Serve Them

Future Vision

Key Concepts

A Complete Community: Clusters of complete neighborhoods served by a network of highly accessible community and neighborhood size activity centers that conveniently concentrate opportunities for living, learning, working, shopping, and playing.

Complete Neighborhoods: Neighborhoods, each comprised of a variety of quality built, southwestern style single-family and multiple-family housing in a range of prices; businesses; parks; schools; and landmarks all easily accessed by walking or bicycling

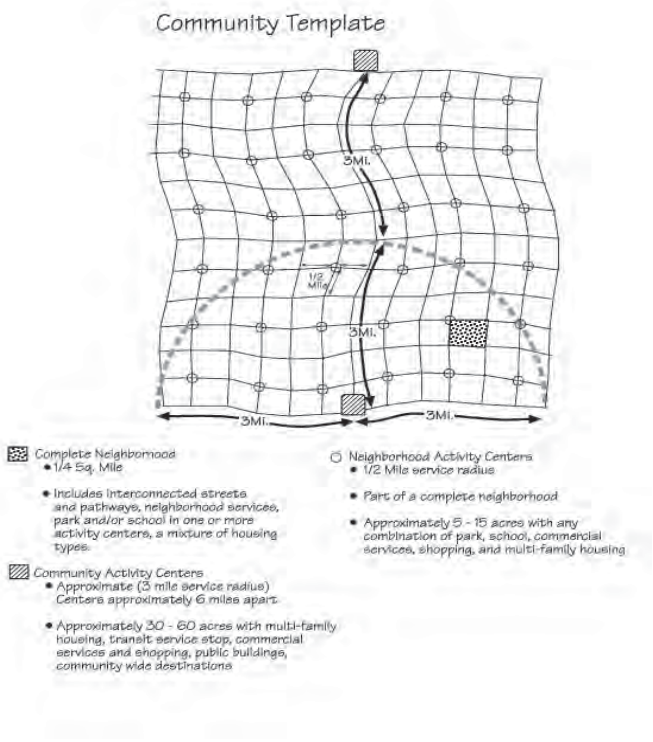
A Network of Community and Neighborhood Activity Centers: Well-distributed community and neighborhood-serving concentrations of public services, commercial services, and shopping

A Complete Community

The community template on this page shows a community consisting of many complete compact neighborhoods that are anchored by conveniently placed neighborhood and community activity centers. Activity centers contribute to community identity and allow the area to be self-sufficient in many ways.

Elements of a Complete Community:

- **Distinct identity recognized by residents, employees, and visitors**
- **Public art and landmarks**
- **Efficient and convenient local and regional transportation (mass transit, bicycling, driving, and walking)**
- **Opportunities to live, work, shop, play, and take care of most daily needs**
- **Community Activity Centers with clusters of stores, offices, medical services, day care, entertainment, multiple family residences, and/or schools, libraries, and multigenerational centers for seniors, other adults, and children**
- **Multiple complete neighborhoods that include neighborhood service areas**



Complete Neighborhoods

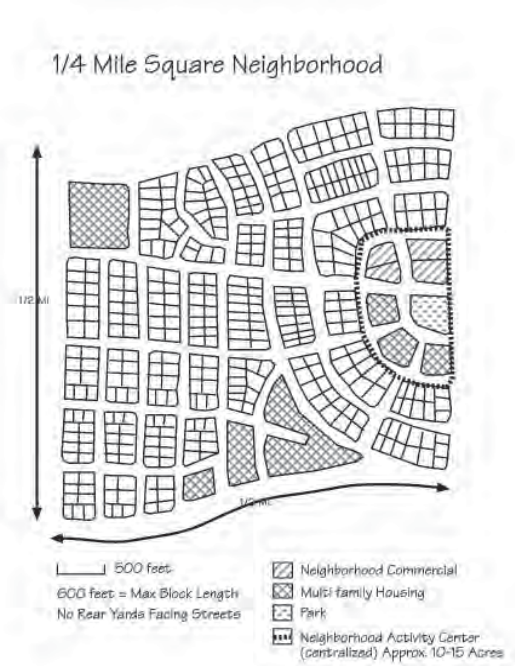
Elements of a Complete Neighborhood:

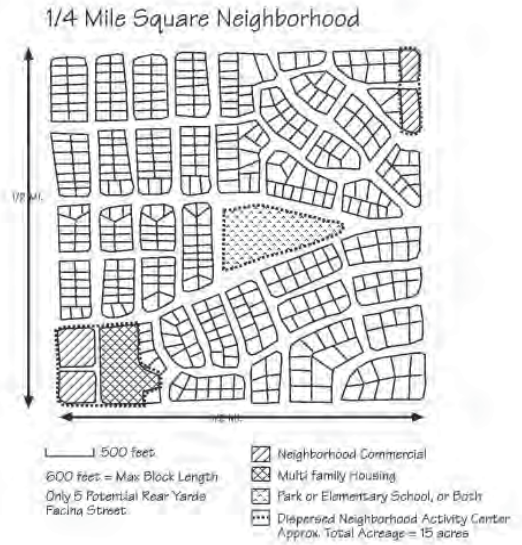
- About 160 acres in area, including neighborhood activity centers
- Integral part of the larger community
- Feels like home to those who live there
- Distinctive identity
- Variety of residential building types (single-family detached, town homes, apartments) to serve a variety of households on various size lots



The elements of a complete neighborhood. Courtesy:

- Convenient and reliable mass transit service within one-quarter to one-half mile distance
- Safe, efficient, interconnected, and comfortable network of streets, sidewalks, and trails that allow residents to easily move through the neighborhood and to local destinations by walking
- Conveniently placed Neighborhood Activity Center that meets many daily needs





Desirable neighborhood templates: complete neighborhoods can be designed in a variety of ways, but they must include most or all of the elements listed on the left.

A Network of Community and Neighborhood Activity Centers

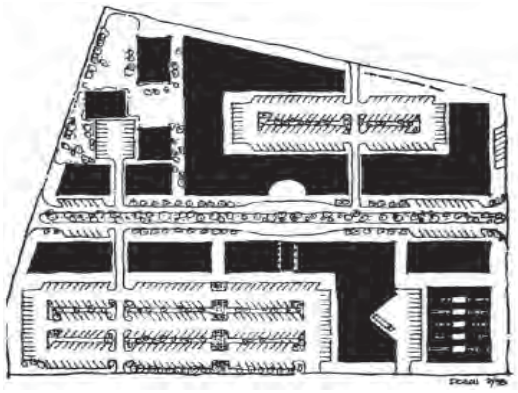
Both Community and Neighborhood Activity Center services should be pedestrian-oriented, visually pleasant, easily accessed but not dominated by vehicles, and should provide opportunities for people to socialize and participate in their community. They should contain a mixture of uses, allowing people to accomplish several tasks in one trip. They should provide housing opportunities different from those found in the interior of the neighborhood. They can provide employment.

Providing more employment opportunities close to where residents live can reduce travel distances. If the types of jobs approximately match residents' job skills, and if good accessibility is provided, some employees might live close to their jobs. Additionally, retail, community and other services provided in activity centers close to residences also reduce long distance travel.

West Side employment centers are being developed near Southwest Albuquerque: the Atrisco Business Park area, West Central Avenue and the industrial area near Paseo del Volcan and I-40.

Example: DESIRABLE Neighborhood Activity Center Design

- Approximately 11 Acres
- Floor Area Ratio: .58 if all 2-story buildings
- Floor Area Ratio: 1.0 if 2, 3, and 4-story buildings
- 36% open space
- 64% impervious coverage
- Includes residential component



Source: "How to Create Village and Community Centers on Albuquerque's West Side," Draft Feb. 1999

Why is it DESIRABLE?

- Provides easy pedestrian access through the site
- Places a significant amount of buildings fronting the street, providing better pedestrian accessibility
- Incorporates significant open space if 2-story buildings are used
- Allows for more rainwater absorption if 2-story buildings are used

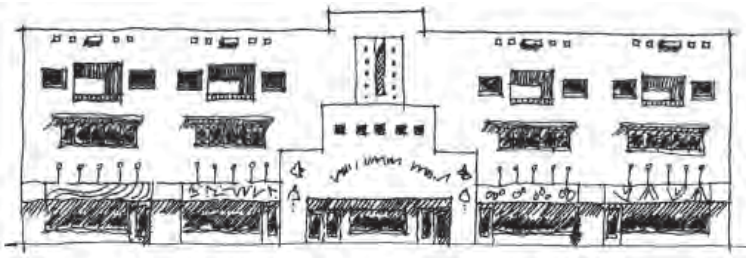
While Community Activity Centers are more likely to have larger stores and community facilities, both types of centers can accommodate facilities such as:

- A school that is a community center in the evenings, weekends, and summers
- Religious institutions
- Shopping that meets local needs
- Medical and/or other offices
- Parks and other recreational facilities
- Public spaces where the community can gather
- Public library or a center for seniors, other adults and children

Smaller sites outside activity centers can provide stores with drive-up windows, car washes, and gas stations. These types of uses should not be located in mixed-use centers that are designed for walking from one shop or service to another.



Examples of Community Activity Centers (Images courtesy of Dan Burden and Studio Southwest Architects.)

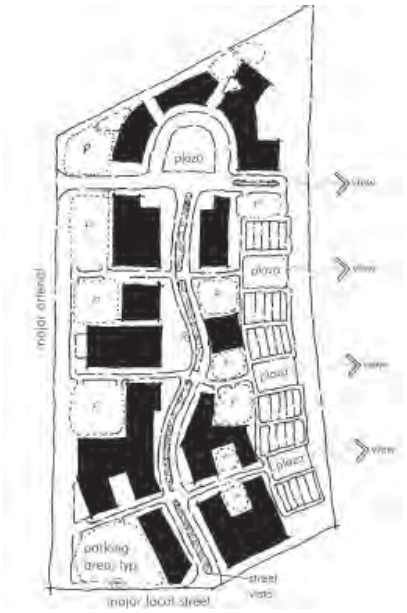


Community Activity Centers are usually between 30 and 60 acres. They are intended to provide a cluster of stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, community centers, and multigenerational centers for people living within a radius of up to three miles. Community Activity centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

Neighborhood Activity Centers may range from approximately 5 to 15 acres. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents to access local services within a one-quarter to half-mile walk. Southwest Albuquerque has the potential to support a number of Neighborhood Activity Centers.



Example of a neighborhood activity center (Courtesy: Dan Burden.)



Other desirable layouts for possible activity centers in the Southwest Albuquerque (Source: "How to Create Village & Community Centers on Albuquerque's West Side," Draft, February 1999)



Issues, Obstacles and Opportunities

Existing Residential Subdivision Development

Continuing the existing dominant Southwest Albuquerque development pattern will not result in a sustainable community that ages well to support residents of all ages and abilities. Most residential subdivisions are comprised of one repeated housing type (usually detached single-family homes offered in a very narrow range of prices, sizes, and architectural styles). Perimeter walls enclose most subdivisions, separating each homogeneous residential area from the one adjacent and from existing and potential local destinations.

This monotonous Southwest Albuquerque development pattern is not prohibited by current development regulations. Developers are guided primarily by regulations in the Subdivision Ordinance, City of Albuquerque Comprehensive City Zoning Code, and Development Process Manual (DPM). Zoning regulations in the Rio Bravo, Tower/Unser, and West Route 66 sector development plans also guide development in parts of Southwest Albuquerque. Most of these zoning categories allow several different sizes and types of residential buildings, but developers generally choose one type and repeat it throughout a subdivision. West Side Strategic Plan policies suggesting a more diverse pattern are ignored.

In Southwest Albuquerque, the prevalent use has been the small, detached single-family house on a small lot. Although Comprehensive City Zoning Code R-LT, R-T, and R-2 zones allow the development of a variety of housing types, they do not require variety or limits to the repetition of one use. The Zoning Code and most of the Southwest Albuquerque sector development plans place no limit on the size of an area that can be designated as one zoning district. The Subdivision Ordinance, Zoning Code and Southwest Albuquerque sector development plans are also silent on lot size variation per subdivision.



New development in Southwest Albuquerque lacks variety. Most subdivisions tend to have a single type of house and design.

Existing Neighborhood Services

Although the Southwest Albuquerque population has grown, major retailers and employers have failed to locate in the area until very recently. While commercially zoned property exists adjacent to developed residential subdivisions, these lands have remained vacant while housing development has grown around them. The few developed Southwest Albuquerque service areas are designed only for easy automobile access.

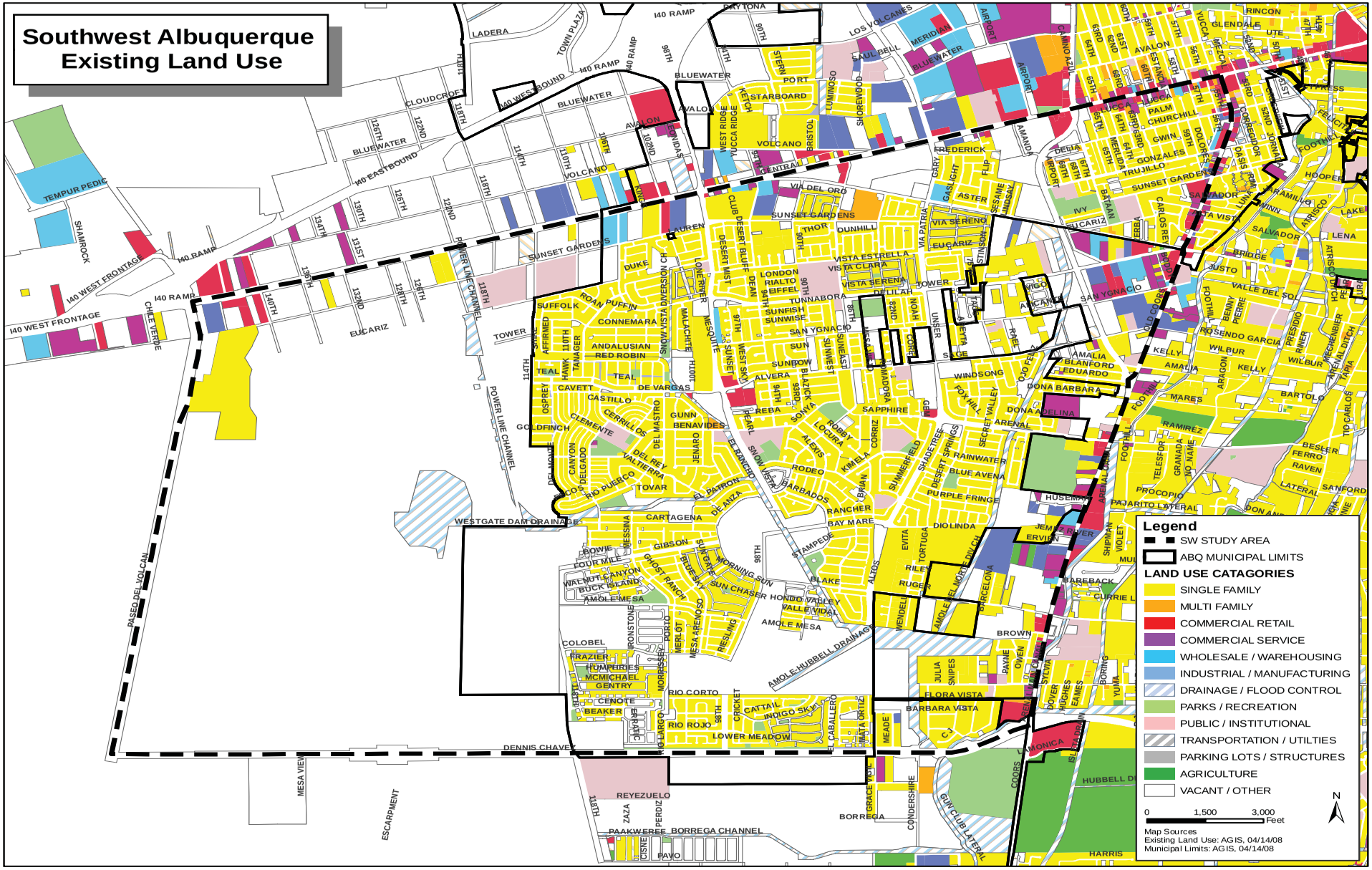
There is currently no mixed-use zoning category available in the Comprehensive City Zoning Code or the three Southwest Albuquerque sector development plans to support neighborhood or community activity centers that are multiple-use service areas.

Development Opportunities

After years of a nearly complete lack of local services in Southwest Albuquerque, some new commercial development began and stores opened between 2005-2007. The "Southwest Albuquerque Commercial District Retail Plan," completed by the Gibbs Planning Group in February 2006, found that the area will support approximately 1,500,000 square feet of total retail development when it is built out. Most of this shopping should be concentrated in Community and Neighborhood Activity Centers. Retail is an important part of activity centers, but it is only one element. A mixture of uses is required to transform this area from a collection of isolated residential subdivisions into a well-rounded community. See Appendix B to review the entire Gibbs Report.

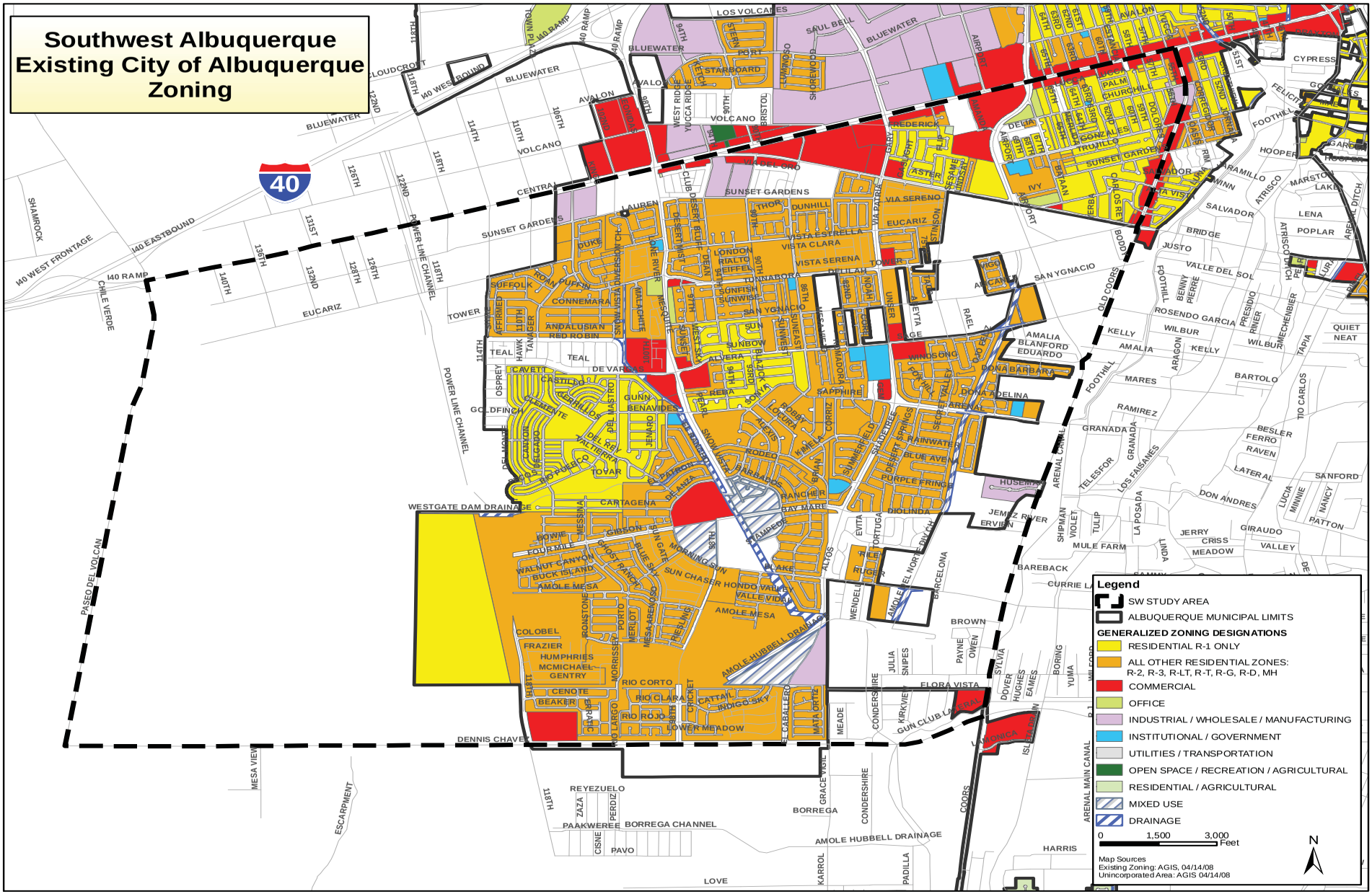
Existing Land Use

The current zoning and land use maps on the following pages show opportunity areas for completing partially developed portions of Southwest Albuquerque through infill development, and additional opportunities for guiding positive development in undeveloped portions if sufficient policies and regulations are provided.



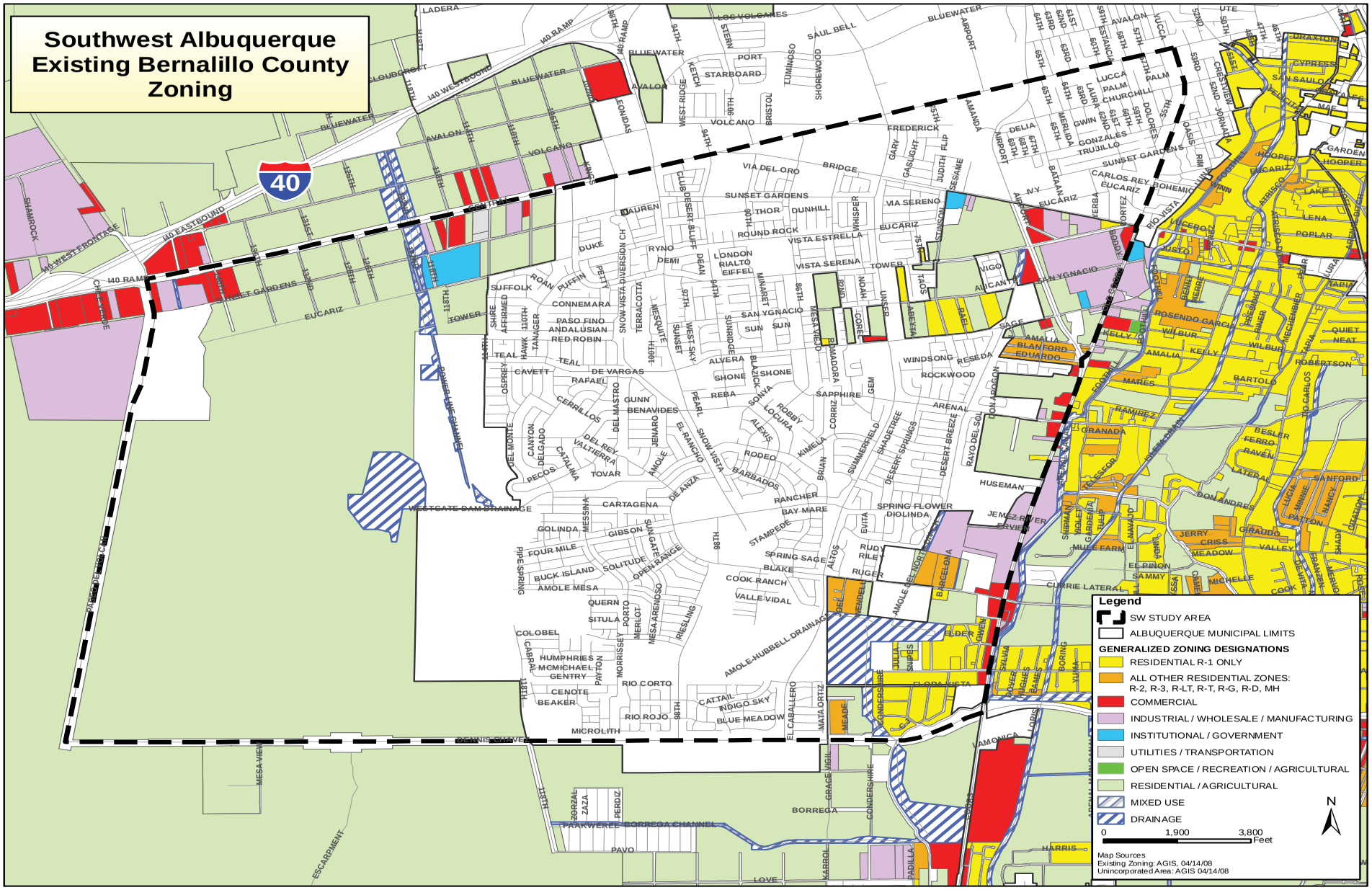
Existing City of Albuquerque Zoning

The map below shows generalized zoning for portions of Southwest Albuquerque within City limits. Zoning for unincorporated portions of the County is shown on the next page. There are differences between City and County zone designations with the same titles. The map shows that existing zoning allows development other than single-family detached housing.



Existing Bernalillo County Zoning

The map below shows generalized zoning for the unincorporated parts of Southwest Albuquerque. Most of the area is zoned A-1, allowing one-acre lot development.



Proposed Strategies

- **Amend area plans and sector development plans to guide the creation of complete Southwest Albuquerque communities and neighborhoods.**
- **Designate a network of Southwest Albuquerque activity centers.**
- **Initiate Southwest Albuquerque activity center development.**

Strategy: Amend Ordinances and Plans

(See Chapter 3 for the recommended text of some of the following suggested amendments.)

1. Amend the West Side Strategic Plan, and relevant sector development plans to designate new and revised Southwest Albuquerque Activity Center locations and boundaries.

2. Amend the West Side Strategic Plan to include policies that encourage the design of pedestrian-oriented Activity Centers.

3. Amend the West Side Strategic Plan to include policies that promote higher-density residential development in Activity Center areas.

4. Amend the West Side Strategic Plan to use revised community and neighborhood templates as recommendations for good design.

5. Amend the West Side Strategic Plan to support co-location of different land uses, including residential uses, commercial uses, and public facilities in Activity Centers and promote accessibility.

6. Amend the Rio Bravo, Tower/Unser, and West Route 66 Sector Development Plans to add two new zoning districts: the Community Activity Center Zone (CAC) and Neighborhood Activity Center Zone (NAC) Center to be optional zoning designations for designated Activity Centers. The zoning districts will require:
   - A mixture of uses including commercial and multi-family residential to help economically support the center
   - Higher-density residential development to supplement the currently available housing and promote a variety of housing types
   - Design that promotes mass transit, bicycle, and pedestrian use in addition to motor vehicles

7. Amend the Rio Bravo, Tower/Unser, and West Route 66 Sector Development Plans to place spatial limits on repeating either small lots with single-family detached housing or any other housing type.

Initiate the following actions after Action Plan Adoption.

8. Amend the Albuquerque/Bernalillo County Comprehensive Plan to designate new and revised Activity Center locations that encourage pedestrian-oriented design.

9. Amend the Comprehensive Plan to encourage the development of complete neighborhoods.

10. Draft legislation to require master plans for complete neighborhoods for developments above a minimum size.

11. Develop complete design standards for Southwest Albuquerque development as recommended in Policy 4.6 of the West Side Strategic Plan.

12. Initiate amendments to the Comprehensive City Zoning Code to add two new zoning districts: Community Activity Center Zone and Neighborhood Activity Center Zone.

13. Initiate amendments to the Comprehensive City Zoning Code to place spatial limits on repeating housing types.

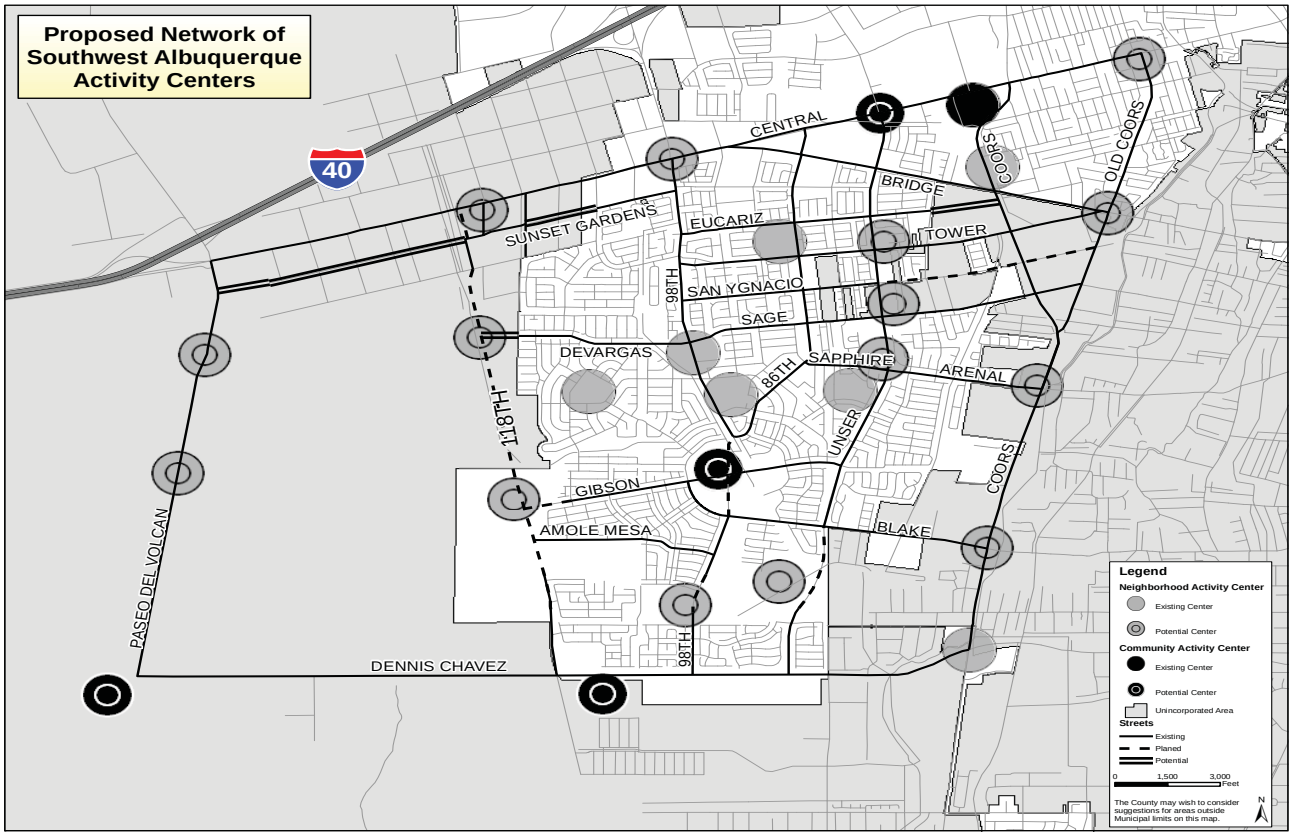
Amendments for consideration by Bernalillo County
Bernalillo County may consider amendment of the Southwest Area Plan to support the same standards for complete development in unincorporated areas of the Southwest and adoption of West Side Strategic Plan amendments.

Strategy: Designate a Network of Activity Centers

Information from interviews, meetings, design workshops, and focus groups, coupled with further demographic, transportation and development analysis, contributed to the proposed network of community and neighborhood activity centers. The map shows where community or neighborhood activities exist or are appropriate for development. Some are already designated as centers in the West Side Strategic Plan and others are not.

The West Side Strategic Plan designates the following activity centers. Some of these areas have some retail or other community or neighborhood services. Others are vacant or under-developed.

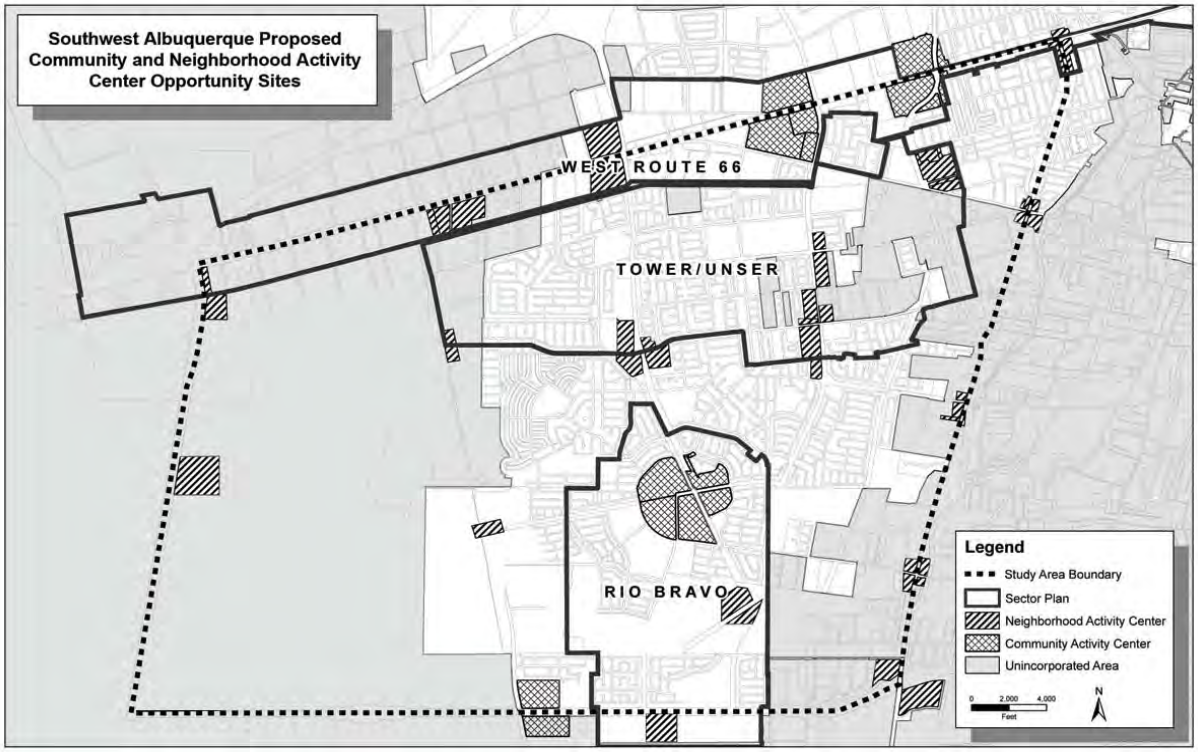
- Central/Coors Community Activity Center
- Central/Unser Community Activity Center
- 98th /Gibson Community Activity Center
- 98th/Sage/DeVargas (Westgate Heights) Neighborhood Activity Center
- 98th/Central Neighborhood Activity Center
- Unser/Sage Neighborhood Activity Center
- Bridge/Old Coors Neighborhood Activity Center
- Dennis Chavez/ Coors (Rio Bravo 1) Neighborhood Activity Center
- Dennis Chavez/98th (Rio Bravo 2) Neighborhood Activity Center



1. Amend some of the existing boundaries for West Side Strategic Plan designated activity centers.

2. Designate the following areas as activity centers in the West Side Strategic Plan. They are located well to help form a network of activity centers. Some have commercial zoning. Some have existing community or neighborhood services. Some are located close to existing residential development, are likely to be developed soon and should contain mixed-use development to serve the area well.
   - 118th/Dennis Chavez Community Activity Center
   - Old Coors/Central Neighborhood Activity Center
   - Coors/Bridge Neighborhood Activity Center
   - Coors/Arenal Neighborhood Activity Center
   - Coors/Blake Neighborhood Activity Center
   - Unser/Tower Neighborhood Activity Center
   - Unser/Sapphire Neighborhood Activity Center
   - Unser/Amole-Hubbell Drainage Neighborhood Activity Center
   - Corriz/Kimela Neighborhood Activity Center to the west of Unser and south of Sapphire
   - 86th/Tower Neighborhood Activity Center
   - 98th/Benavides Neighborhood Activity Center
   - 98th/north of Rio Corto Neighborhood Activity Center

3. Consider designating the following activity centers. These locations are in areas that have little or no development and are primarily outside City limits in the western portion of Southwest Albuquerque. Long-term planning is recommended for centers in locations approximating those described below if and when residential development is planned. Planning for these Activity Centers will contribute to complete neighborhood development.



Some of the proposed Southwest Activity Centers are located in Bernalillo County outside of the Albuquerque City limits. County government action is necessary to designate and zone these Activity Centers.

- Paseo del Volcan/Dennis Chavez Community Activity Center
- 118th/Central Neighborhood Activity Center
- 118th/DeVargas Neighborhood Activity Center
- 118th/near or at Gibson Neighborhood Activity Center
- Paseo del Volcan/Mid Area Neighborhood Activity Center
- Paseo del Volcan/North Area Neighborhood Activity Center

4. Developers may choose to initiate zone map amendments after the adoption of the Strategic Action Plan and sector development plan amendment to include the new activity center zoning districts. It is recommended that after Strategic Action Plan adoption, the City initiate zone map amendments for priority activity center sites. These separate actions will require public hearings.

5. Initiate Activity Center zoning for selective designated Activity Center locations in Southwest Albuquerque. Zoning actions will require public hearings.

6. Encourage adoption of the same or similar activity center zones in the Bernalillo County Zoning Code.

Strategy: Initiate Activity Center Development

1. Plan and develop a portion of the proposed Community Activity Center at Central and Unser through Metropolitan Redevelopment action. The site is on a designated transit corridor, close to a large population and potential market, and is already being used as the turn-around for the Route 66 Rapid Ride. Planning for this center should incorporate the Southwest Albuquerque Strategic Action Plan vision, goals, Community Activity Center designation, and zoning, if appropriate.

Goal 2. Provide Convenient Public Services

Future Vision

Key Concepts

Plan ahead to provide the full spectrum of public services necessary for a complete community:
Libraries - Intergenerational centers - Schools that are community centers in the evenings, weekends and summers - Medical services - Tourist-quality destinations - Public art

Concentrate highly visible public services in Neighborhood and Community Activity Centers

Every community deserves high-quality public services and facilities located conveniently to serve multiple needs. Activity centers are good places to locate them. To meet facility and service needs:

- Acquire land at convenient neighborhood-serving sites
- Anticipate the need for facilities as areas develop and apply for capital funds
- Recognize and plan for current and long-range community needs

Issues, Obstacles and Opportunities

Public Service Provision Lags

Southwest Albuquerque lacks a sufficient number of libraries, schools, convenient health care facilities, and centers for youth, seniors and other adults. Housing in Southwest Albuquerque is being built very quickly with little public planning for public facility location.

Some Well-Located Vacant Sites

The Existing Land Use Map shows some existing vacant land and the map on page 2-14 shows opportunity sites for activity center development. The northeast corner of Unser and Central is a metropolitan redevelopment site that could accommodate a library, community college or other public service. The new high school site plan for the area just south of Dennis Chavez Boulevard on 118th Street has a reserved space for future public service development.

As residential development continues, land for public facilities needs to be acquired. The considerable funds to acquire land, construct facilities and run programs need to be secured and provided in a consistent, phased manner that keeps up with residential development.

Age Appropriate Services

Most residents in the newer portions of Southwest Albuquerque are members of young families. The more established southwest neighborhoods, Alamosa and parts of Westgate, house people of all ages. As new housing types are developed, a larger number of mature residents will start to move in. Services and facilities should be geared to the needs of current residents but be designed to accommodate the entire community as the community becomes more diverse.

Existing Services are in Obscure Locations

Alamosa Multi-Purpose Center contains medical services, a community center, library, and meeting rooms, but is not visible from a major public street. It has public bus service, but is located so that walking to it is extremely difficult. Westgate Community Center and Westgate Library are both located deep in the Westgate neighborhood on residential streets and are not easily reached by bus.

Placing public services in highly visible locations that can be easily reached by all modes of transportation will improve usage. The public library system reports that libraries located along busy streets tend to be more heavily used than libraries tucked back in less visible places. Concentrating facilities in proximity to schools, shops, and offices allows people to save time and energy. Combined sites make reliable transit service feasible.

Proposed Strategies

- **Plan service locations before and while development is occurring. Plan for long-range population changes.**
- **Program capital funding to acquire land, plan, and build facilities.**
- **Develop facility service and distribution standards.**





Alamosa Multi-service Center is a multi-purpose facility that houses medical facilities, a library, meeting rooms, computer room, exercise room, with a child development center and skate park also on the site. It attempts to meet many community needs, but cannot accommodate all of the facility requirements for the entire Southwest Albuquerque area.

Strategy: Plan Service Locations

1. Develop a Southwest Albuquerque public service facilities plan that uses neighborhood and community activity centers.

2. Acquire land to meet current and anticipated construction needs for new libraries, community centers, and other service facilities.
   - Where possible, locate new sites in or near activity centers for convenience, efficiency, and to enhance the overall success of the activity centers. For libraries or multigenerational centers, select locations at major street intersections to promote convenience, visibility and transit opportunities.
   - Facilitate City inter-departmental and inter-agency cooperation to co-locate several types of community facilities. Future schools may be on sites that serve the entire community. These sites can include schools, libraries, parks, health facilities, and public meeting areas that can serve multiple needs while operating independently to ensure the safety of citizens and staff.
   - Explore the feasibility of starting programs for developers that allow them to dedicate land for community facilities in exchange for development incentives.

Strategy: Program Capital Funding to Acquire Land, Plan, and Build Facilities

(Specific recommendations are presented in Chapter 3.)

1. For Libraries:
   - Build at least one new 30,000 square foot library within a Southwest Albuquerque activity center.
   - Expand and/or replace the existing Westgate and Alamosa libraries to provide better service in more visible locations.

2. For Community Centers and Programs:
   - Fund exercise equipment at the Westgate Community Center to serve residents of all ages. Develop a site and facility master plan to determine whether the facility can be expanded or whether a new site is required for long-term development.
   - Expand the Westgate Community Center to include a mini-gym that serves residents of all ages.
   - Construct a multigenerational center in the southern portion of the study area.
3. For Senior Services and Programs:
   - Provide van service for meals and activities at Los Volcanes Senior Center. Provide van service to other South Valley meal sites.
   - Start a senior meal-site program at Westgate Community Center.
   - Purchase furniture and kitchen equipment for meal preparation and client comfort.
   - Buy a van to transport seniors to the meal site.

Strategy: Develop Facility Service and Distribution Standards

1. Develop facility service and location standards for all libraries, youth facilities, senior facilities and other adult facilities to guide performance, design and capital expenditures for facilities throughout the City. Standards should be flexible, recognizing variations in residents' ages and interests. Strive for high-quality facilities that are flexibly designed to accommodate changing community profiles.

2. For Senior Services, monitor increases in the senior population over the next ten years. If the senior population grows, either construct a senior center to serve the area or integrate a full senior program into a multi-generational center.

3. Plan, program, and fund public uses for land that APS is setting aside at the new southwest high school site at Senator Dennis Chavez Boulevard and 118th Street.

Existing and Proposed Community Facilities

The map below illustrates locations of existing, planned and potential community facilities, superimposed on the proposed activity center network. The activity centers are logical places to locate future facilities.



Goal 3. Plan and Build a Complete Interconnected System of Public Parks, Trails and Major Public Open Space

Future Vision

Key Concept

A network of conveniently located public parks, trails, and Major Public Open Space for all Southwest Albuquerque residents

A Network of Public Parks, Trails and Major Public Open Space

Accessible public parks, trails and Major Public Open Space are intrinsic parts of a complete community. In communities where residential lots are too small to provide play areas, nearby parks with playgrounds, family picnic areas and play fields are particularly important. Trails provide pathways for exercise and routes to school or work. When tied to Community and Neighborhood Activity Centers, they are a means to reach stores and services. Major Public Open Space serves as the community's "lungs," the places people can go for hikes or relief from everyday life.

Large, small, passive, and active parks serve the City of Albuquerque. After 2000, the City began building bigger, multi-purpose parks that are not within walking distance of most residents. That period coincides with the Southwest Albuquerque housing construction boom.

Residents are most likely to use parks, a playground or other outdoor gathering space within a five to ten-minute walk from their homes. Parks and trails located near schools, community centers and activity centers are easy to use. Major Public Open Space located within the community along Open Space Arroyos and near the community will provide visual relief and an easy connection to nature.

Issues, Obstacles and Opportunities

Parks

Most of the older established southwest neighborhoods contain parks. Additional parks are gradually being built in newer neighborhoods, but many new parts of Southwest Albuquerque lack both conveniently located undeveloped parkland and developed parks. When parkland remains undeveloped for a long time it sometimes attracts anti-social behavior that can contribute to neighborhood disinvestment.



Current City park inventories indicate that the total acreage acquired for parks in Southwest Albuquerque is approximately 120 acres. Using the City's standard of 2.6 acres of parkland

for 1,000 people, the area would need a total of 172 acres of parks by 2025, over 50 additional acres above the current inventory. Because a significant portion of park acreage is for larger parks, the distribution of existing and planned parks will not allow many young families to safely walk or bicycle to them from their homes.

The source for standard park acreage per person is from a 1989 study done for the Albuquerque Parks Facility Plan. The study also indicated that the walking distance from residences to parks determines their usefulness to families.

Park development lags behind residential construction. In family-oriented subdivisions of single-family houses on small lots children have little outdoor recreation space. A few Southwest Albuquerque developers have built small parks and trails within subdivisions. To ensure appropriate public or private park maintenance, it is important to ensure that park design and construction are consistent with City standards.

Trails

The built portions of the Southwest Albuquerque recreational trail system are parts of various road and storm drainage projects. Few connections have been programmed, funded, and built to create a network that will promote recreation and commuter trail use. Very little public funding has been used in the Southwest to build a complete trail network.



A Southwest Albuquerque Trail

Major Public Open Space

No Major Public Open Space has been acquired in Southwest Albuquerque, although a portion of the Ceja, a landform consisting of a double ridge of highly sloped sand hills overlooking Southwest Albuquerque, west of 118th Street has been identified as a parcel for Major Public Open Space acquisition. Preservation of the Ceja as Major Public Open Space has been emphasized by community members and is mentioned in adopted plans.

The Albuquerque/Bernalillo County Comprehensive Plan shows an indistinct outline of the Ceja as proposed Major Public Open Space. The Southwest Area Plan calls for only a 500-foot wide strip of the Ceja to be maintained as open space through development density transfers. The Area Plan

also indicates that the Ceja is to be kept free of septic tanks and storm water detention or retention ponds. City capital project recommendation lists indicate that funding should be proposed in future years. Recent City funding for public Major Public Open Space acquisition has targeted other areas experiencing high growth pressure, such as Northwest Albuquerque.

A development company, SunCal purchased the Ceja in 2006 as part of its acquisition of Westland property. Securing the Ceja is the key to creation of a Major Public Open Space network for Southwest Albuquerque. As development rapidly expands to the west, the Ceja could provide visual relief, an area for hiking, and a wildlife habitat.

Proposed Ceja Major Public Open Space is indicated on the following maps. The Major Public Open Space study area boundaries were estimated with the help of the City and County Open Space Divisions. Road access through the Ceja should be limited in order to preserve the habitat and visual quality of this special area.



The Ceja

The Ceja's location at the western edge of the study area and southernmost end of the West Mesa Escarpment gives it additional significance as a beginning point for trail connections that can be built through the study area along arroyos and eventually, through the South Valley to the Rio Grande.

Proposed Strategies

- **Construct new parks.**
- **Complete the Trails Network.**
- **Acquire the Ceja for Major Public Open Space.**

Strategy: Construct New Parks

Over the next ten years, purchase parkland close to existing and proposed neighborhoods. Where possible, acquire land prior to or as part of a subdivision development to ensure locations that conveniently serve the largest numbers of residents. Consistently program capital funding to meet the community need for parks. Build parks of various sizes and types.

1. Fund and schedule park construction where land is already acquired.
2. In areas without parks, fund land acquisition, particularly in the western and southern portions of the study area.
3. Identify specific sites appropriate for parkland acquisition that will co-locate parks with the trail system and on-street bicycle facilities.
4. As part of the development approval process ensure that privately built parks meet City location, design, and construction standards.

Strategy: Complete the Trails Network

Fund, design, and build future trails projects to extend segments of incomplete trails and construct new trails to form a complete Southwest Albuquerque trails network. Program capital funding to build trails.

1. Identify and prioritize specific trail corridor segments for acquisition, based on existing studies, locations of activity centers and other community facilities.
2. Design and build additional trails and trail segments to create a network that links neighborhoods with activity centers and Major Public Open Space.
3. Connect trails from the Ceja through Southwest Albuquerque and eventually, to the Rio Grande.
4. Program funding for trail construction through the Metropolitan Transportation Plan and City Capital Implementation Program.

Strategy: Acquire the Ceja for Major Public Open Space

Create distinct edges to urban development with Major Public Open Space. Create linkages to Major Public Open Space through neighborhoods and activity centers. Acquire precious open space before

development continues moving westward without existing commitments for its acquisition.

1. Program funding to acquire the Ceja as a Major Public Open Space resource for Southwest Albuquerque.

2. Identify the exact Ceja land parcel for acquisition, develop a preliminary development master plan, negotiate with SunCal regarding acquisition of the land, and commit to a City and/or County time frame for funding.

3. Acquire the Ceja.

4. Construct some trails for the Ceja that enable low-impact use, but preserve the landforms, habitat and visual quality. Limit road access.

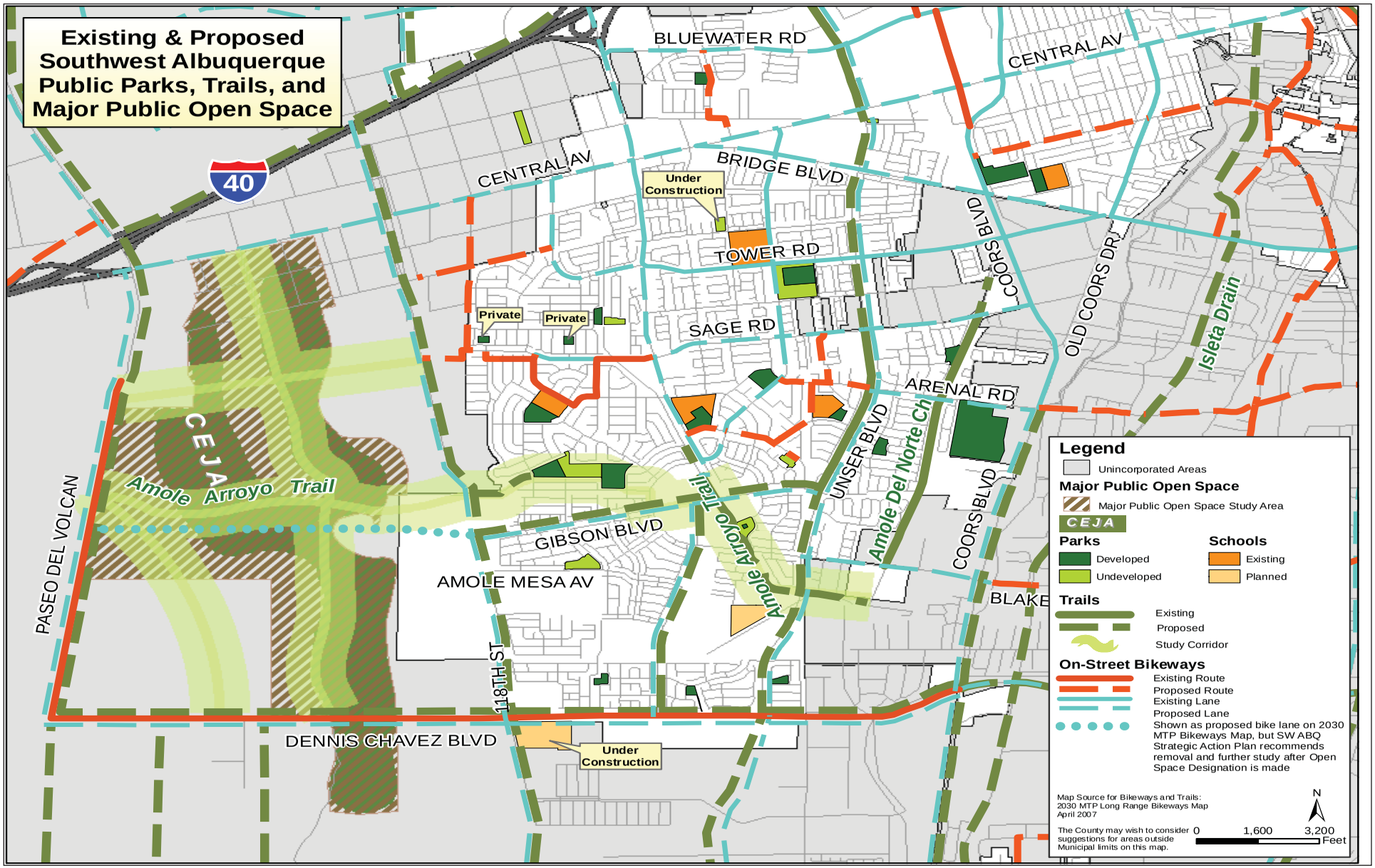
5. Identify additional Major Public Open Space parcels for acquisition and program the funding in the Capital Improvement Decade Plan.

6. Do not allow development on Bluepoint-Kokan Association and Lateen Sandy Loam soils associated with slopes (9% or greater).

7. Create scenic easements to protect critical Opan Space view areas.

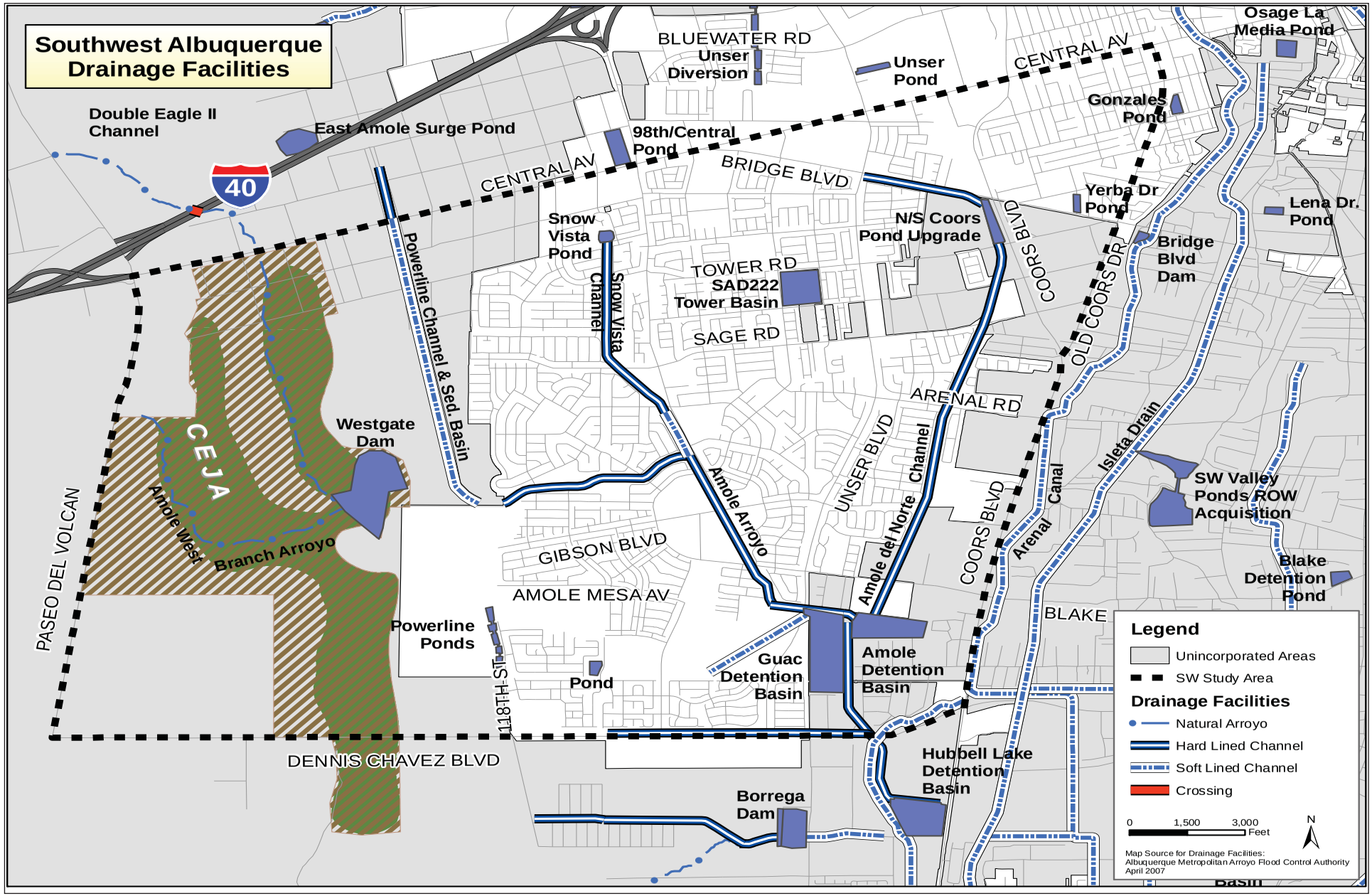
Existing and Proposed Public Parks, Major Pubic Open Space and Trails

This map shows the existing and proposed parks, Major Public Open Space and trails for Southwest Albuquerque. Existing and proposed activity centers underlay the recreation sites as a guide to long-range planning for acquisition that considers interconnectivity.



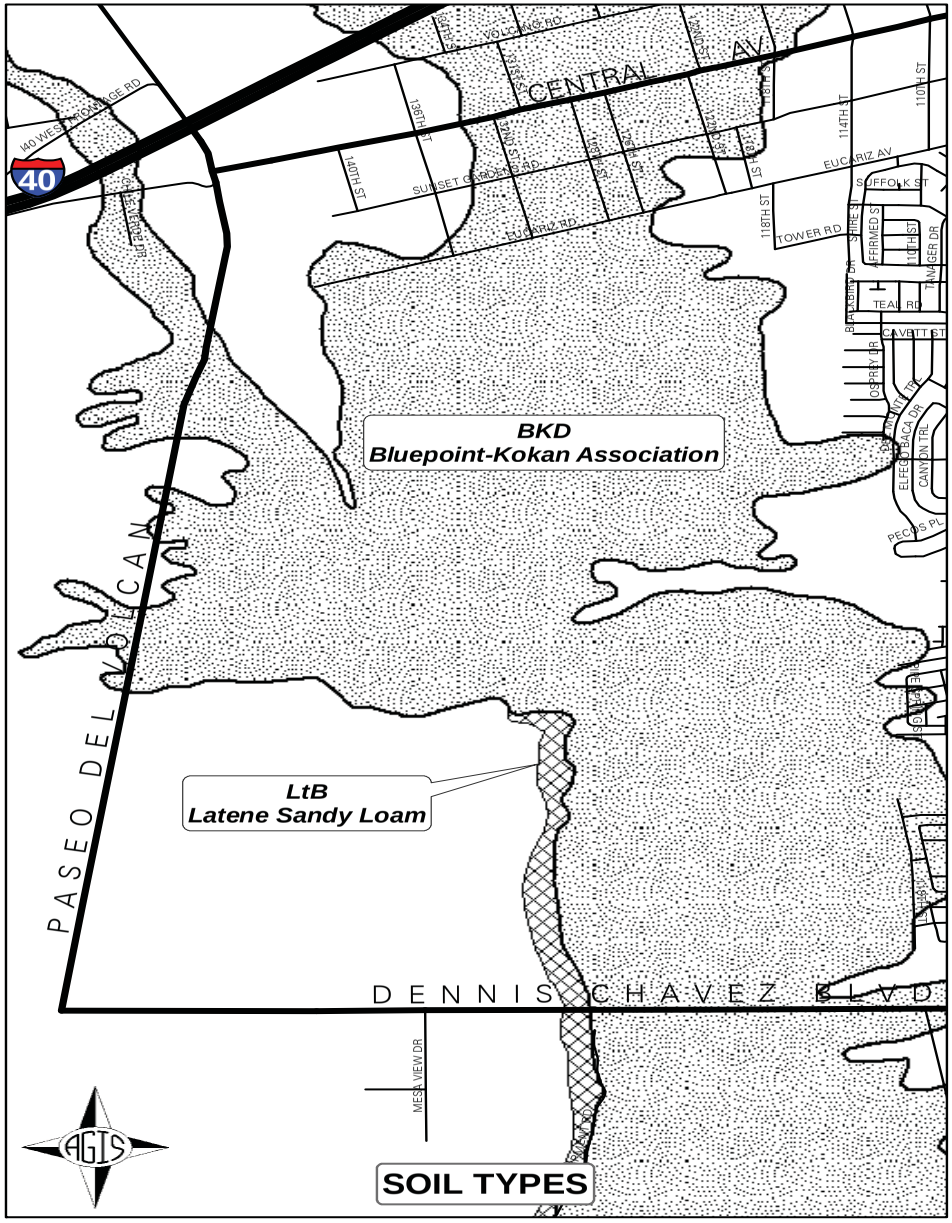
Southwest Albuquerque Drainage Facilities

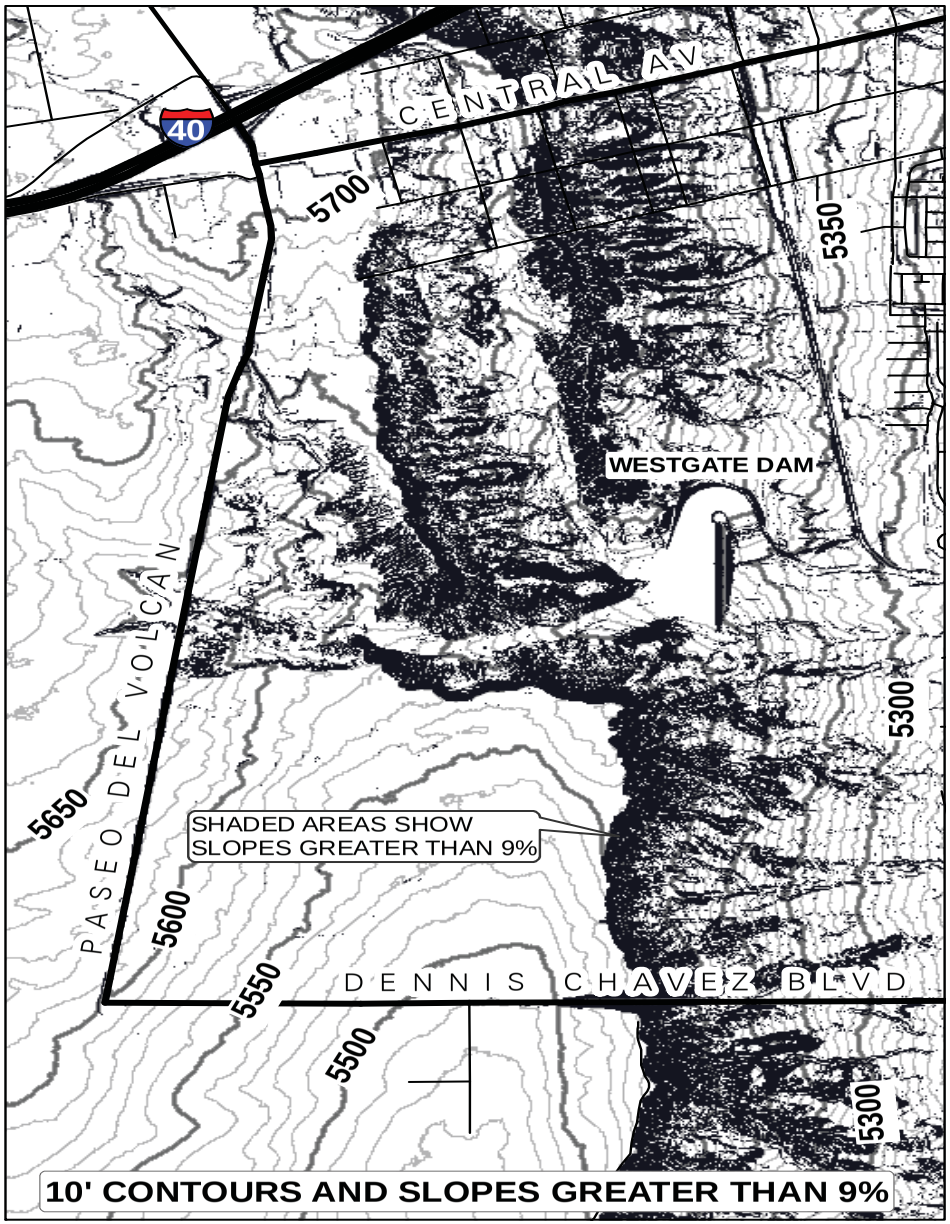
Publicly owned drainageway easements are often used for trails. Compare this map with Existing and Proposed Trails on page 2-24.



Major Pubic Open Space - The Ceja

The Ceja has highly erodible soils and slopes 9% and over that should be acquired and maintained as Major Pubic Open Space The Ceja has several significant archeological sites that have been surveyed. The City Open Space Division will take all of these factors into consideration when they survey potential boundaries for Major Public Open Space acquisition.





Goal 4. Increase and Improve Retail and Commercial Services

Future Vision

Key Concepts

Shopping to meet most community needs in conveniently located and easily accessed activity centers

Revitalized commercial services in older areas

Issues, Obstacles and Opportunities

During the development of the Action Plan, residents of Southwest Albuquerque had few nearby shopping and commercial service options. Some small stores were located in older commercial strips or individual sites along Old Coors, Central, 98th Street, and a few other isolated locations.

Residential construction often precedes retail and commercial services by many years, requiring local residents to travel long distances for basic shopping. New businesses are developed when commercial developers consider the local population large enough to financially support local and national retail stores. The research conducted by Bob Gibbs, national retail planner, indicates that Southwest Albuquerque can support more retail and commercial services. For more information, see Appendix B.





Some older existing shops need repair and updating, but some of the services and retail goods provided in them are special and should be encouraged to remain in the area. The businesses are locally owned and/or offer ethnic specialties important to Southwest Albuquerque residents. Some of these types of stores are not found elsewhere in Albuquerque. Continued building deterioration must be corrected before it negatively affects surrounding neighborhoods, but care must be taken not to displace small businesses. The commercial areas along Central Avenue and Old Coors have been designated as Metropolitan Redevelopment Areas. The shops within these areas could benefit from public programs.

Change is underway. In 2006-7, local developers and national retailers began to recognize Southwest Albuquerque's potential as a retail market. A development containing a specialty grocery store and other shops and another containing a larger all-purpose grocery store, bank and other shops were built on the northeast and southeast corners of the Sage/98th Street intersection. This location and mixture of uses is intended to serve nearby neighborhoods and others, but access to it was still restricted from the south because streets were incomplete. The sites could have been designed better for walking and bicycle access.

Other shopping centers are being developed at 98th/ Central and Unser/Central. The locations of these new developments will serve many people once streets are finished. However, building orientation to the street and inclusion of drive-through businesses in these centers does not encourage walking or bicycling from adjacent neighborhoods.

Planning Guidelines for Commercial Development

Retail consultant Bob Gibbs provided the following basic planning guidelines for commercial development in Southwest Albuquerque:

- Locate major retail at major intersections.
- Build streets with traffic calming built in to support walking.
- Provide on-street parking in commercial areas.
- Place a majority of buildings along sidewalks and street frontage.
- Encourage mixed land uses and multi-floor buildings.
- Require maximum storefront windows along first floors.
- Improve sign design to exceed existing City standards.
- Require enhanced landscaping.
- Improve site development approval process for quality centers.
- Plan retail centers for the future.

Some, but not all new activity centers should contain a retail element. This recommendation is discussed in the Southwest Albuquerque Commercial District Retail Plan (February 2006) and the Southwest Albuquerque Charrette Report (April 2006) located in Appendices B and C. Southwest Albuquerque can support the following types of retailers:

- ***Community Retail*** could include large retailers serving Southwest Albuquerque and other areas of the City. An example might include a discount department store or home improvement store combined with smaller adjacent shops.

- ***Neighborhood Retail*** could include a selection of retail shops attracting shoppers from both adjacent neighborhoods and from a larger driving area. An example might be a shopping center including a supermarket, bank, pharmacy and small shops offering commercial services like shoe repair and dry cleaning.

- ***Convenience Retail*** might be a small center with a variety of basic retail. An example might be a center with a laundromat, small grocer, and coffee shop. These should be located where an under served area has insufficient land to build a larger neighborhood activity center.
- ***Corner Stores*** are small shops serving basic needs for an immediate neighborhood. They are indicated on the adjacent map with red dots to show a distribution throughout the area. They must be located on collector streets to be economically sustainable and should be located where there is not land sufficient to serve the area with convenience retail or a neighborhood activity center.

- ***Auto-oriented businesses*** should be located outside activity centers because they create unsafe conditions for people on foot or bicycles. They include commercial drive-through services, fueling stations, car washes and other similar uses. They can be accommodated in some locations that would be appropriate for corner stores or convenience retail.

The development of retail services in Southwest Albuquerque depends heavily on market factors. The

City can play a part in encouraging more retail development by designating areas as activity centers and appropriately zoning them to allow commercial uses. Areas are designated as potential retail sites based on analysis of local needs and market considerations, but retailers may locate on only some of the potential sites.

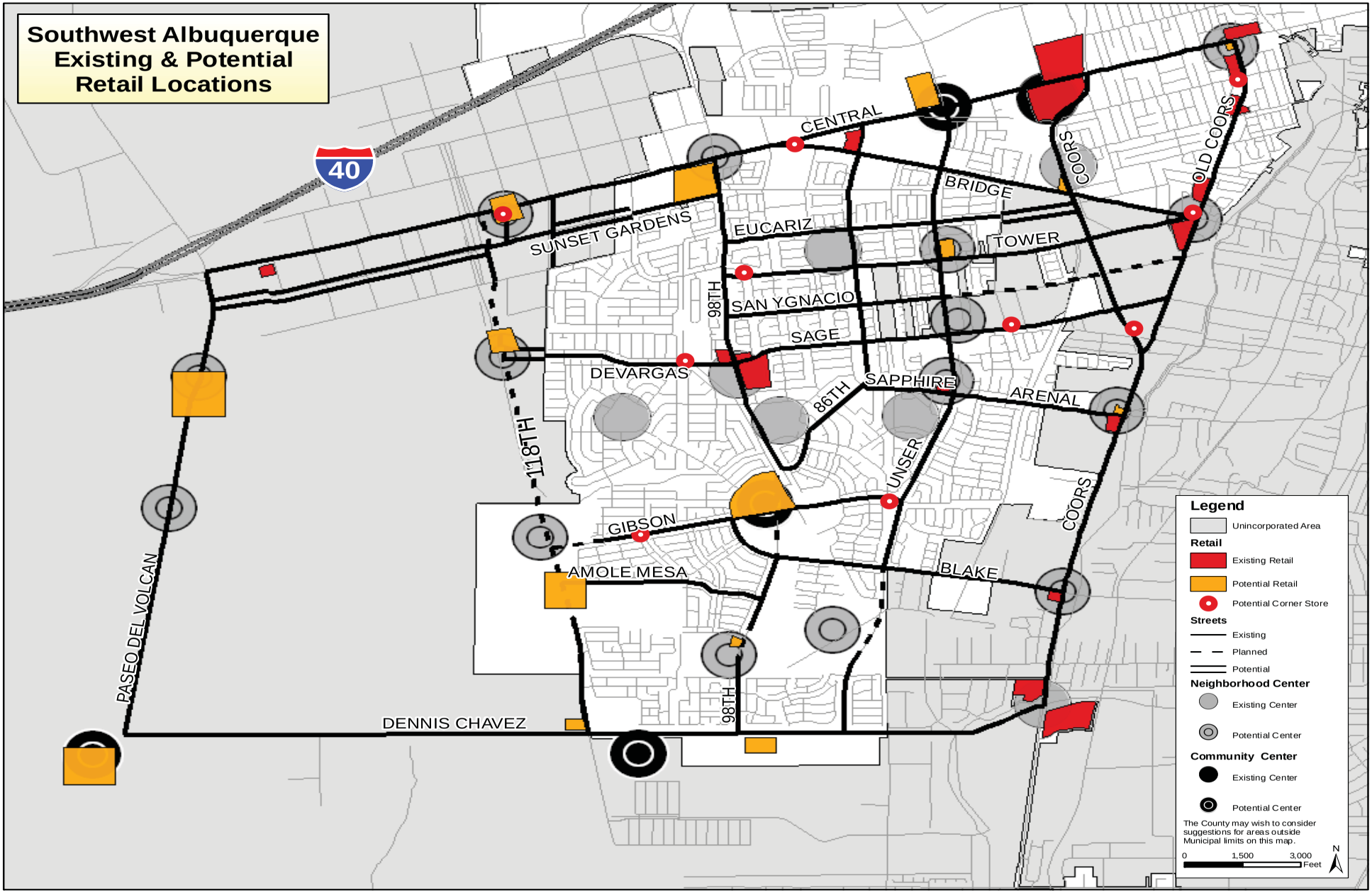
Revitalizing Central Avenue and Old Coors will help strengthen Southwest Albuquerque's sense of place and provide goods and services on easily accessible and often-traveled streets. Activity centers are designated along these corridors to encourage revitalization. Future City programs may focus on these areas.



Albuquerque example of a new convenience retail center in an older neighborhood

Existing and Potential Retail Locations

The map below illustrates both existing and potential retail locations superimposed on the network of existing and proposed activity centers. This map correlates with the maps on pages 2-10 and 2-11 that show parcels with commercial zoning.



Proposed Strategies

- **Encourage new pedestrian-oriented retail services in activity centers.**
- **Revitalize older commercial areas.**

Strategy: Encourage New Pedestrian-Oriented Retail Services in Activity Centers

1. Initiate a pilot project to create a Central/Unser Activity Center.

2. Rezone part or all of this area with Community Activity Center zoning to support the Metropolitan Redevelopment Division's initiative for a Community Activity Center associated with a transit transfer area.

Strategy: Revitalize Older Commercial Areas

1. Use some of the redevelopment and reinvestment mechanisms already in use in Albuquerque in the revitalization of West Central and Old Coors. Examples are:
   - Metropolitan Redevelopment Act
   - Tax Increment Financing (TIF)
   - Business Improvement District (BID)
   - Community Development Corporation (CDC)
   - City of Albuquerque Capital Implementation Program (CIP)
   - Legislative Funding
   - Federal Funding
   - Facade Programs

   See Appendix D for more information on redevelopment tools.

2. If desired by property owners, expand the boundaries of the West Central MRA Plan to the eastern side of Coors Boulevard south of Central and also along Central from the current western boundary of the Plan area west to the City limits. The map below illustrates the proposed expansion.

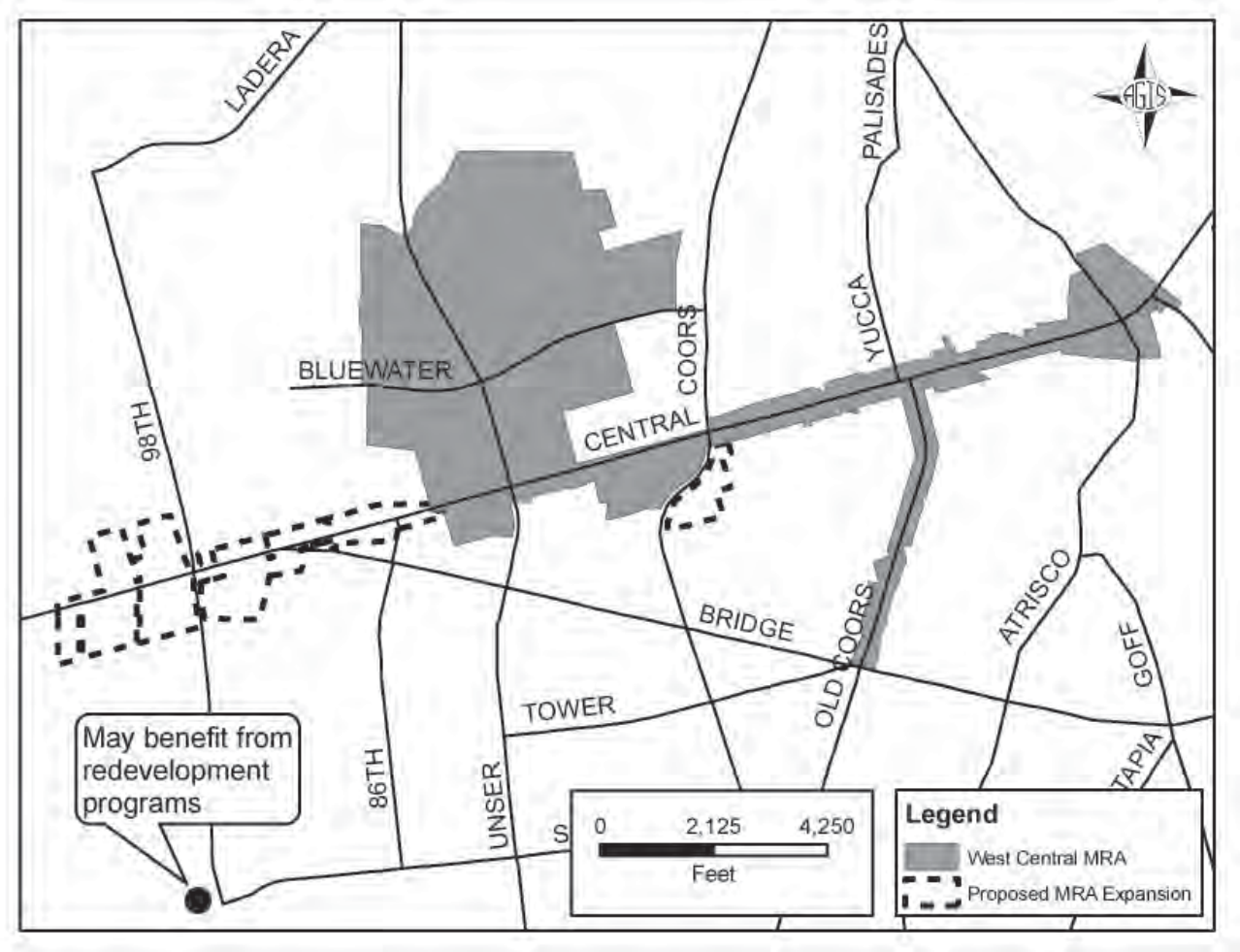
3. If desired by property owners, designate a new Metropolitan Redevelopment Area at the northwest corner of 98th and Sage.

4. Amend the West Central MRA Plan to require that its tax increment finance (TIF) monies be spent within the West Central MRA Plan boundaries. (TIF is a financial tool designed to invest locally the tax increases in property value resulting from property improvements. Possible improvements include: landscape, streetscape, and parking areas.)

5. Request project funding for the area from the State Legislature.

6. Amend the Albuquerque/Bernalillo County Comprehensive Plan to support City assistance in the revitalization of existing businesses.

7. If desired by local business and property owners, set up façade improvement programs to target businesses in the Old Coors/Central area and the 98th/Sage area.



Goal 5. Develop a Complete Multi-Modal Transportation Network

Future Vision

Key Concepts

A complete transportation network for walking, bicycling, driving, and taking public transit:

- A network of neighborhood and community routes for walking and bicycling
- A network of community and regional routes for bicycling and driving
- A system of convenient and reliable public transit service to connect Southwest Albuquerque to the rest of the City and County

Improved street design that provides safety, comfort, and efficiency for walking and bicycling

A Complete Transportation Network

A complete network of streets and trails will effectively connect Southwest Albuquerque to other parts of Albuquerque and the County, will enable efficient trips within the community, and will provide direct connections from home to school, park or store. It will support community and neighborhood activity centers by safely providing access to and within them. A completely connected transportation network allows people to easily walk, bicycle, drive or take a bus.

Improved Street Design

Improved street design for traffic lanes, bicycle lanes, medians, sidewalk setback areas, sidewalks, and street intersections will improve efficiency, comfort, and safety for drivers, bicyclists, and people walking or using public transportation.

Issues, Conditions and Opportunities

The Existing Southwest Albuquerque Transportation Network

Between 1995 and 2006, the Southwest Albuquerque population grew about 80% to approximately 45,000 residents. In 2007 most of this population lived in new walled subdivisions consisting primarily of detached single-family houses. This subdivision pattern continues to be built further south and west, increasing the population's daily commuting distance. Most traffic is funneled onto only a few major streets. Many of these streets were not yet completed in 2008.

Southwest Albuquerque's existing arterial and collector street network is inadequate for this growing population. In Southwest Albuquerque, street projects are generally initiated only when adjacent development occurs, leaving gaps adjacent to vacant properties. When streets are extended or widened, traffic signals are not always installed. Sidewalks, bicycle lanes, and trails are not always built and landscaping is not planted. Area population continues to grow, but needed street projects lag behind residential construction. Traffic congestion during rush hour is complicated by these street and trail deficiencies. Existing limited transit service does not offer a viable alternative to driving.

Most U.S. cities are experiencing an approximate 25% increase in traffic every ten years. More cars mean that more intersections are failing, causing traffic jams and unsafe streets. Each bicycle, pedestrian, or transit trip takes a vehicle off the street. Many communities are making streets more conducive to walking, bicycling and taking transit. They design streets to slow down traffic to reduce noise and crashes and design the street network to provide improved routes for drivers, pedestrians, and bicyclists, and improved service for transit users. **By planning, programming projects, and acquiring funds Albuquerque can initiate these same actions.**

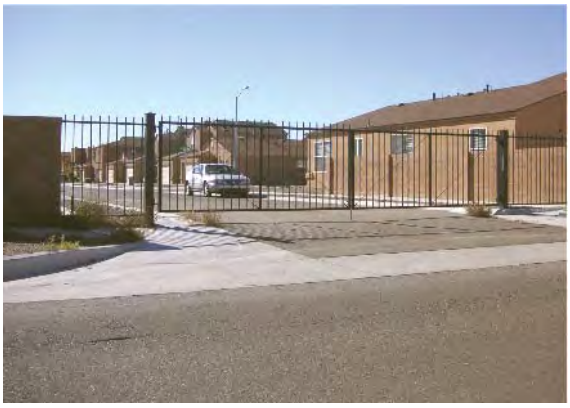
Although a complete street network is essential to Southwest Albuquerque, many opportunities for creating more streets are gone. Residential lots were developed where additional streets or trails would have been beneficial. The result is that traffic is funneled onto very few streets, creating traffic congestion. Because the few streets being built to accommodate heavy traffic are wide, noisy undesirable places to live, the building pattern that contributed to this street design continues to be built. House rear-yard walls face most main streets creating an unpleasant, unsafe, and inefficient walking environment.



Population growth coupled with an incomplete transportation network creates congestion and continual roadwork.

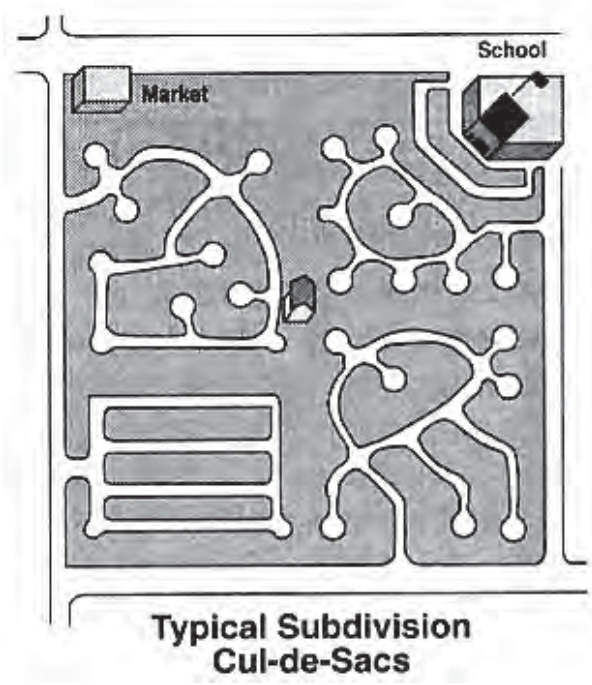
Gibson Boulevard is a major east/west street that could have been connected to better serve the area. A needed Community Activity Center is designated at Gibson and 98th Street. Its success may depend on better street connection. Gibson currently extends from Unser Boulevard to approximately 106th Street. There is no connection from Unser to Coors. The street becomes a local street, Spring Flower Road, between Unser and the Amole del Norte Diversion Channel. The two streets crossing the Amole del Norte Diversion Channel in this area are one-mile apart - Arenal to the north and Blake to the south. If Gibson can be extended to Coors, it should terminate there to protect the rural character and historic development pattern of the South Valley. The valley should not be threatened by a continuation of Gibson. A Gibson Boulevard extension is planned from 106th to 118th, but awaits private development for completion. Any street extension west should avoid the Ceja, an important landform and designated public open space.

The Subdivision Ordinance and Development Process Manual (DPM) allow Southwest Albuquerque subdivision development patterns. Current regulations do not require optimum connectivity for pedestrians, bicyclists, or drivers. Because development is approved incrementally, subdivisions are not reviewed for their effect on the overall transportation system. Subdivision walls and gates, long block lengths, dead-end streets, and rear yards facing streets have been combined extensively throughout Southwest Albuquerque. This development pattern has made pedestrian and bicycle travel inefficient, uncomfortable, and unsafe, discouraging any mode of transportation other than driving.



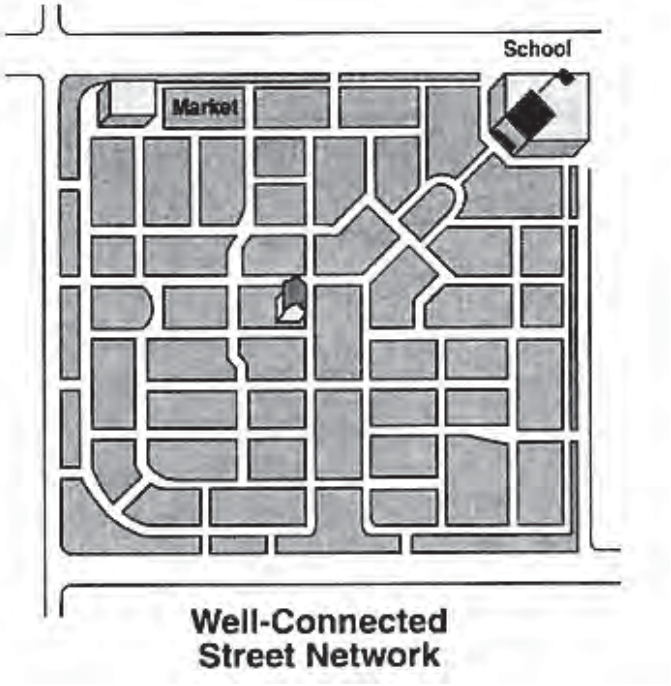
A subdivision with a padlocked gate prohibits pedestrian and bicycle access

Avoid Use



A conventional subdivision where a ¼-mile walk allows access to about 60 properties and one route.

Encourage Use



A ¼-mile grid-based street layout connects to 400-600 properties and dozens of routes.

Early 21st century subdivision development patterns similar to those in Southwest Albuquerque occur in many new developments in Albuquerque. To reverse this trend, citywide policy amendments to the Albuquerque/Bernalillo County Comprehensive Plan and regulation amendments to the Subdivision Ordinance and Development Process Manual (DPM) are needed.

Some change can be proposed for Southwest Albuquerque through new policies in the West Side Strategic Plan and new regulations for the three Southwest Albuquerque Sector Development Plans.

The Mid-Region Council of Governments develops transportation networks for the region based on input from the City of Albuquerque, Bernalillo County, and other governments in the region. The adopted 2030 Metropolitan Transportation Plan (MTP) contains the following maps as well as others: the Long Range Roadway System, Potential High Capacity Transit Corridors, and Long Range Bikeway System Map. The 2030 MTP incorporates several trails and on-street bikeway network suggestions made during the Southwest Albuquerque Strategic Action Plan process. Other transportation network recommendations can be presented to the Metropolitan Transportation Board for approval after the Action Plan is adopted.

Hard-surfaced trails appear on the MTP Long Range Bikeway System Map. All metro-area proposed and existing trails including soft-surfaced trails are on the Proposed Multi-Use Trails Map found in the 1996 Trails and Bikeways Facility Plan. The City uses that plan to program trail development using a ¼ cent transportation tax that expires in 2010. Proposed trail study areas for the Ceja are found on that

map.
During the Southwest Albuquerque Strategic Action Plan process, City and County staff prioritized bicycle lane and trail project funding for the 2030 Metropolitan Transportation Plan. Funding proposals are reflected in the Transportation Improvement Plan (TIP).

Regional streets are classified as Major Arterial, Minor Arterial, Collector, and Local based on the amount and distances of traffic they carry. The Albuquerque/Bernalillo County Comprehensive Plan further classifies arterial streets as Express, Enhanced Transit and Transit to suggest street design and transit service for existing stretches of land uses. The Albuquerque/Bernalillo County Comprehensive Plan also proposes a metropolitan network of activity centers.

Three of Southwest Albuquerque's primary streets are classified as limited access roadways. The lack of street connectivity associated with limited access roadway classification does not support multi-modal travel options and easy access to activity centers. Limited access routes, which tend to be busy, fast-moving streets, divide neighborhoods and are difficult to cross. While some are needed for regional travel, Southwest Albuquerque has several. No additional limited access roads should be designated. The "access restrictions" should be re-examined where limited access roads pass through activity centers. To allow for intersecting side streets, the Mid Region Council of Governments (MRCOG) will work with the City to process requests for additional street intersections on limited access roads. Street design that serves pedestrians should be built into these streets to assure they are safe and functional for all modes of travel.

Express: A limited access roadway with travel speeds of 45 to 55 miles per hour. Coors Boulevard, Senator Dennis Chavez Boulevard, and Paseo del Volcan Boulevard are designated Express Corridors.

Enhanced Transit: A roadway intended for pedestrian activity with some access control and travel speeds of 35 to 45 miles per hour. Central Avenue (as far west as 98th Street) and Unser Boulevard are designated Enhanced Transit Corridors.

Transit: A full access roadway intended for pedestrian activity with travel speeds of 30 to 35 miles per hour. 98th Street, Tower Road, Sage Road, Eucariz Road, 114th Street, 118th Street, and Gibson West are designated transit corridors.

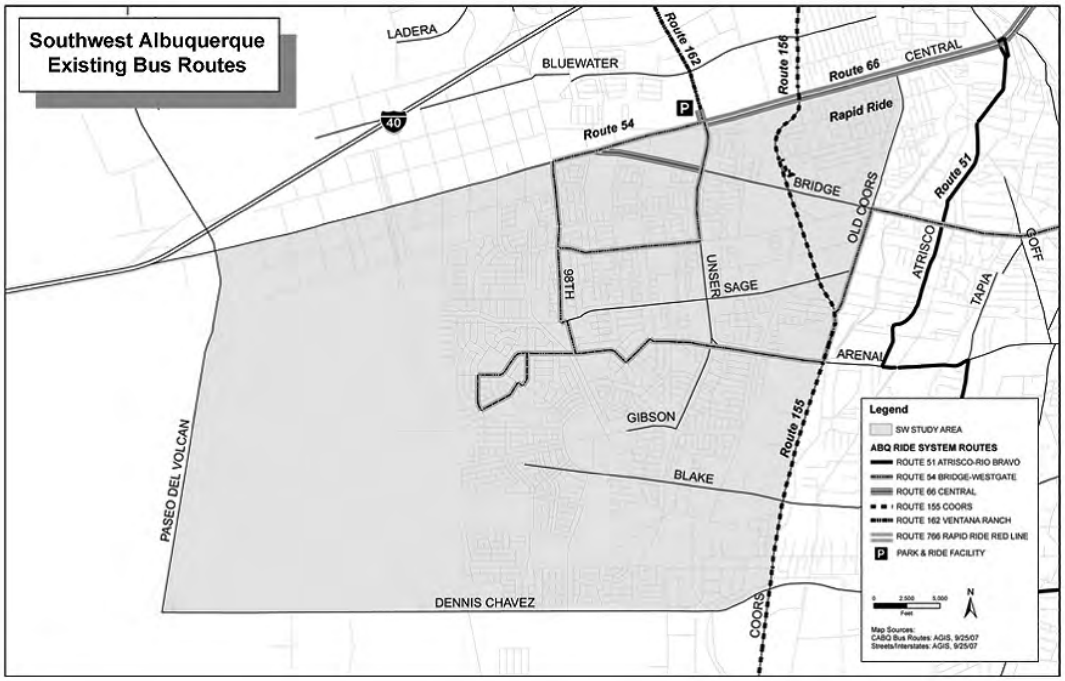
Existing bus routes that served Southwest Albuquerque in 2007 were limited. A full transit system will only be feasible in Southwest Albuquerque when the street network is complete and mixed-use activity centers that are both trip origins and destinations are developed. ABQ Ride and the new Mid Region Transit Authority may cooperatively provide the desired bus service.

- Route 54 – Bridge/Westgate is the main existing transit service into the Planning Area. In 2008 Route 54 had 45-minute headways during 6 a.m. to 8 p.m. on weekdays. It takes approximately 50 minutes to go from downtown to 98th Street on the Route 54 bus. No weekend service is available.

- Route 66 and the RapidRide along West Central Avenue both provide service to the northern

edge of the Planning Area, and serve residents of the area. The RapidRide takes 15-25 minutes from Central/Unser to downtown.

- Route 155 – Coors Boulevard serves the eastern edge of the planning area. Route 155 has half-hour headways during 6 a.m. to 9:30 p.m. on weekdays. The route extends north to Cottonwood Mall and south to Valley Gardens south of Gun Club Road.



Existing Southwest Albuquerque Street Design

Existing arterial streets are wide and street intersections are difficult to cross on-foot. To contribute to the success of existing and proposed community and neighborhood activity centers, major street design needs to incorporate measures to decrease travel speed, protect pedestrians crossing streets, allow for some on-street parking, and more safely accommodate turns onto collector and other arterial streets. Major streets in Southwest Albuquerque are the most visible public spaces. They could support a sense of place with landscaping and public art.

Long circuitous streets, dead ends, and local streets with mountable (estate) curbs affect walking safety. Mountable "estate" curbs are intended for large-lot, low-density residential areas. With the current use of mountable curbs in small-lot residential areas, residents drive cars over the curb and park in the limited landscaping strip or on the sidewalk, resulting in unattractive neighborhoods that are unsafe for pedestrians. In 2006, standard curbs added approximately $700 to the price of a single-family home or less than a 1% increase for a $120,000 home.



Roll curbs enable sidewalk and front yard parking

Proposed Strategies

- **Complete the Southwest Albuquerque transportation network.**
- **Provide full multi-modal street access to and within activity centers.**
- **Improve street design to support walking, bicycling and transit use**
- **Initiate pilot projects using Action Plan street connectivity and design recommendations.**

NOTE: Chapter 3 of this Action Plan includes a chart illustrating recommended project funding and timing and recommended text amendment language for sector development plans.

Strategy: Complete the Southwest Albuquerque Transportation Network

1. Amend the West Side Strategic Plan to a) update the map of existing and planned major streets; b) support developing a sub-regional transportation plan for areas west of 118th Street; c) guide transit service on arterial streets; d) promote community design that supports walking; e) avoid rear yards walls facing streets; f) promote multiple vehicular, pedestrian and bicycle access points

2. Suggest that the County amend the Southwest Area Plan to discourage walled and gated communities and double-fronted lots.

3. Amend the Rio Bravo Sector Development Plan Amendment No. 1 to update its transportation network recommendations.

4. Request that the Metropolitan Transportation Board add the following street study corridors and street segments to the Long Range Roadway System to complete the Southwest Albuquerque street network.

   Barcelona Street (Coors Boulevard to 118th Street)
   Gibson West Study Corridor (Coors Boulevard to Unser Boulevard)
   Mesa Arenosa Drive (Gibson West Boulevard to Senator Dennis Chavez Boulevard)
   Eucariz (Stinson Street to Coors Boulevard)
   Sunset Gardens (114th Street to Paseo del Volcan Boulevard)
   DeVargas Street (106th Street to 126th Street)
   Hackamore Street (to 110th Street - may be a local street)
   110th Street (Eucariz Street to DeVargas Street)
   126th Street (DeVargas Street to Central Avenue)

5. Once the Metropolitan Transportation Board adopts street network additions, request funding for street design and construction.

6. Program City, Transportation Improvement Program, and other capital funding to study and establish alignments for trails in trail study corridors and to initiate acquisition, design, and construction of trails and trail segments that are added to the 2030 Metropolitan Transportation Plan's Long Range Bikeway System Map.

7. Where appropriate, require trail alignments on site plan applications.

8. Require trail development to occur concurrently with private development and/or street development.

9. Program City, Transportation Improvement Program, and other funding to initiate design and construction of on-street bicycle lanes. Include lanes or adjacent trails in all new major street projects and improvements to existing major streets. Give high priority to completing missing links and increasing bicycling and pedestrian levels of service in Southwest Albuquerque.

10. Plan, program, fund, and initiate bus routes to form a connecting network of bus service using some or all of the following streets:
    - Coors Boulevard
    - Old Coors Boulevard
    - Unser Boulevard
    - 98th Street
    - 118th Street
    - Central Avenue
    - Tower Road
    - Sage Road
    - Arenal Street
    - Gibson Boulevard
    - Blake Street
    - Paseo del Volcan Boulevard
    - Senator Dennis Chavez Boulevard

Provide efficient transit service from Southwest Albuquerque to major employment areas including downtown, the Atrisco Business Park, Journal Center and the emerging industrial area on Paseo del Volcan north of I-40.

11. Initiate a Southwest Albuquerque Sub-Regional Transportation Plan for currently undeveloped areas to the south and west.

12. Program funding to install traffic signals, street lighting, and to complete partially completed principal and minor arterials and collectors.

13. Amend the Albuquerque/Bernalillo County Comprehensive Plan to support the development of pedestrian-friendly streets, to discourage walled and gated communities, and to avoid walled rear yards facing public streets.

The street study corridors and connecting street segments identified in the Southwest Albuquerque Transportation Network map are the most recent and comprehensive approach to creating a complete transportation network in the planning area. Most alignments appear to produce sufficiently close spacing to be able to accommodate expected growth in the area. However, traffic demand forecast modeling and analysis might show that additional links are needed to the south and west.

Strategy: Provide Full Multi-Modal Access to Activity Centers

1. Request that the Metropolitan Transportation Policy Board ask the Department of Transportation (DOT) to modify limited access roadway policies to permit additional access to and from activity centers in the form of activity center streets intersecting adjacent arterial streets.

2. Amend the three Southwest Albuquerque Sector Development Plans to require that activity center access points intersecting adjacent arterial and collector streets be designed as full streets, and not mere curb-cut entrances to parking areas. After Action Plan adoption, initiate a similar amendment to the Subdivision Ordinance and Development Process Manual.

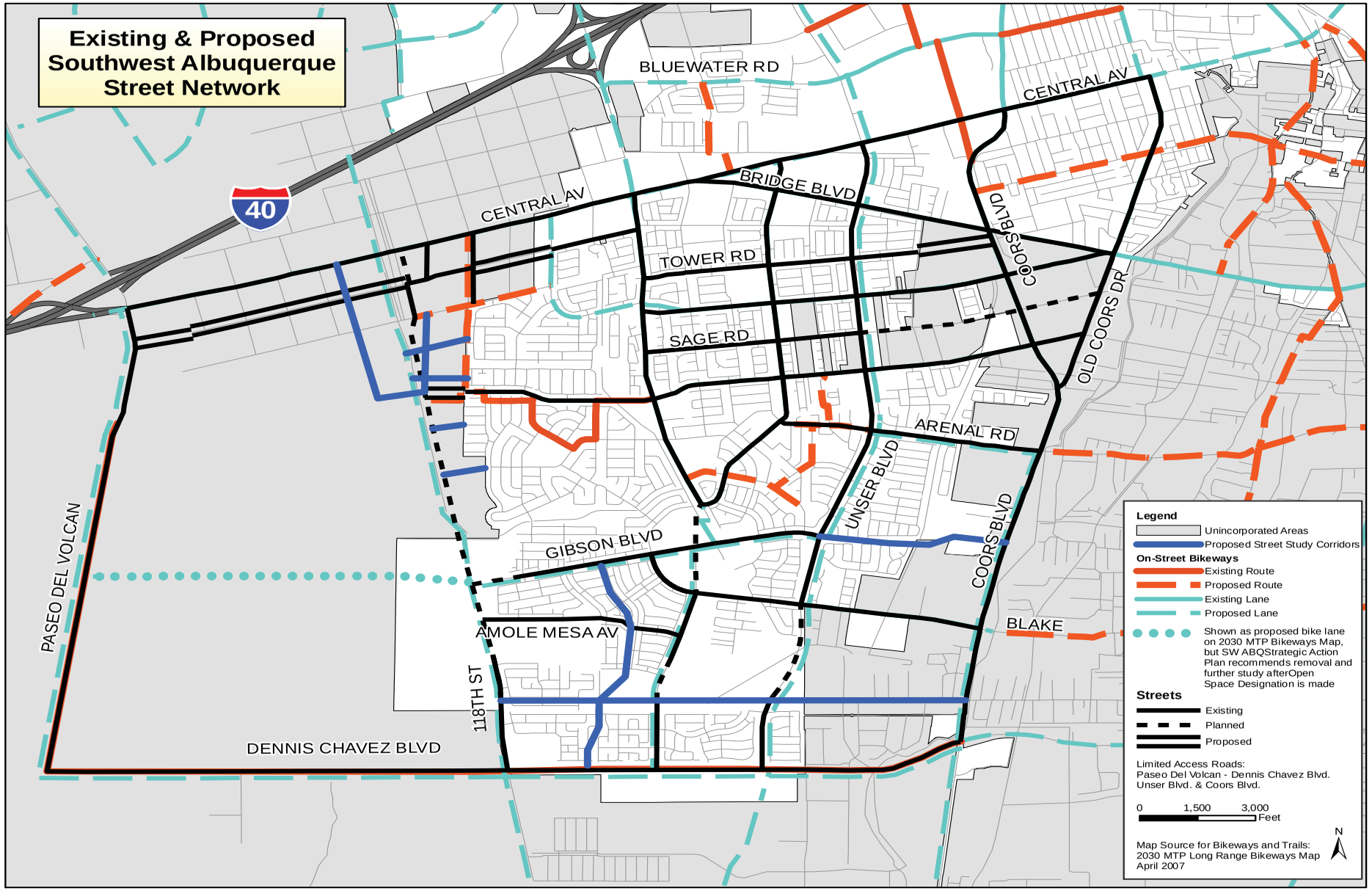
Strategy: Improve major and local street design to support walking, bicycling, and transit use

1. Amend the three Southwest Albuquerque Sector Development Plans to increase street connectivity; shorten block lengths including cul-de-sacs; limit the use of cul-de-sacs, mountable curbs, double frontage lots, limited access and gated subdivisions; and improve intersection design for pedestrians.

2. Amend the three Southwest Albuquerque Sector Development Plans to establish maximum block lengths to increase route choices and efficiency for bicycling and walking. Limit block lengths and require mid-block walkways.

Proposed Street Transportation Network Map

The proposed transportation network map below shows existing and recommended streets and on-street bikeways. Alignments, particularly those west of 118th Street are to be determined during further planning stages. Links designated as "proposed" are currently on the Long Range Roadway System Map and Long Range Bikeway System Map. Trails are shown on the Public Parks, Trails, and Major Public Open Space map on page 2-24.



3. Amend the three Southwest Albuquerque Sector Development Plans to require street cross-sections and intersections that promote walking and transit service. Concentrate efforts in activity centers first.

4. Program, fund, and install public art and landscaping for all Southwest Albuquerque arterial streets.

5. Require safe, efficient and comfortable pedestrian and bicycle facility design and construction on all arterial and collector streets.

6. Amend the three Southwest Albuquerque Sector Development Plans to require that all new subdivisions be designed with several route choices for pedestrians and bicyclists that allow them to access local destinations and transit stops efficiently. Walking distances from homes to local destinations should be kept to 1/4 mile or less.

7. Amend the three Southwest Albuquerque Sector Development Plans to require that activity centers and other commercial developments provide efficient, safe and comfortable walking routes from the street to services and shops provided on sites.

8. Amend the three Southwest Albuquerque Sector Development Plans to encourage residential development on collector and major local streets. Generally, small lot single-family residential development should not face collector streets unless there is vehicular access via an alley or a frontage street that accommodates on-street parking. Large lots allowing for deeper setbacks or multi-family/attached residential development that can vary the placement of buildings can be designed along these streets.

9. Amend the three Southwest Albuquerque Sector Development Plans to require that each development plan illustrate a pedestrian and bicycle circulation plan that demonstrates efficient circulation patterns throughout the site, to the neighboring properties, adjacent arterials, transit service, and local destinations. The pedestrian plan should also provide a contour map showing existing grade changes within the development that may deter pedestrian movement.

10. Institute a policy and budget sufficient funds to develop landscape improvements, sidewalks, and trails simultaneously with street improvement projects.

11. Amend the West Side Strategic Plan with policies to support Sector Development Plan regulations.

Strategy: Initiate pilot projects using Action Plan street connectivity and design recommendation

1. Design and build new activity center street cross-sections and intersections. Give priority to the following intersections:

   - Central/Unser Community Activity Center
   - Tower/Unser Neighborhood Activity Center
   - 98th/Gibson Community Activity Center

2. To improve neighborhood connections, demolish the wall dividing Tiffany Road from Delilah Road in the subdivision at the Southwest corner of Tower and Unser to allow pedestrian and bicycle access. Assess the impact of allowing vehicular access.

3. To improve pedestrian safety and aesthetics within a neighborhood, improve the pedestrian access point to Unser between Crepe Myrtle and Javelina Roads. Add landscaping, lighting, and better visibility.

4. Initiate a street tree-planting program for arterial and collector streets. Resolve maintenance responsibility questions.

The Action Plan: Text Amendments and Capital Project Programming

This chapter contains proposed text amendments to pertinent plans and ordinances, recommended project implementation timetables, and a list of other actions to consider or pursue in the future. NOTE: Action Plan Text amendments to existing portions of the West Side Strategic Plan and the Rio Bravo, Tower/Unser, and West Route 66 Sector Development Plans were incorporated into those plans in Spring 2009.

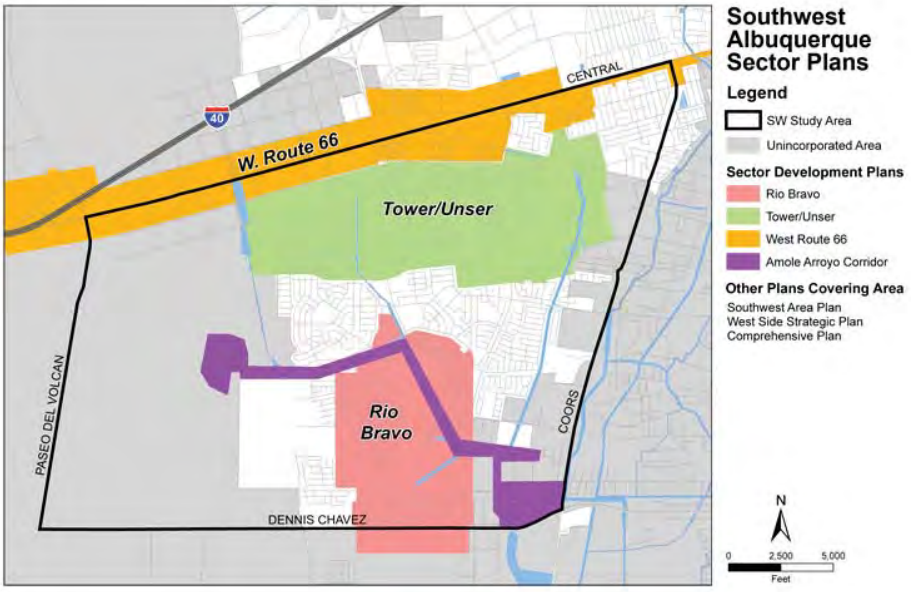
Proposed Amendments to Plans and Ordinances

The proposed text amendments in this chapter are for the West Side Strategic Plan, Tower/Unser Sector Development Plan, Rio Bravo Sector Development Plan and West Route 66 Sector Development Plan. Suggested changes to the Southwest Area Plan are included for Bernalillo County to consider.

The plan amendments require City Council consideration and adoption by resolution.

~~Strikethroughs~~ indicate recommended text removal, and <u>underlines</u> indicate recommended text additions.

Some Albuquerque/ Bernalillo County Comprehensive Plan policies could be strengthened to support the creation of neighborhood activity centers, to discourage walled and gated communities, and to ensure the development of pedestrian-friendly streets. Text amendments to the Comprehensive Plan are not included in this Action Plan.



West Side Strategic Plan

Amend the map on page 30 "Community Service Areas and Neighborhood & Community Activity Centers" to add the following activity centers from the proposed network of Southwest Albuquerque activity centers. Also add maps to show these additional activity centers in the Westland South, Bridge/Westgate, Gun Club, and Rio Bravo subarea maps.

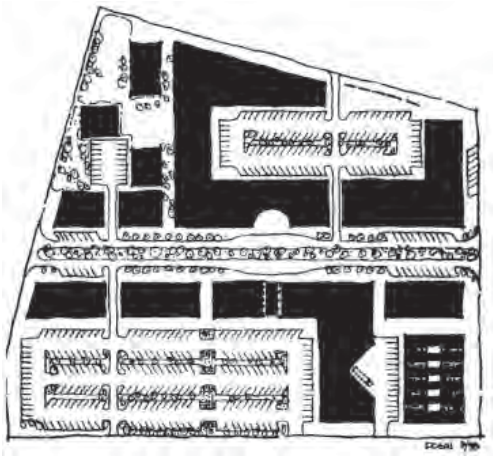
- **118th/Dennis Chavez Community Activity Center**
- **Old Coors/Central Neighborhood Activity Center**
- **Coors/Bridge Neighborhood Activity Center**
- **Coors/Arenal Neighborhood Activity Center**
- **Coors/Blake Neighborhood Activity Center**
- **Unser/Tower Neighborhood Activity Center**
- **Unser/Sapphire Neighborhood Activity Center**
- **Unser/Amole-Hubbell Drainage Neighborhood Activity Center**
- **Corriz/Kimela Neighborhood Activity Center to the west of Unser and south of Sapphire**
- **86th/Tower Neighborhood Activity Center**
- **98th/Benavides Neighborhood Activity Center**
- **98th/north of Rio Corto Neighborhood Activity Center**
- **Benavides/Del Rey Neighborhood Activity Center98th**

Amend the map on page 30 to add the following proposals for possible future community and neighborhood activity center locations.

- Paseo del Volcan/Dennis Chavez Community Activity Center
- 118th/Central Neighborhood Activity Center
- 118th/DeVargas Neighborhood Activity Center
- 118th/near or at Gibson Neighborhood Activity Center
- Paseo del Volcan/Mid Area Neighborhood Activity Center
- Paseo del Volcan/North Area Neighborhood Activity Center

To clarify the differences between community and neighborhood activity centers, amend Section B: Strategic Plan Elements and Development Strategies, 1. The Community Concept, Community Activity Centers on page 33 as follows.

Each Community on the West Side will [- ~~have~~ -] [+ be served by +] a Community Activity Center [+ and several smaller Neighborhood Activity Centers that are easily reached by walking from surrounding neighborhoods.+] The Community Center provides the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, [+ multiple-family dwellings +] and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of [- ~~approximately~~ -] [+ at least +] 30,000. [+ This population can be concentrated within a smaller area by locating multiple-family housing within the community activity center to support nearby services and public transit service. +]



Community Activity Center Design

Remove the existing illustration of a Typical Community Center on page 34 and replace it with more recent illustrations from the southwest Albuquerque Strategic Action Plan.

Add the following policies to more fully describe community and neighborhood centers.

[+ Policy 1.17: The City shall encourage co-location of public services such as schools, libraries, community/senior/multi-service centers, parks, retail and commercial services in Community and Neighborhood Activity Centers. +]

[+ Policy 1.18: Community Activity Centers shall contain mixed-use buildings and/or mixed use developments that combine commercial, residential, and/or civic land uses in one accessible location. Clustered buildings and formation of meaningful plazas and sheltering forms to promote pedestrian-friendly environments are encouraged.+]

Amend the following policies to more fully describe individual community and neighborhood centers in specific west side communities within the Southwest Albuquerque Strategic Action Plan boundaries.

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Bridge/Westgate Community
Policy 3.46: Promote densities consistent with those found in the [- ~~Rio Bravo~~ -] Sector Development [- ~~Plan~~ -] [+ Plans for the Bridge/Westgate Community, with densities as high as 30 dwelling units per acre within +] [- ~~and with~~ -] the [-~~proposed Village~~ -] [+ designated Community Activity +] Centers and adjacent areas. [- ~~Other areas shall be low-density development consistent with the rural character of the area within most of the Community.~~ -]

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Gun Club Community
Policy 3.48: Promote low-density development consistent with the rural character of the area within most of [- ~~this~~ -] [+ the Gun Club +] Community. Exceptions to this are [+ in residential areas of the community north of Senator Dennis Chavez Boulevard and +] in Activity Centers in key locations of the Rio Bravo Corridor where mixed use commercial services, public facilities, high-density

residential, and employment uses are appropriate. [+ These areas should have a greater variety of densities and land uses.+]

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Westland South Community
[+ Policy 3.63a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Westland South Community. +]

[+ Policy 3.63b: Locate new public facilities for the West Side in the Westland South Community as it is developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community. +]
Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Rio Bravo Community
[+ Policy 3.69a: Support the location of mixed-use development that includes multi-family residential developments within designated Activity Centers in the Rio Bravo Community. +]
[+ Policy 3.69b: Locate new public facilities for the West Side in the Rio Bravo Community as areas are developed. In designated Activity Centers, co-locate public facilities with combinations of retail and/or commercial services that will serve the surrounding community. +]

Add the following new community activity center descriptions to the West Side Strategic Plan.

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Neighborhood Centers, Community Centers and Regional Centers in Established Areas of the West Side, Bridge/Westgate Community, and Gun Club Community

[+98th/Gibson Community Center

The 98th Street/Gibson Boulevard Community Activity Center should be developed to serve Southwest Albuquerque with retail, private and public services, employment, entertainment, and multiple-family housing. When developed, this activity center will serve neighborhoods between Central and Dennis Chavez west of Coors. Because access to the 98th Street/Gibson Boulevard Community Activity Center will be concentrated on the north/south streets of 98th and Unser, public transit will play an important role. The following strategies are recommended to support the development of the 98th/Gibson center:

1. Complete streets and trails to form a circulation network that provides good access to and within the activity centers.
2. Encourage the development of non-retail uses, including office and multi-family housing development adjacent to or within the center.
3. Include mixed-use buildings and/or closely located buildings with multiple uses.
4. When developing properties, consider possibilities for co-location of City services with commercial and residential land uses.
5. Design public transit routes to effectively connect this center to other areas in Southwest Albuquerque and the rest of the City.+]

[+118th/Dennis Chavez Community Activity Center
A high school campus with room for other community uses is planned for this location. The campus is just outside municipal limits. As the area develops it should serve Southwest Albuquerque with both public and private services. The following strategies are recommended to support the development of this center:
1. Complete public streets and trails to accommodate commercial and community service uses.
2. Allow mixed uses in this community activity center to encourage a park-once-and-walk environment.
3. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.+]

[+Paseo del Volcan/Dennis Chavez Community Center

As development extends westward, this location may serve as a Community Activity Center for areas to the west and south as well as adjacent neighborhoods, including the Gun Club and Westland South neighborhoods. Activity Center development is recommended to be on one corner of the intersection and to be designed for multi-modal accessibility. Immediately adjacent areas may be appropriate for housing and other related uses. All uses should be clustered to avoid encroachment on the Ceja, a sandy escarpment that should be designated as Major Public Open Space. The following strategies are recommended to support the development of this center:
1. Complete the street and trail network to accommodate multi-modal access to clustered commercial and residential development.
2. Allow and encourage the development of non-retail uses, including office and clustered housing development within the center. Concentrate all commercial activity for this area within the center.
3. Include either mixed-use buildings that serve multiple purposes in one structure or closely located buildings that are easily accessible on foot.
4. Consider co-location of public services with commercial and residential land uses when developing properties and when investigating new service locations.+]

Add the following text to further encourage the development of activity centers.

Section B: Strategic Plan Elements and Development Strategies, 3. Specific West Side Communities, Encouraging Employment Growth on the West Side

Policy 3.92: The City of Albuquerque should encourage and support telecommuting and home based enterprises on the West Side. [+ The City should assign appropriate zoning district designations to community and neighborhood activity centers to encourage employers to locate in accessible mixed-use areas.+]

Section B: Strategic Plan Elements and Development Strategies, 7. Natural & Cultural Resources, Recreation and Special Areas, Park Development

Policy 7.16: This plan promotes joint use of park facilities whenever possible. Potential multiple uses include parks and schools, parks and drainage facilities, and parks with certain open space lands [+ Co-location shall occur as part of Activity Center development. +] The Mariposa Basin is a good example of a facility with multiple uses and close proximity to other compatible land uses.

Opportunities for joint development would be evaluated on a case-by-case basis to determine feasibility and avoid excessive park development costs due to highly engineered solutions addressing site constraints.

[+ Policy 7.18a: Recreational facilities, including City facilities, non-profit and for-profit providers, and schools should be located within Activity Centers that are accessible by all modes of transportation, particularly foot and bicycle.+]

Rewrite the following general discussion to be policies, consistent with the remainder of the West Side Strategic Plan starting on page 174:

Section B. Strategic Plan Elements & Development Policies, 4. Development Process Issues, Fences and Walls/Transit Access

Residential Development

- ~~Subdivisions shall be designed to provide an efficient circulation pattern for transit service. Direct routes through developments, separated from congested parking lots, are necessary to provide convenient service to residents.~~
- ~~Walking distances within subdivisions to arterials, collectors, or streets with proposed transit service should be kept to 750 feet whenever possible. Developments enclosed by walls and fences, or land locked areas (i.e., cul-de-sacs) need to provide openings so that pedestrians and bicyclists are provided direct access to transit service.~~
- ~~Locate high density residential developments at Community or Neighborhood Centers. Residential densities should be zoned so that they increase toward transit routes or facilities.~~

Add policies 4.7 through 4.11 under Residential Development and renumber existing policies 4.7 through 4.11 accordingly:

[+ Policy 4.7: Design subdivisions to provide an efficient circulation pattern for transit service.

Policy 4.8: Design subdivisions to provide safe, attractive, and efficient circulation patterns for pedestrians. Walking distances from residences within subdivisions to arterials, collectors, or streets with existing or proposed transit service should be kept to 1/4 mile or less whenever possible.

Policy 4.9: Gated and/or walled communities and cul-de-sacs are strongly discouraged on the West Side. In rare instances when these design features are permitted, openings through perimeter walls and cul-de-sacs shall be provided every 600 feet so that pedestrians and bicyclists are provided direct access to transit service and other destinations.

Policy 4.10: Subdivisions shall be designed to avoid rear yard walls facing public streets.
Policy 4.11: Subdivisions shall be designed to provide multiple vehicular and pedestrian access points.

Policy 4.12: Locate multiple-family residential housing within or adjacent to Community and Neighborhood Centers. Allow higher density housing in activity centers so they serve as transit hubs. +]

Rewrite the bulleted discussion under Commercial Development to be policies, consistent with the remainder of the West Side Strategic Plan starting on page 175.

Commercial Development

- ~~Locate commercial developments for transit accessibility with buildings directly adjacent to street frontages and parking at the rear or sides of the property. Landscaping, walls, or fences shall be located so they will not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.~~

- ~~Office and commercial zoning restrictions should limit parking requirements to a maximum number of spaces within the development. Each development shall have an approved pedestrian and bicycle circulation plan that demonstrates efficient circulation patterns to the neighboring properties, adjacent arterials, and transit service. The pedestrian plan should also provide a contour map showing existing grade changes within the development which may be deleterious to pedestrian movement. The developer must show convenient access throughout the site; walls, continuous landscaping, and severe stairways do not promote pedestrian convenience and should be restricted within the zone.~~

Add the following policies under Commercial Development and renumber following policies accordingly.

[+ Policy 4.13: Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.

Policy 4.14: Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe, attractive, and efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided. Stairways do not promote pedestrian convenience and shall be restricted or eliminated.+]

Amend the graphic representation of the Transportation/Infrastructure Plan on page 185 in Section B. Strategic Plan Elements & Development Policies, 6. Transportation System to be consistent with the Southwest Albuquerque Strategic Action Plan's Existing & Proposed Southwest Albuquerque Transportation Network Map.

Replace the existing policy 6.6 on page 190 with the following text.

Replace the existing policy 6.6 on page 190 with the following text.

[+ Policy 6.6: The City of Albuquerque, Bernalillo County and the Mid-Region Council of Governments shall conduct a sub-regional plan of the transportation system to assess needs for and alignments of additional major streets for undeveloped portions of Southwest Albuquerque

Consideration shall be given in the sub-regional transportation plan to street study corridors and the network of neighborhood and community centers identified in the Southwest Albuquerque Strategic Action Plan.+]

Remove the existing illustration "Transit Friendly Subdivision Design" on page 195 and replace it with the following illustration.

Transit-Friendly Subdivision Design



Add the following policy on page 197 concerning Congestion Management/Demand Management.

[+Policy 6.18: The City Transit Department and other transit service providers shall provide a network of bus transit routes that provides service to existing and future neighborhood and community centers.+]

Amend the "Proposed Trails Map" on page 199 to include Southwest Albuquerque trails and trail study corridors identified in the Action Plan.

Southwest Area Plan

The following suggestions are for Bernalillo County to consider. Amendments similar to the ones proposed for the West Side Strategic Plan and other documents adopted by the City of Albuquerque can be used to support the development of a welcoming environment and a network of major, community and neighborhood activity centers that are close to existing neighborhoods, close to other services, and easily accessible to everyone.

Amend Southwest Area Plan maps to show new Activity Center designations in the Southwest Albuquerque area.

On page 79 amend Policy 32 of the Built Environment Policies.

Policy 32 - Enhance the visual character and quality of the streetscape and overall development by [+ discouraging walled and/or gated communities and by designing subdivisions to avoid rear yard walls facing public streets. +] [- ~~integrating the design and materials of required perimeter walls~~ -]

On pages 79-80 amend actions a), b), and c).

[+ a) Streets shall be designed to facilitate subdivision design that does not contribute to the continued practice of facing rear yards toward public streets. +]

b) [+ Where used +] walls shall be designed to complement the architectural character of the subdivision or neighboring development by incorporating the features and motifs used on adjacent homes or buildings.

c) Discourage long expanses of uninterrupted wall surface and encourage walls to be indented, offset, [+ and at least partially transparent+], [-~~or in a serpentine form-~~] to avoid a tunnel effect.

Policy 41 – Balance economic development and the quality of life for existing communities as well as for newly developed areas. On page 91 add action c).

[+ c) Encourage co-location of public and private services and retail in closely associated buildings and developments as appropriate. +]

Policy 44 - Promote small scale community commercial centers which foster a market place atmosphere; improve profit for small businesses; provide jobs; and circulate dollars within the Area economy to enhance a community environment and meet retail, recreational and service needs of Area plan residents. On page 94 add actions g), h), and i).

[+ g) Designate neighborhood and community activity centers that include private and public services, housing, and retail.

h) Require closely located buildings, easy pedestrian and bicycle access, and universal accessible design for walking paths, open areas, and buildings.

i) Promote co-location of facilities to promote parking once and accessing multiple services in one trip. +]

Policy 59 - Require that large-scale development adheres to the following criteria to attain a balance

between community needs and environmental conditions. On page 104 add Action f).

[+ f) Require closely located buildings, easy pedestrian and bicycle access, and universal accessible design for walking paths, open areas, and buildings. Promote co-location of facilities so users can park once and access multiple services in one trip.+]

Add language about the Ceja.

The Ceja is a treasure unique to the Southwest mesa. Its boundaries need definition and surveying. The Ceja needs formal designation as Major Public Open Space to be acquired for passive community use and environmental protection. Any development contiguous to the Ceja should provide an appropriate buffer zone that preserves view corridors, allow pedestrian and bicycle connections from it to the community trails network and ensure wildlife protection. If land is annexed into municipal limits, require an annexation agreement that stipulates adherence to design guidelines in the Southwest Area Plan.

Tower/Unser Sector Development Plan

Add a map to the plan to show designated activity centers.

After the Southwest Albuquerque Strategic Action Plan is adopted, add a new Figure 7 after page 28 that shows all the Southwest Albuquerque designated activity centers and the Tower/Unser Sector Development Plan boundaries. Renumber the original Figure 7 and subsequent figure numbers accordingly.

To introduce housing type diversity, amend the following sections of Chapter VI. Special Zoning Designations as follows:

A. SU-1 PDA (Planned Development Area)

1. Permissive Uses:

   Uses permissive in the C-1 and O-1 zones and dwellings, all as allowed below:

   c. Residential uses [~~- up to 15 dwellings per net acre are allowed up to 15 acres. If more than 15 acres of residential uses occur, the allowed density will be 9-du/net acre.-~~]
   [+:1) A maximum of 15 dwelling units per net acre are allowed on a maximum of 15 acres.

   2) For residential uses extending beyond the 15 acres noted in A.1.c.1) of this zoning district, a maximum of 9 dwelling units per net acre is allowed.

   3) For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot, townhouse, or apartment building). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

Add a new B.3.b. RD/9 Dwellings per Net Acre, Supplemental Regulations and renumber existing B.3.b. and subsequent numbers.

a. The [+overall+] density of any residential development shall not exceed 9 du/net acre.

[+ b. For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot or townhouse). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.+]

Remove the existing language in C. RD/14 Dwellings per Net Acre and RD/20 Dwellings per Net Acre, 1 Permissive Uses a and b and insert the following replacement:

C. RD/14 Dwellings per Net Acre and RD/20 Dwellings per Net Acre

1. Permissive Uses:
   [- ~~a. Single-family dwellings and apartments.~~
   ~~b. Other uses permissive in the R-1 zone.~~ -]
   [+ a. A mixture of uses permissive in the R-1, R-LT, R-T, and R-2 zones except that a maximum density of 14 dwelling units per net acre for RD-14 and a maximum density of 20 dwelling units per net acre for RD-20 is allowed.

   b. For lots subdivided after the adoption of the Southwest Albuquerque Strategic Action Plan, no more than 20 contiguous gross acres shall be developed with repetitions of any one residential use (detached house on one lot, townhouse, or apartment building). Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.+]

To create a mixed-use zoning district that can be applied voluntarily to designated Community Activity Centers, add the following new Community Activity Center (CAC) zoning district to a new section "G. Activity Center Zones" following "F. Design Overlay Zone" in Chapter VI. SPECIAL ZONING DESIGNATION.

[+CAC Community Activity Center

This zone Is intended for application in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:
(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.
(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual

unit, building, or multiple buildings on one premises) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:
1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

(5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:
(1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

(a) Cold storage plants are not allowed.

(b) Drive-in theaters are not allowed.

(c) Kennels are not allowed.

(d) Mobile home development Is not allowed.

(e) Tire capping or retreading is not allowed.

(f) Transfer or storage of household goods Is not allowed.

(2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded In the CAC Zone.

(C) Required mixture of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:
(1) Usable open space for residential units shall be as provided in the R-2 zone.
(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To create a mixed-use zoning district that can be applied voluntarily to designated Neighborhood Activity Centers, add the following new Neighborhood Activity Center (NAC) zoning district to a new section "G. Activity Center Zones" following "F. Design Overlay Zone" in Chapter VI. SPECIAL ZONING DESIGNATION.

[+NAC Neighborhood Activity Center Zone

This zone is intended for application in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:
(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.
(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:
1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material Is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded In the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:

(1) No requirements.

(F) Setbacks:

(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:

(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:

(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of building facades facing public and private streets or plazas and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include

an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, insert a new Chapter VII. SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS after Chapter VI. SPECIAL ZONING DESIGNATION.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin *(a lot or building on a lot)* to potential trip destination *(another lot or local street within an area bounded by the same collector and arterial streets), a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop)* by the minimum distance *(as the crow flies)* between those two points.

2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). "*Pedestrian Access Route*" is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.

a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 apart provided additional pedestrian access

routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.

b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:

(1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.

(2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

(3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

(4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

(5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.

(6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +]

C. Provide regularly spaced street intersections to create efficient driving routes.

1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.

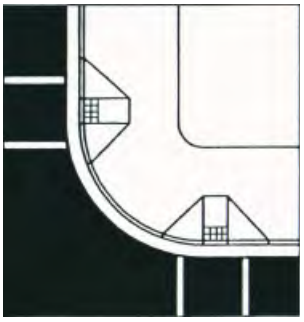
4. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.

5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

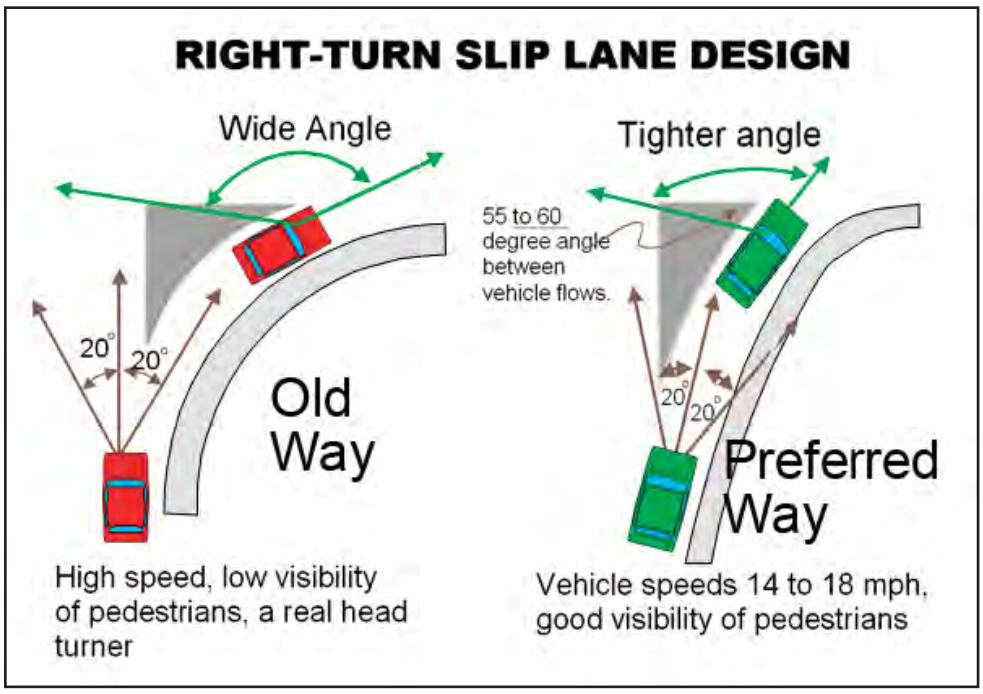
D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the future *"Great Streets Facility Plan"* that make arterial and collector streets conducive to facing buildings toward them.

E. Provide safe and efficient street crossings for pedestrians and bicyclists.

1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



F. Coordinate utilities infrastructure as appropriate with all affected utility companies..

1. Provide adequate clearance for the safe operation, maintenance and repair of all utilities per NESC standard.

2. Establish adequately wide and appropriately located public utility easements (PUEs) to accommodate the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair facilities per NESC standard. Transmission facilities are not included in PUEs.

Rio Bravo Sector Development Plan

Add a map to the plan to show designated activity centers.

After the Southwest Albuquerque Strategic Action Plan is adopted, insert a map in an appropriate part of the sector development plan to show all the Southwest Albuquerque designated activity centers and the Rio Bravo Sector Development Plan boundaries. Renumber subsequent figure numbers accordingly.

Insert the following amendments starting on page 25, sixth paragraph:

[+ Some of the +] non-residential and mixed-use zone designations (SU-2 and SU-3) are now replaced with mixed use, SU-1 zones. Within the SU-1 zone, properties will have allowances for C-1, C-2, O-1, O-2, and IP zoning subject to individual review procedure. The mixed-use can be applied [- ~~so as~~ -] to include RLT zoning and other high-density residential uses. [+Community Activity Center (CAC) and Neighborhood Activity Center (NAC) mixed-use zoning should be applied to designated activity centers within Rio Bravo Sector Development Plan boundaries. These zoning districts will create development mixtures that include retail shops, public, services and institutions, residential units, and other community uses in a pedestrian-oriented format. +]

Amend Section II. Rio Bravo Sector Plan Amendment, D. Plan Revisions, 2. Transportation, Transit and Mobility to insert the following information starting on page 27:

1. [-~~Rio Bravo Boulevard~~-] [+Senator Dennis Chavez Boulevard+]
[-~~The alignment and right-of-way for Rio Bravo extending from Coors Boulevard westerly to Paseo de Volcan has been acquired by Bernalillo County~~.-] [+Senator Dennis Chavez Boulevard is the west extension of Rio Bravo Boulevard from Coors to Paseo del Volcan. It is a limited access principal arterial. Rio Bravo Boulevard is the southern-most river crossing in the South Valley.

Access is limited on Senator Dennis Chavez Boulevard between Paseo del Volcan and I-25 through the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MRCOG (R-05-09 MTB). Full interchange at-grade street intersections are specified for Paseo del Volcano, 118th, 98th, Unser, and Coors. The City of Albuquerque should request that the Metropolitan Policy Board permit additional access for cross-streets in Community and Neighborhood Activity Centers. Location of additional access shall be determined at the time of development or redevelopment of these centers." The Southwest Albuquerque Commercial District Retail Plan" recommends that retail developments be located along major streets and indicates that they do best when those streets are designed for walking.+]

2. Unser Boulevard

[+Unser Boulevard is a principal arterial street serving as a second main north-south throughway on the West Side. Access is limited from Gun Club Road north to U.S. 550 through the Roadway Access Modification Policies adopted by the Metropolitan Transportation Board of MRCOG (R-05-09 MTB). The City of Albuquerque should request that the Metropolitan Policy Board permit additional access

for cross-streets in community and neighborhood centers. Location of additional access shall be determined at the time of development or redevelopment of these centers. +]

4. Gibson Boulevard

[+In 2006 Gibson West extended from Unser Boulevard to approximately 106th Street. It is the primary east/west access to the Community Center designated at the junction of 98th Street, 86th Street, and Gibson. Existing access from the east is confined to Arenal, then south on Unser to Blake. Both of these streets are somewhat indirect and limited traffic carriers. In 2004, Arenal (Coors to Unser) carried 11,500 vehicle trips per day and Blake, a collector, carried 5,000 trips per day.

Gibson Boulevard cannot simply be extended east from Unser Boulevard because the continuing street, Spring Flower Road, is a narrow local residential street. If possible, Gibson West would need to be aligned to the south of Spring Flower Road, meander to avoid other residential neighborhoods and tie into Coors Boulevard. This new east/west link will provide better access for the growing central and southern portions of planning area. If this new street is built, it should serve pedestrian, bicycle, and vehicle travel and should terminate at Coors to protect the rural character and historic development pattern of the South Valley. Further study is needed to ascertain area travel demand and to identify any possible street alignment. +]

After adoption of the Southwest Albuquerque Strategic Action Plan, insert a map in an appropriate part of the Sector Development Plan to show Activity Centers. Renumber subsequent figures accordingly.

To create a Community Activity Center (CAC) mixed-use zoning district that can be applied voluntarily to designated Community Activity Centers, add the following new section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development.

[+CAC Community Activity Center

This zone may be applied in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.

(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:
1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

(5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

(a) Cold storage plants are not allowed.

(b) Drive-in theaters are not allowed.

(c) Kennels are not allowed.

(d) Mobile home development Is not allowed.

(e) Tire capping or retreading is not allowed.

(f) Transfer or storage of household goods Is not allowed.

(2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded In the CAC Zone.

(C) Required mixture of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle

from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:
(1) No requirements.

(F) Setbacks:
(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:
(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:
(a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To create a Neighborhood Activity Center (NAC) mixed-use zoning district that can be applied voluntarily to designated Neighborhood Activity Centers add the following section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development.

[+NAC Neighborhood Activity Center Zone

This zone may be applied in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A Live/Work Space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:
1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material Is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded In the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way

centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:
(1) No requirements.

(F) Setbacks:
(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:
(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:
(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To limit repetition of one housing type (single-family detached house, single-family attached, or multiple-family) add the following section to II. D. 1. Rio Bravo Sector Plan Amendment/ Plan Revisions/ Land Use, Parcelization and Development .

[+For lots zoned R-LT that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres shall be developed with repetitions of any one use permissive or conditional in the R-LT zone: detached house one per lot or townhouses one per lot. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. After City adoption of this regulation, no more than 25 contiguous gross acres shall be designated R-LT. Each 25 acres with an R-LT designation shall be surrounded in all directions by land uses that are not detached houses.

[+For lots zoned R-T that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-T zone; houses or townhouses. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-T. Each 25 acres with an R-T designation shall be surrounded by land uses that are not detached houses.

[+For lots zoned R-2 that are subdivided after City adoption of this regulation, no more than 20 contiguous gross acres may be developed with repetitions of any one use permissive or conditional in the R-2 zone; houses , townhouses and apartments. Each 20 acres containing repetitions of one use shall be surrounded in all directions by land uses that are not the same repeated use within the 20 acres.

[+Zone Designation Concentrations. For lots subdivided after City adoption of this regulation, no more than 25 contiguous gross acres may be designated R-2. Each 25 acres with an R-2 designation shall be surrounded by land uses that are not detached houses. +]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, place the following regulations in a new Section 2. "Subdivision and Public Right-of-Way Regulations" in Chapter II.D. "Plan Revisions and Comparison with SD-87-4" and renumber subsequent sections of that chapter.
SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin *(a lot or building on a lot)* to potential trip destination *(another lot or local street within an area bounded by the same collector and arterial streets), a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop)* by the minimum distance *(as the crow flies)* between those two points.

2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). "*Pedestrian Access Route*" is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.

a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.

b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:

(1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.

(2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

(3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

(4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

(5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.

(6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +]

C. Provide regularly spaced street intersections to create efficient driving routes.

1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.

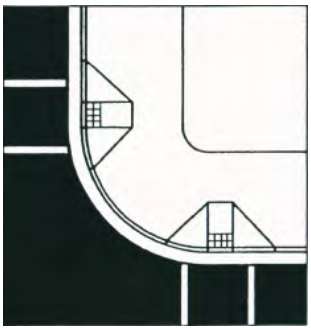
4. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.

5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

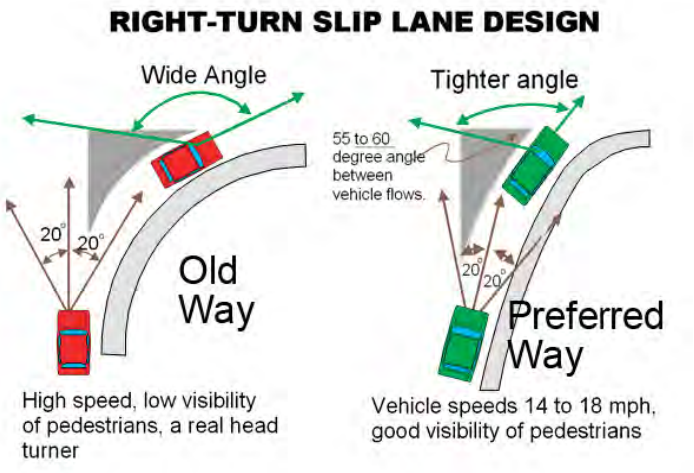
D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the future *"Great Streets Facility Plan"* that make arterial and collector streets conducive to facing buildings toward them.

E. Provide safe and efficient street crossings for pedestrians and bicyclists.

1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



F. Coordinate utilities infrastructure as appropriate with all affected utility companies.

1 Provide adequate clearance for the safe operation, maintenance and repair of all utilities per NESC standard.

2. Establish adequately wide and appropriately located public utility easements (PUEs) to accommodate the extension of pubic utility facilities and to ensure the safety of the public and utility crews who maintain and repair facilities per NESC standards. Transmission facilities are not included in PUEs.

West Route 66 Sector Development Plan

After the Southwest Albuquerque Strategic Action Plan is adopted, insert a map in an appropriate part of the Sector Development Plan to show designated Activity Centers. Renumber subsequent figure numbers accordingly.

To explain the new Community Activity Center and Neighborhood Activity Center zoning districts, insert the following paragraphs after SU-2 Zones on page 58.

The *Southwest Albuquerque Strategic Action Plan* in the *West Side Strategic Plan* includes two Community Activity Centers and three Neighborhood Activity Centers within West Route 66 Sector Development Plan boundaries.

Neighborhood Activity Centers may range from approximately 5 to 15 acres. They should be easily accessible destinations for nearby residents and others. Nearby residents should be able to reach them with a one-quarter mile walk.

Community Activity Centers are usually between 30 and 60 acres. They are intended to provide clusters of stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, community centers, and multigenerational centers for residents within a radius of up to three miles. Community Activity Centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

To create a Community Activity Center (CAC) mixed-use zoning district that can be applied voluntarily to designated Community Activity Centers, add the following new Community Activity Center zoning district to ZONE CATEGORIES – SEGMENTS ONE, TWO AND THREE.

[+CAC Community Activity Center

This zone may be applied in designated Community Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: community and/or neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

(A) Permissive Uses:

(1) Uses listed as permissive in §14-16-2-17 C-2 Community Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are allowed, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Vehicle sales, rental, service, repair, or storage are not allowed.

(d) Gasoline, oil, liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(e) Taxidermy services are not allowed.

(2) Uses listed as permissive in the §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A live/work space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:
1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:
1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Transit stops and transit facilities.

(5) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the CAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the §14-16-2-17 C-2 Zone, except:

(a) Cold storage plants are not allowed.

(b) Drive-in theaters are not allowed.

(c) Kennels are not allowed.

(d) Mobile home development is not allowed.

(e) Tire capping or retreading is not allowed.

(f) Transfer or storage of household goods Is not allowed.

(2) Uses listed as conditional in the §14-16-2-11R-2 zone excepting those excluded In the CAC Zone.

(C) Required mixture of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated Community Activity Center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated Community Activity Center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated Commercial Activity Center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and

14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:
(1) No requirements.

(F) Setbacks:
(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:
(1) Off-street parking shall be as provided in §14-16-3-1 of the Zoning Code, except that for all lots the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:
(a) Park Once and Walk: Parking for C-2 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in §14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of the Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the CAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of ground floor building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the CAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:
(1) Usable open space for residential units shall be as provided in the R-2 zone.
(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Community Activity Center

(L) Landscaping shall be provided in accordance with §14-16-3-10 of this Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To create the Neighborhood Activity Center (NAC) mixed-use zoning district that can be applied voluntarily to designated neighborhood activity centers, add the following new Neighborhood Activity Center zoning district to ZONE CATEGORIES – SEGMENTS ONE, TWO AND THREE.

[+NAC Neighborhood Activity Center Zone

This zone may be applied in designated Neighborhood Activity Centers. It provides for development of a mixture of two or more of the following uses in a pedestrian-oriented format: neighborhood serving retail, commercial and/or publicly provided services, institutions (schools, libraries, religious institutions), multi-family residences, and live/work spaces.

A. Permissive uses:

(1) Uses listed as permissive in §14-16-2-16 C-1 Neighborhood Commercial Zone, except:

(a) Signs: Only wall signs are permitted. No free-standing signs are permitted, except those exceptions listed in §14-16-2-17(A)(9)(f) of the Zoning Code. On live/work spaces, signs may be no more than eight square feet in area and shall be located on the building wall no higher than the first floor.

(b) Drive-up and drive-in facilities are not allowed.

(c) Gasoline, oil, or liquefied petroleum gas, or other vehicle fuel sales are not allowed.

(d) Taxidermy services are not allowed.

(2) Uses listed as permissive in §14-16-2-11 R-2 Residential Zone, excepting house, one per lot.

(3) Live/work spaces shall include residences and may include one or more of the other following uses provided that no more than three employees are present at any one time and that business activities are limited to the hours 8:00 a.m. to 8:00 p.m. A live/work space is an individual unit, building, or multiple buildings on one premise(s) used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required.

(a) Office.

(b) Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking:

1. Arts and crafts objects, supplies, plus their incidental creation.
2. Books, magazines, newspapers, stationery, except adult bookstore.
3. Cosmetics, notions, hobby supplies.
4. Flowers and plants.
5. Jewelry.
6. Clothing.

(c) Services, provided there is no outdoor storage or activity except parking:

1. Barber, beauty.
2. Day care center.
3. Instruction in music, dance, fine arts, or crafts.
4. Interior decorating.
5. Photography, except adult photo studio.
6. Tailoring, dressmaking.

(d) Arts and crafts production that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space.

(e) Residential floor space that is a minimum of 150 square feet for one resident occupant and not less than 100 square feet for each additional resident occupant in addition to bathroom space.

(f) Units and buildings shall comply with § 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.

(g) Metal foundries, blast furnaces, explosives, plastic production, and odorous processes are not allowed.

(4) Uses listed as conditional in the C-1 zone if they are also listed as permissive in the R-2 zone and uses listed as conditional in the R-2 zone if they are also listed as permissive in the C-1 zone, excepting uses excluded from the NAC zone.

(B) Conditional uses:

(1) Uses listed as conditional in the C-1 zone, except:

(a) Auto trailer, and truck rental, service or storage are not allowed.

(b) Drive-up or drive through facilities are not allowed.

(c) Fireworks sales are not allowed.

(d) Kennels are not allowed.

(e) Storage of household goods, office records, equipment or material Is not allowed.

(2) Uses listed as conditional in the R-2 zone excepting those excluded In the NAC Zone.

(C) Required mix of uses:

(1) Not less than 10% and not more than 50% of the gross floor area of the designated community activity center shall be developed with residential uses.

(2) Not less than 50% and not more than 90% of the gross floor area of the designated community activity center shall be developed with commercial, office, and/or institutional uses.

(3) Live/work units may satisfy the requirements for both residential and commercial uses, but not more than 50% of the gross floor area of the designated commercial activity center shall be developed with live/work units.

(D) Height:

Non-residential, residential, and mixed-use structure height shall be as provided in the R-2 zone: Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in 14-16-3-3 and 14-16-3-5 of the Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.

(E) Lot size:
(1) No requirements.

(F) Setbacks:
(1) Maximum front setback is 15 feet. There shall be no minimum front setback except to protect a designated view corridor.

(2) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.

(3) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.

(G) Density: All buildings, both single-use and mixed-use, shall achieve a minimum floor area ratio of 0.5.

(H) Off-street parking:
(1) Off-street parking shall be as provided in §14-16-3-1 of this Zoning Code, except that for all lots, the maximum number of allowed off-street parking spaces shall be no more than 110% of the required minimum.

(2) The following parking reductions shall be deducted from the calculated required parking:
(a) Park Once and Walk: Parking for C-1 uses permissive in the CAC zone shall not require on-site parking provided that the total floor space for the individual use does not exceed 750 square feet gross floor area

(b) Shared Parking shall be as provided in 14-16-3-1-E.6.b Off Street Parking Regulations except that parking for residential uses is eligible for a shared parking exception if an equal number of parking spaces can be identified that are not used between 6:00 p.m. and 7:00 a.m. The maximum number of shared parking spaces shall not exceed one-half of the total required parking spaces for housing.

(c) Proximity to a Transit Stop: The parking requirement of a building or use shall be reduced 10% for every City of Albuquerque Transit stop located within the activity center boundary, with a maximum reduction of 20%.

(3) On-site parking areas shall be located to the rear or sides of buildings, except that required handicap accessible parking spaces may be located in front of a building.

(4) Bicycle racks or lockers fulfilling the bicycle space requirement in §14-16-3-1(B) of this Zoning Code shall be located between 5 and 30 feet from a public building entrance, on the public entrance side of the building.

(5) Pedestrian and bicycle pathways in parking areas shall be designed to provide clear, logical connections across or through parking areas. A minimum of one path shall be provided for every 50 parking spaces.

(I) Building and site design as provided in 14-16-3-18 General Building and Site Design Regulations for non-Residential Uses shall apply to residential, non-residential, and mixed uses in the NAC Zone except that

(1) Ground floor commercial uses shall provide display windows on a minimum of 50 percent of building facades facing public and private streets or plazas, and private internal drives.

(2) The structure's main entrance shall face either the street or an open public plaza or courtyard and be clearly articulated through the use of architectural details. Possible techniques include an awning, change in roofline, other architectural features, and mounted signs.

(3) Regulations for uses that are not allowed in the NAC zone do not apply (Drive Up Service Windows and Vehicle Fueling Canopies).

(J) Usable open space:

(1) Usable open space for residential units shall be as provided in the R-2 zone.

(2) Usable open space for live/work units shall be a minimum of 80 square feet for each unit and shall be provided on the premises.

(K) Fencing and perimeter walls made of chain-link, razor wire, barbed wire, or unfinished concrete block (other than tinted, honed, textured, split face or stucco covered block) are prohibited in any area of the Neighborhood Activity Center.

(L) Landscaping shall be provided in accordance with §14-16-3-10 of the Zoning Code for all apartment and nonresidential developments. These requirements also apply to live/work developments.+]

To improve pedestrian, bicycle and vehicle travel efficiency and safety, insert a new Chapter VI. SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS and renumber the APPENDIX as VII.

SUBDIVISION AND PUBLIC RIGHT-OF-WAY REGULATIONS

Apply the following regulations through the City approval process for subdivision plats and through street projects undertaken by the City.

[+A. Space street intersections and Pedestrian Access Routes so that walking and bicycling route lengths from trip origins to trip destinations are no greater than 1.4 times the minimum distance between the same origin and destination.

1. Calculate walking route directness by dividing the proposed route from trip origin *(a lot or building on a lot)* to potential trip destination *(another lot or local street within an area bounded by the same collector and arterial streets, a collector street, an arterial street, a bicycle trail, buildings within a designated activity center or other commercial service area, a school, community center, park, or transit stop)* by the minimum distance *(as the crow flies)* between those two points.

2. Apply to Local, Collector, and Arterial streets the same Pedestrian Access Route and street intersection spacing regulations that pertain to Major Local Streets in the Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1). "*Pedestrian Access Route*" is described in Section 14-14-4-5 of the Subdivision Ordinance and Chapter 23 of the Development Process Manual.

   a. Subdivision Ordinance 14-14-3-4(A)(4)(b)1 states that centerlines of streets intersecting Major Local Streets shall be a maximum of 850 apart provided additional pedestrian access routes to and from the street are provided from stub streets, cul-de-sacs, or from between lots.

   b. Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1) states that:

      (1) The centerlines of streets intersecting a major local street shall be a maximum of 850 feet apart provided additional pedestrian access routes to and from the Major Local Street are provided on the side(s) of the Major Local Street being considered for development.

      (2) Unless existing abutting development precludes providing an opening, pedestrian access routes shall be provided from between lots or from stub streets or cul-de-sacs.

      (3) Pedestrian access routes between lots shall consist of a minimum 6-foot wide path in a 12-foot wide space, shall meet ADA standards as required by law, and shall prevent vehicle entry. Access routes shall have no blind spots and access route exits shall be clearly visible from all points along the route. Pedestrian access routes longer than 120 feet shall be a minimum of 18 feet wide.

      (4) Pedestrian street crossings associated with pedestrian access routes shall be evaluated for inclusion by City staff. If applicable, pedestrian street crossings shall include ADA accessible routes through street medians.

      (5) On the side(s) of the Major Local Street with front yards facing the street, pedestrian access routes to the Major Local Street shall be located a maximum distance of 500 feet on center.

      (6) On the side(s) of the Major Local Street with rear yards facing the street, pedestrian access routes that are a minimum of 25 feet wide shall be located a maximum distance of 500 feet on center. Pedestrian access routes narrower than 25 feet wide shall be located a maximum distance of 300 feet on center.

3. Design permanent stub streets as Pedestrian Access Routes where vehicular access is not advisable or when full street connection is not immediately possible. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from stub street termini.

4. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Provide Pedestrian Access Routes through cul-de-sac streets.

B. Arrange lots and blocks to improve the walking environment.

1. Blocks of residential lots identified in Minor and Major Subdivision plats shall be arranged so that no more than 30% of the length of any block face on a Collector or Major Local Street has rear yards facing the street.

2. Non-residential or mixed-use lots identified in Minor and Major Subdivision plats shall be arranged so that no rear yards face streets. Exceptions are lots at street intersections, lots in areas where topographical or geographical conditions admit no other form of platting, lots abutting existing highways, and lots abutting limited access streets.

3. A block is defined in the Subdivision Ordinance 14-14-1-6. Pedestrian Access Routes do not constitute block termini. +]

C. Provide regularly spaced street intersections to create efficient driving routes.

1. Apply to Local, Collector and Arterial Streets the street intersection spacing and design regulations that pertain to Major Local Streets in Subdivision Ordinance 14-14-4-5(A)(4)(b)1 and Development Process Manual (DPM) Chapter 23 Section 2A.9.d.(1).

2. Design temporary stub streets that can be extended as full street cross sections to adjoining vacant land when development occurs to facilitate convenient circulation of pedestrians, bicycles, and vehicles. Lot location and design, landscaping, fences, walls, and other improvements shall not obstruct public access to and from the stub street termini.

3. Prohibit cul-de-sac, dead-end, and similar street types where opportunities exist to provide through streets or stub streets with eventual connection to neighboring properties, trails, and major local, collector and arterial streets.

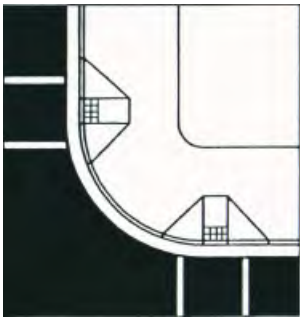
4. The City Engineer may approve cul-de-sac and similar street types only when they are deemed appropriate due to constraining topography, unusual parcel configuration, or other overriding conditions. Limit the maximum length of a cul-de-sac to 600 feet and the number of dwelling units served by a cul-de-sac to 24.

5. To distribute traffic, no more than 24 dwelling units shall be served by one vehicular access point. Variances to the single vehicular access criteria shall be considered on a case-by-case basis by considering public safety and design concerns. The factors to address include the following:

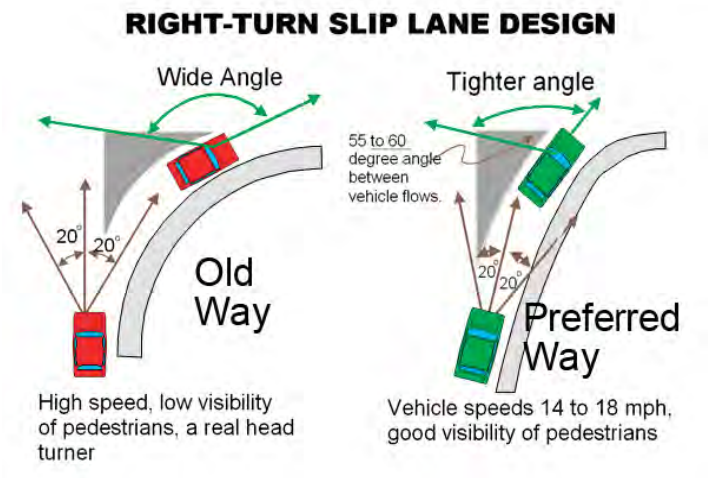
D. Provide pedestrian and bicycle access to and within Activity Centers and other local destinations by using public right-of-way design standards in the future *"Great Streets Facility Plan"* that make arterial and collector streets conducive to facing buildings toward them.

E. Provide safe and efficient street crossings for pedestrians and bicyclists.

1 Use the following preferred perpendicular curb ramp design for sidewalks entering street intersections.



2. Use the following preferred right-turn slip lane design where slip lanes are necessary.



F. Coordinate utilities infrastructure as appropriate with all affected utility companies.

1 Provide adequate clearance for the safe operation, maintenance and repair of all utilities per NESC standard.

2. Establish adequately wide and appropriately located public utility easements (PUEs) to accommodate the extension of public utility facilities and to ensure the safety of the publc and utility crews who maintain and repair facilities per NESC standard. Transmission facilities are not included in PUEs.

Recommendations for Future Action

This section of the Action Plan contains spreadsheets that present information on projects and studies needed to make Southwest Albuquerque a complete community. (CABQ-City of Albuquerque, DMD-Department of Municipal Development, NMDOT-New Mexico Department of Transportation)

A. Capital Projects - Already Funded and/or Planned

Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
GOAL	**Plan and Build an Interconnected System of Public Parks, Trails, and Open Space**				
Neighborhood Parks	Anderson Hills Park (Phased)	2007-11	CCIP	$1,500,000	CABQ-Parks
	Avalon Park	2009	CCIP	$900,000	CABQ-Parks
	Silver Tree Park (Phased)	2009-11	CCIP	$1,000,000	CABQ-Parks
	El Rancho Grande 1 Park	2011	CCIP	$600,000	CABQ-Parks
	Eldorado Park	2011	CCIP	$600,000	CABQ-Parks
	Other New Park Development	2013	CCIP	$500,000	CABQ-Parks
Community Parks	Tower Pond Comm. Park Completion (Phased)	2009-11	CCIP	$3,500,000	CABQ-Parks
	Westgate Comm. Park Expansion (Phased)	2007-13	CCIP	$4,000,000	CABQ-Parks
Trails	98th Street Trail	2011	CCIP	$400,000	CABQ - DMD
	Unser Blvd. Trail	2013	CCIP	$200,000	CABQ-DMD
Open Space	Acquisition of Ceja	2013	CCIP	$600,000	CABQ-Open Space
GOAL	**Develop a Complete Multi-Modal Transportation Network**				
Streets	Southwest Mesa Park and Ride (Central & Unser)	2006	GO Bonds - TIP	$936,000	CABQ-DMD
	I-40/West Central Interchange Reconstruction	2007	GO Bonds - TIP	$6,000,000	NMDOT
	Rapid Transit Project on Central Avenue Corridor	2006-08	GO Bonds - TIP	$4,664,000	CABQ-DMD
	I-40 Tricentennial West Gateway from Route 66 exit to 118th Street	2010	GO Bonds - TIP	$93,000	CABQ-DMD
	Coors Boulevard interchange improvements for Gun Club, Arenal, and Pajarito	2006 & 2008	GO Bonds - TIP	$19,200,000	NMDOT
	Eucariz from 106th to 114th widen from 2 to 4 lanes	2003-05	Private-MTP	$1,234,264	CABQ-DMD
	114th from Eucariz to Central, widen from 2 to 4 lanes	2003-05	Private-MTP	$1,234,264	CABQ-DMD
	Sage from DeVargas to 118th widen from 2 to 4 lanes	Summer '07	Private-MTP	$1,113,848	CABQ-DMD
	106th from Eucariz to Central, new 2 lanes	2003-05	Private-MTP	$1,836,344	CABQ-DMD
	Unser from Central to Sage new 2 lanes(widening)	2003-05	Private-MTP	$3,973,728	CABQ-DMD
	98th extension, new 4 lanes	2009-11	Private-MTP	$5,057,472	CABQ-DMD
	Old 98th from end of road to 98th, new 4 lanes	2003-05	Private-MTP	$2,950,192	CABQ-DMD
	Gibson West, Unser to 118th, new 2 lanes	2006-10	Private-MTP	$6,561,252	CABQ-DMD
	98th from EOP to Blake, new 2 lanes	2006-10	Private-MTP	$3,044.76	CABQ-DMD
	Unser from Central to Sage, widen from 2 to 4 lanes	2006-10	Private-MTP	$7,640,054	NMDOT

A. Capital Projects - Already Funded and/or Planned (continued)

Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
Streets (continued)	Unser end south to Blake, new 2 lanes	2006-10	Private-MTP	$3,044,764	CABQ-DMD
	118th from Central to Gibson west, new 2 lanes	2011-15	Private-MTP	$5,749,864	CABQ-DMD
	Blake from Unser to 98th, new 2 lanes	2011-15	Private-MTP	$1,384,784	CABQ-DMD
	Unser from Central to I-40	2013	Impact Fees	$610,000	CABQ-DMD
	98th St. from Blake to Rio Bravo, new 2 lanes	2011-15	Private-MTP	$3,010,400	CABQ-DMD
	Unser From Blake to Rio Bravo, new 2 lanes	2011-15	Private-MTP	$2,889,984	CABQ-DMD
	Old 98th from 98th to 118th, new 2 lanes	2011-15	Private-MTP	$2,438,424	CABQ-DMD
	Old 98th from BOP to Unser, widen from 2 to 4 lanes	2016-25	Private-MTP	$7,523,160	CABQ-DMD
	Rio Bravo from 98th to Coors, widen from 2 to 4 lanes	2016-25	Private-MTP	$8,008,800	CABQ-DMD
	118th Street from Gibson West to Rio Bravo, new 2 lanes	2016-25	Private-MTP	$4,759,840	CABQ-DMD
	New roadways/additional lanes on 98th Street	2005-13	CCIP-Impact Fees	Total for these projects = $23.5 million	CABQ-DMD
	New roadways/additional lanes on Tower Road				
	New roadways/additional lanes on Unser Boulevard Intersection improvements and advance right-of-way acquisition are anticipated over this eight year period for new roadways and lanes (98th, Tower Road and Unser Blvd.)				
	86th and Sage Street Improvements	2007-15	GO Bonds-Decade Plan	$11,700,000	CABQ-DMD
	Sage Road Improvements	2009	GO Bonds-Decade Plan	$200,000	CABQ-DMD
	Unser Boulevard Reconstruction, *Phase 1 or Design?*	2009	GO Bonds-Decade Plan	$2,500,000	CABQ-DMD
	90th & 106th St. Grade Separation	2015	GO Bonds-Decade Plan	$400,00	CABQ-DMD

B. Capital Projects (funding needed)

Facility Type	Project Name	Timeframe	Funding Sources	Cost Estimate	Responsibility
GOAL	**Build Complete Neighborhoods and a Network of Neighborhood and Community Serving Activity Centers**				
Pilot Project	Develop the Central and Unser Community Activity Center (project also serves Retail and Transporation goals)	Initiate 2008	Metropolitan Redevelopment Sources	Unknown	CABQ-MRA
GOAL	**Provide Convenient Public Services**				
Libraries	30,000 sf library	2013	GO Bonds	$16,000,000	CABQ-Cultural Svc.
	Expansions/Replacements of existing 2 libraries	2015	GO Bonds	Unknown	CABQ-Cultural Svc.
Intergenerational Center	SW Section of SW Albuquerque	2011	GO Bonds	$16,000,000	CABQ-Cultural Svc.
Community Center	Westgate Community Center Minigym	2011	GO Bonds	$950,000	CABQ-Family & Comm. Svc
Senior Services	Westgate CC Senior Mealsite	2009	Legislature	$5,000	CABQ-Family & Comm.Svc./Senior Affairs
	Westgate CC Senior Van	2009	Legislature	$50,000	CABQ-Family & Comm. Svc./Senior Affairs
GOAL	**Plan and Build an Interconnected System of Public Parks, Trails, and Open Space**				
Parks	Community Park: Senator Dennis Chavez/118th St.	2013	GO Bonds & Legislature	$6,000.000	CABQ-Parks
Major Public Open Space	Accelerate Ceja survey and acquisition if possible	2009-13	GO Bonds & other	Unknown	CABQ-Open Space
	The implementation of a permanent quality of life 1/4 cent gross receipts tax				
			Other local tax initiatives		
			State Appropriations		
			Density Transfers		
			Cluster Development		
			Property Donation by Property Owner in Exchange for Open Space Credit		
Trails	Complete Trail Network (Phased)	2009-16	GO Bonds - TIP	$500,000/mile	CABQ-DMD
GOAL	**Develop a Complete Multi-Modal Transportation Network**				
Pilot Pojrect	Central and Unser Intersection Redesign (see Pilot Project above)	2009-10	TIP (in application)	$1,700,000	CABQ-DMD/ Planning

C. Future Studies and Pilot Projects (Not funded)

Study or Project	Timeframe	Responsibility
GOAL Build complete neighborhoods and network of activity centers to serve them.		
Develop an Activity Center pilot project on City-owned land at Central Avenue and Unser Boulevard.	2008	CABQ-MRA
Develop facility standards for all libraries, youth facilities, senior facilities, and other adult facilities to guide performance, design and capital expenditures for facilities throughout the City.	Initiate 2009	CABQ-Departments
Explore the feasibility of initializing programs that allow developers to dedicate land for community facilities in exchange for development incentives.	Initiate 2009	CABQ-Planning
Monitor increases in the senior population over the next ten years. If senior populations are adequate, either construct a senior center to serve the area or integrate a full senior program into a multi-generational center.	2009-17	CABQ-Senior Services
Plan. program and fund public uses for land that APS is setting aside at the new high school site a Senator Dennis Chavez Boulevard and 118th Street.	Initiate 2009	CABQ-Bernalillo County & other public agencies
GOAL Plan and build an interconnected system of public parks, trails, and open space.		
After determining Ceja boundaries for conservation and preservation, acquire the property through a combination of public finding and private dedication.	As soon as possible	CABQ-Bernalillo County
Review the Planned Communities Development Criteria Plan to ensure its proper application in development decisions for rural and reserve areas of Southwest Albuquerque		
GOAL Increase and improve retail commercial services..		
Expand boundaries of the West Central MRA district	Initiate 2009	CABQ-MRA
Implement a facade program benefiting businesses in the Old Coors/Central area	Initiate 2009	CABQ-MRA
Implement a facade program for other properties in existing redevelopment areas	Initiate 2009	CABQ-MRA
GOAL Develop a complete multi-modal transportation network.		
Conduct a sub-regional transportation analysis and plan for undeveloped portions of Southwest Albuquerque.	Initiate 2009	MRCOG
As a sub-task, conduct an alignment study for Gibson West to connect to Coors Boulevard	2009	MRCOG
Initiate a street tree planning pilot project	Initiate 2009	CABQ-Envir. Health

D. Plan, Policy and Ordinance Changes for Future Action

Study or Project	Timeframe	Responsibility
Use the zoning map amendment process to change the zoning to activity center zoning for selected designated activity centers.	2009-10	CABQ-Planning
Draft legislation to require master plans for complete neighborhoods for developments above a minimum size (to be determined)	2010-11	CABQ-Planning
Develop Complete design standards for Southwest Albuquerque development as recommended in Policy 4.6 of the West Side Strategic Plan	2009-10	CABQ-Planning
Draft Comprehensive Plan amendments to support complete neighborhoods, community activity centers and neighborhood activity centers.	2009-10	CABQ-Planning
Draft Zoning Code amendments to add Community Activity Center and Neighborhood Activity Center zones	2009-10	CABQ-Planning
Draft Subdivision and Development Process Manual regulations to support pedestrian, bicycle, and vehicle efficiency	2009-10	CABQ-Planning
The Planning Department shall conduct citywide meetings with neighborhood associations and citizens for comment on proposed amendments to the Zoning Code and Subdivision Ordinance that were originally contained in the Southwest Albuquerque Strategic Action Plan and shall report back to the EPC on those proposed amendments with recommendations.	2010-11	CABQ-Planning
E. Implementing and Monitoring the Strategic Action Plan		
Create a Southwest Albuquerque implementation group to ensure continuing attention and advocacy for area projects.	2009	CABQ & Neighborhoods
F. Actions for Consideration by Bernalillo County		
Consider amendment of the Southwest Area Plan to support protection of the Ceja and standards for positive development in unincorporated areas of Southwest Albuquerque	2009-10	Bernalillo County
Consider adoption of West Side Strategic Plan changes and similar zoning and subdivision ordinance amendments.	2009-10	Bernalillo County

Appendices

The following appendices provide supplementary information about key project deliverables, topics, technical team members and project participants. The appendices are:

A. Strengths, Weaknesses and Opportunities Report

B. Southwest Albuquerque Commercial District Retail Plan

C. Southwest Albuquerque Charrette Report

D. Technical Team

E. Participants in the Planning Process

Appendix A. Strengths, Weaknesses and Opportunities Report

This document is a compilation of area issues derived from meetings, interviews and field work. Those involved were area residents, business people and others with an interest in Southwest Albuquerque.

SW Albuquerque

Strengths, Weaknesses, and Opportunities Analysis

May 2006

An analysis of Southwest Albuquerque strengths, weaknesses and opportunities compiled from numerous community meetings and interviews indicates that many people enjoy living and conducting business in Southwest Albuquerque, but feel that the area could better nurture them with some specific improvements.

Residents exclaim about phenomenal views, close proximity to wildlife, and friendly neighbors, but also say that the poorly designed community and inadequate services prevent them from living safe, convenient, cost-effective, and pleasant lives. This feeling was expressed concerning insufficiencies and design problems with the neighborhoods, public infrastructure (sidewalks, streets, sewer, water, trails, public open space, parks), and public facilities (libraries, community centers, schools). It was also expressed concerning insufficient private services (medical services, banking, general and specialty shopping) and public services (fire, police, social services). Residents and business owners perceive themselves and their area as being treated like “stepchildren of the city” and believe that others think of them as poor and/or criminals living on “the bad side of town.”

Southwest Albuquerque has many current issues that may be resolved as it matures. As public funds and development impact funds become available most infrastructure should be completed, but continued development to the west and south may strain limited public service delivery resources. Streets, sidewalks, trails, parks, schools and places to support public and private services need to be planned to ensure that they are located and designed well to best support community life.

Long-term planning is required to maintain desirable area attributes before they disappear with subsequent waves of development. Many of the often-mentioned strengths of the area: nearby wildlife, smog-free environment, and views to the east and of the sunset and night skies will require long-term planning and special protections to maintain.

Other identified weaknesses concern the form of recent development: monocultures of residential development, walled-in subdivisions, extremely wide arterial and collector streets, and lack of area character will take planning and thoughtful actions to correct, and may require amending regulations and processes to encourage or require other forms of development.

Area Perceptions

Southwest Albuquerque community residents feel fortunate to be near beautiful undeveloped lands, the Rio Grande, the Bosque, and the desert. The air quality is good, with little visual smog. There is a clear view of the stars due to low levels of light pollution at night.

However, there are many negative perceptions of the area, both on the part of local community members and by the rest of the city. Many people see that services are not meeting local needs and that the area is not cared for as well as it should be. Some have identified Southwest Albuquerque area as the “stepchild of the city,” with great needs and less than sufficient city funding, but without the power to make changes and obtain resources. Garbage is not efficiently removed from neighborhoods, graffiti is prevalent and weeds and tumbleweeds are not cleared from the streets. Landscaping along roadways is not being maintained.

Residents and business owners identified negative area stereotypes they believe others identify with the area: a predominantly poor population with lots of crime and drug use.
Community members seek an opportunity to lose the stigma of being on “the bad side of town.”

Infrastructure: Streets, Sewer, Water

Much of the area is so new that utilities are underground, eliminating the usual visual clutter of poles and lines prevalent in older parts of Albuquerque. However, community members identified a need to fully install sewer, water, and gas lines.

Local streets have a number of challenges that need to be addressed in future planning. On-street parking in neighborhoods is currently limited and chaotic. Numerous, closely spaced driveways limit on-street parking and “roll curbs,” provide inadequate delineation between the street and private property, encouraging people to park in planting strips and on sidewalks.

Traffic flow on collector and arterial streets needs to be addressed. Auto traffic from limited access subdivisions loads larger streets at peak times. Traffic control devices and street network design are needed to manage congestion. As the area gains more residential and commercial development, traffic congestion is only expected to increase.

Existing street design does not encourage public transit, bicycling, and walking. One person referred to existing Southwest Albuquerque street design as a “walled tunnel effect.” Street design needs to serve all transportation modes to provide solutions to congestion.

Access to public transit is an issue for many residents of the community. Bus routes are limited and service on existing routes needs to be improved. Riders would like to see shorter routes between west side locations, routes that don’t require transfers at the main bus station. Residents want bus stops that are shaded and nice-looking.

Public Buildings, Services, Parks, Open Spaces, and Trails

While residents appreciate their existing library system, they would like to see full-size libraries in their neighborhood.

Residents say the number of parks is inadequate and existing parks are too far apart and don't provide enough services such as playground equipment, restrooms, and athletic facilities. Trails are scarce and those short trail segments that exist are difficult to access from residential neighborhoods.

Residents say that the Ceja and its surrounds should be preserved as public open space. Wildlife will be displaced unless a supportive environment is provided for it.

Neighborhood Development

Residents want a greater diversity of housing in price range, building style, unit type, and target market. People appreciate the existing affordable housing and friendly neighbors, but believe that the area could appeal to a larger variety of individuals and households and become a more interesting place to live. Housing styles that reflect the historic
Southwest vernacular styles would create visual interest. A mix of prices could attract a population with different incomes. Different types of housing, including townhouses, apartments and single-family homes, would provide options for different types of households. More housing and services targeted towards seniors was also identified as a need. Some community members attribute this poor diversity to a lack of collaboration between developers and the community.

Future residential developments should be designed with connections to park space, walking and biking trails, public transit, and local shopping.

Commercial Services / Doing Business (Sustainability and Growth)

The Southwest Albuquerque community believes it is commercially underserved for a community of its size. Major identified needs include large retailers, restaurants, smaller niche retail, health providers, professional offices, and entertainment. Such businesses would benefit from the large local market, loyal local shoppers, and local employees available for hire. Residents would like to see fewer bars and adult entertainment businesses.
As mentioned above, negative stereotypes of the area held by business owners may play a role in the lack of retail investment. Community members would like their fellow Albuquerqueans to learn that this negative image is undeserved.

There are many suggestions for improving the business climate in the Southwest area.

An economic development initiative to market the region may help attract new retailers.

Zoning changes and code enforcement to prevent illegal vending are additional options.

Infrastructure improvements, like the redesign of roads that would benefit the rest of the community, would also benefit businesses.

Schools

While people are happy with the commitment they get from teachers and principals at existing schools, the overcrowded and undersupplied schools are seen as a major problem. Funding is needed for additional schools at all levels, and parents are concerned that Albuquerque Public Schools will not be able to address the problem quickly enough to meet current and future demands. Parents would also like to see additional programs in the schools, better school design, more after-school services, and higher educational standards.

Public Safety

Community members identified a need for additional police stations and/or substations in the area, with more officers available to patrol this large community and address problems before there is an emergency. Occasional crime, including graffiti, and the sound of gunfire near homes makes some community members desire additional safety precautions, including more street lighting, traffic slowing mechanisms, and additional patrols. Several business owners and residents indicated that response time from police and fire services is slow. There is a desire to create a community that is safe for all.

Listed Community Comments about Southwest Albuquerque Strengths, Weaknesses, and Opportunities

Data Sources: Community Bus Tour, Public Meetings, Charrettes, Interviews with Business Owners, Interviews with Individuals from Community (Collected October 2005 – March 2006)

Notes:

* **Bold** print indicates comments mentioned by three or more people.
* Comments are divided into strengths, weaknesses and opportunities under 8 subject areas (1) Area Perceptions; (2) Infrastructure: Streets, Sewer, Water; (3) Public Buildings, Services, Parks, Open Space and Trails; (4) Neighborhood Development; (5) Public Safety; (6) Schools; (7) Commercial Services; and (8) Doing Business: Sustainability and Growth
* Some comments are verbatim, while similar comments mentioned by several people are combined

1. Area Perceptions

Strengths:

- **Beautiful area**
- **Desert/open spaces**
- **Good air quality**
- **Great Views**
- Close to mountains, wild open spaces
- Close to work (for some people)
- Relatively calm area
- Low light pollution
- Low crime rate
- We have a good perception of ourselves (some people)

- Uncrowded
- Interesting wildlife
- Variety of natural environments within reach
- Can see stars
- Wildlife
- Quiet
- Far enough away from city lights
- Away from smog
- Clean

Location-Specific:

- West Central built and financed Albuquerque

Weaknesses:

- Local government is not meeting the residents' needs, stepchild of the City
- Poor trash facilities and services
- Stereotyping of Southwest Side
- Rest of the city has negative perception of the area
- Drugs/Crime
- Poor access
- People are poor
- Many residents do not feel empowered to make changes
- Present lack of jobs in the area
- The Southwest Mesa does not receive its fair share of funding
- Graffiti
- Tumbleweeds
- Trash
- Area is dark

Location-Specific:

- No one knows the history of West Central

Opportunities:

- Cleaning up weeds and garbage could improve area greatly
- Create positive perception of area with good PR campaign
- Opportunities for more community involvement
- Cheap property
- Opportunities to improve business through advertising
- Job opportunities can be created for local residents
- Community can educate homeowners on laws about weeds, trash, building, etc.
- Existing cultural traditions from Albuquerque's history can be used to promote appreciation and respect
- Lose the stigma of being the "bad side of town"

Location-Specific:

- Can create a gateway at Central Ave. and Paseo del Volcan with a Route 66 theme

2. Infrastructure: Streets, Sewer, Water

Strengths:

- **Can walk to store, park, etc. (Alamosa only)**
- New developments can help pay for needed infrastructure
- All utilities are underground
- Majority of subdivisions are less than 6 years old
- Less traffic and congestion than other areas of ABQ
- Better freeway access than other areas
- The city has improved area with sidewalks, landscaping, and some infrastructure upgrades

Location-Specific:

- Old Coors: new sidewalks, sewers, landscaping

Weaknesses:

- Nothing about infrastructure is good
- Total lack of infrastructure in the Southwest area
- Insufficient services and amenities for growing population
- Area has no character
- **Need access to good public transportation**
- Inadequate public transportation system
- **Traffic congestion/streets don't work during rush hour/poor traffic control/traffic gridlock**
- Develop nice looking boulevards for pedestrians; not this walled tunnel effect as is being done now
- Poorly planned road network (e.g., 98th and 86th intersect, but are supposed to be parallel)
- Unfinished streets with poor traffic flow and safety problems
- Need to complete arterials
- Need crosswalks, including to public areas
- Lack of traffic lights
- Need four-way stops
- Lack of sidewalks, gutters, inadequate curbs
- Poor street lighting in the area/area is dark
- Roll curbs encourage parking on landscaping and sidewalk
- Lack of shade at bus stops, crosswalks, and ramps to stops
- Median landscaping needed
- Lack of public landscaping
- Lack of maintenance-in general
- Need better attention to problems such as sewer and other infrastructure /Extend sewer and water lines in the area
- We're running out of water! Why more development?
- Sewer systems are inadequate in older sections
- County areas are in desperate need of sewer, water and gas services
- No wireless Internet access on Central (e.g., Rio Rancho city-wide wireless network)
- Issues with City/County boundaries and service disconnects
- Poor maintenance of drainage ways
- Xeriscaping not being maintained
- House numbers in older neighborhoods is not in order

Location-Specific:

- **Complete 86th Street between San Ignacio & Sapphire to connect to the two little league fields**
- **Sage Road Corridor needs to be four lanes from 98th Street to Coors**
- **Insufficient traffic signals (Unser at Bridge, Tower, Sage, and others)**
- Unattractive western entrance into City along Central
- Unser Boulevard needs to be the 4-lane divided roadway it is planned to be
- Proposed 400 Apartment unit at Bridge and Unser - Can't handle the additional development
- Bridge Blvd. should be 4 lanes
- Repair sewer on Yucca and Central SW
- Streets have multiple names (98th/Snow Vista, De Vargas/Sage)
- Need sidewalk around park at 86th between Sage and Tower
- Need 2 turning lanes from S.B. Coors to E.B. Rio Bravo.
- Poor roads and signage at Sage and Unser intersections
- Need stop light at 86th and Central
- Missing sign at Central and Unser
- 98th and Unser should go through south to Rio Bravo

Opportunities:

- Bring Railrunner (commuter service) to area
- Large pockets of currently undeveloped areas provide easier construction conditions
- Some funding exists to construct and beautify streets
- Rapid Ride and City (MRA) owns property on NW corner of Central and Unser

3. Public Buildings, Public Services, Parks, Open Space, Trails

Strengths:

- **Library system is great**
- City planners who want to work with people to improve the environment
- Nearby outdoor recreation
- Rio Grande Bosque nearby

Location-Specific:

- Alamosa Community Center, library, computer classes, etc.
- Undeveloped land with interesting landforms (Ceja, arroyos) with a small number of land
- owners
- A portion of the Ceja is identified for protection in the 10 year City open space plan

Weaknesses:

- Lack of full size libraries
- Libraries are not open during family hours
- **Not enough parks, parks too far apart**
- Need parks, not just athletic fields
- Parks, open space, and trails are far too dangerous for this area
- Poor maintenance of parks
- Gang members, stray dogs, and prisoners (unsure if they are there doing community service) in the area parks
- Lack of funding for parks

- **Build more parks with swings, other playground equipment, walking trails, shade trees**
- Parks should include bathroom facilities
- Incomplete neighborhood parks
- Park development timeframe too slow
- Undeveloped parkland
- Improve existing parks
- Need signage for trails and parks
- Need more athletic fields, swimming pools, etc.
- Loss of wildlife due to new housing development
- Open spaces barricaded, costly
- No money for open space land acquisition
- **Develop a plan for open space and trails**
- Develop a large buffer around arroyos for trails and wildlife
- Walled subdivisions prohibit connections to trails
- Not enough community centers providing youth and senior activities, after school programs, childcare, and libraries
- Need community centers close to neighborhoods
- Insufficient public transportation
- Need a senior center
- Trash service should be free
- **Improve public transportation**
- Poorly planned bus system -- everything goes back to main bus station before you can get a transfer
- Bus drivers think it's funny to leave passengers stranded

Location-Specific:

- **Bus service for Central and Bridge doesn't connect to/from work**
- Park at Tower and 86th Streets is the "ugliest in the City"
- Bus Route 54 change was a disservice to Westgate Community
- Community Center not open enough hours; lighting in parking lot is poor
- Baseball park at 86th and Tower should be open to the public
- Park north of Central needs to be built
- Need more bus routes up Edith from area
- Alamosa Center lighting is poor

Opportunities:

- Utilization of drainages as an asset
- **Preservation of remaining agricultural sites**
- Mayor's Task Force on Library Service
- Have existing parks that can be improved
- Parkland has been purchased
- Preservation of unique areas (natural and cultural)
- Land exists to create wildlife corridors
- Construct a new scenic overlook on I-40, closer in than the former one on 9 Mile Hill

Location-Specific:

- Vacant properties along Central could house government offices
- Open space for Crestview Bluff (Ceja)
- Land available for parks and natural areas on the Southwest Mesa in general, and especially along Paseo del Volcan

4. Neighborhood Development

Strengths:

- **Affordable housing**
- **Good, friendly neighbors**
- Having some large homes adds to stability
- Impact fees
- Area housing is a good investment
- Energetic people to improve the area
- Culture
- Younger families with young children
- Rural areas with large open spaces and a great view of the city
- Near South Valley family and friends
- Nice side of town
- Some strong neighborhood associations
- Great opportunities for families
- Numerous religious facilities
- Area has potential
- Growth can be exciting
- Residents are able to have input into what they want

Weaknesses:

- **Lack of varied price range of housing to appeal to larger demographic**
- **Need more diversity in housing styles to eliminate monotony: Santa Fe style, adobes, northern •New Mexico, etc.**
- **Too many rentals in new and old areas**
- **Lack of adequate housing and services for seniors**
- Difficult to walk to arterials and collectors where transit buses can operate (walls, lack of connecting streets)
- Over-abundance of "starter" houses?
- Poorly planned developments
- Housing developments too dense.
- A practice of rezoning land from commercial to residential
- Development pattern unorganized
- Poorly constructed housing
- Growth happening too quickly
- Lack of communication between neighborhood residents and developers
- Two sides: negative perceptions of developers and community that hinder collaboration
- Public apathy and lack of faith due to past planning efforts (3+ past plans in existence)
- Some residents don't care about the neighborhood
- No neighborhood organizing in new neighborhoods
- Difficult for new neighbors to meet
- No space for children to play
- Poor neighborhood integration/introverted neighborhoods
- Too many people for sustainable water supply
- Density may contribute to angry behavior
- Too many walls

Opportunities:

- **Space available now to set aside for future facilities**
- **Can still develop diverse communities with a mix of incomes, multi-ethnic, and a mix of housing styles and prices**
- **Opportunities to facilitate biking and walking**
- More restrictive covenants or other rules can create better neighborhoods
- Zoning amendments can help the area
- Vacant land exists to offer wide housing choice: types, sizes, prices - to expand income levels of area
- An improved planning/permit process could ensure quality development
- Not too late to plan and bring in resources
- Could protect undeveloped area out to Paseo del Volcan
- Could create an overlay zone with design standards
- Zone to attract commercial development
- Could work with community to develop community-minded residents
- Could require developers to provide recreational spaces in large developments
- By introducing people of various educational, ethnic and racial backgrounds who want different amenities when they shop, look for schools, etc., area will change
- Opportunity to require that builders build parks with houses facing them

Location-Specific:

- Identify places that can be saved (Central Ave. motels for example)
- Use south 4th St. (Barelas) as a possible model for improving area

5. Public Safety

Strengths:

- Neighborhood watch: neighbors watch out for each other
- New police pagers
- Community policing
- Great police force
- Police try to respond quickly
- Many businesses say they have never had to call the police
- Presence of city police, sheriff's deputies at a local restaurant is deterrent to crime at nearby businesses (visibility)

Weaknesses:

- Police station(s)+ substations needed
- Need police enforcement - Not enough police to patrol large area (only two officers for entire area at night)
- Response time is reactive, not proactive
- Gunfire near homes
- Graffiti
- Gangs
- Lack of funding
- Need more police
- Poor police follow-up on robberies, burglaries
- Area does not feel safe at night

- County sheriff's department response time poor or do not respond to complaint
- Poor enforcement of laws (judicial)
- One or two more fire stations to serve the area; Station 14 is the only one serving the area
- City and County jurisdiction confusion
- Lots of break-ins and graffiti/vandalism
- Stray dogs allowed to roam
- Street lights needed for safety
- Drug trafficking
- ATVs driving in arroyos
- 10 year olds driving cars in street
- Need traffic calming of neighborhood streets
- Need more patrols after midnight to prevent gangs and graffiti
- Too many pit bulls
- Built walls in neighborhoods because of perception of lack of police protection

Location-Specific:

- **More lighting needed on Central, at least to 98th**
- Serious Central Avenue cruising problem, but police now have a special patrol to deal with
- Crime, including illegal drugs), graffiti/taggers, prostitution (on Central Ave.), people loitering (on Central Ave.)
- Safety concern: Old Coors and Blake
- Need streetlights all down Unser
- Need better street lighting east of 98th (specifically in Tower and Stinson area)
- Poor street lighting on major intersections (i.e. Central and Unser)

Opportunities:

- Create a community that is safe for all
- Paging system; text message
- Community-based policing
- City and County coordination

6. Schools

Strengths:

- **Good teachers and principals**
- APS teachers are great and care; student/teacher ratios are good
- Area principals work closely together as an integrated planning unit
- Some parental involvement in schools
- Lots of room available for TESL and literacy classes
- Lots of young families

Weaknesses:

- Funding needed for two new high schools, elementary school, and middle school
- **Overcrowded, undersupplied schools, small campuses, portables take up playgrounds**
- More schools are needed, but not more massive campuses
- Improve educational system
- Administrations, politicians, that allow schools to become weak
- Low standards in the area schools

- Lack of parental involvement in children's education
- Limited music and arts programs in schools
- Little after-hours recreation in schools and places for children's activities
- Need a community college
- Need schools in this area; some of schools talked about are not going to serve this area
- Poorly planned schools
- The schools have no strengths
- **Need to build a school system that is adequate for this area. It shouldn't take APS 3 to**
- **4 years to plan and then another 5 years to build; why can't they use the same model with some modifications to exterior materials or entranceways?**

Location-Specific:

- Projected plans for needed expansion of Edward Gonzales will take several years
- Library at Gonzales needs books
- Edward Gonzales school is overcrowded (41 portables)
- Navajo Elementary School has poor access
- Need elementary school south of I-40, north of Central, west of Coors

Opportunities:

- New schools will be built
- **Split West Side off from APS**
- Bond election campaign to sell the need for schools in the area
- School Choice
- Private schools
- Co-locate city/community services with schools
- Plan ahead of time for growth
- Encourage magnet schools for better academic results
- Developers could be responsible for setting aside land for schools and recreation

Location-Specific:

- Albuquerque T-VI property could be developed to serve needs of the community

7. Commercial Services

Strengths:

- Residential building boom supports opportunities for new business; more people locating on
- **West Side increase number of consumers**
- Businesses are loyal to neighborhood
- Some existing businesses within the community
- Convenience of retail services and shopping (along Old Coors)
- Loyal, local customers
- City has made businesses stripe their parking lots (good improvement)
- Young population/lots of potential workers
- Additional population and housing brings in more spending money

Weaknesses:

- Some major retail and restaurant establishments are needed
- **Do not allow any more bars, adult entertainment, or other obnoxious businesses**
- **Lack of retail and variety**
- **Lack of retail services and shopping including clothing stores, small shops (niche businesses), Starbucks, Home Depot or Lowe's, Target, etc.**
- **Lack of employment opportunities**
- **Lack of medical clinics and hospital (only two medical clinics nearby)**
- **Lack of professional offices**
- **Lack of entertainment facilities such as a roller skating rink, bowling alley, Family Fun Center, or movie theater**
- Lack of small shopping center for home-grown businesses
- Some potential new businesses, e.g., strip malls and bars, seen as undesirable by some residents
- Customers go elsewhere due to lack of big stores
- Young people, particularly teenagers, have nothing to do
- Lack of grocery store, banks, fabric/craft store, fitness center
- Lack of banks
- Lack of service oriented businesses including a laundry, video store, etc.
- Need more restaurants of all kinds with ethnic cuisine, fast food and sit-down
- Would like a mall
- Need to provide jobs for teenagers
- Need to develop an educated workforce
- Seems like businesses themselves have negative impressions of the area

Location-Specific:

- Lack of retail at Atrisco and Central (Regional to serve the plan area too)
- Need more neighborhood services on Coors
- Need to re-examine West Central zoning/land uses

Opportunities:

- Virtually virgin territory for major retail
- The area is now being noticed and commercial development is coming in
- Land is available for commercial development, and earmarked as such by the City
- Already developed area for industrial or manufacturing operations
- Land/buildings available to locate government offices in the area (workers will create a demand for restaurants and shops in the area)

Location-Specific:

- Empty K-Mart Building on Coors: either develop or raze - deterrent to other development (now resolved, with redevelopment anticipated, but not as a commercial facility)

8. Doing Business: Sustainability and Growth

Strengths:

- Businesses taking notice of area: new Wal-Mart grocery at Sage
- Many start-up businesses
- Strong customer base, especially Latino residents, recent Mexican immigrants, and South Valley residents

- Family-owned businesses; Strong connection between business owners and the community
- Some businesses own their business site
- Businesses that are here are doing well
- Neighboring businesses look out for each other
- Lack of competition
- Potential to grow
- New Wal-Mart nearby
- Found a good deal (as far as their location)
- Existing manufacturing/industrial area
- Close to new housing growth
- Westside Merchants Association has been formed
- Mayor has done a good job of graffiti cleanup
- Closing the flea market on Old Coors
- Strong customer base, especially Latino residents, new Mexican immigrants, and South Valley residents

Location-Specific:

- Mexican markets (I.e., Panaderias on Old Coors)
- Visibility on Coors
- Easy to find (Old Coors area)
- Easy access on busy street (Old Coors)

Weaknesses:

- People here have money to spend, but it's hard to do so in local area
- **Impact fee structure will inhibit business development**
- **Bad roads, so new businesses don't want to come in because of access**
- C-Zoning was changed to R-Zoning
- Bad zoning
- Currently not enough businesses
- Need to change perception of area
- Economics of local population (low income)
- Perception that help is available for large businesses but not for small businesses
- Lack of support for small businesses from the City
- Lack of money to fix up building
- Lack of commercial investment because area is perceived as low income
- Too many restaurants already; no need for chain restaurants
- Nothing out here to draw customers
- Need technical vocational help for business owners
- Lack of code enforcement regarding illegal vending
- City rules on advertising that make it difficult for small businesses
- Local people are used to driving to other areas for shopping
- Xeriscaping/landscaping in the area not being maintained
- Unknown City plans; hesistant to improve business "building/look"
- Graffiti and crime create poor business environment

Location-Specific:

- People get lost (mix up Old Coors and New Coors)

Opportunities:

- **Need economic development focus like SE Heights**

- **Let businesses know that people in this area go out of this area to spend their money because there are no businesses in this area. It is not because people here are too poor to have any money to spend**
- **Return Central to C-3 Zoning**
- Maintain C-Zones
- Support C-Zoning changes
- Business makes money
- To improve their business's appearance
- To improve their customer service
- To offer a specialty product
- Attract specialty or lifestyle businesses
- Residential growth
- Advertise Southwest Mesa area is open for business
- Hire local, especially youth
- Use building façade program
- Bring in light industry
- Create small businesses that can employ local people

Appendix B. Southwest Albuquerque Commercial District Retail Plan

Robert Gibbs of Gibbs Planning Group conducted a three-day charrette process to determine the potential for viable retail services in Southwest Albuquerque and the most promising locations.




A recently built Southwest area subdivision and the northeast corner of Dennis Chavez Boulevard and Paseo del Volcan (looking northeast).

Southwest Albuquerque Commercial District Retail Plan
February 8, 2006
Gibbs Planning Group, Inc.

Executive Summary

The Southwest quadrant of Albuquerque, New Mexico is in the early stages of a rapid expansion, mostly of young families living in moderately priced single family housing. The study area's estimated 40,000 population (as of 2004) is significantly underserved for basic retail goods and services. As a result, the residents presently must drive further than typical for most of their retailing needs, especially soft goods, groceries, restaurants and professional services. In addition, this lack of supply likely results in reduced competition, poorer service and higher prices. This study estimates that the Southwest's present 400,000 square feet of retail could be increased to over 1.5 million square feet by its total build-out of 100,000 residents.

Background & Limits of Study

Gibbs Planning Group, Inc. (GPG) has been retained by Architectural Research Consultants to conduct a retail analysis of the Southwest area of Albuquerque, New Mexico. GPG's scope of services are to 1) Estimate the amount and types of retail development that is likely to be supportable within the study area; 2) Seek out community input regarding how much and what types of the supportable retail are desirable; and 3) Prepare a general master plan indicating where the supportable retail could be located inside of the study area. In addition, GPG's efforts are designed to enhance the overall quality of life for the residents of the Southwest Area. GPG has found that a neighborhood with useable retail that is both walkable and useful contributes toward desirable sustainable communities.

The findings of this study are intended to provide the City of Albuquerque

with general observations and recommendations to be used as one of several factors for consideration in planning policy for the subject area. During this study, GPG thoroughly drove the Southwest subject site and adjacent areas, visiting most shopping centers and subdivisions.



The Southwest area is located approximately 6 miles from downtown Albuquerque.

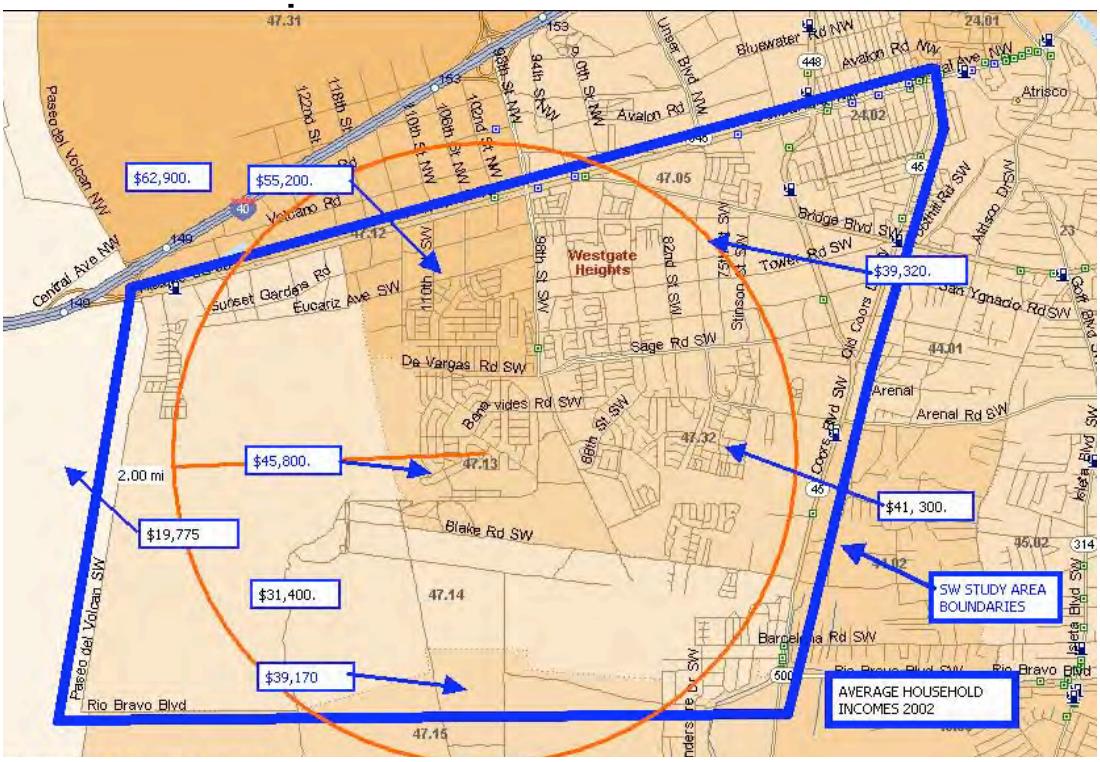
The findings of this study are based upon GPG's past experience with similar communities and the three (3) day workshop held on January 30 - February 1, 2006. This workshop included interviews with property owners, developers, residents, senior citizens, teenagers, real estate brokers, City staff, City and County elected officials and local business owners. These interviews have not been independently verified and the findings of this report should ***not*** be the sole basis for public policy, planning, land purchase, development or zoning codes. Additional research, planning and workshops are recommended prior to implementing any of the findings of this study.

Demographics & Shopping Preferences

The Southwest area is among the region's most rapid-growing and affordable. Young families are attracted by the area's affordable single-family homes often priced below $150,000. As a result, many of the area's families have modest household incomes averaging below $35,000 per year. Actual U.S. Census data indicates that the Southwest neighborhoods' 2002 average household incomes range from $39,200 to $55,200. (The following map shows area with HH income of 31,400).

The Southwest area's present population of 40,000 persons is expected to grow to over 50,000 by 2010. At full build-out (pursuant to the

existing master plan the Southwest area will likely total 100,000 persons living in approximately 40,000 households.



The Southwest area's 2002 annual household incomes range from $31,400 - $55,200 (U.S. Census)

In many ways, the young families are representative of the average American demographic profile. These families shop at discount department stores such as Wal-Mart, Old Navy, Dollar Stores and Ross Dress for Less. In addition, these families prepare most meals at home and shop multiple stores for groceries including: warehouse stores, super stores, full-sized supermarkets, specialty markets and local corner stores. The large families also regularly eat out at a variety of restaurants ranging from fast food to casual sit-down dining.

Existing Retail Development

Almost everyone interviewed during the workshop including residents and business owners agreed that the Southwest area has a severe shortage of retailers and shopping centers. This study estimates that there is approximately 400,000 square feet of existing retail development located in the southwest study area. This figure represents

a ratio of approximately 10 square feet per southwest resident, compared to the national average of 20 square feet per person and 38 square feet per person for the City of Albuquerque.





The Southwest area has a small amount, but wide range, of retailers ranging from small food markets to major super stores. The above Wal-Mart store, located just outside of the planning area, contains more than 50% of the area's total retail square footage.

The recently opened Wal-Mart is the area's largest retailer, containing more than 50% of the area's existing retail development. All people interviewed reported that they and their families shop at the Wal-Mart on a regular basis. The Smiths and Albertson's Supermarkets represent about 25% of the area's retail. Small specialty markets, restaurants and independent retailers make up the balance of the area's offerings.

Almost all of the existing retail is located along Coors Boulevard near the area's eastern edge. Some small food markets are scattered along Central Avenue and throughout the Southwest area. Surprisingly, little or no retail has developed at the Interstate 40 interchanges located along the northern edges of the study area. However, several major retail developments are being proposed for the I-40 and Central Avenue areas.

Additional Supportable Retail

This study finds that the Southwest area can support approximately 1,500,000 square feet of additional retail development at its total estimated build-out in 2020. This estimate is based upon the projected population of 100,000 persons, plus an additional 50,000 population living outside of the study area, but within the likely trade area. The likely trade area boundaries for the southwest area are estimated to be: the Rio Grande River to the east, Interstate 40 to the north, and 10 miles to the west and south. Assuming that half of the population's shopping is

done outside of the Southwest area (Cottonwood Mall, the Downtown, other area shopping malls, other cities, catalogs, and the internet), then each person would likely support 10 square feet of retail. For comparison, the national average is 20 square feet of retail per person, and

Albuquerque is reported to have over 38 square feet of retail per person.

This new retail development should be representative of mid-level local, regional and national retailers that have a wide appeal to main stream consumers.

Please find below a summary of GPG's estimated supportable types:

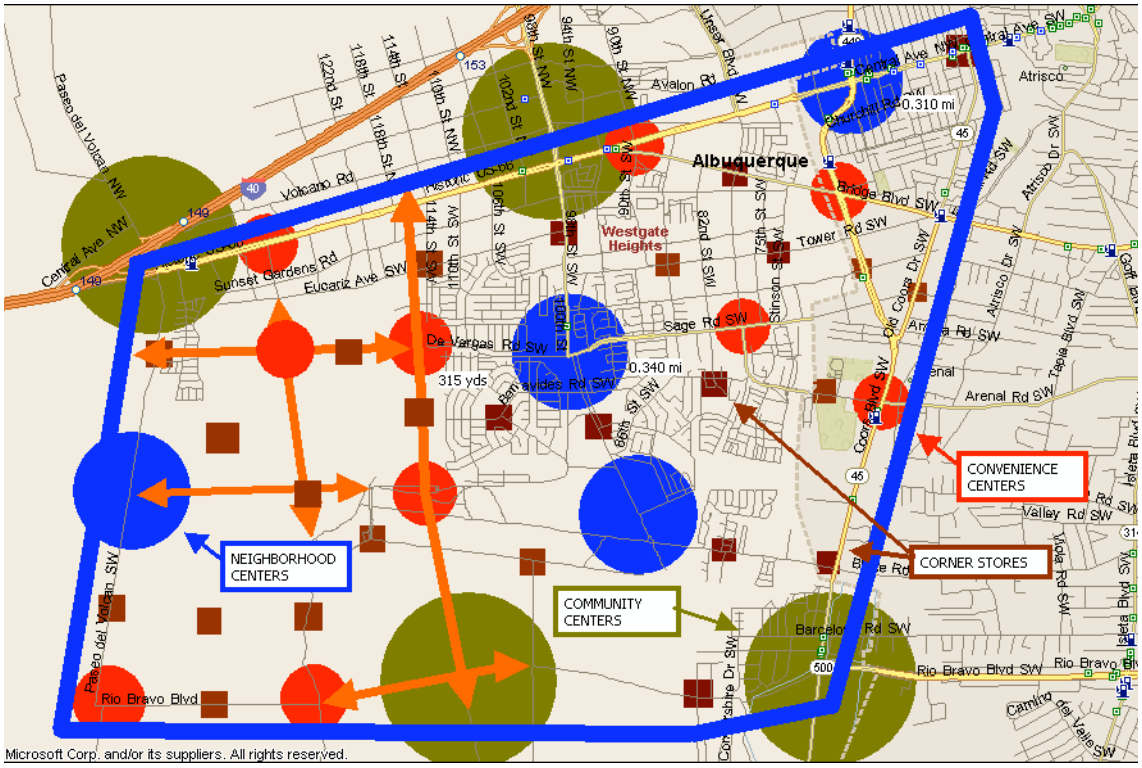
Size	***Shopping Center Type***	***No. Stores***	***Store Types***
50,000 sf of total space	*Corner Store*	*20 Stores*	*7-11, Circle K, Independents*
150,000 sf	*Convenience Center*	*6 Centers*	*Cleaners, Banks, Grocery, Coffee*
200,000 sf	*Neighborhood Center*	*2 Centers*	*Supermarket, Hardware, Video, Bank,, Pharmacy, Restaurant*
400,000 sf	*Community Retail*	*2 Centers*	*Discount Department Store, Home Improvement, Books, Apparel, Sporting Goods, Restaurants*

Potential Retail Development Locations

Assuming that up to 1.5 million square feet of total retail may be supportable in the Southwest area by 2020, this study recommends that the retail be located throughout the Southwest area to enhance walk-ability and convenience. In addition, this study recommends that the retail be located only where it can be supportable by the private market.

- ***Corner Stores***: Locate along Collector Roads, Parks, Schools and Neighborhood Entry Roads.
- ***Convenience Stores:*** Locate along Collector Road Intersections, Parks, Schools and Neighborhoods.
- ***Neighborhood Centers:*** Locate at Major Road Intersections.
- ***Community Centers:*** Locate at Major Regional Road Intersections or Interstate Intersections.

Please find below a map illustrating locations determined by GPG where the supportable retail types are likely to be both supportable (and desired by the market) and where their development can enhance the surrounding residential. Note, GPG does not recommend that any or all of these proposed locations be developed as shown.



Retail Development Plan & Guidelines

This study recommends that any retail planned within the Southwest study area be developed to both allow for a market rate of return for the investor and to enhance the quality of life for the area's residents. Most retailers will need to be located along major roads and highways, while smaller corner stores can locate within neighborhoods.

As much as possible, the new shopping centers should be designed as walkable open air centers, rather than strip centers. This newer format will allow for the centers to be competitive with future centers that are becoming common nationwide. As a guideline, the planning principles of the *Congress for the New Urbanism* and the *Urban Land Institute* should be considered standard for new retail development in the Southwest area.





New retail development should incorporate the best practices of modern planning and design, including walkable streets, smaller parking lots, display windows, mixed-use and multi-level stores (A new Home Depot in suburban Vancouver, BC upper left and a large bookseller in Columbus, Ohio upper right).

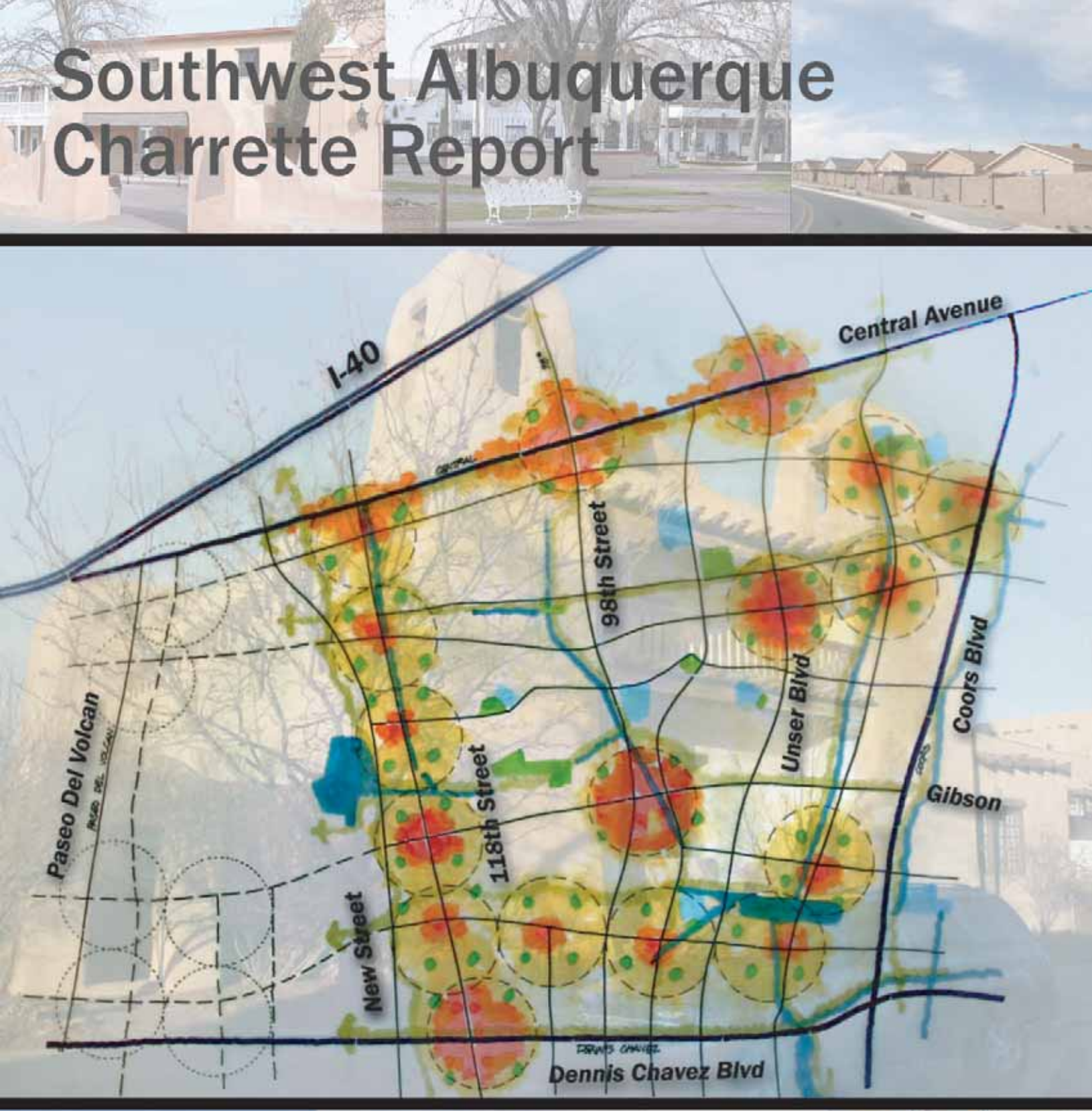
Please find a summary of the basic planning guidelines for commercial development in the Southwest area:

- Build streets to allow for pedestrian walkability and traffic calming.
- Provide for on-street parking in commercial areas.
- Place a majority of buildings along sidewalks and street frontage.
- Plan for the long range and A-B sides of town center.
- Encourage mixed land uses and multi-floor buildings.
- Require minimal store front windows along first level.
- Improve sign design standards over existing City standards.
- Require enhanced landscaping.
- Improve approval process for quality centers.

Appendix C. Southwest Albuquerque Charrette Report

Dan Burden of Glatting Jackson/Walkable Communities brought a planning team to Albuquerque for a three-day charrette focused on creating complete, walkable communities and where they might be located.

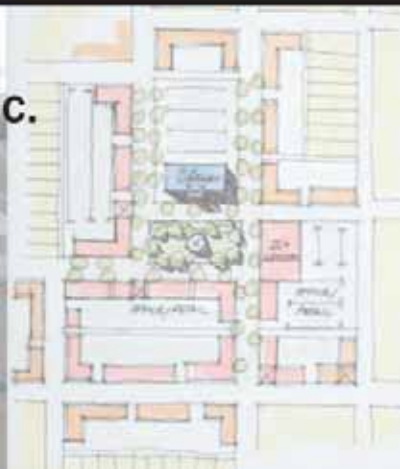
Southwest Albuquerque Charrette Report



Prepared by
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

in cooperation with
Architectural Research Consultants, Inc.
City of Albuquerque

April 2006



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Introduction

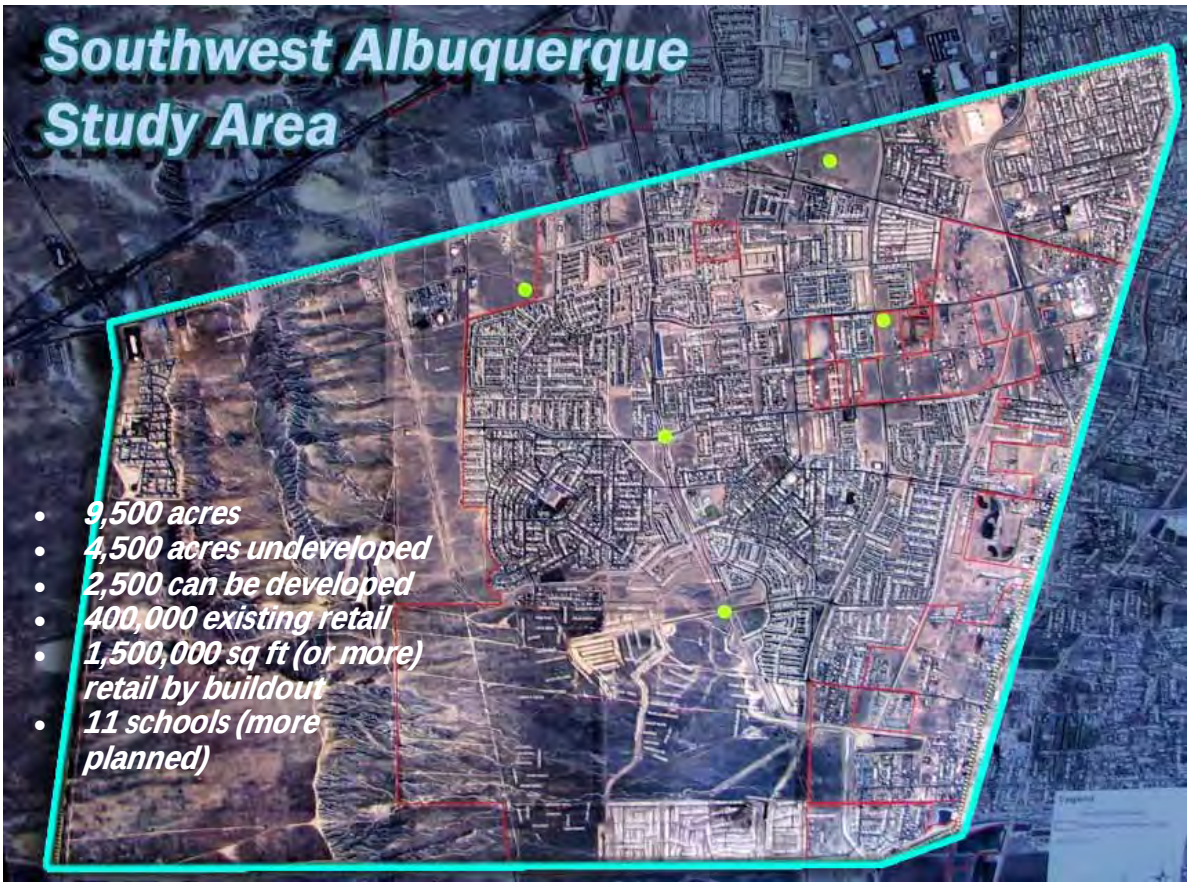
As Albuquerque plans for a rapidly growing section of the city, it is important to 'step back' to understand the issues that it faces and to form a vision for what its residents and leaders wish it to become.

The Southwest Albuquerque Strategic Plan process was a collaboration of the City of Albuquerque, Architectural Research Consultants and Glatting Jackson. This report documents the information gathered and ideas generated during a three-day charrette process from March 6 to 8, 2006, during which time the project team met with staff and officials from the City of Albuquerque and Bernalillo County, local private developers, interest groups and the general public to discuss the present concerns and future direction for the southwest area of the city.

The Study Area

The southwest Albuquerque planning area is bounded by Central Avenue on the north, Coors Boulevard on the east, Dennis Chavez on the south, and Paseo del Volcan on the west. This is a large area of Albuquerque encompassing 9,500 acres in both the City of Albuquerque and unincorporated Bernalillo County.

Of these 9,500 acres, 4,500 remain undeveloped (of which 2,500 are developable). The area is presently served by 400,000 square feet of retail, and according to previous market analysis studies it will be able to accommodate approximately up to an additional 1.5 million when built out.





Existing Conditions

Southwest Albuquerque is rapidly developing, seeing over twenty percent of its developable land area platted and constructed since 2000. While developers are required to contribute to the construction of roads, they are only responsible to carry that out for the lands that they own and are developing. As a result, the built environment of the southwest area is characterized by subdivisions connected by arterial and collector roads that are not complete through the area.

Rapid growth has also outpaced the provision of infrastructure and public schools, namely law enforcement, fire protection, and schools. School enrollments in the southwest exceed the schools' design capacities.

Most employment and retail opportunities for southwest Albuquerque are not located in the area itself, but rather across the Rio Grande. Presently, the more than 40,000 residents of the southwest area are served by only 3,500 jobs and 400,000 square feet of retail space.



The blue and green areas show land subdivided for residential development since 2000 in the City of Albuquerque (white) and Bernalillo County (gray).





The live/work balance

The Gibbs study and City of Albuquerque projections estimate that the current population of the Southwest area is more than 40,000, yet it offers only 3,500 jobs. Indeed, traffic counts, transit ridership, and local knowledge all indicate travel patterns to employment and retail opportunities across the Rio Grande. This has strong implications for not only the sustainability of Albuquerque's transportation system but also of the southwest's quality of life.

The population of the area is primarily residential, yet the imbalance between residents and employment opportunities has made the area far more dependent on travel to reach work and retail destinations. This has implications for households and their need for automobiles for transport.



The developed non-residential parts of the city's southwest area are primarily light manufacturing, specialized industrial-oriented commercial establishments, and other such uses that may provide employment but are not neighborhood-serving.



As the southwest area develops predominantly residential uses, the implications for the area's transportation system are clear: residents of the area must travel to other parts of Albuquerque, especially across the Rio Grande, to reach employment and retail opportunities.





Water availability and distribution

One concern noted throughout the focus group meetings was the availability of water to meet the growth demand in southwest Albuquerque. The city faces great challenges in serving the growing areas located at increasing distances from Albuquerque's center, especially as these areas are at greater elevations than the city's central valley (and therefore require greater amounts of engineering to deliver water through pipes and centralized infrastructure).

Water availability raises very important questions for southwest Albuquerque: whether or not the city can feasibly continue to expand, how it can serve a growing population, and what kind of a built environment it will have. With regard to the latter question, the lack of plentiful, accessible groundwater and the scarcity of water to be used for irrigation limit the city's potential for landscaping of streets, public spaces and neighborhoods. The neighborhood park shown here is a demonstration of landscaping available with current hydrological conditions.



Two notable limitations in the landscaping that these water conditions generate are the lack of plentiful shade and ground cover to minimize dust and sand in the air. It is responsible to plan landscaping for the natural conditions of water availability, but expansive development patterns further minimize the amount of available water for any irrigation that would be helpful to communities.





Connectivity—Street Network

Southwest Albuquerque lacks a well-connected street network to facilitate access internal to its neighborhoods. As such, it is necessary—for automobiles as well as all other modes—to base travel patterns on the area's collector and arterial roads. In addition to increasing trip length, this also forces a greater amount of traffic onto these streets, lessening their appeal or viability as urban streets and reinforcing their role as the 'plumbing' of the area.

While the arterials and collectors of the southwest are generally intended to form a complete grid through the area, they pass through at large (approximately half-mile) intervals and the development that has occurred along them is isolated by walls. Thus the arterials do not function as important streets for anything but automobile traffic.



Even though they are mapped as existing in the future, roads in the southwest area are constructed when land is developed. Although the routes are designated in official plans, the city has not constructed many of the southwest's arterials and collectors throughout the area; the result is in roads that terminate abruptly. Pictured here (middle right) is 98th Street.



The roads on the southwest's periphery are designed for higher speeds and do not accommodate neighborhood streets. As development continues, the difference between these highway-class roads and important neighborhood streets that allow connected neighborhoods and urban fabric will become more pronounced. Roads can function as highways, or urban streets with access to residences, stores and offices, but to form the basis of a healthy community they cannot be both.

In other words, as the southwest grows and fills in, the community must decide what it wants its various roads to be: highways and arterials are compromised in their speed and capacity with too much access to neighborhood subdivisions. Likewise, smaller-scale arterials handle more traffic than they are intended to because they are the only connections between different neighborhoods yet have no connection to them.





Connectivity—Walls

The residential development of Southwest Albuquerque is almost entirely in subdivisions separated from the collector streets by external walls. The walls, constructed for security and privacy, actually pose a risk of adverse impacts on the neighborhood: they restrict the ability of pedestrians to see into the neighborhoods and add the natural surveillance of 'eyes on the street,' they impede emergency responders from accessing events as easily, and they give the neighborhood residents themselves little sense of connection to the streets beyond their walls. While the perceived benefits may be important to communities, experience shows that the walls actually act as a detriment to the well-being and sense of community within these neighborhoods.



The walls surrounding residential subdivisions not only separate the neighborhood from the larger connections to other parts of the southwest area, they also increase the length between connections in this network. Many trails, sidewalks and pedestrian amenities have connections and intersections every 1,200 feet or greater.



While many of these pedestrian paths offer amenities (in the form of trails and arroyos) as well as connectivity (as they parallel the collector streets), their isolation from the neighborhoods by the walls that surround them keeps any pedestrians from enjoying these trails and sidewalks as amenities. Pedestrians are discouraged from using them because of the great distance (and inconvenience) in reaching them.



The charrette process involves an intensive period of designing concepts to address the questions at hand, but that design activity is founded on the ideas that the public shares with the project team. Charrettes involve and engage participants from the public in identifying what they like about their communities, what they would like to enhance or improve, and what new additions might benefit their communities' various users.

The charrette for the Southwest Albuquerque planning process began with a focus group involving City of Albuquerque and Bernalillo County staff as well as representatives from the Mid-Region Council of Governments and private entities involved in planning and development. The project team made subsequent presentations to the public involving these ideas. We invited the participants at the public meetings to speak about their concerns and continue to inform our understanding of the area.





Focus Group with Staff

The charrette process began with a focus group meeting involving staff and key representatives from public and private agencies overseeing public services, planning and development in Albuquerque.

In all, over 15 different organizations and interests were represented, allowing the project team to understand the complexity of growth in Albuquerque and the challenges already faced with existing urban development.

From this meeting the project team developed the following fundamental understanding for continuing its work: growth occurs quickly; indeed, perhaps too quickly for the development of community-enhancing, neighborhood-serving infrastructure to take place, and any plans for future growth in the southwest area must understand the great value and scarcity of existing resources.









Meeting with the Public and Invitation of Feedback

The first public event of the charrette was a meeting where the project team presented to the public its understanding of the southwest area's various issues and concerns from the focus group sessions. This meeting followed a format where members of the public recorded their impressions of what change would positively befit the southwest area and shared them individually.







The charrette utilized a format of information sharing that allowed each participant to express his own interests or concerns and see them displayed– and recorded– with those of every other participant. By focusing on the positive images and aspirations that members of the community have for its future, the charrette generates interest and activity in thinking about southwest Albuquerque's future through this process.



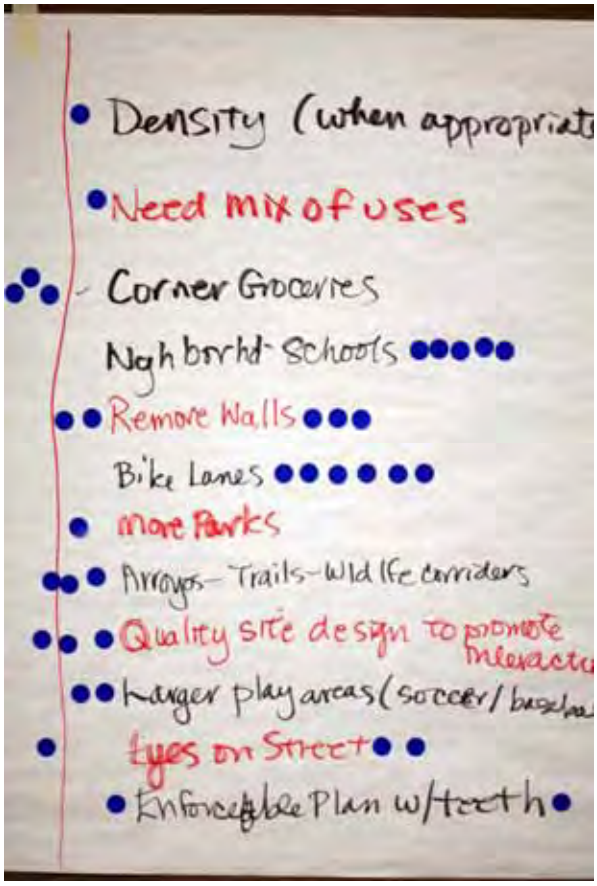
Below, charrette participants post their suggestions and wishes, recorded simply and concisely on adhesive memo cards, on a wall featuring the collective input of their fellow community members.



At the end of this first session, charrette participants outlined those issues most important to them by casting votes. The record of these is recorded in the number of votes that each major issue received, as illustrated to the right.

This process of public involvement affirms the feelings that members of the community have for their communities and the issues they face. They see that they are not alone, and even if their confidence in sharing opinions with their neighbors and fellow community members is already strong, they are in an even better position to engage in dialogue over the issues that may not have been as strong and immediate a concern to them.

This knowledge enhanced the project team's fundamental understanding of the current conditions in southwest Albuquerque by pointing us in a direction for positive change that is endorsed and indeed articulated by the residents and users of the community.













As the charrette process continued, representatives from local government, businesses, and the general public came together to investigate key sites for development and share their ideas. An important part of the charrette dynamic is to let the participants play a role in the actual design of the community, providing them with ownership and a greater awareness of the many challenges that designers face.



This is yet another opportunity for understanding one another, too: the participants in this part of the charrette were instructed not to join a group with anyone with apparently like interests, be that their spouse, neighbor, colleague, or anyone with whom they knew they shared opinions. Creating this kind of diversity at the design tables facilitates discussion and requires participants to hear different points of view. As each table of participants produces a single plan, they must work together to find a design solution that offers a benefit to everyone.





The charrette design teams worked through issues of land use, public facilities, open space and connectivity. Their decisions were informed by the presentations given earlier by the project team on the existing conditions of Albuquerque, the possible consequences of these conditions, and an array of simple techniques and practices in planning to promote greater connection, to combine land uses in compact areas, and to foster independence and active living through walkability.





















Presenting a Plan

The charrette concluded with a presentation of a conceptual plan for Southwest Albuquerque that includes the designs developed earlier in the process. This plan synthesizes the project team's understanding of the issues that southwest Albuquerque faces in its rapid growth, the concerns that the community shared with the team during the charrette process, and the vision that the community worked together to develop and that begins a foundation for what southwest Albuquerque will be.





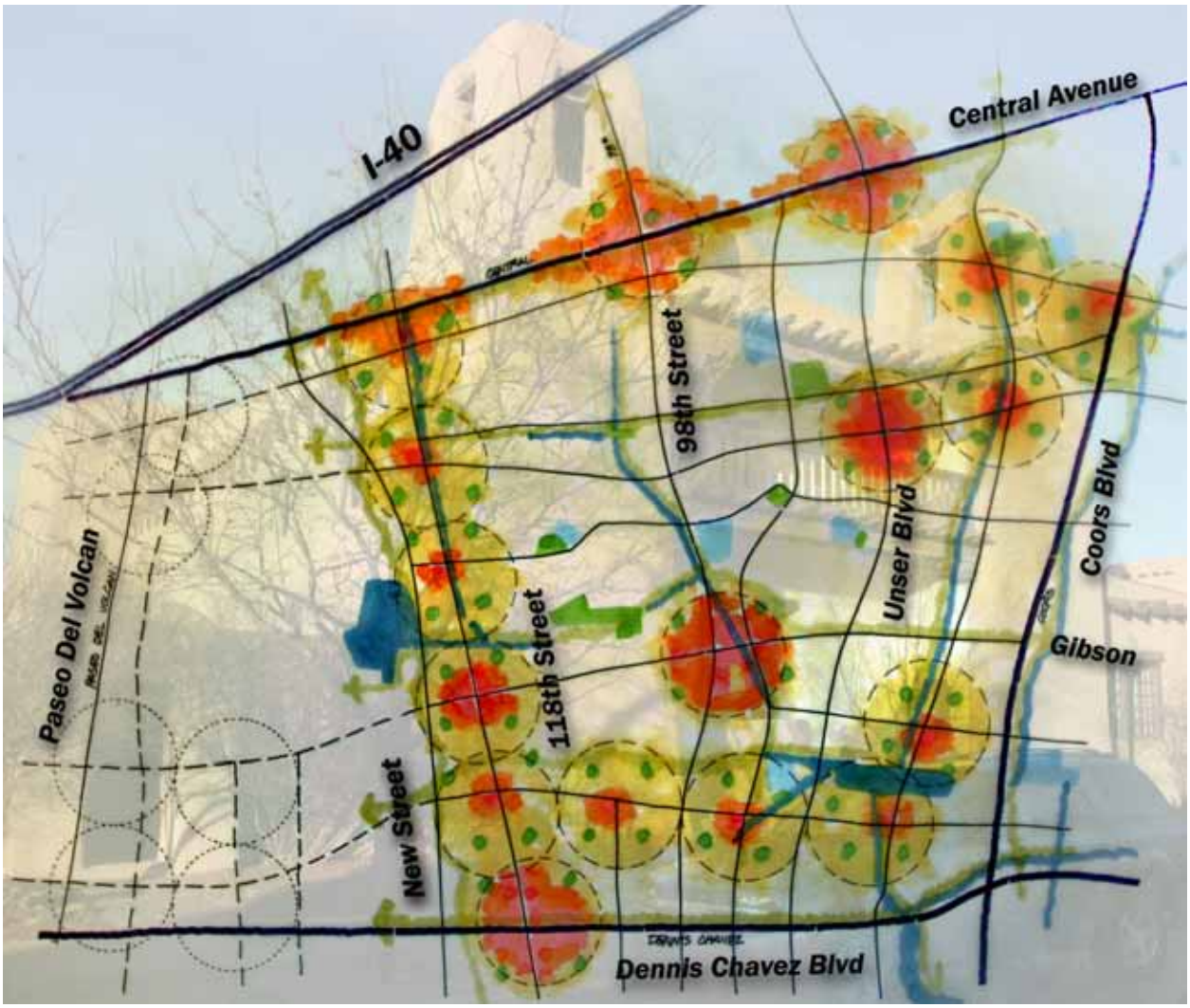




The Great Southwest

Southwest Albuquerque's rapid growth has left it with many unresolved issues, not least of which is how much it will continue to grow. Up until now any developable land has been considered for expansion of the city's built area, the principal obstacles being water provision and connections. While the area west of 118th Street is not entirely developable, southwest Albuquerque faces a highly important question of whether or not to protect the Ceja or open it to development. The focus of the plan developed during the charrette process is to focus first on infill opportunities that strengthen the existing community, reduce its dependence on transportation out of the area for shopping and employment opportunities and bring such community facilities as schools and parks within closer reach of residents.

This plan builds on the concepts of the Gibbs Planning Group study of retail feasibility of the area but expands the notion of a retail center to one that truly serves and anchors the community.

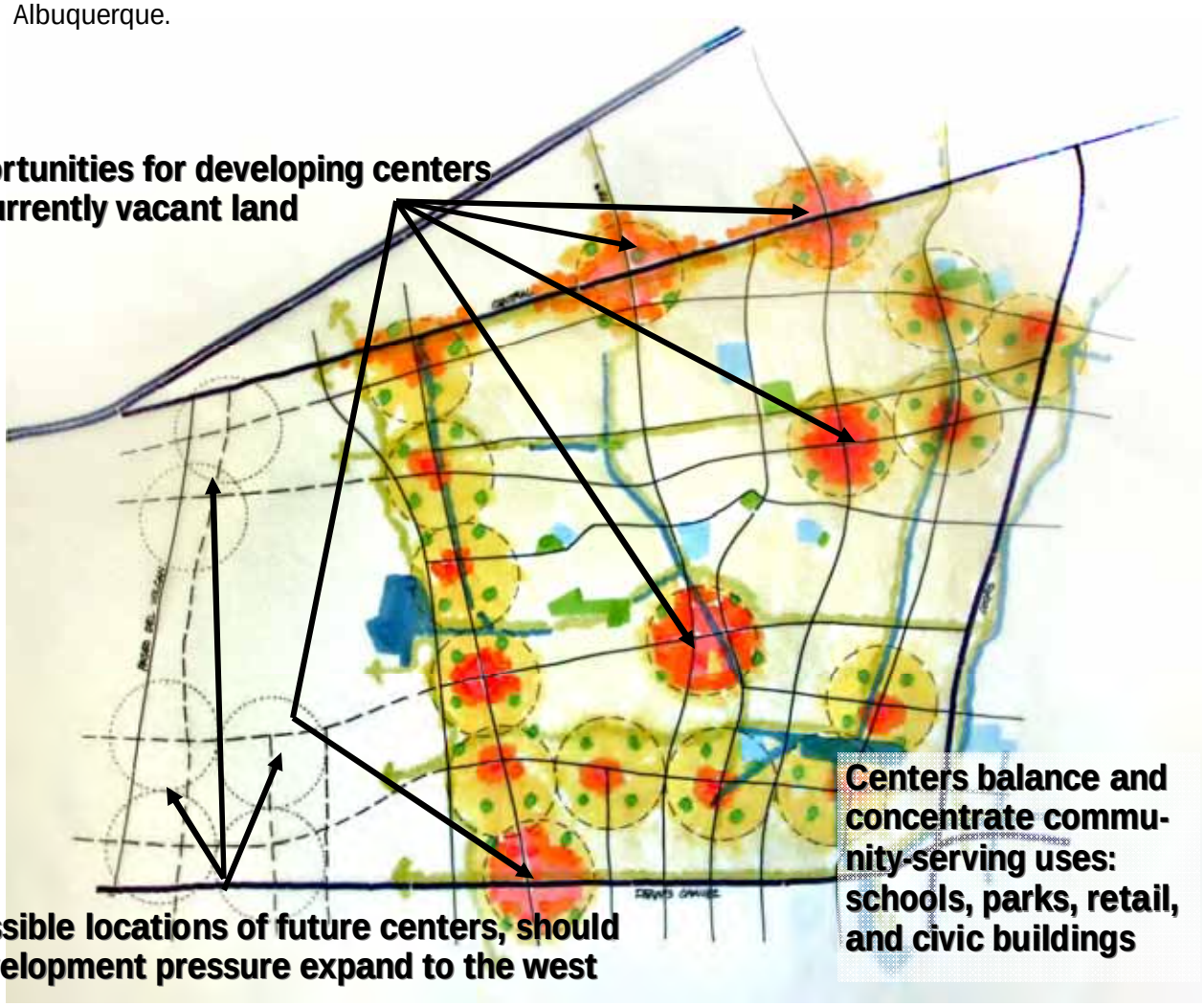


Though the conceptual plan did provide a framework for expansion of the southwest area based on promoting principles of connectivity and neighborhood centers, it also emphasizes the great opportunity to strengthen the existing built environment of the southwest area through walkable and accessible centers.



The Centers of the Plan

The plan illustrates the project team's concept for integrating the existing and future development of southwest Albuquerque in a more walkable and center-based format. Shown here are circles of a quarter-mile radius, generally accepted to be a comfortable walking distance (i.e. achieved within five minutes of walking). The centers represent the intersections of key streets, with the red/ orange based circles corresponding to specific development opportunities identified by the City of Albuquerque.



In general, each of these centers is intended to offer the basic neighborhood-serving functions essential to vibrant, functioning communities. While these concepts have not been detailed in this report, they are intended to include the community elements discussed in detail throughout the charrette process: schools, parks and neighborhood commercial uses.

The location of these centers at the intersections of arterial and collector streets is not coincidental: urban areas, as they grow and evolve, develop centers of activity and importance based on the most accessible and connected locations. While the five sites shown in red on the map offer a particularly strong opportunity to integrate new community-serving development with the surrounding residential areas, all of the centers in the locations suggested here could serve as community anchors.



The Makeup of Retail and Neighborhood Centers

The centers identified here and in the following pages vary in size and scale, but they adhere to a concise set of principles: their main functions and attractions must be easily and safely accessible on foot, the most basic form of transportation.

Essentially, these centers combine the elements of the urban fabric that make up the components of our lives: civic, commercial and residential land uses. This allows neighborhood residents to reach home, work, shopping, and other important activities easily. Even if we do not live immediately next to where we work, or if we wish to travel to specific destinations, the compact accommodation of basic needs and services together greatly facilitates our mobility, independence, and community belonging.



The figures below give an illustration of two commercial centers, one oriented to automobile use and not integrated with its community, the other well connected, walkable, and the heart of the neighborhood surrounding it.







The Plan Method

The planning team identified key intersections and nodes of confluence throughout the area and established a framework of activity center types that reflect the principles of the Gibbs study as well as unite the disparately connected parts of the southwest area with community-serving land uses. These centers reflect the principles described earlier, combining retail, employment, schools and parks with residential uses in a way that maximizes adjacency. The team used quarter-mile circles, representing an area within five minutes' walk of a central point, to define where these centers would fit into the southwest area's existing terrain.



As a result, the focus of planning for the southwest is founded on truly establishing communities by creating and planning for their centers. By defining the centers at important intersections in the southwest area's regional network, the planning team established the importance of a healthy transportation network in enhancing the overall activity and coherence of the area.

Using examples of healthy town and neighborhood centers as our model, such as those illustrated in the following pages, the planning team set out to explore how these could be best applied to southwest Albuquerque. This began with reviewing previous work on the feasibility of retail markets in the southwest and how utilizing this market potential could better serve the retail and employment needs of the community. The team then incorporated the design work from the public portion of the charrette, highlighting key sites throughout Southwest Albuquerque as potential catalysts for additional development and community-enhancing opportunities.

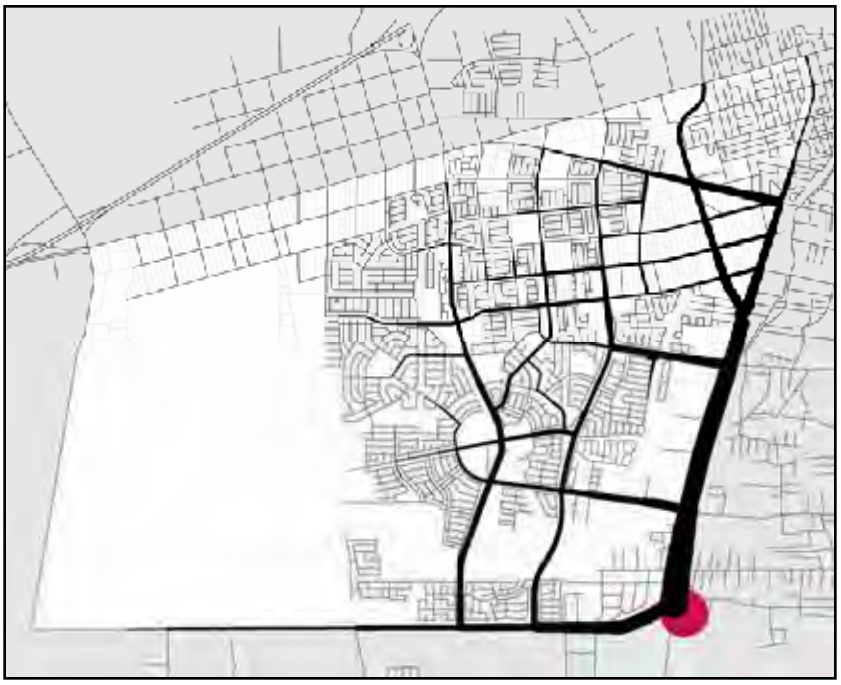






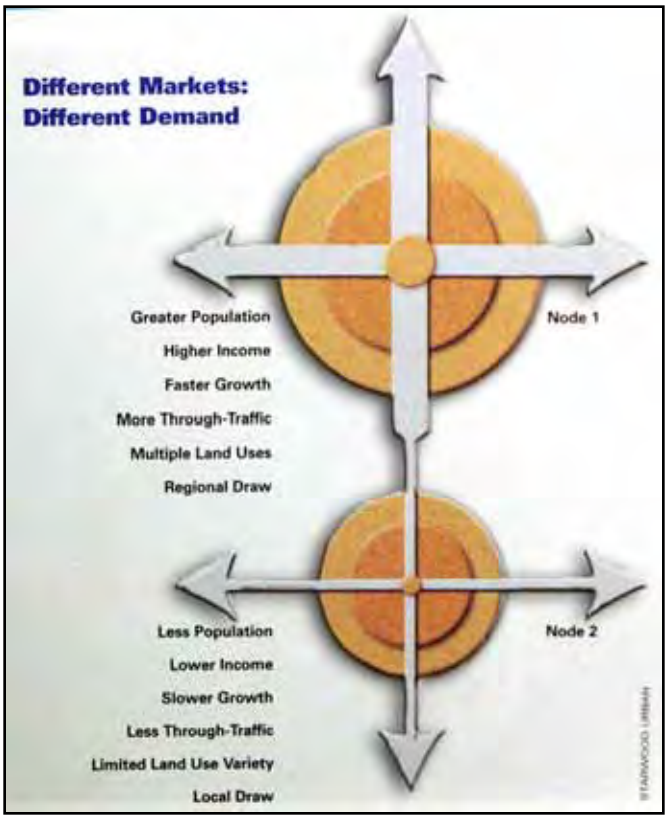


Balancing the Neighborhood-Serving Functions through Multiple Centers



With developing a neighborhood center concept it is necessary to understand the importance of even geographic distribution. Presently, the major retail destination of the southwest area is the recently developed Wal-Mart at Dennis Chavez and Coors Boulevard. The consequence of a sole retail location such as this is that all residents must reach it—and with the limited connectivity of the network described earlier in this report.

This places an undue burden on the area's collector and arterial roads, as displayed in this graphic: the closer to the retail location (the large red dot in the lower right), the greater the traffic volume (depicted in the thickness of the lines representing the streets.



Developing different types of town centers allows for different scales of commercial and employment activity. Town centers with a higher intensity and greater regional draw are appropriate places for larger buildings and public facilities. Village and neighborhood centers generate less activity and are a more intimate part of their communities. Consequently, they do not support larger scales of building or amenities.

As the figure to the left illustrates, the scale of centers varies: larger centers intuitively serve a greater population, more traffic and more land uses. Smaller centers are oriented to a different market and set of principles: instead of highly specialized purchases in larger stores, they are designed to meet more basic needs.



Retail Centers

The Gibbs Planning Group study identified different types of commercial centers that geographically distribute neighborhood-serving retail and office uses better throughout the southwest area. The types of centers illustrated below show the potential coverage of the neighborhood. These imply that traffic could be distributed more evenly as well, lessening the burden on major streets.



Corner Stores
These are the places we go for our basic 'milk and bread' needs, and their location throughout the area allows the different neighborhoods to reach these services without making long trips.



Convenience Centers
The centers that provide more variety in basic retail, convenience centers feature larger food retail as well as small-scale specialty retail. The range of comfortable walking distances is greater than that of the corner stores.



Neighborhood Centers
The focus of neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal.



Community Centers
Community Centers are truly regional in scale, offering large-scale retail opportunities serving the entire southwest as well as other parts of Albuquerque.







- Small-scale retail (< 5,000 sf)
- Max. service radius of ¼-mile
- Less parking possible with good pedestrian connections

Usually one or two stores anchoring a neighborhood corner, used mostly by the surrounding neighborhood as its scale limits the variety of goods and services it provides. Depending on density and character of urbanism, can occupy ground-floor space of larger buildings. Example uses include drugstores, convenience stores, cafes.





- Small-scale retail (10,000-20,000 sf)
- Service radius of 1 mile
- Scale fits into neighborhood context
-

Can feature 'neighborhood-scaled' big-box retail, usually always a grocery store or general merchandiser. While this may be the main function of the center, related, usually neighborhood-serving retail and office uses may complement it. Still primarily used by the surrounding neighborhood, though parking needs may be greater as the geographic draw increases.





- Medium-scale retail (20,000-40,000 square feet)
- Service radius of 1-2 miles
- Larger scales appropriate when defining key streets and intersections

The focus of multiple neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal. Often features big-boxes (or the equivalent in leasable floor space), and depending on density may be focused on ground floors with living space above





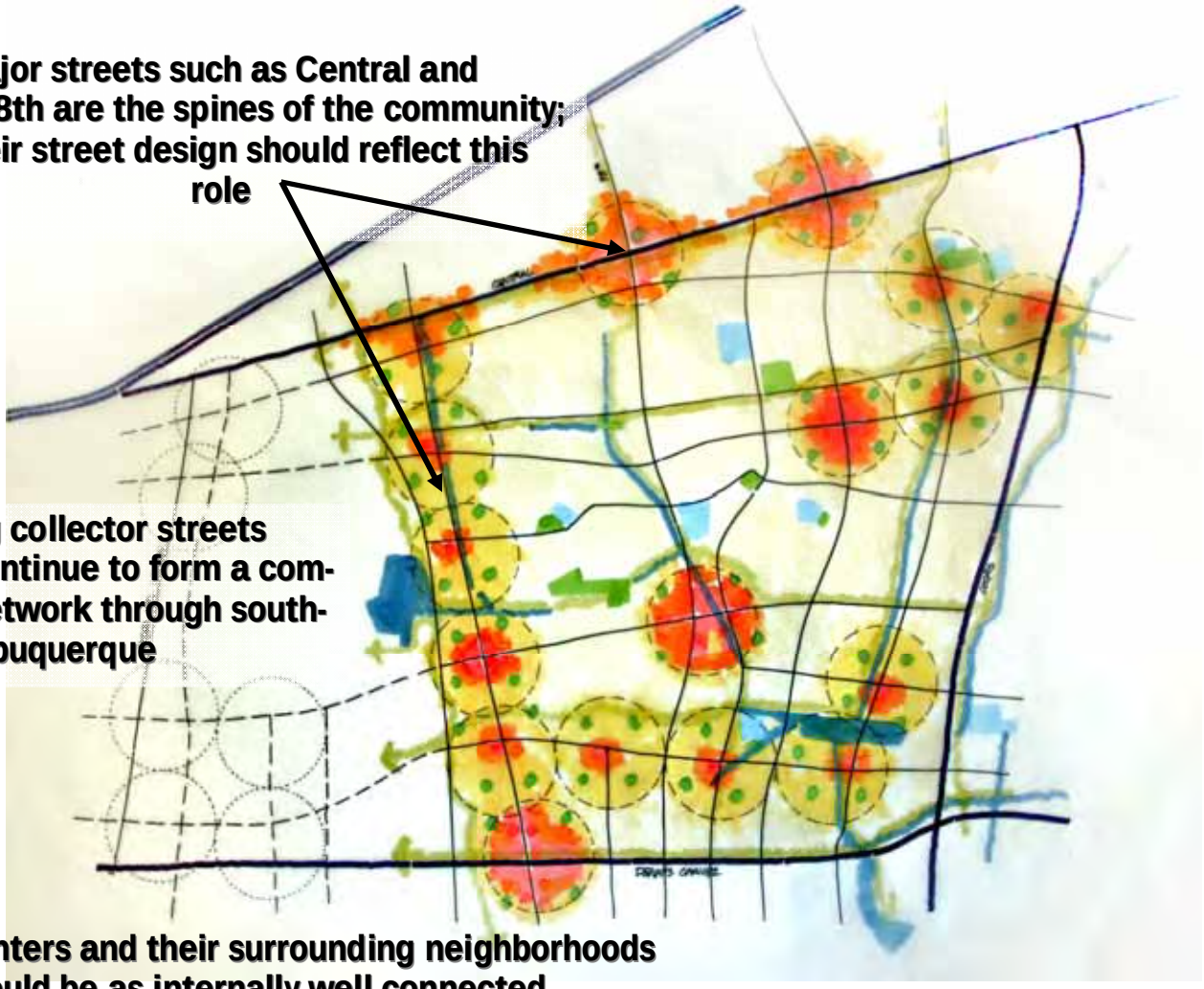
- Larger-scale retail (50,000-150,000 square feet)
- Service radius of 2-5 miles
- Larger scales appropriate
- Parking placement should not impede urbanism

Most commonly based on big-box retail, often featuring multiple stores at one location, though due to the greater traffic and market draw they are suitable places for active commercial districts with a larger number of small businesses. As these centers become larger, the functional uses they must provide (especially for parking must be included but woven into the urban vision (i.e. structured parking with liner buildings).



The Streets and Boulevards of the Plan

An essential complement to the focus on centers is the development of streets that define the place as much as they connect it. With the previously-defined emphasis on neighborhood and regional centers that would provide a central energy to southwest Albuquerque's neighborhoods, it is important to understand the role of streets as conveyance, connection and character.





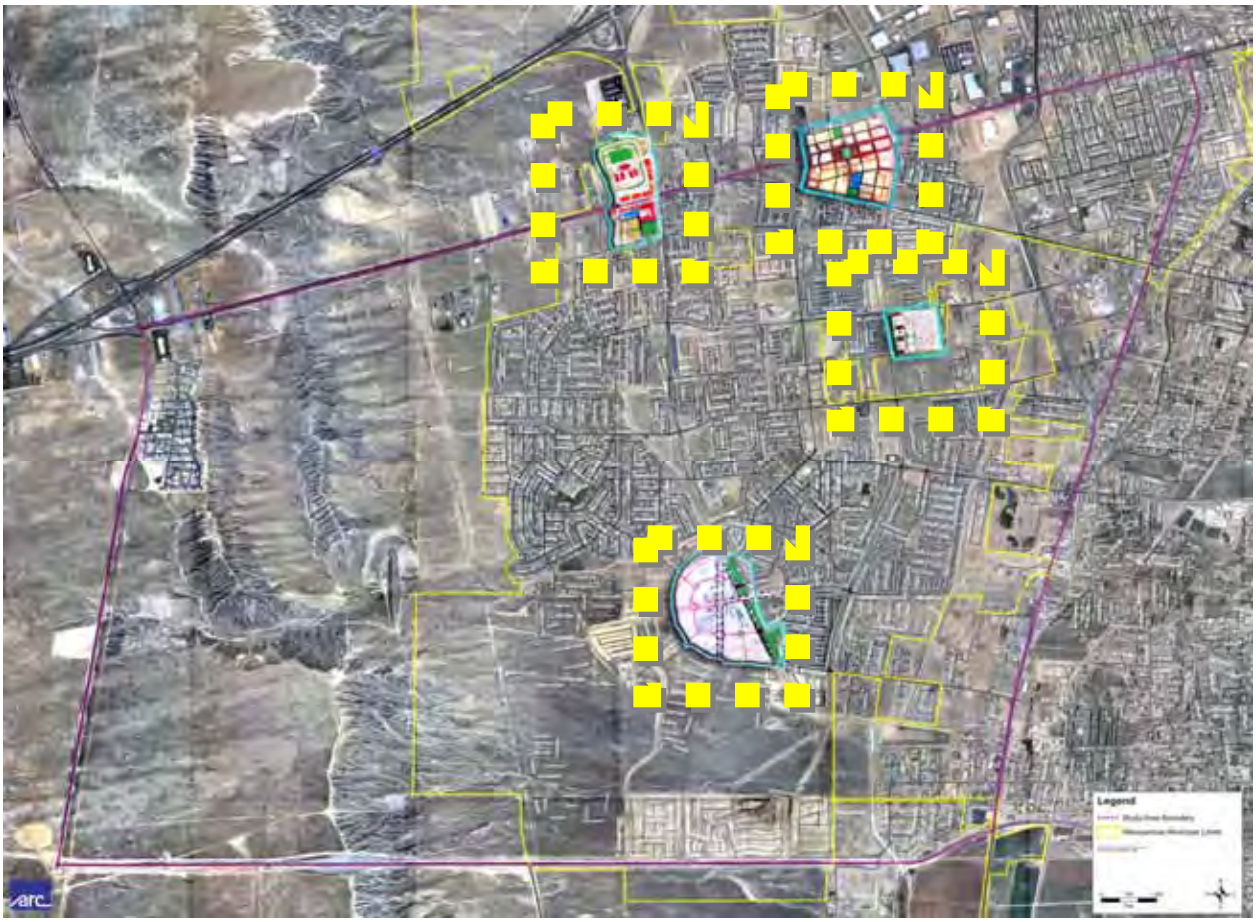
Streets play a major role in defining the nature of a community: if they are designed to facilitate movement of cars (and if land development principles follow suit), the community evolves into one that depends on automobiles for movement. If streets are defined by buildings, landscaping and room for the pedestrian, the community uses them as more than vehicular traffic paths: they are multi-modal, truly public spaces.



Concept Plans for Town Centers

The public design portion of the charrette allowed teams to develop conceptual plans for different key sites throughout the area. These sites, representing important locations, strong development opportunities, or both, allowed participants to better understand the notion of activity centers that combine uses and serve as foundations to their community. These plans are detailed in the following pages.

It should be noted that the four plans detailed here are not specific directions for the community's future development, but rather an application of the principles presented throughout the charrette by the public-based design teams that sought to express their objectives for their community. These reflect the principles recommended to advance southwest Albuquerque and not specific development projects.











Central and 98th



The site at the intersection of Central and 98th offers a 'gateway' opportunity from Interstate 40, as well as a presently undeveloped large site with few obstructions in the way of land assembly.

The design team from the charrette produced a conceptual plan for a community center anchored by commercial buildings at the corner with residential areas behind them. It takes advantage of existing network opportunities near the main roads and enhances them with new connections to the surrounding neighborhoods.

This plan also recognizes the importance of integrating public space with commercial and residential development, placing it in key locations north and south of Central Avenue.

Key Principles: Commercial buildings defining main corner
Connectivity
Available recreation space

Central and Coors



The intersection of Central and Coors is a gateway from the rest of Albuquerque to the southwest area. Participants in the design of this conceptual plan expressed concern over the width and scale of Central Avenue, particularly as it divides the site. To mitigate the impact of such a large road, the design group proposed breaking it down into two smaller streets.

The centerpiece of the development is a central square fronted by commercial and civic uses. The areas of the site around this are a mixture of uses, featuring residential areas at varying densities, schools, and parks. The plan seeks to maximize walkability, on-street parking potential, and overall connectivity by enhancing the existing street network and adding smaller blocks directly adjacent to the main cross streets.

Key Principles: Connectivity
Central Public Space
Engagement of Collector Streets



Unser and Tower



The site at Unser and Tower represents an example of integrating mixed uses and higher densities of development into an existing fabric of primarily single-family residential use. The site is located southeast of the intersection of these two streets and offers an opportunity to better utilize the wide rights-of-way currently being dedicated for most of the arterials and collectors in the southwest area. The width of most rights-of-way is more than the roads need to perform their transportation duties and accommodate the volume currently using them; one of the ideas generated by the design team was the reversion of parts of the right-of-way to private land for development.

The plan's centerpiece is the commercial development along Unser that addresses and engages the street as well as framing in public space serving the immediate neighborhood. This plan also recognizes the importance of combining residence with employment in proposing live/work units.

Key Principles: Commercial buildings defining corners
Buildings engaging main streets
Bringing streets to a human scale

Gibson and 98th



Utilizing perhaps the most 'strategic' site in the southwest area, the area at Gibson and 98th that is presently undeveloped but entirely surrounded by platted (and quickly developing) residential areas, the design team proposed a town center combining retail and office uses, higher-intensity residential development, and public space to maximize the park and recreation potential of existing utility easements.

This design group saw the importance in multimodal transit in providing true connection between different parts of the southwest area, calling for bicycle lanes and trails to parallel the main streets of the center.

Key Principles: Connectivity
Commercial center at major nexus





Summary of Recommendations

As the charrette team concluded its work reviewing existing conditions and engaging key stakeholders and the public in efforts to define a vision for what southwest Albuquerque wishes itself to be, it developed its findings and design ideas into five general solutions. *While these are intended primarily to apply to new developments,* the principles are general enough to be incorporated into existing developments as they mature and encounter opportunities for change.

A strong vision is one that holds through change, be it political, economic, or demographic. In exploring southwest Albuquerque's potential to be a strong, healthy community and an enhancement of the entire city, the charrette team recommends these fundamental ideas to help reach those ends.

No More Walls

The consistent placement of walls around residential subdivisions is a hindrance to the connectivity and accessibility extolled in this report. As the figure here illustrates, in their preclusion of good connections into the neighborhood, the walls even restrict practical transportation options: not only do they increase trip length due to added navigation through subdivisions, they also increase the distance between connections.

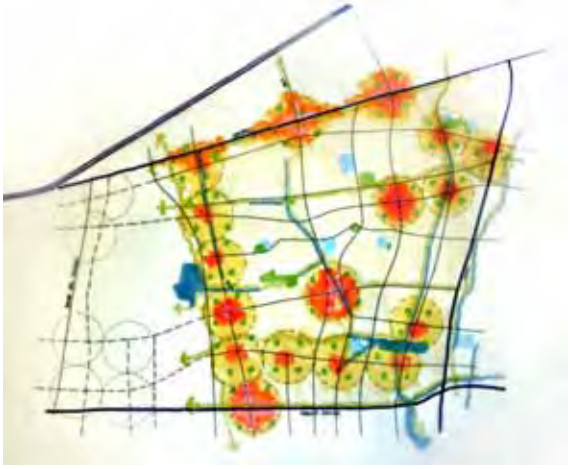


It is the authority of the City of Albuquerque and Bernalillo County to address this issue through subdivision ordinances, and if any implementing agencies pursue it, it is recommended that they clearly define restrictions on these walls in those ordinances.



Infill First

The development of a walkable built environment for southwest Albuquerque will be greatly facilitated by focusing near-future development within the existing edges of the urban area. This preserves the Ceja and focuses new development in areas integrated with complementary land uses. The increases in overall density that would occur from this would support increased public transit, neighborhood retail, and closer, more frequently spaced schools and parks. Though some areas west of the current urban edge are developable, it is suggested that development not continue further west until once the current built environment has matured physically and socially.



While the sites explored by the design participants at the charrette (the orange centers in the plan graphic shown here may not result in realistic development projects, these are nonetheless key opportunities for beginning the concept of bringing more neighborhood-serving uses into the existing developed area of southwest Albuquerque. They are large, vacant, located at the crossings of major streets. The other sites the design team identified follow the same principles, though they may take longer to evolve into having the same mix of uses than the opportunities on currently vacant land.

Enhance the Streets

Streets are not only conveyance, they are the lifeblood of the city and its neighborhoods. With that, planning in southwest Albuquerque should focus on shaping the character of existing main streets, such as Central Avenue, to more pedestrian-friendly streets that nurture healthy communities. This involves revisiting street design standards to incorporate landscape and pedestrian space into streets as they are constructed and improved.







The examples above are Central Avenue as it exists today (left) and through a reconfiguration utilizing its wide right-of-way to functionally move the same traffic volumes but also allow for a pedestrian-friendly, aesthetically pleasing street that contributes to southwest Albuquerque's sense of place.



Develop Centers of Activity

Neighborhoods will have a true anchor once they have activity areas that allow their residents to meet basic needs. In addition to being de facto meeting places, they also reduce demand for longer-distance travel through the immediacy they provide between living, working, and purchasing goods and services.

These centers are based on the opportunity of exchange: of goods and services (through commercial and retail land uses) and of social activity (though public spaces, streets and civic facilities). Providing the flexibility to accommodate this mix of uses in land development regulations and establishing a need for these neighborhood-supporting uses through policy will give southwest Albuquerque a greater opportunity to develop into a strong, self-sustaining community.











Conclusions

The concluding presentation allowed the public to speak about its ideas as before and to offer reception of the plan concepts. As planning for Southwest Albuquerque continues, the public's feedback helps to guide planning initiatives in a way that best benefits this growing community and offers it the greatest opportunities to be a strong and healthy part of Albuquerque.









Councilor Ken Sanchez and New Mexico Senator Linda Lopez attended the closing presentation and offered their thoughts on the community's vision for Southwest Albuquerque.

Project Team Participants

Representing the City of Albuquerque, local consulting talent and experienced professionals from outside of Albuquerque, the project team analyzed data and existing conditions, thought through important issues and concerns, and generated countless questions and ideas to lay a foundation for a bright future of southwest Albuquerque.



Dan Burden
Glatting Jackson



Raj Mohabeer
Glatting Jackson



Joel Mann
Glatting Jackson



Paula Donahue
City of Albuquerque



David Day



Ted Hodoba
Architectural Research Consultants



Anna DiMambro
City of Albuquerque



Steve Burstein
Architectural Research Consultants



Ingrid Biel
Architectural Research Consultants

Appendix D. Southwest Albuquerque Strategic Action Plan Technical Advisors

In the process of researching and writing the Southwest Albuquerque Strategic Action Plan the Planning Department project manager and her consultants worked with the following list of representatives of City and County Department and other agencies. Some representatives participated more than others - attending meetings, work sessions, focus groups, and/or reviewing and comenting on drafts. Others received meeting notices and information about plan drafts. We apologize to anyone we may have inadvertently omitted.

Tony Abbo	New Mexico Department of Transportation
David Albright	Bernalillo County – Public Works Department
Rebecca Alter	Bernalillo County – Parks, Trails, and Open Space
Barbara Baca	COA – Department of Senior Affairs
Theresa Baca	COA – Department of Municipal Development, Trails
Attila Bality	National Park Service
Deborah Bauman	New Mexico Department of Transportation
Brad Bingham	COA – Planning Department, Development/Bldg. Services
Priscilla Benavides	New Mexico Department of Transportation
C. Berglund	Bernalillo County – Parks Department
Ed Boles	COA – Planning Department, Historic Preservation
Cynthia Borrego	COA – Planning Department, Redevelopment
Richard Brito	COA – Planning Department
Kevin Broderick	Dept of Municipal Development, Traffic Engineering Operations
C. Burton	AMAFCA
Suzanne Busch	COA – Department of Municipal Development
Clay Campbell	Bernalillo County – Parks Department
Adrienne Candelaria	Bernalillo County – Parks Department
E. Chismar	Bernalillo County
Julia Clarke	COA – Cultural Services Department, Library
Louis Colombo	City Council
Kevin Curran	COA – Legal Department
Timothy Cynova	COA – Transit Department
Andrew De Garmo	COA – Transit Department
Richard Dourte	COA – Planning Department, Development and Building Services
Richard Duran	COA – Fire Department
Karen Dunning	COA – Family and Community Services Department
Elizabeth Dwyer	COA – Family and Community Services Department
M. Eckert	Albuquerque Metropolitan Flood Control Authority
Jay Evans	COA – Parks and Recreation Department
Dierdre Firth	COA – Mayor's Office of Economic Development
Karen Fischer	COA – Police Department
Sanford Fish	Bernalillo County – Planning Department Director
A. Gallegos	Bernalillo County – Public Works Department
Wilfred Gallegos	COA – Planning Department, Development and Building Services
Andrew B. Garcia	COA – Planning Department, Development/Building
Juanita Garcia	COA – Planning Department
Enrico Gradi	Bernalillo County – Planning Department

John Hartmann	COA – Department of Municipal Development
Dan Hogan	COA – Department of Municipal Development, Flood Control
Susan Johnson	COA – Council Services
John Kelly	Albuqerque Metropolitan Flood Control Authority
Betty King	Albuquerque Public Schools
Eileen Longsworth	COA - Cultural Services Department, Library
Steve C. Lopez	COA – Fire Department
Jack Lord	Mid-Region Council of Governments
J. Lovato	Albuquerque Metropolitan Flood Control Authority
Tony Loyd	COA – Planning Department, Development and Building Services
Nathan Masek	Mid- Region Council of Governments
Sheran Matson	COA – Planning Department, Development Review Board
L. Mazur	Albuquerque Metropolitan Flood Control Authority
Dave Miller	Bernalillo County – Public Works Department
Steve Miller	Bernalillo County – Public Works Department
Laurie Moye	PNM
Deborah Nason	COA – Planning Department, Public Information
Margaret Nieto	COA - Environmental Health Department
DuWayne Ordonez	COA – Parks and Recreation Department
Mike Plese	New Mexico Department of Transportation
Michael Riordan	COA - Department of Municipal Development
Rudy Rivera	COA – Solid Waste Management Department
Frank Roth	Albuquerque/Bernalillo County Water Utility Authority
Nilo Salgado	COA - Planning Department, Development and Building Services
Juan Carlos Samuel	COA – Department of Municipal Development
Christina Sandoval	COA – Department of Municipal Development, Parks
Gilbert Santistevan	COA – Fire Department
Jim Satterwhite	COA – Family and Community Services Department, Housing
Matthew Schmader	COA – Parks Department, Open Space Division
Jim Schwar	COA –Family and Community Services Department
Steve Sink	COA – Police Department
Al Soto	COA – Planning Department, Redevelopment
Mark Sprick	Mid-Region Council of Governments
Ed Stang	COA – Department of Municipal Development, Bicycle Planning
Manjeet Tangri	COA – Planning Department
Roy Turpen	COA – Family and Community Services Department
K. Wagener	Albuquerque Metropolitan Flood Control Authority

Appendix E. Planning Process Participants

The following list includes people who have attended meetings, focus groups, and design charrettes, as well as people who have received information, but might not have attended events.

Mike Adams
Ozawa Bineshi Albert
David Albright
Albuquerque Interfaith
Mary Ellen Ainsley
Karen Alarid
Bill Allen
Becky Alter
Steve Anagnostakos
Andres Anaya
Jerry Anaya
Ramon Anaya
Lynn Anderson
Ramon Andrade
Teresa Andrade
Claudette Archuleta
Matthew Archuleta
Theresa Archuleta
Nadine Arellano
Chuck Atwood
Jeanette Baca
Ed Baca Green
Patrick Baca
Theresa Baca
Floyd Bachicha
Deneen Bair
Attila Bality
Maria P. Ball
Van Barber
Jack Bartlett
Fred Bass
Debra Bauman
Rick Beltramo
Priscilla Benavides P.E.
Javier Benavides
Isaac Benton
Douglas Bergevin
Diane Beserra
Antonio Bilotto
Charles & Sharon Bimer
Kay Birukoff
David Blanc
Suzanne Boehland
Candice Bogart
Debbie Bogosian
Isabel Bollinger
William Bracken
Kevin Broderick
Terry O. Brown
Bill Bumphrey
Chris and Jason Bushman
Howard Byrdsong
Chris Calott
Danielle Calvillo
Clay Campbell
Luis Campos
Adrienne Candelaria
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Michael Carrillo
Grady & Leighann Cashwell
Brad Catanach
Kelly Chappelle
Albert Chavez
Barbara Chavez
Cora Chavez
David Chavez
Emilio Chavez
Ernest Chavez
Larry Chavez
Leon Chavez
Mariano Chavez
Tony Chavez
Tiequan Chen
Mr. & Mrs. Charles Chodl
Julia Clarke
Carlos Contreras
Commissioner Teresa Cordova
Mark Correll
Karen Cotter
Doug Crandall
Elsie Crocfer
Greg DeAtley
Jennifer De La Garza
Mary Deschene
Andrew DeGarmo
Francisco J. Delgado ll
Richard Dineen
Norma Dizon
Stephen Dunbar
Kim Dunivan
Karen Dunning
Ilene Durkalski
Alan & Peggy Duvall
Elizabeth Dwyer
Zoe Economou
David Edwards
Cynthia Eggers
Anna Esquivel
Diego Espinoza
Renee Estrada
Sandra Estrada
Mary Jane Faull
Jacqueline Lauren Fernandez
Marcia Fernandez
Elsy Fierro-Sutten Miller
Sandy Fish
Jackie Fishman
Dorothy Gabaldon
Debbie Gale
Adella Gallegos
Carl Gallegos
Charles Gallegos
Jerry Gallegos
Lorraine Gallegos
Wilfred Gallegos
Ada Garcia
Andrew Garcia
M. Max Garcia
Miguel P. Garcia
Frederick Gentry
Mark and Jessyca Gering
Lee Ann Gibbs
Glen Goff
Florence Goldberg
Mr. Gonga
Art Gonzales
Debbie Gonzales
Oscar Gomez
Maggie Gould
Enrico Gradi
Dolores Griego
Eustacio Griego
Rosalia Griego
Tillie Gross
Kevin Grovet
Jaime Guerrero
Ginger Gutierrez
Charles Haegelin
Mary Lou and Robert Hall
John and Beth Hancock
Liz Hanlon
Mary Harnace
Sylvia Hayes
June Harner
Larry Heath
Danny Hernandez
Daniel Herrera
John Herrera
Tracy Herrera
Barbara Herrington
Marissa Hoffman
Andre Houle
Jody Horton
Laura Horton
Rene Horvath
Adele Hundley
Rick Jenkins
Chrissy Jeter
Carolyn Johns
Anthony Johnson
Susan Johnson
Joan S. Jones
Arnulfo Juarez
Margaret Kamp
John Kelly
Dixie Kessler
Betty King
Geraldine Kolman
Nick Kuhn
Philip Kuhns
Melissa Lama
Jared Larson
Amy Law
Maura Lewiecki
Dex Lewis
Rosa Lima
Eileen Longsworth
Blanca A. Lopez
Carlos Lopez
Senator Linda Lopez
Steve Lopez
Dennis Lorenz
Maria Lovato
Charles Lucas
Daniel Lueras
Paul Lusk
Daniel Lyon
Larry Madrid
Miguel Maestas
Paul Maestas
Steven Maestas
Oscar Marquez
Tanya Maldonado
George Marmolejo
Judy Martin-Tafoya
Jess Martinez
Jose Martinez
Pedro C. Martinez
Nathan Masek
Norman and Belinda Mason
Bennie W. Matlock
Sheran Matson
Bob McCabe
Lani McCarson
Ethel and Hershell McCarty
Rory McClannahan
Joanne McEntire
Libby McIntosh
Marlene Mellenthin
Bernadette Miera
Dave Mitchell
Rudolfo Monge-Oviedo
Faith Montoya
Henry Montoya
Sonny Montoya
Claude Morelli
Steven Morrow
Jeff Mortenson
Laurie Moye
Tracy Murphy
Kelly Murtagh
Larry Nelson
Bernadette Nevarez
Sara Newton-Juarez
Margaret Nieto
Darlene Norris
Laura D. Nunez
Annie Oandasan
Ruth O'Harra
Orlando Olivas

Information was also sent to people on the Planning Department Feedback Forum List, a SW APS Schools contact list, and a NM Business Registration list that includes most businesses in SW Albuquerque. About 50 people were interviewed (UNM students interviewed members of the general public and businesses, and ARC interviewed business owners.) Many of them do not appear on this list.

Jeff Oxendine
Eloy Padilla
Patricia Palmieri
Ellen and Bob Parrin
Roldan Pasion
Elisa Paster
Candelaria Patterson
Klarissa Pena
Lia Petty
Adolphe Pierre-Louis
Sue Pine
Beatrice and Martin Purcella
Pat Quinn
Julie Radoslovich
Maria Ramirez
Bill Ratliff
Marcella Raul
Nes Razon
Andrea Rector
Mike Riordan
Mina and Bob Richardson
Sandra P. & Cliff E. Richardson
Richard Rivas
Ray Rivera
Deborah Roarle
Robert Robeda
Chris Rodriguez
Luis Rodriguez
Bessie Romero
Cecilia Romero
Elaine Romero
Robert Romero
Francisco Ronquillo
Eric Russell
Janice Saavedra
Alfred Sanchez
Senator Bernadette M. Sanchez
Dr. Greg Sanchez
Janelle Sanchez
Ken Sanchez
Lydia A. Sanchez
Max Sanchez
Robert Sanchez
Christina Sandoval
Tom Savage
Diane Scena
Jerry & Mary Schroer
Matt Schmader
Jim Schwar
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Greg Sheet
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Al Soto
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Anni de Steiguer
Jim Strozier
Greg Sweet
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Louis Tafoya
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Sharon Torres
Judith Touloumis
Richard Trevino
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David A. Vargas
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Kira Wege-Peters
Kirk Wesselink
Celeste Wheeler
Steve Wheeler
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Kizito Wijenje
Pastor Gerald Wood
Tom Woodworth
Erne Woodley
Joel Wooldridge
Elsie Wu
Victor Wyant
Abel Zamora

....with special thanks to the students of the Fall 2005 UNM CRP 521 Advanced Planning Studio and their professors, Ric Richardson and Steve Wheeler!

WESTSIDE STRATEGIC PLAN

Volcano Mesa Area
2011 Amendment
Resolution 10-177

WESTSIDE STRATEGIC PLAN AMENDMENT

The amendment to the West Side Strategic Plan that follows shall be inserted after page 154 of the West Side Strategic Plan, at what is currently the end of Section 3 Specific Westside Communities, to continue after Policy 3.94.

Exhibit list:

1. Volcano Mesa Area
2. Relationship of the Volcano Mesa Area to the Volcanoes and Larger West Mesa Community
3. Volcano Mesa Community Sub-Areas
4. Employment Activity Centers
5. Natural and Cultural Features
6. Paths
7. Visual Sensitivity
8. Soil Series Map
9. Parks and Natural Drainages
10. Road Network Map
11. Trail Network Map

VOLCANO MESA AREA

The Volcano Mesa Area (**See Exhibit 1, Volcano Mesa Community**) covers approximately 3,532 acres. The area is surrounded on three sides by more than 7,000 acres of open space under City, State and Federal jurisdictions. The shape of the open space holdings includes large tracts and long, narrow bands of escarpment. The Volcano Mesa area includes portions of the land the US Congress set aside as Petroglyph National Monument (the "Monument") in 1990. From east to west, the Volcano Mesa area extends from the volcanic escarpment to the Major Public Open Space surrounding five dormant volcanoes (**See Exhibit 2, Relationship of the Volcano Mesa Area to the Volcanoes and Larger West Mesa Community**). From north to south, the Volcano Mesa area extends from south of the grant line and Paseo Del Norte to the Petroglyph National Monument. The Volcano Mesa area's boundary also includes a small area of unincorporated Bernalillo County land, in the Monument's North Geological Window. Any future actions in this area would require County review and approval. The Volcano Mesa area's cultural, natural and built conditions were used to inform the planning process and to guide the development of policies that are sensitive and responsive to the area's unique needs, challenges and opportunities. The Volcano Mesa area is made up of three separate planning areas, reflecting their distinct characters and planning needs: Volcano Cliffs, Volcano Heights and Volcano Trails (**See Exhibit 3, Volcano Mesa Community Sub-Areas**).

A. DEVELOPMENT TRENDS

1. Development Trends. Single-family residential subdivisions are the pattern for new development in the Volcano Mesa area by the area's existing RD zoning. The original single-use residential zoning prohibits integrating a mix of other uses which could make neighborhoods more walkable and convenient (e.g. neighborhood services). Under this type of zoning, it is certain that a desirable jobs / housing balance will not be achieved. Assuming a workforce need of 1.25 jobs per dwelling, a deficit of 13,000 jobs within the Plan area under the original trends is projected. Including the major Quail Ranch and Ventana West developments to the northwest, which are zoned for approximately 23,500 jobs, there is still a deficit of around 24,000 additional

jobs needed to provide an adequate job base serving the anticipated population of the plan area and vicinity. Build-out exclusively with single-family residential subdivisions would increase jobs / housing imbalances on the West Side, adding to traffic demands and increasing the burden on West Side and east-west transportation systems. Without adequate provision of employment, greater trip internalization, and more emphasis on transit-supportive land uses and road systems on the West Side, traffic congestion and demand for expanded river crossings will increase.

Policy 3.95 Volcano Heights Major Activity Center. The Volcano Heights Town Center should be designated as a Major Activity Center. The Volcano Heights Town Center provides an opportunity to address the jobs/housing imbalance in the area and will serve the region with employment, commercial, service and retail opportunities.

The Albuquerque Bernalillo County Comprehensive Plan designates two areas on the West Side of Albuquerque as Major Activity Centers (MAC): the Cottonwood Center and the Atrisco Business Park. Due to the way in which these two areas have developed – with low-density, auto-oriented, and single-use patterns – they are not contributing to meeting the employment and other daily needs of residents of the West Side as a Major Activity Centers should. Four areas are designated as Proposed Major Activity Centers; however, these are all west of Paseo Del Volcan.

By comparison, the east side of Albuquerque contains ten designated Major Activity Centers. According to the Mid Region Council of Governments (MRCOG), in 2008, there were 152,300 jobs provided on the east side of Albuquerque in the top seven activity centers on the east side, including Downtown, Uptown, UNM/CNM/Hospitals, Jefferson/I-25, Midtown, Sunport, and Kirtland Air Force Base. This is in stark contrast to the 14,400 jobs available in 2008 on the west side in the Intel/Cottonwood and Atrisco Business Park centers. **(See Exhibit 4, Employment Activity Centers)**

This suggests that the majority of people who live on the west side find their employment on the east side of the river, and, as an auto-oriented city, this has led to significant traffic problems today, which are predicted to continue and worsen. According to MRCOG, based on present-day land-use and zoning policies, the current trend of employment growth concentrated on the east side of the Rio Grande River will continue and will far outpace employment growth on Albuquerque's West Side. The only way to reverse this trend is to provide significant and attractive opportunities for employers to locate on the West Side.

Opportunities for designation of a Major Activity Center on the West Side are limited due to a lack of large, undeveloped tracts of land (300 acres or more, per the Comprehensive Plan) that are located at the intersection of two major roadways (also per the Comprehensive Plan). The Volcano Heights area provides a critical opportunity for the West Side to locate a mix of employment, commercial, service and residential uses to meet the needs of the wider area and decrease cross-river traffic. A MAC is described by the Comprehensive Plan as being 3 stories or higher, with a minimum Floor Area Ratio of 1.0. Therefore, to be considered a MAC, density and intensity of development is required. The opportunity presented by the Volcano Heights area should not be lost by allowing for development that follows the typical suburban pattern of single-story, single-use development, such as large retail facilities, that provide large areas of surface parking and cannot take advantage of or support quality transit service.

Policy 3.96 New zoning should be established for the Volcano Mesa area to correct the jobs/housing imbalance that exists for the area and to support area wide transit services. Development of the Volcano Mesa Area has the potential, with new zoning, to result in approximately 12,000 additional housing units with 30,000 residents and significant non-residential building. The total growth in the Albuquerque

market is approximately 5,500 residential units and 7,000 new jobs per year. Since Volcano Mesa is only a portion of the inventory of developable land, it is reasonable to expect build-out there to occur over several years, if not decades.

Policy 3.97 Volcano Cliffs Neighborhood Activity Center. The Volcano Cliffs Village Center should be designated as a Neighborhood Activity Center. The Volcano Cliffs Village Center provides an opportunity to provide daily services, convenience goods and personal services to the residential area that surrounds it. It is centrally located to the Volcano Cliffs area, is located at the junction of a minor arterial (Universe) and a collector (Rosa Parks) and is therefore well placed to serve the community. The proximity of the area to the Volcano Vista High School and the Tony Hillerman Middle School also make this a logical location.

3.98. Implementation Strategies should consider the following for growth phasing and timing. The considerations for the various phases of growth should generally include the following:

Public Improvement Districts. Public Improvement Districts (**Sections 5-11-1 et seq. NMSA 1978** provide another mechanism for funding development in the Volcano Mesa area. PIDs are established to create a special property tax assessment, over the normally charged rate, to fund the development of street and parking facilities, trails, parks, open space, recreational facilities, landscaping, public building, school sites and facilities, libraries and other educational and cultural facilities, water and wastewater systems, storm drainage, and private utilities, as provided in the Statute. Current City Ordinance requires a unanimous vote of all property owners to establish a PID, the State Statutory requirement is for three-fourths affirmative votes of District property owners cast, with the number of votes based on the acreage held of each owner. Due to these requirements, PIDs are more appropriate in cases where all of the property is owned by 1-5 developers.

Special Assessment Districts. SADs are districts that can be set up by State Statute (Chapter 3, Article 33 NMSA 1978) and used to finance and ensure timely provision of infrastructure to a defined area. Infrastructure in an SAD is funded through an assessment that is levied on each property within the district. The benefits of using SADs as a mechanism to fund infrastructure are that the City controls infrastructure improvement and can therefore ensure that it is developed at appropriate standards, and SADs are set up to permit development in areas that have a large number of property owners, as is the case in Volcano Cliffs. Funding generated under SADs is eligible to be utilized for basic infrastructure as well as things such as streetscape enhancements and landscaping.

PID/SAD Implementation. In order to ensure development that is compatible with the policies of the Volcano Mesa area and the regulations in applicable Rank 3 sector development plans, PIDs and SADs are subject to the requirements and guidelines established in the Volcano Mesa plans as required by state statute and other provisions of state statute as appropriate.

Workforce Housing. One of the goals of the Workforce Housing Act is to create diverse communities. A number of financial and regulatory mechanisms are available in the City to assist in reaching this goal in the Volcano Mesa area. These include, but are not limited to, waivers of City impact fees for affordable housing units in Planned Village Development Zones, affordable housing in adopted Centers and Corridors, and in mixed-income projects, affordable housing tax credits, and gap financing to achieve housing affordability using Federal, State, and Local funding sources.

Public-Private Partnership. It is recognized that there are many challenges involved in implementing development in the Volcano Mesa area due principally to the multiple ownership of parcels in critical locations such as the proposed Major Activity Center in the Volcano Heights sub-area. Overcoming these challenges will involve close and cooperative working relationships among the City, the private sector, and others.

Water. The Volcano Mesa area is located adjacent to the northern boundary of the pre-2006 Albuquerque Bernalillo County Water Utility Authority service area boundary. This boundary was extended northward with the acquisition of New Mexico Utilities in 2006. As such, all water system improvements identified in the project area are focused on improving the connectivity of the two water systems and well production.

B. ENVIRONMENT AND OPEN SPACE

1. Natural and cultural features

Volcano Mesa is privately held land that lies between the publicly owned lands that preserve the escarpment and protect the volcanoes and geologic windows. Volcano Mesa provides a unique portal to understand the rich interplay of cultures that is New Mexico as well as providing a unique portal into New Mexico's geological past. Most Albuquerque residents recognize the Monument as an important asset and associate it with the five volcanic cones and the 17-mile escarpment containing petroglyphs. There are more than 20,000 petroglyphs dating from 700 to 3,000 years ago carved within the Monument. A 2002 National Park Service ethnographic study—"That Place People Talk About: The Petroglyph National Monument, Ethnographic Landscape Report," Anschuetz et al., 2002 (hereinafter referred to as "Anscheutz") illuminates the still active religious and cultural value these sacred places hold for many Native Americans. The Monument's legal boundaries were influenced by the financial resources available for land acquisition. For the Pueblos, however, the site encompasses the entire lava bed, the volcanoes' caves and shafts, the petroglyphs, and additional features of importance in meaning and use. The Volcanoes, Petroglyph National Monument, outcrops of basalt (especially those containing petroglyphs), the Sandia Mountains, and other locations are sacred places for many Native Americans and they still figure into their ceremonial practices.

Petroglyphs. Not just realistic representations of specific animals or people, the images are used to transmit thought, energy, and learning across space and time into other dimensions within a defined and bounded world.

Shrines, Caves, Lava Tubes in Volcanoes, Recesses in the Escarpment Face, and Elsewhere. Various other West Mesa sites function with the petroglyphs as an interlocking system of spiritual communication. The lava tubes and caves near two northernmost Volcanoes west of the Plan area contained shell beads, pendants, turquoise, hematite, selenite, mica, colored pebbles, prayer sticks, and feathers. These are places "where the world breathes" and prayers are directed. (Anschuetz, 3.24-25). Arrangements of stones, boulders with pecked and ground facets, stone piles, prominent boulders, recesses in the Escarpment, or rock spires are similarly meaningful.

Plazas. Plazas physically express the Pueblos' center and open the villages to the landscape.

The Sandia Mountains. On one edge of the bowl that forms the Pueblo World, the Sandias are the home for important shrines and the highest earth spirits, who protect the communities below and visit the West Mesa lava bed. (Anschuetz, 3.21-22)

Arroyos. Historically, arroyos play an important cultural role for Native American communities, connecting ceremonial sites on the mesa across the escarpment to Pueblo villages along the Rio Grande. Arroyos generally run west to east between these features (See **Exhibit 5, Natural and Cultural Features)**.

Pathways. Trails connecting former villages along the Rio Grande ran up the valley slopes and escarpment, past the petroglyphs and shrines, to the volcanoes and mountains beyond. The trails were used for hunting, gathering, agricultural, and traditional and cultural activities. Because in Pueblo life, there is little separation of the functional from the spiritual, the paths form an interrelated flow of energy and movement along the trails that can be considered a ritual pilgrimage (Anschuetz, 3.31, 3.33-34). **Exhibit 6 Paths** illustrates many of the

paths in and around the Volcano Mesa area so the reader may visualize the petroglyph concentrations on the Escarpment paths such as along the Boca Negra and the Piedras Marcadas arroyos that lead to the volcanic cones.

Policy 3.99 Development in the Volcano Mesa area should recognize the sensitive ecological, historical, and cultural importance of the area and future Rank 3 plans in the area should respect this in the following ways:

- **Protect the narrow band of the Escarpment on the eastern edge of Volcano Mesa and maintain the views to and from the Escarpment;**
- **Establish design standards for developments built adjacent to the edge of open space that will be compatible visually and ecologically with the high desert landscape;**
- **Maintain where possible the travel paths along the arroyo courses from the Pueblo sites on the Rio Grande valley floor, through the Escarpment, the Monument's North and Middle Geologic Windows, and to the Volcanic cones;**
- **Protect view sheds from the North Geologic Window and the cones of the northern most Volcanoes to the Sandia Mountains and the Rio Grande;**
- **Include a plant list for the open space and conservation areas drawn from native species in the area;**
- **Establish an urban form criteria which limits heights and prescribes harmonious colors to preserve views and promotes an urban environment that fosters the active life of the community.**

These considerations are included not just because they reflect traditional values, but also because they incorporate good planning principles.

2. View studies

The volcanoes rise above the volcanic escarpment on the western horizon of Albuquerque, forming a dramatic backdrop to the city on the west, as the Sandia Mountains do to the east. Views are an important part of the identity of the plan area and as a prominent natural feature framing the city, of Albuquerque itself. In recognition of the importance of views from afar, a Visual Sensitivity analysis, which depicts the Volcano Mesa area as viewed from distant points and that should serve as the basis for reflectivity and color standards in future Rank 3 sector development plans, is included as Exhibit 6 and described below. For Native Americans, spiritual contemplation often embraced views to the Volcanoes, the Sandia Mountains, and the Rio Grande, views that are appreciated by all cultures.

A) Visual Sensitivity Analysis. Development in the Plan area will impact views that residents see looking toward the western edge from the east side of the city. The Visual Sensitivity photo montage shows views toward the Plan area from Downtown and from Paseo del Norte just west of I-25 (See **Exhibit 7, Visual Sensitivity**). It provides visual information on the extent to which different Volcano Mesa areas will be seen and where the new development will be located on the city's western horizon. From these distant locations the top of the escarpment is visible no matter how low the buildings are. The arrows indicate the approximate ranges of the land use districts.

B) View Shed Analysis. A View Shed Analysis also was conducted to determine what could be seen from different locations within Volcano Cliffs and the city assuming that the area was completely developed under standard zoning. The objectives of the view study included:

- Preserving views of the Volcanic Cones from within the Volcano Mesa area and the rest of the city of Albuquerque.
- Minimizing the visual impact of Volcano Mesa development, especially along the Escarpment edge.

Protecting views from key cultural locations including from the Volcanic Cones and the Petroglyph cluster within the North Geologic Window to the Rio Grande and the Sandia Mountains; minimizing the visual impact of development in the Volcano Mesa area from these locations. Future Rank 3 sector development plans for the Volcano Mesa area should establish building height restrictions consistent with these objectives. These objectives should also be addressed through architectural standards such as building materials, reflectivity, and color.

Policy 3.100

- **Important views from locations within the Volcano Mesa area to the Rio Grande basin, the city of Albuquerque and the Sandia Mountains should be protected with height restrictions in future Rank 3 sector development plans for the area; and**
- **Development in the Volcano Mesa area may be visible from the east side of the City of Albuquerque; therefore care should be taken in order to minimize visually intrusive development in all of the Volcano Mesa area.**
- **The analysis of the views to the Volcano Mesa area and from the Volcano Mesa area should provide the basis for regulations in future Rank 3 sector development plans for dealing with height, color, reflectivity, lighting, building materials, and landscape design. To minimize the visual impact of development, predominant colors used on structures should blend with the natural colors of the mesa.**

3. Geological and soil conditions

Flows of basalt at varying depths and widths run through the Volcano Mesa area. Six lava flows have been identified that issued from volcanic fissures related to the subsidence of the Albuquerque basin approximately 190,000 years ago. The different layers of the flows can be seen in the Geologic Windows.

According to the National Park Service report, Albuquerque West Mesa Petroglyph Study, June 1987, "Soil has formed on the West Mesa as the rocks have slowly weathered. The common parent materials are basalt and fine alluvial silt and sand. Sand is common in this environment and, if not part of the parent rock, is soon added by the wind. On the mesa top, soil varies in depth from 0 on the escarpment rim and volcanic cones to more than 5 feet in broad areas of little slope." Generally in the western portions of the Plan area at higher elevations closer to the volcanic cones, soil is thinner and basalt is closer to the surface.

Soil conditions are mapped on **Exhibit 8, Soil Series Map** using information from the Northwest Mesa Escarpment Plan (NWMEP). Information regarding geology and soils was obtained from the Soil Survey of Bernalillo County and Parts of Sandoval and Valencia Counties as cited in the NWMEP.

According to the NWMEP, four types of soils overlie the basalt along the upper edge of the volcanic escarpment and mesa. The predominant type is Alameda sandy loam at 0-5% slopes. Moderately deep and well drained, runoff is medium and water erosion is slight. The second most prevalent soil type is Madurez-Wink, which is deeper, well drained and gently sloping. Wind erosion is moderate to severe. Akela-Rock outcrop at 1-9% slope occurs near the escarpment edge and in the western portion of the Volcano Mesa area. It is a cobbly sandy loam, with a shallow depth to bedrock. According to the NWMEP, the underlying basalt is exposed throughout 20% of this complex. Runoff is very rapid and water erosion moderate.

The Kokan-Rock outcrop association characterizes the face of the volcanic escarpment and the area within and surrounding the Northern Geologic Window. Basalt boulders cover 40% of the escarpment face. Runoff is

rapid. Shallow depth to bedrock, steep slopes, small stones, and inability to maintain cut slopes in the outcrop severely limits use of the complex for excavations and dwellings.

Much of the lower leg of the plan area running along the top of the escarpment consists of Latene sandy loam at 1-5% slopes. This soil type is comparatively deep and well drained. Engineers describe conditions of approximately two feet of soil in this area that needs little fill.

Policy 3.101 Development and Engineering Considerations
Retention of the natural landscape is a key goal of the Volcano Mesa area and of previously adopted City policies. To the largest extent possible the natural landscape should be retained. Importing large amounts of fill is discouraged because this type of treatment masks the natural terrain and geological conditions that make the area unique, desirable, and of value to residents and the larger community.

Surface water
According to the NWMEP, "Mesa top soils impose certain constraints on development. Vertical joints along the rim of the escarpment are planes of weakness, and as the soft sediments below the basalt are weakened by water passing down the joints, blocks of rock detach and roll down the slope. This instability would be increased by indiscriminate use of explosives and by utility line trenches channeling surface water into the joints. Care should be taken in the use of explosives and in trenching for utility lines to avoid channeling surface water into the joints. Back from the rim where the soil is deep enough to bury utility lines without disturbing bedrock, development would have less impact and would be less costly. An additional problem is low soil density and therefore low bearing strength. To correct this problem, the soil should be pre-compacted before constructing streets and building foundations."

Depth of soil/ depth to basalt
The depth of soil is variable, ranging from areas where the basalt is exposed, areas with intermittent rock, and areas that have several feet of soil. The first layer of basalt—up to five feet in depth—is fractured and porous and can normally be excavated with earth moving equipment. The deeper layer of solid rock requires blasting or trenching.

Policy 3.102 More detailed engineering analysis of soil conditions should precede detailed plans (subdivision plats, Special Assessment Districts, Private Infrastructure Districts, master plans for activity centers, etc.). General soil testing, including depth to bedrock, should provide information useful to contractors and city engineers concerned with the expense of installing utilities.

4. Treatment of natural and cultural features

The Monument and affiliated City Major Public Open Space create a major natural ecosystem for Albuquerque. At the heart of the ecosystem are the Boca Negra / Mariposa arroyos, making up a 21 square-mile watershed. Arroyos have played an important cultural role for prehistoric communities, connecting ceremonial sites on the volcanic mesa through the Escarpment to former Pueblo villages along the Rio Grande. **Exhibit 9, Parks and Natural Drainages** shows the natural arroyos and drainage systems traversing the area. The watershed is generally bounded by the Calabacillas Arroyo basin on the north and the San Antonio arroyo basin on the south. The developed watershed channel extends to a small area below the escarpment and into the Mariposa Detention Basin.

The AMAFCA master plan for arroyos and stormwater drainage provides for a regional detention basin at Unser and Universe, but does not detail all stormwater facilities. While some of the area's stormwater runoff will need to flow to engineered pipes and channels, some parts of the different Boca Negra arroyos courses can

continue to act as natural drainage facilities. The arroyos may function as stormwater facilities so long as the preserved swath is wide enough to carry 100-year flows. In addition, AMAFCA requires management and maintenance of the arroyos so that no alterations reduce the flow capacity the arroyos have been planned to carry.

While key geologic and cultural features have been set aside as national park and Major Public Open Space, urbanization around these wilderness areas will dramatically change them. Urbanization that disconnects or destroys the interconnected network of arroyos and rivers reduces the viability of plant and animal species. Preserving the arroyos not only maintains the richest habitat, but also the very features that ecologically link the largest expanses of open space to each other. To the east, the ecosystem link to the Rio Grande is largely cut off by Taylor Ranch. However, to the west, the opportunity still remains to link the ecosystem to the Rio Puerco wilderness.

The Major Public Open Space that exists within and adjacent to the Volcano Mesa area does not have a fully developed formal trail system that links open space into a consolidated network. Under current conditions, drainage channels are not being used to their potential as walking and biking trails that could link the natural open areas.

Policy 3.103 Protection of archeological and cultural resources should be ensured, and the natural drainage function of the arroyos should be maintained to manage stormwater, interconnect the ecology of Petroglyph National Monument, maintain the cultural resource of ancient pathways, and provide recreational trails. The Volcano Mesa area contains several sites of archeological significance, many of which (but not all) have been designated as Major Public Open Space. These Petroglyph and settlement sites tend to be concentrated within the Northern Geologic Window, in the large tract owned by the State of New Mexico, along arroyo corridors, on some rock outcroppings, and within the Monument.

Importantly, many Petroglyph sites can only be fully understood and appreciated if visual connections are maintained to the volcanoes, Sandia Mountains and Rio Grande. Portions of the State Land parcel between the Northern Geologic Window and the Volcano Vista High School site are of interest for open space acquisition because of their archeological and ecological significance. Here, a reach of the North Fork of the Boca Negra Arroyo includes numerous stands of juniper that make a rich bird habitat. The Boca Negra Wash Folsom site tells the story of Ice Age Native Americans living 12,000 years ago. To the north of the Folsom site, there is a dry playa that contains a rich record of environmental change.

In addition, rock outcrops—volcanic knolls or hillocks—occur randomly throughout the Plan area. The exposed basalt retains both water and heat and, therefore is host to a rich habitat. From an archeological point of view, these knolls were frequently used as viewpoints, resting areas, and places for various field activities occurring away from the primary Pueblo residential areas.

Policy 3.104 Adequate setbacks from petroglyphs and archeological sites should be maintained. Development, trails, and recreation areas should be set back at least 50 feet from prehistoric petroglyphs or other sites with high archeological value, unless part of an approved interpretive exhibit.

Policy 3.105 View Corridors should be preserved. To the extent possible, streets and linear open spaces should extend from archeological sites of major cultural importance toward the Sandia Mountains to the east and the two northern-most volcanoes to the west.

Policy 3.106 Development of interpretive features should include the following:

a. A National Park Service representative for the Petroglyph National Monument and the City Open Space Division for other open space and park locations should determine the appropriate design and development standards for interpretive signage and exhibits where major trails are near prominent archeological features.

b. Trails & interpretive features should not come within 50 feet of these sensitive features, unless designed under the guidance of a qualified archeologist.

Policy 3.107 Ensure conservation of significant rock outcrops. All rock outcroppings containing petroglyphs should be conserved. Major rock outcroppings should be conserved. Site treatment should include preservation, avoidance, testing, or documentation of surface and/or subsurface remains, as provided below. Major rock outcroppings are defined thus:

- **i. Generally a major rock outcropping shall be a portion of bedrock or other stratum protruding at least 6 feet high on its steepest side as measured from the base of the adjacent 10% slope line and in excess of 500 square feet in surface area.**
- **ii. The four key criteria are: a 1:20 or less height to width ratio, exposed basalt or rock, native trees and/or native shrubs, and if it is an archaeological site.**
- **iii. These criteria should be field verified and mapped to determine those features which meet the definition of an outcropping for preservation purposes.**

Policy 3.108 Adjustments to site and lot layouts and building pads are encouraged in order to preserve rock outcroppings, and clusters of major rock outcroppings should be placed within publicly accessible open space. All subdivision, site plans, and master plans including those developed for Public Infrastructure Districts and Special Assessment Districts should be designed to conserve these outcroppings to the extent practicable and submittals for development approval should contain a description of the actions taken to carry out this requirement.

Policy 3.109 An archeological survey by a qualified archeologist should be provided as follows:.
a. All subdivision, site plans, building permits, and master plans including those developed for Public Infrastructure Districts and Special Assessment Districts, should include a survey by a qualified archeologist to identify such rock outcrops and any petroglyphs that may be located on them and other archeological sites. A survey report should be provided including recommendations on preservation and mitigation. The surveys should be required at the earliest possible level of approval. The review function shall be carried out by the City Archaeologist as specified in the Archaeological Sites Ordinance, § 14-16-3-20 ROA 1994.

b. For private utility and public projects, an archeological survey report should be submitted prior to approval of Rank 3 corridor plans or facility designs. The review function shall be carried out by the City Archaeologist as specified in the Archaeological Sites Ordinance, § 14-16-3-20 ROA 1994. Once a survey is accepted it should be utilized to meet this requirement for subsequent approvals of the tract.

c. All archeological surveys should follow a general archaeological research design that treats the Volcano Mesa Community as a whole and not as disparate sites within the area. The Volcano Mesa Community should then be treated as an integral part of the larger west mesa, including the Petroglyph National Monument, its volcanoes and escarpment faces. The area is an archaeological landscape, and data should be collected before it is lost to development. Special attention should be given to watersheds, watercourses, and adjacent lands that form cultural and spiritual linkages for past and present Native belief systems. Individual properties will not be required to survey any larger area than what they own or

propose to develop. Thresholds for archaeological survey on individual properties will follow the criteria established in the Archaeological Sites Ordinance, § 14-16-3-20 ROA 1994.

C. TRANSPORTATION AND TRANSIT

Planned Roadway Improvements. Phasing of roadway improvements, based on the inclusion of roadways in approved plans and programmed funding, provides a critical context in the Volcano Mesa area for the phasing and timing of development and needed implementation mechanisms. It will be necessary to identify sources of right-of-way, street, and streetscape funding/dedications /contributions-in-aid to implement the roadway network identified in Exhibit 9.

Regional Impacts. Increasing regional traffic demands have occurred against a backdrop of rapid suburban growth and increasing travel. In 1970, per capita vehicle-miles traveled were 12.4 miles per day (per Albuquerque Metropolitan Planning Area); by 2000, per capita vehicle miles had increased to 20.9 miles per day—an increase of 69%. As seen in other metropolitan areas, much of this increase in car travel is attributable to spreading low-density growth, where destinations are spread farther out and walking to destinations is increasingly difficult.

Transportation impacts from Volcano Cliffs development have raised concern among public decision-makers, government agencies, and citizens. The West Side arterial network is strained, with points of frequent congestion on Coors Boulevard, the only continuous north-south arterial currently built west of the Rio Grande. Congestion has increased on many river crossings, most notably on Montaño. Many workers on the West Side must commute to job centers east of the river.

City and regional transportation planners are looking to the planned extensions of Unser and Paseo del Norte to alleviate congestion on the West Side, although arterial connections will remain constrained at the Rio Grande and across the Monument escarpment. Near the Plan area, Albuquerque, Rio Rancho and Bernalillo County have approved many projects that are moving forward. Low density, single-family residences dominate nearly all of this new growth. Little employment growth has been planned, further contributing to an imbalance of jobs and housing on the West Side, and even greater pressures on the road system.

Policy 3.110 The access points to Paseo Del Norte and Unser, shown in Exhibit 10, Road Network Map should be adopted.
MRCOG defines Unser and Paseo Del Norte as "limited access roadways" designed to carry high volumes of regional traffic. To maintain travel speeds, intersection spacing is restricted. However, a key component of the Roadway plan **(See Exhibit 10)** is the proposed access locations along Unser Blvd. and Paseo Del Norte within the Volcano Mesa area. While both roads are currently designated Limited Access Arterials, whose main function is to move traffic quickly and efficiently, these arterials must now provide access to and from adjacent neighborhoods as well as the Volcano Heights sub-area in order to support the level of employment, commercial, and residential uses envisioned for the Volcano Heights Major Activity Center. The proposed access points, both full and right-in/ right-out, provide essential connections into and within the Volcano Mesa area and form the basis of the area's internal network. In addition, the proposed access points facilitate access to transit and the proposed Transit Center located in the Volcano Heights sub-area. Proposed access points are shown on the Roadway plan, these access locations are generally located to provide optimal connections to, from, and within the Volcano Mesa area and the Volcano Cliffs sub-area.

Transit. Coors Boulevard is designated as the main west side corridor for High Capacity Transit on the MRCOG Long Range High Capacity Transit System Map. The Albuquerque-Bernalillo County Centers and Corridors Plan shows Unser as an Express Corridor appropriate for limited stop service from Rio Bravo to McMahon north of the Plan area. This regional plan designates Unser as a major north-south route, ultimately

connecting I-40 to Rio Rancho on the north. City and regional transportation authorities are considering expanding the network of Bus Rapid Transit (BRT) and/or Rapid Bus routes.

Policy 3.111 Transit service that is efficient, accessible and reliable should be developed for the Volcano Mesa area. Fast, frequent, and reliable transit plays a vital role in reducing both Vehicle Miles Traveled (VMT) and regional traffic congestion, but it cannot achieve these goals without a parallel effort to develop a land-use pattern that supports transit. The Volcano Mesa area's emphasis on walkability and the range of densities and built forms proposed will ultimately make more frequent transit service viable. Transit systems should be deployed in the area in a manner commensurate with the intensity of development. As full development is achieved, the Bus Rapid Transit (BRT) system proposed for the area, using dedicated bus lanes and emerging technologies, can make transit competitive with the car. Transit, and especially BRT, can eventually serve as the conveyance of choice between communities and employment centers in the Volcano Mesa area and on the West Side in general, and also to and from central Albuquerque and the I-25 corridor.

The following are recommendations for transit development within the Plan area.

a. Transit Network. Transit stops and/or stations should be located to maximize the number of residents and workers who can walk less than one-quarter mile to a stop or station. On these routes, crossings of a limited-access arterial or arroyo will need special design treatment to ensure safe and easy pedestrian crossings. Transit stops or stations should be placed near the center of the Volcano Cliff Village Center, and the Major Activity Center, and adjacent to where retail conveniences, schools and public amenities are planned. At the same time reasonably direct routes and acceptable system-wide travel speeds should be maintained.

b. Long Range High Capacity Transit Plan. Unser Boulevard should be designated as suitable for High Capacity Transit, and linked within the Volcano Mesa area with an extension of BRT on Paseo del Norte extending west of Coors. Transit improvements may be phased and interim routing may be different from the ultimate routes in some locations. The Long Range High Capacity Transit Plan should be amended to be consistent with adopted recommendations.

c. High Occupancy Vehicle (HOV) Lanes & Bus Rapid Transit (BRT). Travel lanes dedicated solely to buses and other high occupancy vehicles reduce travel time for those who car pool or use transit. Paseo del Norte and Unser should be designed to accommodate travel lanes for BRT/HOV lanes. A BRT and future light rail station should be maintained near the center of the Major Activity Center to enhance its pedestrian and locational advantages. Lanes solely for the use of BRT should connect HOV lanes along Paseo del Norte and Unser with the center of the Major Activity Center **(see Exhibit 10, Road Network Map, for possible BRT alignments)**.

d. Transit-Oriented Development. To attain high transit ridership, transit-supportive uses should predominate within a third of a mile (1,760 feet) of transit stops. Consideration should be given to transit system policies, which emphasize more frequent service along high-density corridors.

e. Convenience and Access. Pedestrian routes to transit stops should be reasonably direct (along streets and/or off-street paths); circuitous routes should be avoided. Transit stops should be placed near retail conveniences and community amenities.

f. Transit Centers. Transfer between BRT routes should occur at a "transit center" near the center of the Major Activity Center; this transit center may also serve local buses **(see Exhibit 10, Road Network Map, for possible BRT alignments)**. Transfer between BRT and local bus should be facilitated by a transit center near

where Rainbow, Universe, and Unser converge; a more detailed master plan for this area should consider how this "transit center" might be accomplished.

g. Park & Ride. "Park & Ride" locations should be sought in the Volcano Mesa area and their design should consider how future parking could be introduced. If BRT on Unser extends beyond the northern edge of the Volcano Mesa area, land should be reserved for the creation of a "Park & Ride" lot as a way of intercepting traffic flowing from Rio Rancho and other points to the north. Parking structures can provide greater security for parked vehicles and are desirable at these locations.

h. Transit Stop & Station Design. The approach to transit stops / stations should offer direct pedestrian routes, and be tree-lined and barrier free. Transit stops and/or stations should be designed as prominent focal points, offering well lit shelters that provide shelter and shade and are within or adjacent to plazas or other civic features. Shelter may be incorporated within the architecture of adjacent buildings, or through the use of arcades or durable awnings. Transit route and system maps should be displayed at all stops / stations. Bicycle storage racks should be located at major transit stops.

Policy 3.112 Establish and adopt a bicycle network that supports a safe, accessible and efficient alternative to the car.

The Long Range Bikeway System map for the Albuquerque urban area shows bike trails along Unser, Paseo Del Norte and Rainbow Blvd. Bicycling and walking/hiking should be encouraged through an expanded network of open space trails and supportive street features, like bike lanes and landscaping **(see Exhibit 11, Volcano Mesa Bike & Trail Network)**. These facilities will make biking, hiking and walking safer and more enjoyable, whether it is for commuting, errands, or leisure. Multi-use trail locations and design will help avoid human activity on ecologically and archeologically sensitive lands.

a. Separate bicycle trails combined with walking are proposed along the Escarpment edge, along the southern edge of Paseo del Norte, along the former alignment of Rainbow, and along planned open space on the western edges of the Volcano Mesa area.

b. A bike lane is proposed along Universe. A bike lane that will provide a good alternative bicycle commuter route is proposed along Universe. This lane also connects with Unser above the Escarpment.

c. Class 3 bike routes signed for bicycles but without a separate bike lane are recommended for Collector streets such as Rosa Parks, and Woodmont.

d. A bike lane has been constructed on the ROW of Unser through the Escarpment. In addition to continuing on-street bike lanes on Unser to connect to existing bike lanes on Unser north of Paradise Blvd., a separate bike trail should be constructed for use by recreational cyclists as well as pedestrians.

Policy 3.113 Expand and adopt the multi-use trail network within Major Public Open Space and Public Utility Easement Areas.

An exceptional trail system can be established by joining together the arroyo corridors, paths along the Monument, major utility easements, and open space into a continuous network. Trail locations and designs should be designed to help avoid human activity on ecologically and archeologically-sensitive lands. Bicycling and hiking can be encouraged through a network of open space trails and supportive street features, like bike lanes and landscaping. These facilities will make biking and hiking safer and more enjoyable, whether it is for commuting, errands, or leisure. Trail locations and design should be designed to help avoid human activity on

ecologically- and archeologically-sensitive lands. As such the trail network shown in **Exhibit 11 Trail Network Map** should be adopted.

Policy 3.114 Ensure appropriate trail design.
a. Access. Access to trails should be reasonably direct and well-signed. Break-away or removable bollards shall prevent access to trails by motorized vehicles, while allowing maintenance and emergency vehicles.

b. Design. Trails should be at least 9 feet wide to accommodate pedestrians, bicyclists, and maintenance and emergency vehicles. Trail design should be coordinated with the Trail Design division of the City Parks and Recreation Department.

c. Lighting. Where appropriate bollard lighting should be used adjacent to the Monument and arroyo corridors. In no case shall height of light fixtures exceed 14 feet along trails.

d. Interpretive Features. Interpretive signs and overlooks should be provided to increase public awareness of unique cultural and geographic features.

e. Stormwater Management. Runoff from trails should be managed to avoid erosion. Trails should utilize permeable materials that meet ADA standards.

f. Shade Trees. Native, drought-tolerant shade trees should be planted along trails in a continuous way, but views of the volcanoes, the Rio Grande from the Monument, and the Sandia Mountains should not be obstructed, nor should sensitive habitats be negatively affected.

ADOPTED CITY PLANS AND POLICIES GUIDING DEVELOPMENT WITHIN THE PLAN AREA.

The following land use plans and policies govern development in the Plan area:

Rank 1:	Albuquerque-Bernalillo County Comprehensive Plan (CP)
Rank 2:	West Side Strategic Plan (WSSP), Facility Plan for Arroyos (FPA), Facility Plan for Electric Service Transmission and Subtransmission Facilities (FPESTSF) , Major Public Open Space Facility Plan (MPOSFP), and Trails & Bikeways Facility Plan (T&BFP)
Rank 3:	Northwest Mesa Escarpment Plan (NWMEP)
Other:	Albuquerque Planned Growth Strategy (PGS)

Applicable policies can be summarized as follows:
- New development may occur where vacant land is contiguous to existing or programmed urban facilities (CP)
- Service extensions for areas with multiple ownership and premature platting only when there is reassembly or sector plans provided (CP)
- Open space lands and water shall be acquired or regulated as appropriate to serve one or more of the following purposes: conservation of natural resources and environmental features; opportunities for outdoor education and recreation; shaping of the urban form; conservation of archeological resources; provision of trail corridors (CP)
- Criteria for designation of a new neighborhood activity center that includes transit service potential, fiscal impact, capacity of public services, market potential, potential for shaping the built environment. (CP, WSSP)
- Drainage and flood control are the most important functions of the City's arroyos. Other uses within or adjacent to them should not interfere with these functions. (FPA, 16)

- Arroyos, whether in a natural or altered state, shall be used for purposes in addition to drainage whenever practicable, and whenever the utility of such multiple use is determined to outweigh the foreseeable risk of harm or injury from such use. (FPA, 16)
- The City shall encourage the development of parks adjacent to the drainage channels of designated Urban Recreational Arroyos (such as the Boca Negra), and along segments of arroyos connecting significant activity areas. The design of public amenities shall be planned and programmed as part of the arroyo corridor planning process. (FPA, 52)
- Standards for the location and design of transmission and subtransmission facilities should be followed in order to mitigate potential adverse siting impacts of transmission and subtransmission facilities, especially on areas having significant historic and cultural value. (FPESTSF, 4-8)
- Public access trails and easements are recommended as an integral part of private development adjacent to Major Public Open Space. (MPOSFP, 28)
- The location of access points, parking and trail heads will be coordinated with the sidewalk system, existing and proposed trails identified in the Bikeways and Trails Facility Plan, and on adjacent Federal lands. (MPOSFP, 29)
- Facility development adjacent to the escarpment shall be consistent with the requirements of the Northwest Mesa Escarpment Plan or its successor. (MPOSFP, 49)
- Proposed primary and secondary trails within the Volcano Mesa area will provide opportunities and critical linkages for the off-street trails system to support both commuter and recreational cyclists. (T&BFP, 21-22)
- Design controls to protect the escarpment, archeological and other resources through controls on height, runoff, color and materials (NWMEP)
- Preservation of views to and from the volcanic escarpment through setback, height and building massing limits (WSSP, NWMEP)
- In the Volcano Cliffs area, the City shall encourage assembly of lots of multiple owners, cluster of housing to provide more open space and efficient provision of utilities, use of xeriscape landscaping and other water conservation techniques to be encouraged through provision of master plan infrastructure prior to normal extension of infrastructure. (WSSP)
- Orderly, efficient (from the standpoint of urban infrastructure), and environmentally sensitive development of the Volcano Cliffs through planning approvals and infrastructure extension determinations (WSSP)

Exhibit 1, Volcano Mesa Community

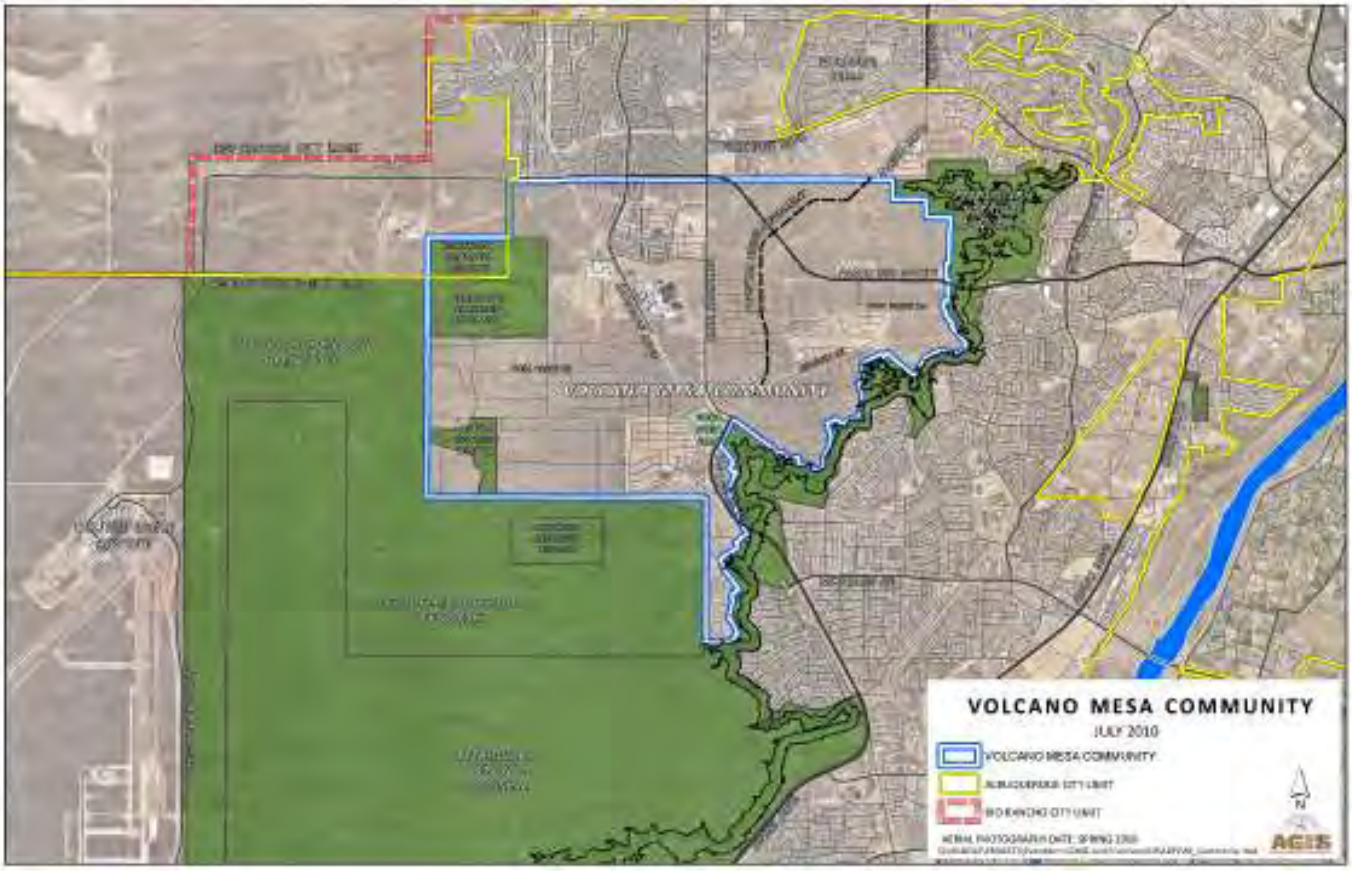


Exhibit 2, Relationship of the Volcano Mesa Area to the Volcanoes and Larger West Mesa Community



Exhibit 3, Volcano Mesa Community Sub Areas



Exhibit 4, Employment Activity Centers (Source: MRCOG)

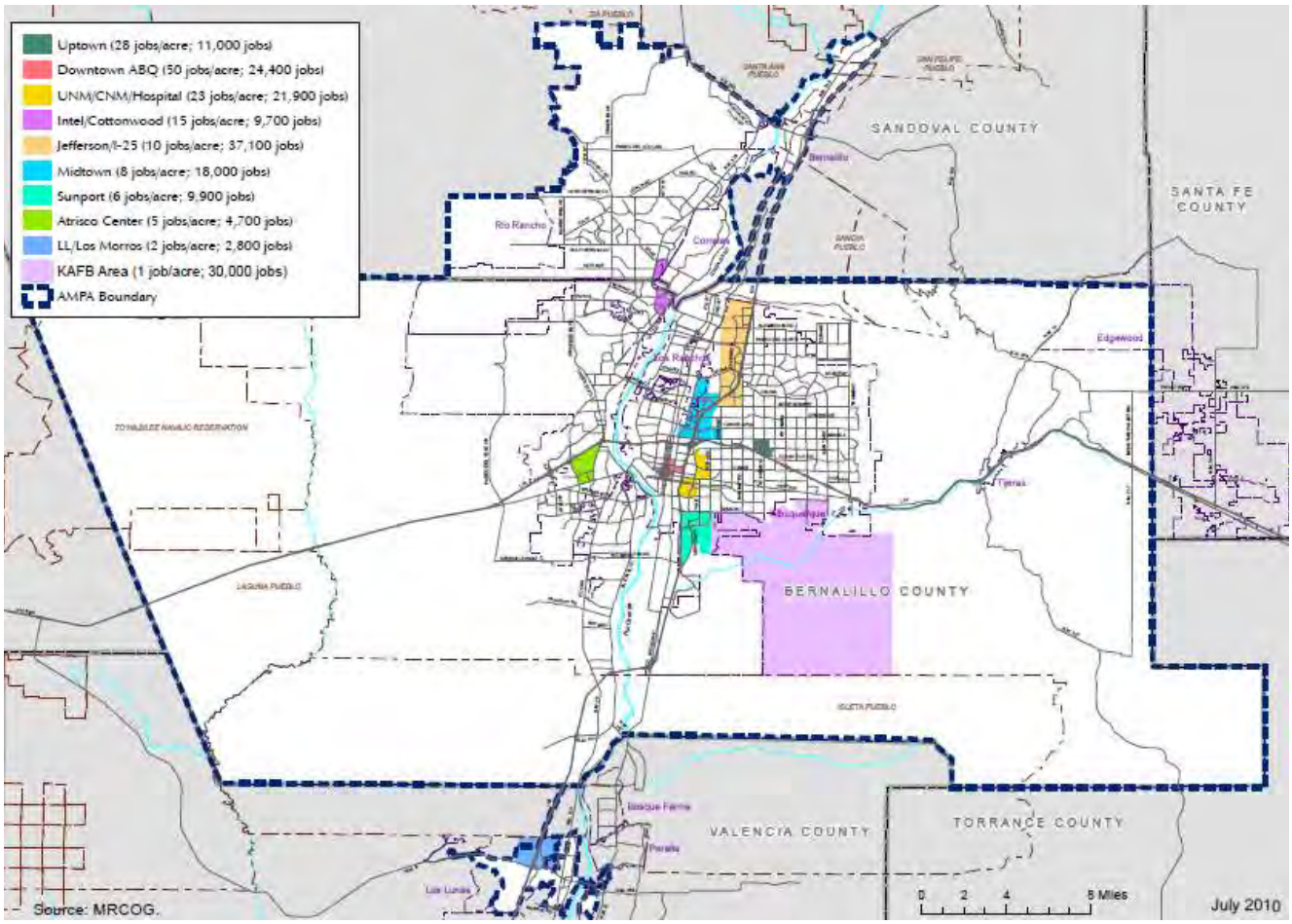


Exhibit 5, Natural and Cultural Features

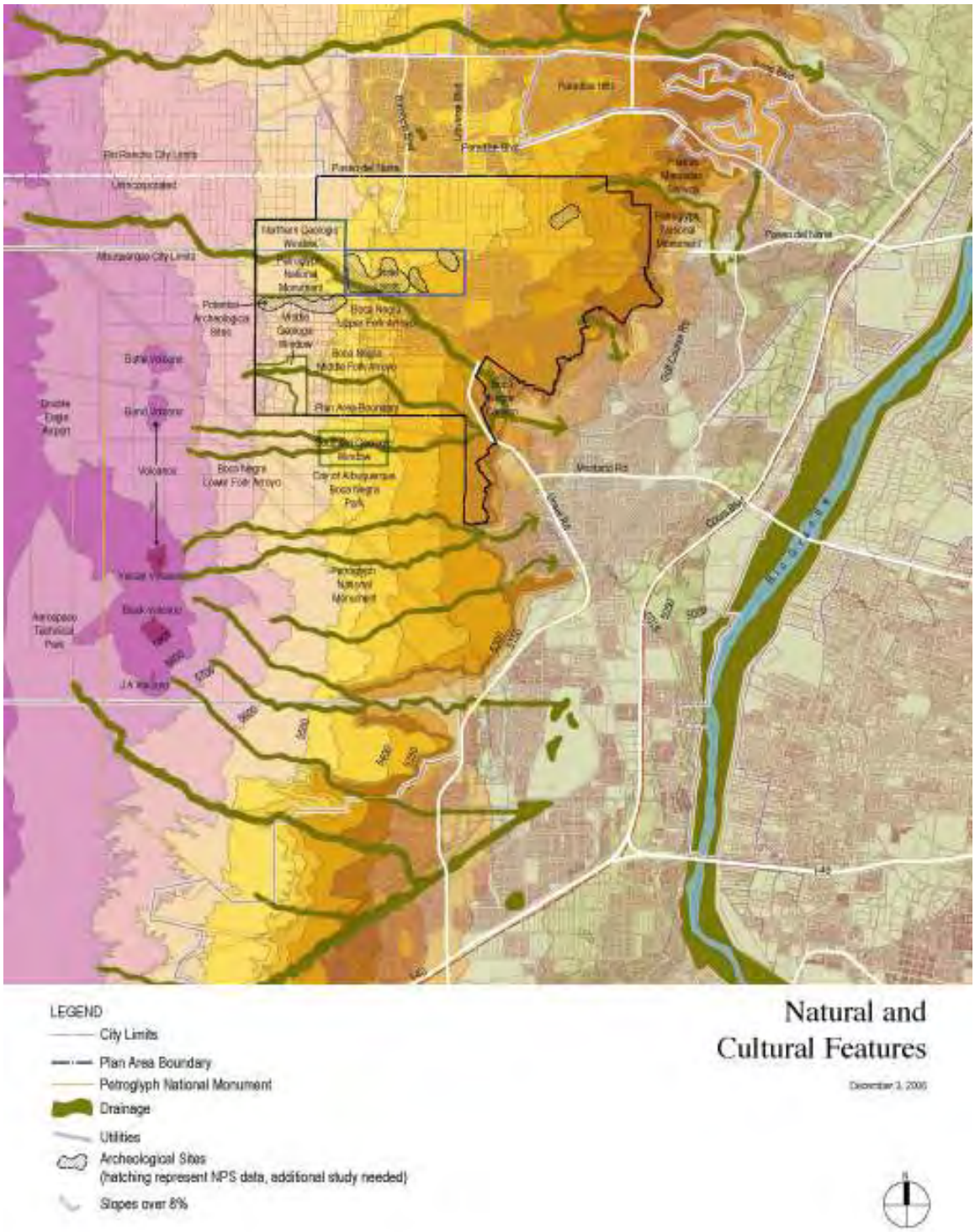


Exhibit 6, Paths

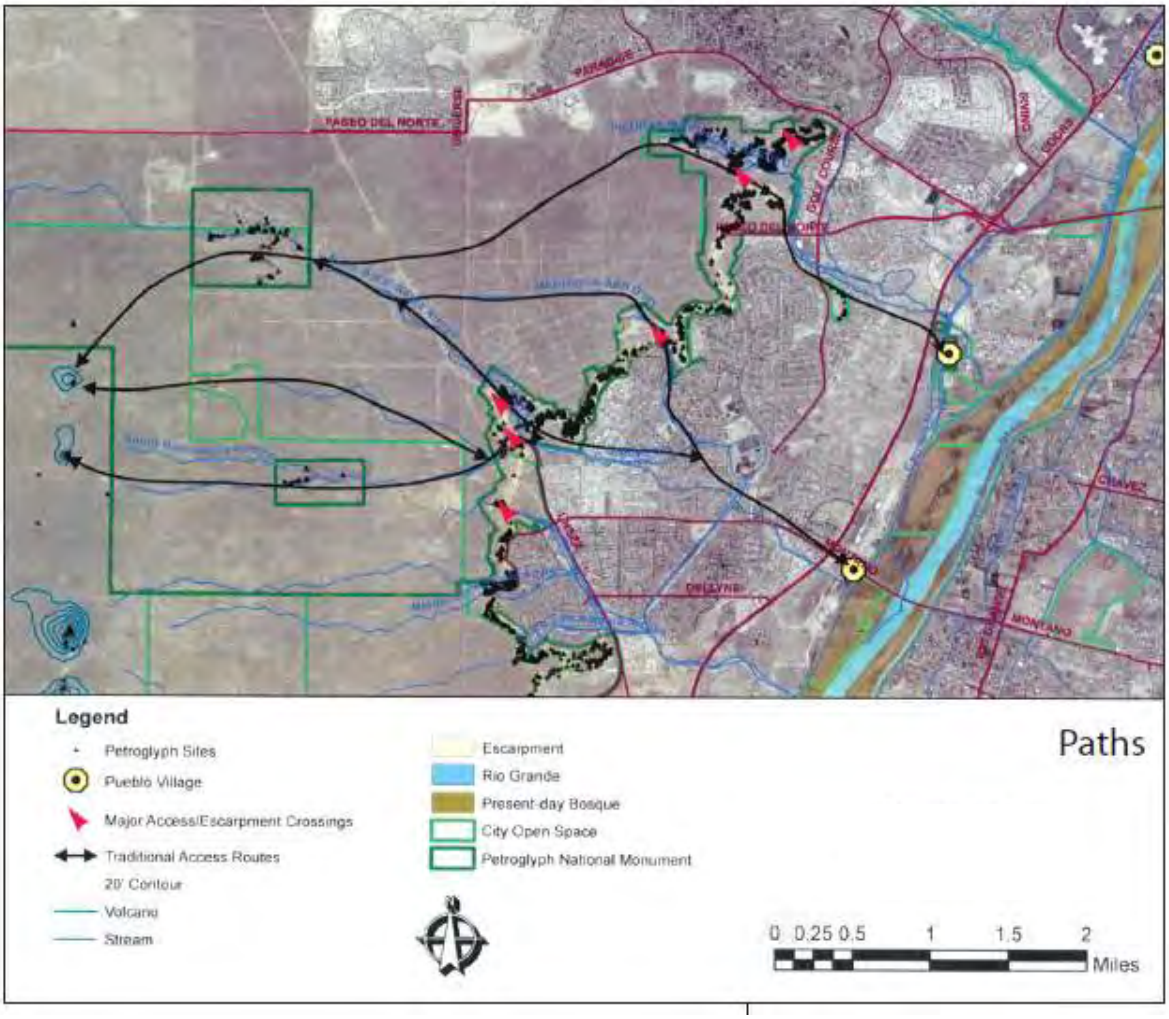


Exhibit 7, Visual Sensitivity

Exhibit 8, Soil Series Map

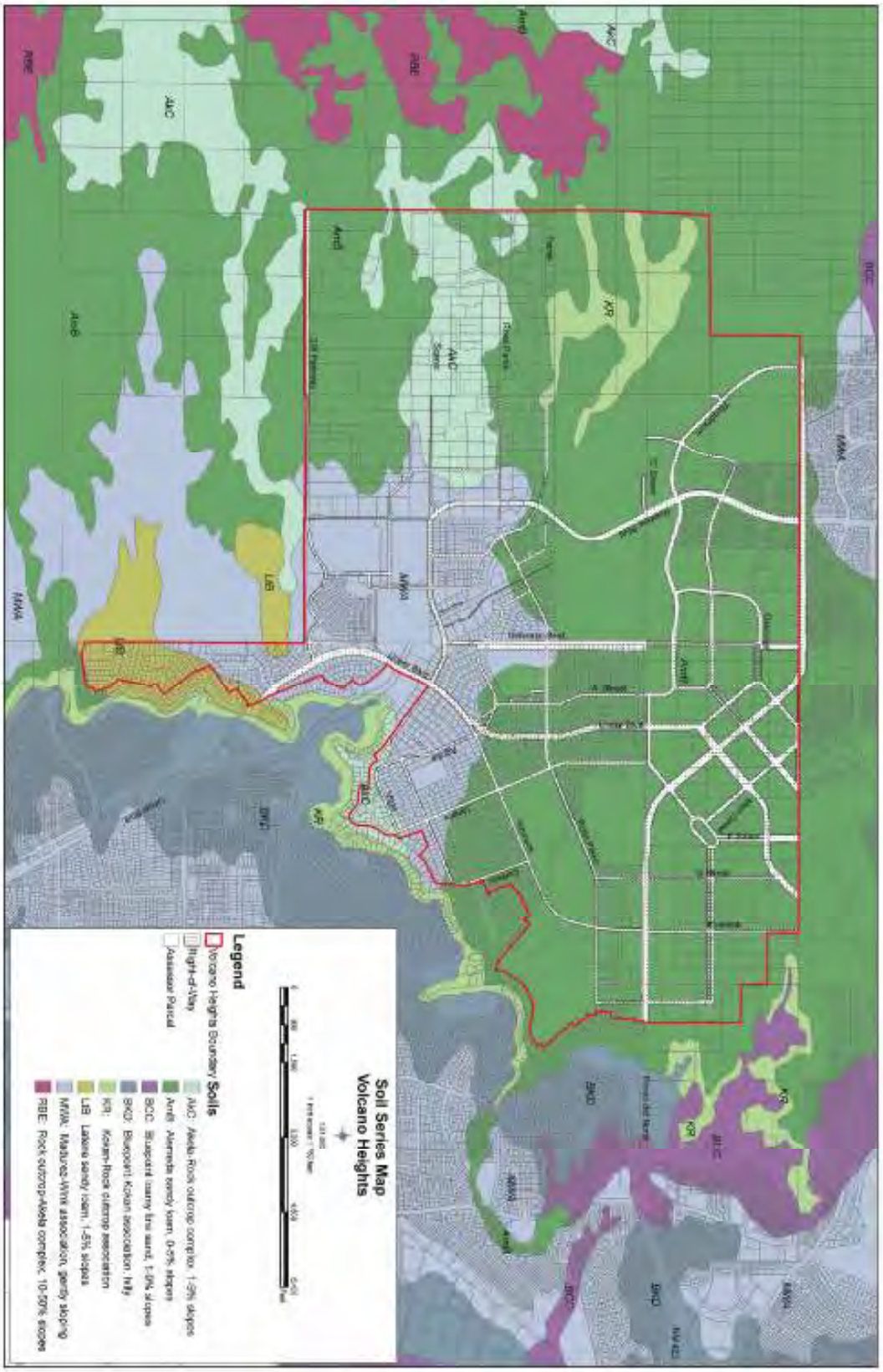


Exhibit 9, Parks and Natural Drainages

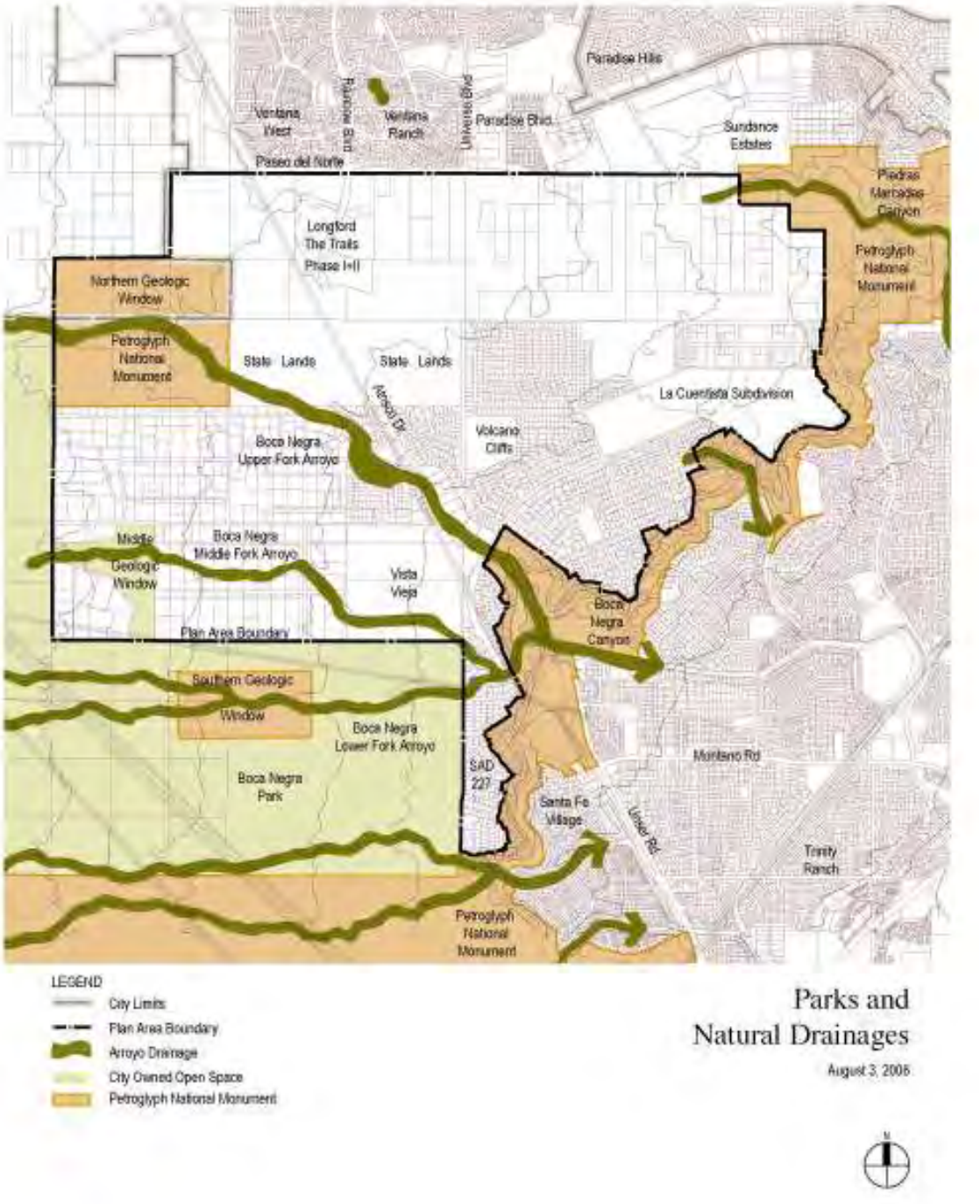


Exhibit 10, Road Network Map

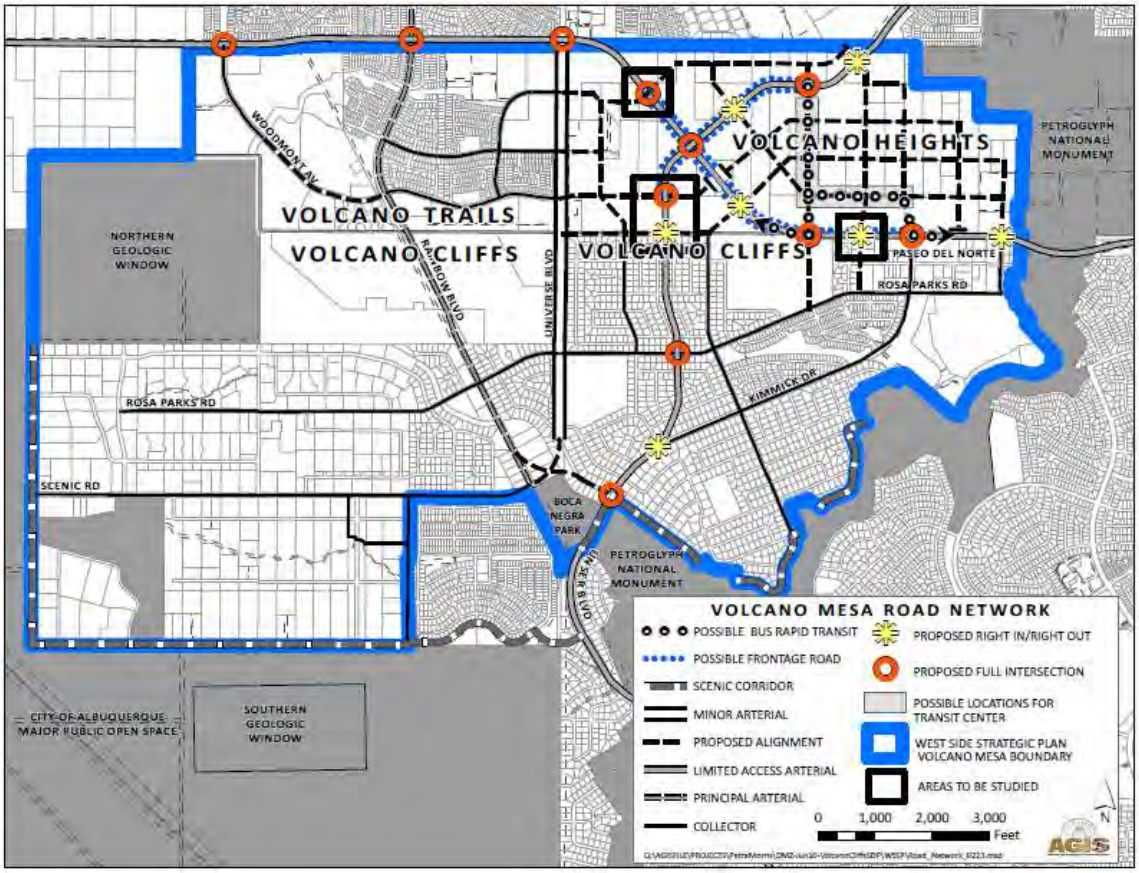
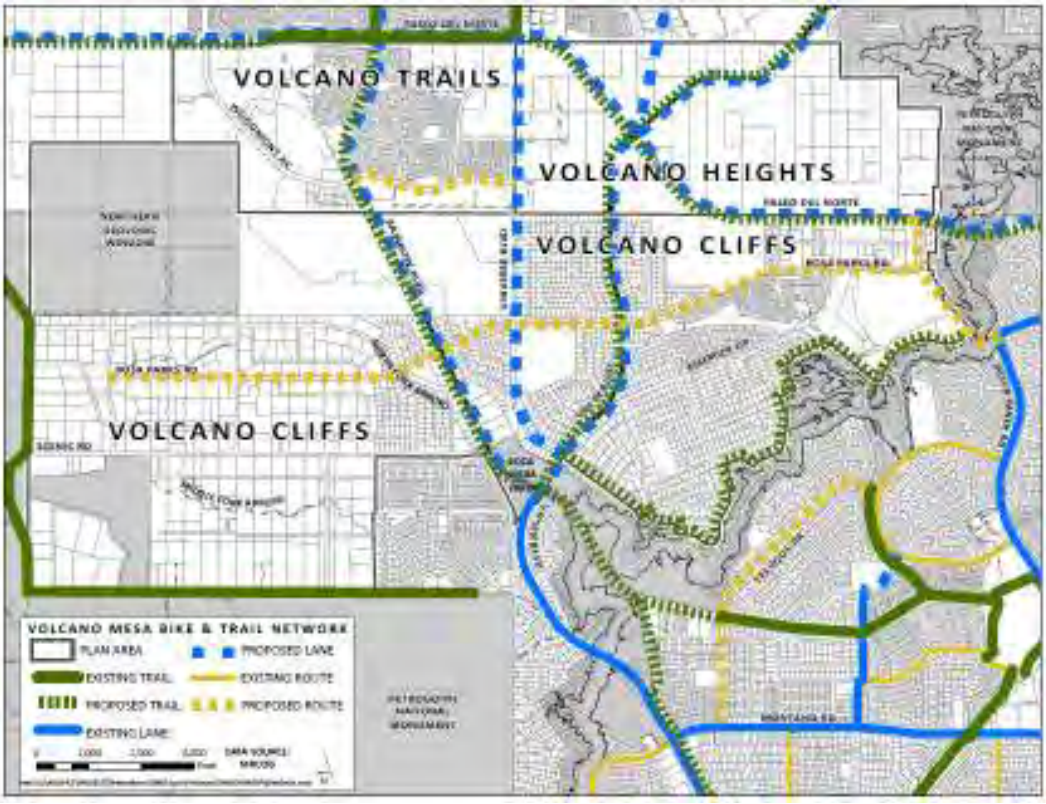


Exhibit 11, Volcano Mesa Bike & Trail Network



APPENDIX A
WEST SIDE STRATEGIC PLAN
TRANSPORTATION & LAND USE CONCEPT MAP FOR WESTSIDE/MCMAHAN CORRIDOR

CITY of ALBUQUERQUE
THIRTEENTH COUNCIL

COUNCIL BILL NO. R-249 ENACTMENT NO. 117-1999

SPONSORED BY: Alan B. Armijo

RESOLUTION

ESTABLISHING A POLICY FOR KEY DECISIONS ON LAND USE AND TRANSPORTATION FOR THE WESTSIDE-McMAHON CORRIDOR; RECEIVING THE WESTSIDE-MCMAHON LAND USE AND TRANSPORTATION GUIDE; AMENDING THE WEST SIDE STRATEGIC PLAN BY ADDING A REFERENCE TO THE WESTSIDE-MCMAHON TRANSPORTATION AND LAND USE POLICY SET FORTH HEREIN.

WHEREAS, the City has established an overall direction for land use, transportation and growth within the City of Albuquerque through the adoption of policies emanating from the Transportation Evaluation Study; and

WHEREAS, the City has established a direction for land use and transportation on Albuquerque's Westside through the adoption of the Westside Strategic Plan; and

WHEREAS, the policies emanating from the Transportation Evaluation Study and the Westside Strategic Plan direct the use of increased densities and mixed uses within major activity centers and transportation corridors to reduce dependence on automobile travel; and

WHEREAS, the City is conducting a transportation corridor study for the Westside-McMahon Corridor for the purposes of identifying major transportation improvements within the area bounded on the north by the Bernalillo County-Sandoval County line, on the east by the NM 528 and the Coors By-pass, on the south by Irving Boulevard, and on the west by Rainbow Boulevard; and

WHEREAS, the Westside-McMahon Corridor encompasses two of the activity centers identified by the Westside Strategic Plan; and

WHEREAS, growth and development is imminent within the corridor; and

WHEREAS, a transportation and land use guide has been prepared for the undeveloped portions of the Westside-McMahon corridor that identifies an arrangement of higher density and mixed land uses, and that creates an opportunity for reduced automobile use and encourages the use of transit, bicycle and pedestrian modes; and

WHEREAS, the transportation and land use guide was developed by the City with the assistance of a special committee established by the Environmental Planning Commission comprised of major landowners, developers, and neighborhood representatives having a stake in the corridor; and

WHEREAS, the Guide has been synthesized into a policy and map; and

WHEREAS, the Environmental Planning Commission has reviewed the transportation and land use policy at public hearings and study sessions and has transmitted it to the City Council with Findings and Recommendations.

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

Section 1: The Transportation and Land Use Guide, April 1999, developed for the Westside-McMahon Corridor is hereby received. This guide, which is background information supporting the policy below, provides the user with an understanding of the problem and need for such guidance.

Section 2: The concepts and development parameters identified within the Westside-McMahon Transportation and Land Use Policy establishes a desirable direction for promoting the opportunity for reduced automobile travel and encourages the use of transit, bicycle and pedestrian modes.

Section 3: The land use concepts set forth herein are not intended to imply zoning or supersede existing zoning and/or development plans.

Section 4: The map included as Attachment A, Transportation and Land Use Concept for the Westside-McMahon Corridor, and the performance measures listed below establishes the policy that will be used by the Environmental Planning Commission and the City Council in their review of development and rezoning proposals for properties located within the Westside-McMahon corridor.

A. Such proposals should be generally consistent with density, type and

hierarchy of uses as illustrated in Attachment A. For the purposes of Attachment A, the following definitions shall apply:

1. Low density residential is less than 7 dwelling units per acre (du's/acre). Medium density is 7 to 15 du's/acre and high density is greater than 15 du's/acre.

2. Low Commercial includes neighborhood scale commercial development as allowed under the C-1 zone category of the City of Albuquerque Comprehensive Zoning Code.

3. Medium Commercial includes community scale commercial development as allowed under the C-2 zone category of the City of Albuquerque Comprehensive Zoning Code.

4. Mixed Use refers to a mixture of neighborhood and village scale commercial, office, community service and other employment associated uses, and high density residential developments. Where designated mixed use areas involve multiple parcels, the mixture and distribution of uses should be achieved for the area as a whole and are not a goal for any single parcel.

5. Village Core may include a mixture of commercial, office, community services, other employment associated uses and residential developments, consistent with the concepts described in *Westside Strategic Plan*.

6. Institutional uses include public and private institutions such as schools, hospitals and churches.

7. Public facilities include uses such as, but not limited to, parks, water and sewer facilities, and publicly operated park and ride lots.

B. Residential uses should be located in a hierarchy with the highest densities adjacent to the commercial/office centers and the lowest densities between the nodes of non-residential development.

C. Connections that provide safe and efficient pedestrian movements to enhance mobility within the corridor and encourage the use of transit, bicycle and pedestrian modes as an alternative to automobile travel should be provided between adjoining uses and between developments and the transportation system.

D. The approximate access points for Ellison Drive, McMahon Boulevard,

Westside Boulevard and Unser Boulevard, within the Westside-McMahon Corridor, will be located as illustrated in attachment A, and as follows:

1. The approximate access points for McMahon Boulevard are shown in Attachment A. Full intersections should be limited to approximately one thousand foot intervals. Additional partial accesses will be considered, consistent with the criteria in the City's Development Process Manual, provided they are a distance of approximately 400 feet from adjacent intersections.

2. The approximate access points for Westside Boulevard are shown in Attachment A. Full intersections should be limited to approximately one-half mile intervals with partial access at approximately one-quarter mile intervals. Additional partial accesses will be considered, consistent with the criteria in the City's Development Process Manual, provided they are a distance of approximately 400 feet from adjacent intersections.

3. The proposed additional access points for Unser Boulevard are shown in Attachment A. The additional access is a trade-off in support of the higher density, mixed use development proposed by the McMahon/Unser Village Center. One additional full access is proposed between Westside Boulevard and McMahon Boulevard.

a. Access from Unser boulevard at the collector streets immediately north and south of McMahon Boulevard may be allowed conditioned on the following: 1) traffic operations on Unser Boulevard within the Unser/McMahon village center are not degraded as demonstrated by a traffic impact analysis performed to the satisfaction of the city traffic engineer based on a 35 mph speed limit through the village center; and 2) the additional access is approved by the Urban Transportation Planning Policy Board (UTPPB) of the middle Rio Grande Council of Governments.

E. Transit facilities should be located as illustrated in Attachment A, and as follows:

1. The Town Center and park and ride facility located in the northwest quadrant of Ellison Boulevard and the Coors Bypass, which will include a parking area, shelter, lighting, landscaping, bicycle storage facilities, and kiosks,

should be served by several express and local bus routes; and

2. The Village Core at the southwest quadrant of the Unser Boulevard/McMahon Boulevard intersection should include an on-site transit facility as an integral component of the development. This facility should include benches, covered area within the development or free-standing shelter, bicycle storage facilities, and shared parking that can be used by park and ride patrons, and

3. Village Center and designated neighborhood transit facilities should be located as follows:

a. Village Center bus stop locations with shelter, benches, lighting, bicycle storage facilities, and landscaping should be located near the intersections of McMahon Boulevard and Golf Course Road, McMahon Boulevard and Unser Boulevard, and McMahon Boulevard and Rainbow Boulevard. (see Attachment A); and

b. A full bus stop with shelter, benches, lighting, bicycle storage facilities, and landscaping should be located adjacent to McMahon Boulevard approximately six hundred feet west of Bandelier Street (see Attachment A); and

c. Provision for shared parking that can be used by park and ride patrons, should also be considered at each of these centers and designated stops, at the discretion of the City Traffic Engineer.

4. Bus stops with shelter and bench facilities, outside designated centers, should be provided along the arterial street system at intervals of approximately 1/4 mile, or as otherwise determined by the City's Transit Department.

F. In consideration of the more intense development and potential for increased traffic congestion at designated activity centers along McMahon Boulevard, the extension of bus service should be considered a high priority in the City of Albuquerque's financial planning for expanded transit service. The provision of this service should be triggered by the completion of any one of the major stop facilities at the Unser/McMahon and Rainbow/McMahon centers.

G. Bicycle, trail and pedestrian facilities and linkages should be located as illustrated in Attachment A, and as follows:

1. Bicycle, trail and pedestrian facilities parallel to Ellison Road, McMahon Boulevard and Westside Boulevard; and

2. A trail facility parallel to the Calabacillas Arroyo; and

3. A trail connection at the Calabacillas Arroyo and McMahon Boulevard crossing; and

4. A trail and bicycle undercrossing of Ellison Road at the Black Arroyo and connection to the Ellison Road facilities; and

5. Well lighted and landscaped pedestrian connections between residential areas and the arterial street system, should occur at intervals no greater than 1/4 mile. Where consistent with the other elements of this resolution and where substantial out-of-direction travel is not required, sidewalks that are part of the residential and collector street system may be used to fulfill this provision; and

6. Commercial and office developments should include designated pedestrian and bicycle facilities that link the developed site with the pedestrian and bicycle facilities on the adjacent arterial street system. Well lighted and landscaped pedestrian facilities connecting residential and commercial developments, should also connect to transit routes and major stop facilities; and

7. Off-street bicycle, trail or pedestrian facilities, extending through residential developments, should be built within a public right-of-way and maintained by the City of Albuquerque.

Section 5. The West Side Strategic Plan is hereby amended on page 55 to include a footnote referring to the land use and transportation policy for the Westside-McMahon Corridor established in this resolution, which reads: "A more specific land use and transportation policy for a large portion of the Seven Bar Ranch Community was developed in the 'Westside-McMahon Corridor Study' in 1999 and is included in City Council Enactment No. 117-1999 printed with the West Side Strategic Plan adopting resolutions at the front of this document."

Section 6. The City of Albuquerque, Bernalillo County and City of Rio Rancho governments, all having jurisdiction within the Westside-McMahon Corridor, are encouraged to work closely together to ensure the consistent application of said guidance.

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

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

PASSED AND ADOPTED THIS 1ST DAY OF NOVEMBER, 1999

BY A VOTE OF 8 FOR AND 0 AGAINST.

Yes: 8
Excused: Cummins

Vincent E. Griego, President
City Council

APPROVED THIS 9th DAY OF November, 1999

Jim Baca, Mayor
City of Albuquerque

ATTEST:

City Clerk

Bill No. R-249

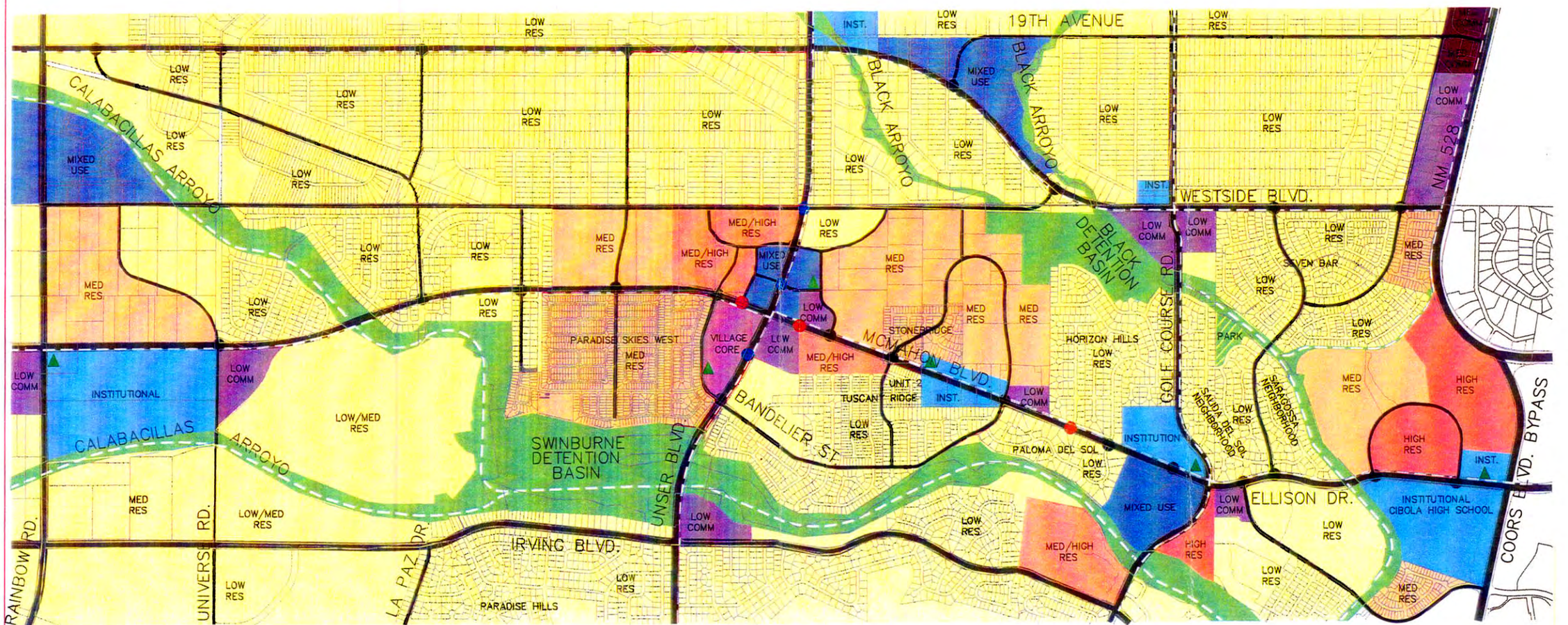
Underscored Material - New
[Bracketed Material] - Deletion

Attachment A
Transportation and Land Use Concept for the Westside-McMahon Corridor

Legend

- Partial Access
- Full Access
- Access to be Determined
- Major Transit Stops
- Bicycle/Pedestrian Facilities

Scale 1" = 1500'



ACKNOWLEGEMENTS AND SPECIAL THANKS TO:

CITIZENS STEERING COMMITTEE
(Original 1997 Plan)

Ken Bernard, Ladera Heights Neighborhood Association
Silviano Candelaria, Skyview West Neighborhood Association
William Fuller, Paradise Hills Civic Association
Fred Griego, Atrisco Land Rights Council
Rita Kirk, Isleta Pueblo Office of Environmental Protection
Linda Limon, Rose Acres Neighborhood Association
Don Newton, Taylor Ranch Neighborhood Association
Ruthie Owens, LBJ Middle School
Stephanie Poston, Sandia Tribal Office
David Riley, At-Large Member
Jose Rivera, Coordinator
Gloria Sanchez, At-Large Member
Jack Scott, Alban Hills Neighborhood Association
Carol Tingley, Riverview Heights Neighborhood Association
Ramona Torres-Ford, Westgate Heights Neighborhood Association

TECHNICAL TEAM

CITY OF ALBUQUERQUE

Fred Aguirre, Public Works
Cynthia Borrego-Archuleta, Planning
John Castillo, Public Works
Bill Coleman, Public Works
Doug Crandall, Code/Zoning
Kym Dicome, Development Services
Carlos Dominguez, Fire
Colleen Frenz, Parks & Geneeral Services
John Gregory, Capital Imp. Program
Ernest Guenther, Aviation
Mary Lou Haywood-Spells, Neigh. Coord.
Dan Hogan, Public Works
Laura Mason, Legal
Erik Pfeiffer, Economic Development
Bruce Rizzieri, Transit
Janet Saiers, Cultural & Rec. Services
Matt Schmader, Open Space/Archaeology
Roy Turpen, Police
James Voet, Finance and Management
Dan Warren, Environmental Health
Jerry Widdison, Public Works
Jean Witherspoon, Public Works

NON-CITY AGENCIES

Dave Abrams, Council of Government's
Sam Adamo, Richard Korvaski, APS
Dan Aragon, Bernalillo County Zoning
Chuck Atwood & Pat McMurray, APS
Larry Blair & Kurt Browning, AMAFCA
Larry Beal, National Park Service
Richard Brusuelas, Bernalillo Co. Env. Health
Richard Herrera, Rio Rancho Schools
Eric Hill, Sandoval County
Ed Korzdorfer, Soil Conservation Service
Thaddeus Lucero, Bernalillo County Zoning
Roger Lujan, UNM Facility Planning
Joe Oliva, Council of Government's
Phil Rios, Village of Corrales
Lynne Sebastian, State Historic Preservation
Diane Souder, National Park Service
David Stoliker, Bernalillo Co. Public Works
Sadie Tafoya, T-VI
Steve Tollefson, City of Rio Rancho
Richard Tonigan, Rio Rancho Schools
Kathy Trujillo, NMSHTD

WEST SIDE STRATEGICE PLAN AMENDMENTS (2002)

SPECIAL THANKS TO ENVIRONMENTAL PLANNING COMMISSION TASK FORCE:

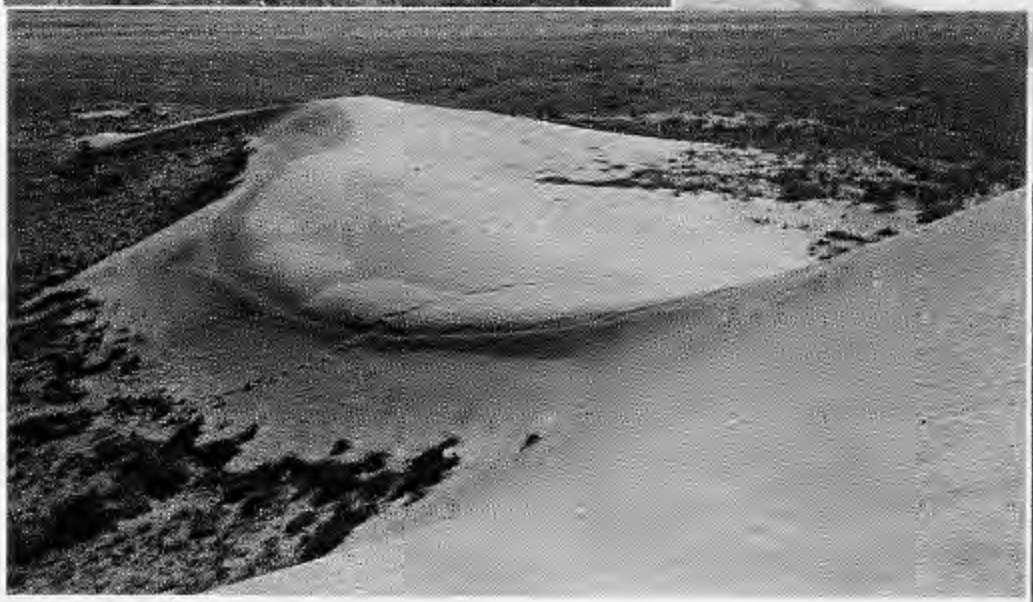
Chuck Gara, Chair
Susan Johnson, EPC Member
Bob Cohen, Neighborhood Representative
Bill Fuller, Neighborhood Representative
Lawrence Kline, Professional Design Representative
George Reinhart, Professional Design Representative
Greg Foltz, Professional Development Representative
Mary Strickman, Professional Development Representative













This plan is dedicated to Cynthia Bruce, Carl Benavides and Nancy Richards, whose devotion to and concern for our community's future were important to their personal and professional lives.

COUNTY OF BERNALILLO
Juan Vigil, County Manager
Malcolm Fleming, Assistant County Manager
Thaddeus Lucero, County Planning Director

CITY OF ALBUQUERQUE
Martin J. Chávez, Mayor
Lawrence Rael, Chief Administrative Officer
Jay Czar, Deputy Chief Administrative Officer
Vickie Fisher, Deputy Chief Administrative Of-

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Barbara Seward, Vice-Chair
Steve D. Gallegos
Les Houston
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Tim Cummins
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Sandy Fish, AICP, Senior Planner
Shirley Wozniak, Senior Planner
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Russell Brito, Associate Planner
Adrienne Emmot, Assistant Planner
Margaret Garcia, Board Secretary
Joe Lujan, Graphic Artist
Jesse Garves, Graphic Artist
Laura Bristow, Copy Center Technician

CURRENT AS OF MARCH 1997