



**CITY of ALBUQUERQUE
EIGHTH COUNCIL**

COUNCIL BILL NO. R-25h ENACTMENT NO. 35-1989

SPONSORED BY: Vincent E. Griego

RESOLUTION

ADOPTING THE RANK 3 RIO GRANDE BOULEVARD CORRIDOR PLAN; ADOPTING A
DESIGN OVERLAY ZONE AND AMENDING ZONE MAPS TO ILLUSTRATE THE
BOUNDARIES OF THIS ZONE.

WHEREAS, the Council, the Governing Body of the City of
Albuquerque, has the authority to adopt plans for physical
development within the planning and platting jurisdiction of the
City as authorized by New Mexico Statutes and by the City Charter as
allowed under home rule provisions of the Constitution of the State
of New Mexico; and

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

WHEREAS, corridor plans are Rank Three plans; and

WHEREAS, the Council recognizes the need for design regulations
and guidelines for Rio Grande Boulevard public right-of-way and
lands adjacent to it to improve nonmotorized travel and to enhance
the historic, residential and landscape characteristics of the plan
area's river valley location; and

WHEREAS, the Council recognizes that it recommended the Rio
Grande Boulevard Corridor Plan be undertaken to ensure that these
goals be attained; and

WHEREAS, the Council recognizes the need for public projects to
improve the public right-of-way for both motorized and nonmotorized
travel; and

1 WHEREAS, the Rio Grande Boulevard Corridor Plan has been
2 developed by the City of Albuquerque Planning Division with the
3 assistance of neighborhood groups, property owners and the official
4 planning bodies having jurisdiction over the plan area in accordance
5 with the interests and needs of Rio Grande Boulevard Corridor and
6 residents and property owners as expressed through public meetings;
7 and

8 WHEREAS, the Environmental Planning Commission, in its advisory
9 role on all matters related to planning, zoning and environmental
10 protection recommended the adoption of the Rio Grande Boulevard
11 Corridor Plan, at a public hearing October 27, 1988, finding the
12 plan consistent with the provisions of the Albuquerque/Bernalillo
13 County Comprehensive Plan.

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

16 Section 1. The Rio Grande Boulevard Corridor Plan, attached
17 hereto and made part of this Resolution is hereby adopted as a Rank
18 three Plan. All development and improvement activities within the
19 plan area shall be guided by this plan excepting the H-1 Zone and
20 H-1 Buffer Zone.

21 Section 2. The Design Overlay Zone, shown on Figure 21 of the
22 Rio Grande Boulevard Corridor Plan, is hereby mapped as an amendment
23 to the City of Albuquerque Zone Map.

24 Section 3. It is recommended that the Design Overlay Zone be
25 presented to the Landmarks and Urban Conservation Commission so they
26 may consider incorporating the Design Overlay Zone regulations and
27 guidelines into the H-1 Zone and H-1 Buffer Zone Guidelines.

28 Section 4. City Departments are instructed to consider public
29 right-of-way improvements proposed on pages 57, 59, 61, 62, and
30 Appendix K of the attached plan for timely inclusion in the Capital
31 Implementation Program and, when appropriate, in Special Assessment
32 Districts.

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1 PASSED AND ADOPTED THIS 6th DAY OF FEBRUARY, 1989.

2 BY A VOTE OF 8 FOR AND 0 AGAINST.

3 Yes: 8
4 Excused: Wiener

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11 APPROVED THIS 2nd DAY OF MARCH, 1989.

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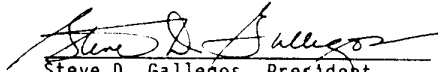
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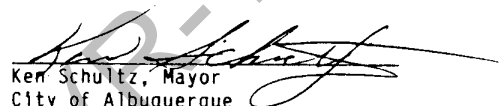
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Steve D. Gallegos, President
City Council


Ken Schultz, Mayor
City of Albuquerque

ATTEST:


City Clerk

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 6-89

ADOPTING THE RANK 3 RIO GRANDE BOULEVARD CORRIDOR PLAN; ADOPTING A DESIGN OVERLAY ZONE AND AMENDING ZONE MAPS TO ILLUSTRATE THE BOUNDARIES OF THIS ZONE.

WHEREAS, the Board of County Commissioners, the Governing Body of the County of Bernalillo, has the authority to adopt plans for physical development within County jurisdiction as authorized by New Mexico Statutes; and

WHEREAS, the Board recognizes the need for Rank Three plans consistent with the Comprehensive Plan to guide the City, County, other agencies, property owners and other individuals to ensure orderly development and effective use of resources; and

WHEREAS, corridor plans are Rank Three plans; and

WHEREAS, the Board recognizes the need for design regulations and guidelines for Rio Grande Boulevard public right-of-way and lands adjacent to it to improve nonmotorized travel and to enhance the historic, residential and landscape characteristics of the plan area's river valley location; and

WHEREAS, the Board recognizes the need for public projects to improve the public right-of-way for both motorized and nonmotorized travel; and

WHEREAS, the Rio Grande Boulevard Corridor Plan has been developed by the City of Albuquerque Planning Department's Planning Division with the assistance of neighborhood groups, property owners and the official planning bodies having jurisdiction over the plan area in accordance with the interests and needs of Rio Grande Boulevard Corridor and residents and property owners as expressed through public meetings; and

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1 WHEREAS, the County Planning Commission, in its advisory role on all
2 matters related to planning, zoning and environmental protection
3 recommended the adoption of the Rio Grande Boulevard Corridor Plan, at a
4 public hearing November 2, 1988, finding the plan consistent with the
5 provisions of the Albuquerque/Bernalillo County Comprehensive Plan.

6 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE GOVERNING
7 BODY OF THE COUNTY OF BERNALILLO, NEW MEXICO:

8 Section 1. The Rio Grande Boulevard Corridor Plan, attached hereto
9 and made part of this Resolution is hereby adopted as a Rank Three Plan
10 with the following amendments:

11 1. In the Table of Contents and everywhere it appears on page
12 8, change term:

13 [~~objective(s)~~] to general technique(s).

14 2. On page 39, 1.B, change text to read:

15 "The corridor shall be made accessible for people with
16 physical disabilities by initiating capital implementation projects that
17 include constructing wheelchair curb ramps at street intersections,
18 providing a minimum unobstructed sidewalk width of [5] six (6) feet
19 (allowing two wheelchairs or a wheelchair and pedestrian)*..."

20 3. On page 39, 1.B, move the last sentence in 1.B to a
21 footnote. Place a * before the footnote text.

22 4. On page 39, 1.C substitute ** for [*] in lieu thereof.

23 5. On page 39, amend the existing footnote to read as follows:

24 "***The Sidewalk Ordinance (8-[1]6-12B. and E. Revised Ordinances of
25 Albuquerque, New Mexico, 1974 states that..." (See Appendix C., page C-8
26 of this plan.)"

27 6. To clarify page 41, 2.B, add the following wording after
28 the third sentence of the Land Use and Zoning section introductory text
29 on page 40:

30 The first 150 feet of most properties located along Rio Grande
31 Boulevard in the northern portion of Subarea 2 between Interstate 40 and
32 Indian School Road are zoned for commercial land uses. Remaining
33 portions of these properties have residential zoning. Because these lots

1 project into the adjacent residential neighborhood at varying depths,
2 zone change requests to allow additional commercial development should be
3 judged individually to prevent harm to the neighborhood. This plan does
4 not assume that either commercial or residential zoning is appropriate
5 for the remaining portions of all properties with existing dual zoning.

6 7. In page 43, add the following statement after the last
7 sentence in 5.A.:

8 If the H-1 Buffer Zone boundaries increase to include areas
9 originally mapped in the Design Overlay zone in this plan, changes to
10 these affected properties shall be approved by the LUCC.

11 8. On page 45, reference to 6.A, add the following footnote.
12 Place a * before the footnote text:

13 The Subarea 4 pavement surface recommended by the plan is meant
14 to test a handicap accessible surface treatment acceptable to plan area
15 residents. The two surfaces suggested by the plan have been used
16 extensively on trails in National Parks. Because this plan subarea is
17 only one half mile long, it will be ideal as a pilot project. These
18 treatments may prove to be acceptable in other portions of the Valley,
19 but this isolated project is not meant to set precedent until it is
20 monitored and evaluated for maintenance over the long run. These
21 treatments are considerably less expensive to install than sidewalk, curb
22 and gutter, but should only be installed where there is adequate
23 right-of-way to separate the pedestrian trail from traffic lanes with
24 landscaping, a depression or some other device to prevent vehicles from
25 encroaching on pedestrian space. (See cost estimates in Appendix K.)

26 9. On page 48, in Policy 9, delete the next to last sentence:

27 ~~[All landscaping plans shall be reviewed by a City Landscape~~
28 ~~architect.]~~

29 All landscaping plans for public projects in the public
30 right-of-way and on other publicly owned lands shall be reviewed by a
31 landscape architect employed by the City to ensure compliance with the
32 Design Overlay Zone regulations of this plan.

33 10. On page 50, add the following statements after the last

1 sentence in the introductory paragraph:

2 Regulations have the force of law. Guidelines are advisory.
3 (See Comprehensive Zoning Code, Design Overlay Zone, Section 39F,
4 paragraph 3, page 121 in Appendix G-1 of this plan.)

5 11. On page 52, on 11.B.2 delete the first sentence:

6 ~~[Only landscaping and walkways shall be located between the~~
7 ~~public right-of-way and the street facade of nonresidential buildings.]~~

8 12. On page 52, amend 11.B.2 to read:

9 "No driveways or parking lots paralleling Rio Grande Boulevard
10 shall be located between new nonresidential buildings and the public
11 right-of-way."

12 13. On page 52, create a new 11.C. subsection, Building
13 Setbacks, under Site Design Regulations.

14 14. On page 54, ~~[11.D.2.]~~ then becomes 11.C.

15 15. On page 52, change all consecutive numbering after the new
16 11.C. to be consistent. Wall and Fence regulations now numbered ~~[11.6.1,~~
17 ~~11.6.1.1, 11.6.2, 11.6.3]~~ and ~~[11.6.4.]~~ are renumbered 11.D., 11.D.1.,
18 11.D.2., 11.D.3. and 11.D.4. respectively.

19 References to 11.D. under 11.C.1. will now read "(See Design
20 Overlay Zone regulations under ~~[11.D.]~~ 11.E. for landscaping
21 requirements.

22 16. On page 53, amend the first sentence in 11.D. (now 11.E.)
23 to read:

24 "All landscaping plans shall be reviewed by a ~~[City landscape~~
25 ~~architect]~~ landscape architect employed by the City."

26 17. On page 53, Landscaping regulations now numbered ~~[11.D.1,~~
27 ~~11.D.1.1]~~ are renumbered 11.E., 11.E.1., delete ~~[11.D.2,]~~ ~~[11.D.3.]~~
28 becomes 11.E.2., ~~[11.D.4.]~~ becomes 11.E.3. and ~~[11.D.5.]~~ becomes 11.E.4.

29 18. On page 55, Off-Street Parking regulations now numbered
30 ~~[11.E.1, 11.E.1.1, 11.E.2, 11.E.3, 11.E.4]~~ and ~~[11.E.5.]~~ are renumbered
31 11.F., 11.F.1., 11.F.2., 11.F.3., 11.F.4., and 11.F.5. respectively.
32 Change text on page 55 following 11.E.5. to read:

33 "Refer to regulations ~~11.6.1~~ 11.D.1 and ~~11.D.4~~ 11.E.3. for

1 additional wall and landscaping requirements."

2 Change all illustration numbers associated with the Design Overlay
3 regulations of this plan to be consistent with the renumbering.

4 19. On page 45, amend the first part of Regulations 6.A to read:

5 "Regulation 6.a. "These sidewalk treatments shall be used in new
6 construction to accentuate the basic characteristics of each subarea:

7 Subarea 1: Brushed concrete with curb and gutter

8 Subarea 2: Combination of brushed concrete and red brick
9 with curb and gutter in one of the three illustrated patterns."

10 On page 45, insert three illustrations adjacent to
11 these statements as attached and hereby made part of this resolution.

12 Section 2. All development and improvement activities within the
13 plan area shall be guided by this plan excepting the H-1 Zone and H-1
14 Buffer Zone.

15 Section 3. The Design Overlay Zone, shown on Figure 21 of the Rio
16 Grande Boulevard Corridor Plan as attached and hereby made part of this
17 resolution, is hereby mapped as an amendment to the County of Bernalillo
18 Zone Map for the following properties:

19 Tract C, Land of Ann Simms Clark (comprising tracts 341C, 3A2,
20 3B1, 3B2, 4 and 5, Middle Rio Grande Conservancy District Map 31); Tract
21 D, Land of Ann Simms Clark (comprising tracts 3A1C, 3A2, 3B1, 3B2, 4 and
22 5, Middle Rio Grande Conservancy District Map No. 31); North portion of
23 LT 2 Plat of Lands of Baca and Chavez, (Tract 86, Middle Rio Grande
24 Conservancy District Map 31); North portion of LT 1 Plat of Lands of Baca
25 and Chavez, (Tract 86, Middle Rio Grande Conservancy District Map 31);
26 Tracts 92A, 89A, 89B, 91, 90A, (Aurelio Candelaria Subdivision, Middle
27 Rio Grande Conservancy District Map 31); Tract A, Lands of Lois Law,
28 (replacing Tracts 217A and 22A, Middle Rio Grande Conservancy Map 31);
29 Tracts 250 and 251, (Middle Rio Grande Conservancy District Map 31);
30 Tract D2, Lands of Dale J. Bellamah; and Lot D-1-B, Lands of Dale J.
31 Bellamah.

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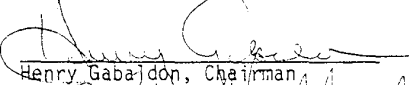
1 PASSED and ADOPTED this 21st day of February, 1989.

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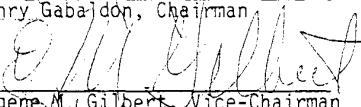
BOARD OF COUNTY COMMISSIONERS

4


Henry Gabaldon, Chairman

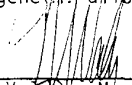
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Eugene M. Gilbert, Vice-Chairman

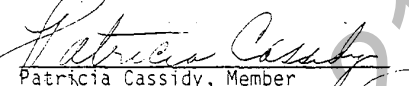
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Al Valdez, Member

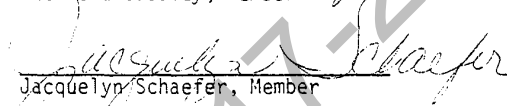
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Patricia Cassidy, Member

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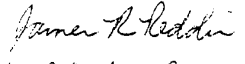
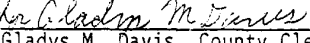

Jacquelyn Schaefer, Member

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14 ATTEST:

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Gladys M. Davis, County Clerk

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OFFICIAL NOTICE
CERTIFICATE OF APPROPRIATENESS

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
REDEVELOPMENT DIVISION
P.O. Box 1293
Albuquerque, New Mexico 87103

DATE: February 9, 1989
NOTIFICATION OF DECISION
FILE: LUCC-89-4

Paula Donahue
City of Albuquerque
Planning Division
Planning Department

This is to inform you that on February 1, 1989 the Landmarks and Urban Conservation Commission took the following action:

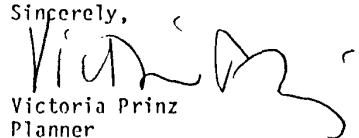
The Commission adopted the Design Overlay Zone portion of the Rio Grande Corridor Plan for the H-1 Zone and the H-1 Buffer Zone.

If you wish to appeal this decision, you may do so by February 16, 1989 in the manner described below. A filing fee of \$50 is required.

Appeal to City Council. Any person aggrieved with any determination of the Landmarks and Urban Conservation Commission acting under this ordinance may file an appeal to the City Council by submitting written application to the Economic Development Department within 15 days of the Landmarks and Urban Conservation Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday, or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies, and ordinances have been properly followed. If it decides that all City plans, policies, and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 60 days of its filing.

Successful applicants are reminded that other regulations of the City must be complied with, even after approval of the referenced application(s). Approval of this case does not constitute approval of plans for a building permit. You should take two copies of your plans to the Building and Inspection Division of the City to initiate a building permit.

Sincerely,


Victoria Prinz
Planner

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Letter of
Advise

CITY COUNCIL

Steve Gallegos, President
Patrick J. Baca, Vice President
Nadyne Bicknell
Richard J. Chapman
Pete Dinelli
Vincent E. Griego
Herb H. Hughes
Michael C. Wiener
Hess E. Yntema

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Eugene Gilbert, Vice Chairman
Patricia H. Cassidy
Jacquelyn Schaefer
Al Valdez

County Manager - Alex Abeyta, Jr.

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Joe Boehning, Chairperson
Pauline Gubbels, Vice Chairperson
Annette Anaya
Victor Chavez
Judy Chreist
John Davis
Max Findell
Michael Lebeck
Barbara Seward

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Joe Torres, Chairman
Louis Merritt, Vice-Chairman
Norman Assed
Aileen Gatterman
Louise Menking
Mary Romero
Morris B. Snipes

CITY OF ALBUQUERQUE

Ken Schultz, Mayor
Clarence V. Lithgow, Chief Administrative Officer
Ray Baca, Deputy Chief Administrative Officer
Fred Mondragon, Deputy Chief Administrative Officer
Dan Weeks, Deputy Chief Administrative Officer
Terence Nighbert, Director, Planning Department
Rex King, City Planner
Cynthia Bruce, Chief of Advance Planning
Paula Donahue, Project Manager
Jesse Garves, Graphics and Paste-up
Laura Bristow, Copy Center Tech
Christina Caldwell, Word Processor
Norma Rivas, Student Intern, Research and Public Participation
Brad Stebleton, Student Intern, Research
David Dallas, Student Intern, Research
Jan Vanderburg, Student Intern, Plant Materials Research
and Landscaping Proposals

CONSULTANTS

Damon Ohlerking, Research, Public Participation
Marlys Fick, Graphics

SPECIAL THANKS TO

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Susan Montgomery, Planning Department
Bob Cole, Planning Department
Dan Hogan, Public Works Department
John Murray, Public Works Department
Diane Scena, Parks and Recreation Department
* Barbara McReynolds-Dent, Planning Department
John Barksdale, National Forest Service

TECHNICAL TEAM MEMBERS

Kate Hildebrand (1986-1987) City Human Services Department	Tom Dole Gas Company of New Mexico
Al Pistone City Handicap Affairs Coordinator	Lt. Paul Williams APD Valley Area Command
Frank Sandoval County Planning	Jean Witherspoon City Public Works Department
Kevin Broderick (1986-87) City Public Works Department	Janet Sainers City Parks and Recreation
Walter Gelb City Zoning Enforcement	Pat Westbrook City Parks and Recreation
Doug Crandall City Zoning Enforcement	* Ted Oliver (1986-87) CIP, Planning Department
Joe Cordova New Mexico Commission for the Blind	Angelita Gamez City Transit Department
Dwayne Sheppard City Public Works Department	Bill Coleman (1987-88) City Public Works Department
Victoria Prinz Redevelopment Division, Planning Dept.	Joe David Montano, Transportation Planning, Public Works Department
Mary Davis Redevelopment Division, Planning Dept.	Vicky Kay, Planning Coordinator Albuquerque Public Schools
Cynthia Borrego Redevelopment Divison, Planning Dept.	Josie Candelaria (Urban Enhancement) Hildreth Barker (Urban Enhancement) Ben C. Hernandez (Urban Enhancement)
* Carol Hodges (1986-1987) City Environmental Health Department	* Al Goodman (1986-87) City Parking Division
David Pennington (1987-1988) City Environmental Health Department	Joe Louis Pacheco N.M State Highway Department
* Ed Stang (1987-88) CIP, Planning Department	

*Indicates former City employee.

Ralph Marcward, Executive Director
Zia Chapter of Paralyzed Veterans of
New Mexico

Steve Casey, PNM, Customer Service
Alvarado Square-MS-0208

Judy Suiter, PNM
Environmental Sciences

Mike McGriff
Mountain Bell Telephone

John Taschek
County Public Works Department

Mil Fleig
N.M. State Highway Department

Dale Glass
Middle Rio Grande Council of Governments

Joe and Pauline Perea
Duran Elementary School

Subhas Shah
Middle Rio Grande Conservancy District

Bob White
City Legal Department

AND TO THE MANY CITIZENS WHO WORKED DILIGENTLY ON THIS PLAN



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EXECUTIVE SUMMARY

PURPOSE

The Rio Grande Boulevard Corridor Plan introduces policies, regulations and projects to improve nonmotorized travel in the public right-of-way and to enhance existing corridor qualities: visible evidence of area history, river valley landscapes, southwestern architectural styles and regional building materials.

This corridor plan was requested by North Valley residents concerned about Rio Grande Boulevard losing the historic, residential and landscape characteristics of its river valley location. The boulevard passes by historic buildings and through historic districts and village sites. North of Indian School Road largely residential land uses, ditch bank vegetation and informal residential landscaping adjacent to the roadway help to establish the corridor's valley identity. South of Indian School Road building styles are influenced by their proximity to Historic Old Town. The boulevard has the potential to make a tremendous visual impression on the many tourists and Albuquerque residents who travel on it to Old Town, the Museum of Albuquerque and New Mexico Natural History Museum, the Rio Grande Nature Center and the rural North Valley, while better serving those who live and work along it.

JURISDICTION

The City of Albuquerque Planning Department has prepared this document for adoption by City Council and the Bernalillo County Commission and endorsement by the Middle Rio Grande Conservancy District and New Mexico State Highway Department.

The plan area contains approximately 279 acres, primarily Rio Grande Boulevard public right-of-way and immediately adjacent properties. Approximately 11 acres of the total are outside Albuquerque municipal boundaries. Although designated a State roadway, Rio Grande Boulevard is maintained by the City of Albuquerque within plan area boundaries. The plan area also includes Interstate 40 (I-40) on- and off-ramps, the Interstate 40/Rio Grande Boulevard underpass and small portions of Middle Rio Grande Conservancy District right-of-way.

SCOPE

Most plan policies, regulations and project proposals are for the public right-of-way. A Design Overlay Zone regulates the public right-of-way and adjacent properties. Other suggested projects and programs may be undertaken voluntarily by plan area residents and business owners.

SUBAREAS

To discuss existing corridor character, issues and opportunities, the plan area is divided into subareas. Differences in the public right-of-way distinguish each subarea: total right-of-way width, number of traffic lanes, traffic volume and present modes of transportation. Predominant characteristics of adjacent properties further distinguish each plan subarea, including land uses, zoning, architectural styles, building setback from the public right-of-way, landscaping and views.

ISSUES

The two major plan area issues are improving the public right-of-way for nonmotorized travel and sustaining valley character in and adjacent to the right-of-way. Nonmotorized travel in the public right-of-way is dangerous and inconvenient. Sidewalks are substandard and inaccessible to people with physical disabilities. Bicycle lanes double as walkways, parking areas and bus stops. Equestrians have difficulty crossing the boulevard. The absence of landscaping within the public right-of-way detracts from the corridor's valley setting. Finally, existing zoning regulations do not include sufficient design requirements to sustain the corridor's valley identity.

POLICIES AND REGULATIONS

The plan establishes both general policies and regulations for transportation, land use, education, and citizen involvement, and a Design Overlay Zone containing policy and regulations for the entire plan area excepting the H-1 and H-1 buffer zones. Transportation policies and regulations should improve access for people with physical disabilities, encourage a continuous pedestrian system, and improve bicycle lanes and equestrian crossings. Public education and plan implementation policies will ensure continued citizen involvement in making decisions for the plan area. The Design Overlay Zone regulates streetscape design and landscaping in the public right-of-way and architectural style, site design, landscaping, signs and site lighting on properties adjacent to the boulevard.

PROJECT PROPOSALS

Projects requiring capital investment are listed and illustrated separately for the four consolidated plan subareas. Proposed capital project charts identify each proposed capital project and its location, estimate costs in 1988 dollars, identify responsible implementing agencies and star project priorities. (See Appendix K.) Proposed voluntary landscaping clinics, planting programs and seasonal displays will involve area residents and businesses in reinforcing existing North Valley residential landscaping character.

IMPLEMENTATION

This Rank Three corridor plan will be implemented jointly by City and County government, area residents, business people and property owners. The City will coordinate projects with the Middle Rio Grande Conservancy District, the New Mexico State Highway Department and major utility companies, will solicit funding for and will schedule and implement capital projects. The City and County will be responsible for adhering to plan policies and enforcing plan regulations. A Rio Grande Boulevard Corridor Coalition will be initiated to coordinate neighborhood projects and monitor plan progress.

INTRODUCTION

This corridor plan was requested by North Valley residents concerned about Rio Grande Boulevard losing the elements that make it a scenic roadway, the historic, residential and landscape characteristics of its river valley location. The boulevard passes by historic buildings, districts and village sites in both commercial and residential areas. Historic southwestern architectural styles are located along the entire corridor. Ditch bank vegetation and informal residential landscaping adjacent to the roadway north of Indian School Road help to establish the corridor's valley identity. Because Rio Grande Boulevard is in the valley flood plain, the roadway and its immediate surroundings are extremely important place-makers. While buildings, walls and vegetation adjacent to the boulevard often obscure views of Albuquerque's regional landmarks (the Sandia Mountains, the escarpment and the volcanoes), they strongly establish area identity.

The boulevard has the potential to make a tremendous visual impression on the many tourists and Albuquerque residents who travel it to Old Town, restaurants, hotels, the Albuquerque Museum, the New Mexico Natural History Museum, the Rio Grande Nature Center, the Riverside Drain bike trail, adjacent North Valley neighborhoods and the rural North Valley. (See Figure 2, page 3.)

Rio Grande Boulevard requires some public and private initiatives to develop its full potential. Much of the public right-of-way (land acquired primarily for the use of the public for the movement of people, goods and vehicles) is now a characterless swath of asphalt roadway, intermittent concrete sidewalks, signs and overhead utilities. Vehicular traffic dominates all other activities. Missing and substandard sidewalks force pedestrians to share on-street bicycle lanes with bicyclists and buses. The absence of public landscaping and streetscape treatments that could give the boulevard visual coherence undermines its importance as a historical roadway and gateway to the cultural amenities of this city.

Despite its present shortcomings, Rio Grande Boulevard has the potential to become a street that highlights valley history, reflects the rural character of its surrounding neighborhoods and captures the vitality of its focal point, Old Town. This plan provides mechanisms for reintroducing adjacent neighborhood character in and adjacent to the public right-of-way while providing for vehicular, pedestrian and bicycle transportation needs and recreational trail crossings. The plan establishes a Design Overlay Zone for the entire plan area, excepting the H-1 and H-1 buffer zones, and transportation, land use, public education and citizen involvement policies and regulations for the public right-of-way. Capital projects are proposed for the public right-of-way and voluntary programs are suggested.

PLAN AREA BOUNDARIES AND JURISDICTIONS

Because the plan's focus is the boulevard, the 3.7 mile long Rio Grande Boulevard Corridor Plan area includes primarily public right-of-way and immediately adjacent lots between Alhambra Avenue on the south and Montano Road on the north. Nonresidentially zoned lots and single lots with two zoning designations adjacent to properties abutting the boulevard are also

included within plan boundaries. The plan area contains approximately 279 acres. Approximately 11 acres of the total are outside Albuquerque municipal boundaries. (See Figure 2, page 3.)

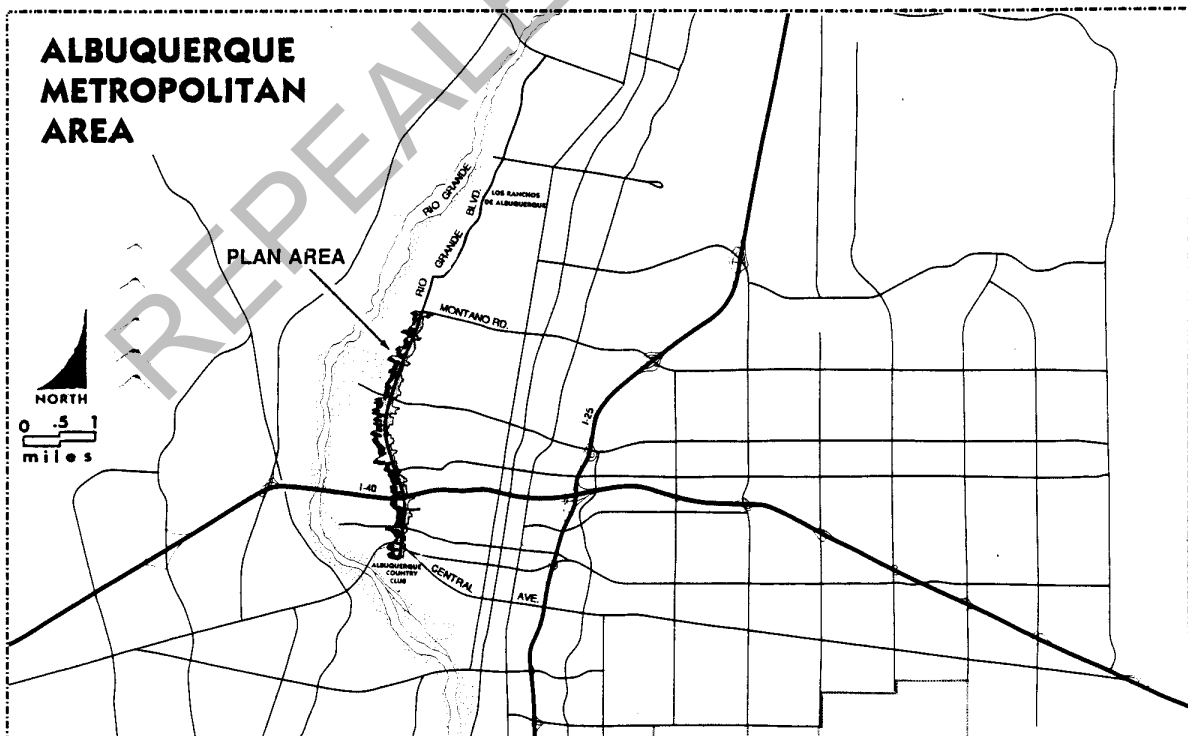
Although Rio Grande Boulevard is designated a State highway, the City of Albuquerque now performs minor road maintenance within plan area boundaries. A City, County and State joint agreement to remove Rio Grande Boulevard from the State Highway system is pending. Therefore, if major reconstruction is proposed, the State Highway Department will not be involved. The plan area also includes New Mexico State Highway Interstate 40 on- and off-ramps, the Interstate 40/Rio Grande Boulevard underpass and small portions of Middle Rio Grande Conservancy District right-of-way.

The City of Albuquerque Planning Department has prepared this document for adoption by City Council and the Bernalillo County Commission and endorsement by the Middle Rio Grande Conservancy District and State Highway Department.

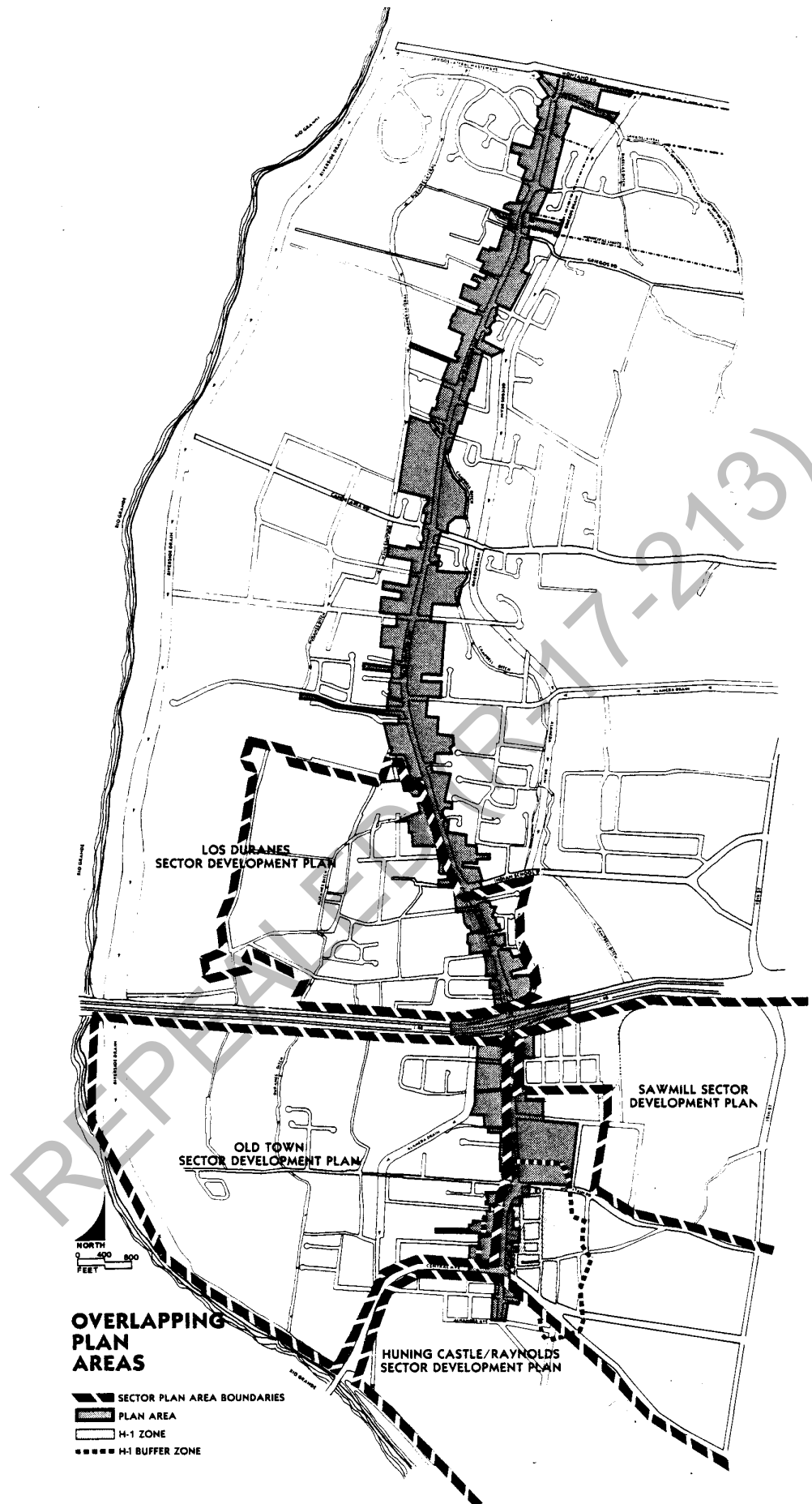
PLAN RANKING

Corridor plans and sector development plans are Rank Three plans. All Rank Three plans must be consistent with and lead to the implementation of all other higher ranking plans and adopted ordinances for the same geographic area. This includes the Albuquerque/Bernalillo County Comprehensive Plan (the Rank One plan for the County and City), Rank Two area and facilities plans, and ordinances such as the Comprehensive City Zoning Code, the County Zoning Code, the City of Albuquerque Subdivision Ordinance, the Sidewalk Ordinance, the Street Tree Ordinance, the Curb Cut Ordinance and the City Forester Ordinance. (See Appendix C.)

Four adopted sector development plans also overlap Rio Grande Boulevard Corridor Plan boundaries: Huning Castle/Raynolds, Old Town, Sawmill and Los Duranes. (See Figure 3, page 5.) In case of conflicting policies or regulations, the more stringent policies and regulations shall apply.



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BOULEVARD HISTORY

Rio Grande Boulevard and Albuquerque's North Valley share almost three hundred years of history. A winding dirt track located approximately where Rio Grande Boulevard is today may have been a portion of El Camino Real, the royal road which stretched over one thousand miles from Mexico City to Santa Fe. This river road connected scattered 18th Century Spanish farm settlements Los Duranes, Los Candelarias and Los Griegos with the Villa de Alburquerque* de San Felipe (today's historic Old Town Plaza). The farm settlements are now valley neighborhoods.

A succession of human developments has shaped the North Valley's character. To assure access to early irrigation ditches, land was divided into long narrow lots. Some of this land subdivision still exists in the Rio Grande Boulevard Corridor Plan area. The Middle Rio Grande Conservancy District irrigation and drainage system transformed the valley by allowing agriculture, home building and other development on what had previously been swampy, undevelopable land. City annexation brought paved roads, water and sewer service which encouraged more intense development. Newer subdivisions generally ignore the need to access irrigation ditches as a water source.

When the railroad arrived in 1880, it was located one mile east of the original settlement, thus bypassing Old Town. Modern Albuquerque started developing to the east, while the valley remained primarily rural. In the 1920's when the Middle Rio Grande Conservancy District drained valley swamps, interest in valley lands revived and housing developments increased along Rio Grande Boulevard. Continued valley area growth brought about boulevard widening in the 1950's. Interstate 40 contributed additional vehicular traffic after it was built in the 1960's.

Boulevard widening projects removed many front yards and the informal pedestrianway that tree-shaded road shoulders once provided. Increased traffic now inhibits neighbors from visiting along the boulevard's residential areas and pedestrians from contributing to the street life along the boulevard's commercial areas. Development continues to replace fields, orchards and scattered houses adjacent to the boulevard.

HISTORIC PLACES

The boulevard passes through two formally recognized historic places, Old Town and Los Griegos. The Historic Old Town plaza and surrounding area located east of the boulevard is protected by H-1 zoning. Los Griegos is a National and State designated historic district without any local protection. Individual historic structures, historically important irrigation ditches, and the edges of old village sites, Los Duranes and Los Candelarias and other more recent historic settlements such as the Sawmill neighborhood, are also located along the boulevard. (See Figure 2, page 3 and Appendix A.) Only Historic Old Town plaza and a buffer zone around it are protected from incompatible development.

* Alburquerque is the original historically accurate spelling.

Council Bill R-269, 74-1987 recommends that a public input process be initiated to determine if a Historic Overlay Zone should be established to protect buildings in Los Griegos Historic District. A Historic Overlay Zone (HO Zone) would not control land uses, but would preserve the distinctive character of the area. Historic Overlay Zone guidelines are prepared by the Landmarks and Urban Conservation Commission (LUCC) for each designated historic overlay zone. Guidelines may address building scale, demolition control and design of new construction. The Commission may require review and approval before exterior work, new construction or demolitions are begun.

PLANNING PROCESS

Citizen participation has been an integral part of this plan. Area residents, property owners and business people worked together to identify issues, formulate goals, suggest projects, and evaluate and assign priority to plan proposals.

Citizens helped initiate the planning process during the May 22, 1985 Council District 2 Town Meeting by requesting a study to determine and preserve boulevard character. Planning staff and a six member advisory group first determined the preliminary scope of the plan. At the first public meeting, staff presented information about existing conditions and citizens listed plan area concerns and suggestions. Over fifty people signed up to work on the plan. This citizen planning group then took boulevard walking tours and recorded their concerns in sketch books. Planning staff subsequently transferred all comments from sketch books and correspondence to a plan area map.

The citizen planning group and a technical team composed of representatives from City and County agencies, public utility companies and groups such as the Paralyzed American Veterans of New Mexico reviewed this map and lists of concerns and suggestions. Based on all input, citizens listed plan objectives which staff then abstracted to general goals. After goals and objectives were reviewed by the technical team and the citizen planning group, they were further refined by staff and presented to the public for review and comment.

These goals, objectives and recommendations are the basis for plan policy, regulations and proposed projects. (See Appendix B.) A citizen task force was formed in June 1987 to review and revise Design Overlay Zone proposals and to assign priority to proposed capital projects in the draft plan.

ISSUES OUTSIDE THE SCOPE OF THE PLAN

During public meetings people raised a few issues which are beyond the scope of a corridor plan: preserving farmland, developing a recreational network using irrigation ditch easements, and establishing additional zoning requirements for entire neighborhoods. An acequia plan and North Valley Area Plan begun by the City Planning Department will address some of these issues. Following adoption of the North Valley Area Plan, sector plans can be initiated to address land use and zoning for areas needing special attention outside Rio Grande Boulevard Corridor Plan boundaries.

PLAN GOALS AND OBJECTIVES

The plan's policies, regulations and projects are derived from plan goals and objectives developed by the citizen planning group and City of Albuquerque Planning Department staff. When translated into plan regulations and projects, the following goals will introduce visual order, visual interest and functional coherence on Rio Grande Boulevard while recognizing plan subarea differences.

- A. URBAN DESIGN - To develop a strong sense of place on Rio Grande Boulevard by reinforcing the existing physical qualities that contribute to the rural, residential or historical characters of each neighborhood in the plan area and to promote visual order and visual interest in the public right-of-way.

GENERAL TECHNIQUE: Establish a Design Overlay Zone with policies and regulations for the public right-of-way and properties within the plan area.

- B. LAND USE - To ensure development compatibility with existing land uses.

GENERAL TECHNIQUE: Continue to control residential densities and land uses through existing zoning.

- C. TRANSPORTATION - To promote and support multimodal forms of transportation along the corridor improve vehicular, bicycle, equestrian and pedestrian travel on and across Rio Grande Boulevard.

GENERAL TECHNIQUES:

1. Minimize conflicts among vehicular traffic and pedestrians, equestrians and bicyclists. Provide safe passage for all boulevard users, including those with physical disabilities.
2. Link established trails with open space and recreational areas by designing safe boulevard crossings.
3. Encourage increased bus ridership.

- D. HISTORY AND CULTURE - To preserve significant historic structures and landscapes and increase their visibility within the plan area.

GENERAL TECHNIQUES:

1. Identify, explain and promote historic village sites, buildings, the irrigation system, historic landscapes and the history of the boulevard.
2. Protect historic buildings identified by the Historic Landmark Survey. (See Appendix A-1,2,3)

- E. CITIZEN INVOLVEMENT - To ensure continued citizen involvement during the implementation phase of the plan.

GENERAL TECHNIQUE: Form a coalition of neighborhood association representatives and other interested citizens to monitor plan implementation.

EXISTING CONDITIONS AND ISSUES

TRANSPORTATION

Rio Grande Boulevard is an integral part of Albuquerque's transportation network. The boulevard serves cars, trucks, buses, bicycles and pedestrians with varying degrees of success. Equestrians cross the boulevard at ditch path and road intersections. The boulevard serves both local and long distance travellers as a commuting route to employment and as a route to Old Town, the museums on Mountain Road and the Rio Grande Boulevard Nature Center.

The Long Range Major Street Plan designates the boulevard a minor arterial between Central Avenue and Alameda Boulevard. Although the standard width for minor arterials is 86 feet, the public right-of-way is 80 feet wide between Central Avenue and Griegos Road and 68 feet wide from Griegos Road north. Average daily traffic flows are discussed by subarea. (See Existing Conditions Charts, pp. 23-35.) The North Urban Area Traffic Forecasts and Network Analysis (TM-101, Middle Rio Grande Council of Governments) projects average weekday traffic volumes of 12,500 for the year 2010 between Interstate 40 and Montano Road on Rio Grande Boulevard. This document forecasts traffic congestion outside the plan area between El Pueblo Road and Alameda Boulevard. No traffic flow projections are developed for Rio Grande Boulevard south of Interstate 40.

Boulevard bicycle lanes are striped from Mountain Road north to the Griegos Lateral. (See Figure 5, page 11.) Suntran bus route 17 serves the boulevard from Central Avenue to Montano Road and connects commuters at Central Avenue to two routes, #15 (West Central/North Coors) and #51 (West Central/Westgate). (See Figure 6, page 12.)

The plan area, like many other places in Albuquerque, lacks a continuous unobstructed system of sidewalks, wheelchair curb ramps and signalized intersections to help pedestrians reach schools, parks, recreational areas, hotels, restaurants, shops and museums located near Rio Grande Boulevard. Some students must cross the boulevard to reach Duranes and Reginald Chavez (Old Town) Elementary Schools, Washington Middle School and Valley High School. Although students cross at various points on the boulevard, crossing guards are provided for elementary school crossings only. (See Figure 7, page 13.)

Equestrians travel along Campbell Road to the Riverside Drain and along the Griegos Lateral, Griegos Drain, Alameda Drain, and Campbell Ditch. They presently cross Rio Grande Boulevard at the Griegos Lateral just south of Montano Road, at the Campbell Ditch just south of Cherokee Road and at Campbell Road. (See Figure 8, page 14.) Crossing at unsignalized trail intersections has become difficult with increased traffic volumes.

Residents complain about truck traffic noise. A sample vehicle count shows that Rio Grande Boulevard serves all types of trucks in addition to cars and buses. Both north and southbound trucks were counted on a weekday at Matthew Road to determine the amount of truck traffic. It was determined that truck traffic was insufficient to require signs limiting truck access to the boulevard. Because Rio Grande Boulevard is designated an arterial road, limiting truck traffic may be difficult. It is anticipated that the North Valley Area Plan will reexamine this issue. (See Appendix D.)

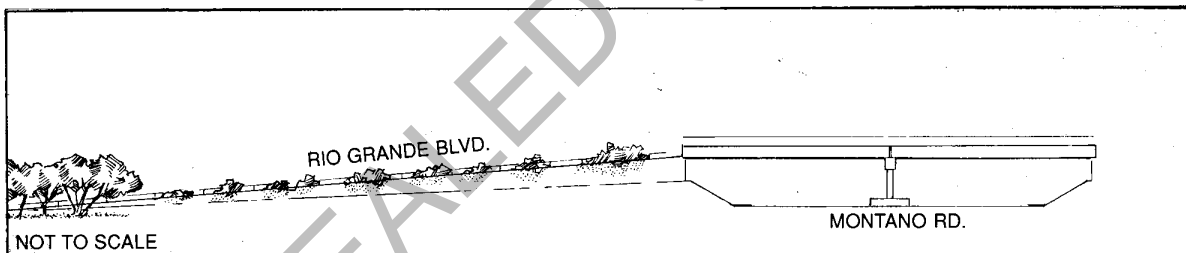
Due to road widening many buildings are very close to the roadway. Properties adjacent to the roadway are all within the 65 Ldn noise contour. According to the Environmental Protection Agency and Federal Highway Administration, this contour is generally considered to be the level at which land uses such as residences, schools, churches, parks, day and health care facilities and certain recreational facilities can be adversely affected by noise.

The Montano River Crossing Plan

When the Montano River Crossing Roadway Project is carried out, Rio Grande Boulevard will be reconstructed between the Griegos Lateral and Montano Road (a stretch of approximately 320 feet). The boulevard will gradually rise seven feet from existing ground level at the Griegos Lateral to seven feet above existing ground level at Montano Road. Montano Road will be excavated to drop ten feet below existing ground level in order to pass under Rio Grande Boulevard. No vehicular access will be allowed to or from either Rio Grande Boulevard or Montano Road at this grade separated intersection. Rio Grande Boulevard will include two twelve foot wide traffic lanes and two ten foot wide asphalt shoulders for both bicycle and pedestrian use. From the roadway, the land will slope gradually to adjacent properties.

The proposed Montano River Crossing will include slope landscaping associated with the grade separation of Montano and Rio Grande Boulevard. Landscape plans will be coordinated with recommendations made in the Rio Grande Boulevard Corridor Plan.

FIGURE 4



UTILITIES

Underground gas lines and above ground telephone, cable and electric lines are located within plan area public right-of-way. Telephone, cable and electric lines often share the same poles. Utility poles for above ground utilities placed in sidewalks often conflict with pedestrian movement. (See Figures 9 and 10, pages 15 and 16.) Poles were located within the public right-of-way between Central Avenue and Mountain Road to avoid requiring easements on historic properties. Placing utilities underground can be a substantial cost. (See Appendix E.) For example, approximately \$20,000 was spent recently to eliminate distribution line visual clutter at the intersection of Mountain Road, Romero Street and Rio Grande Boulevard.

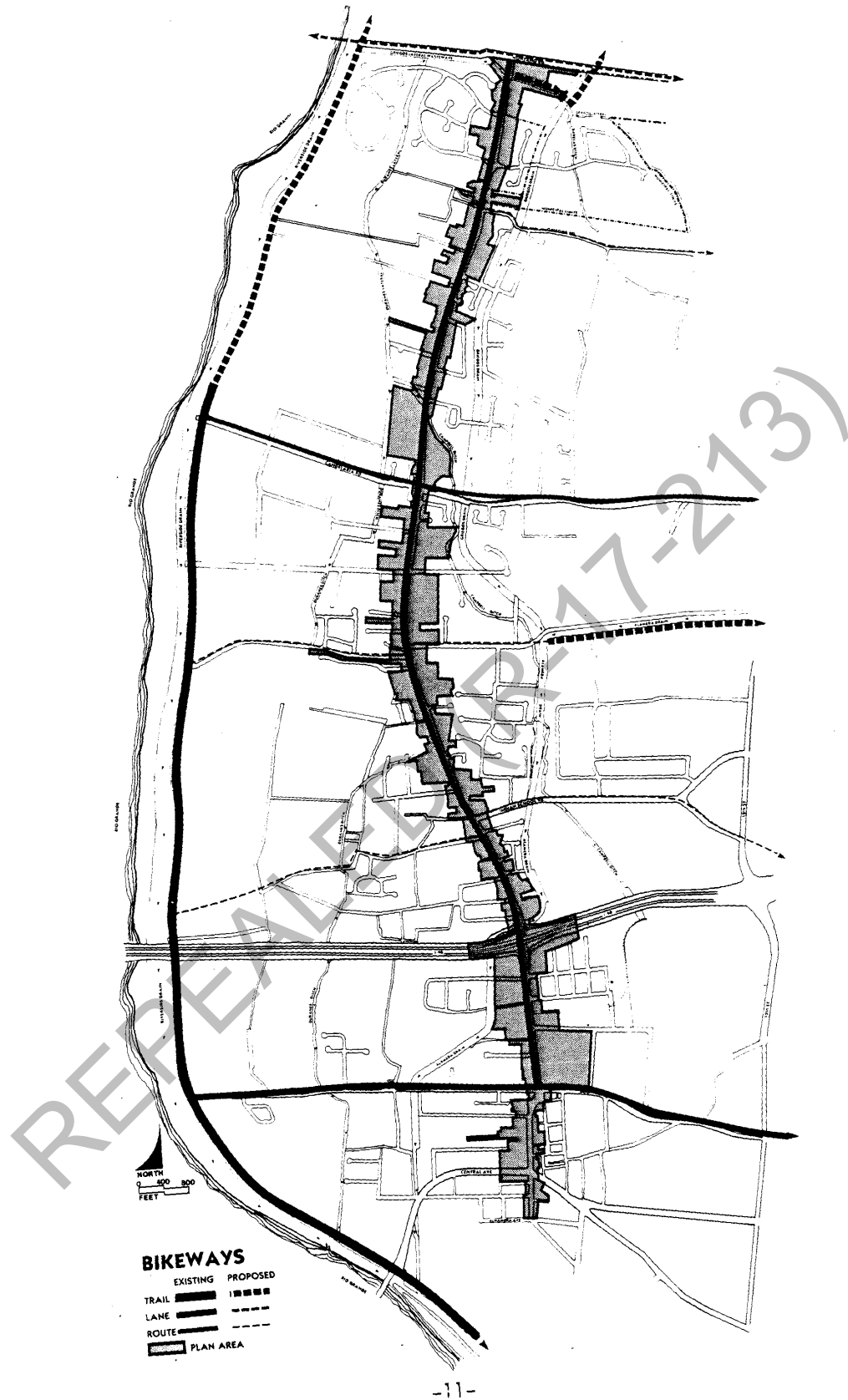


FIGURE 5

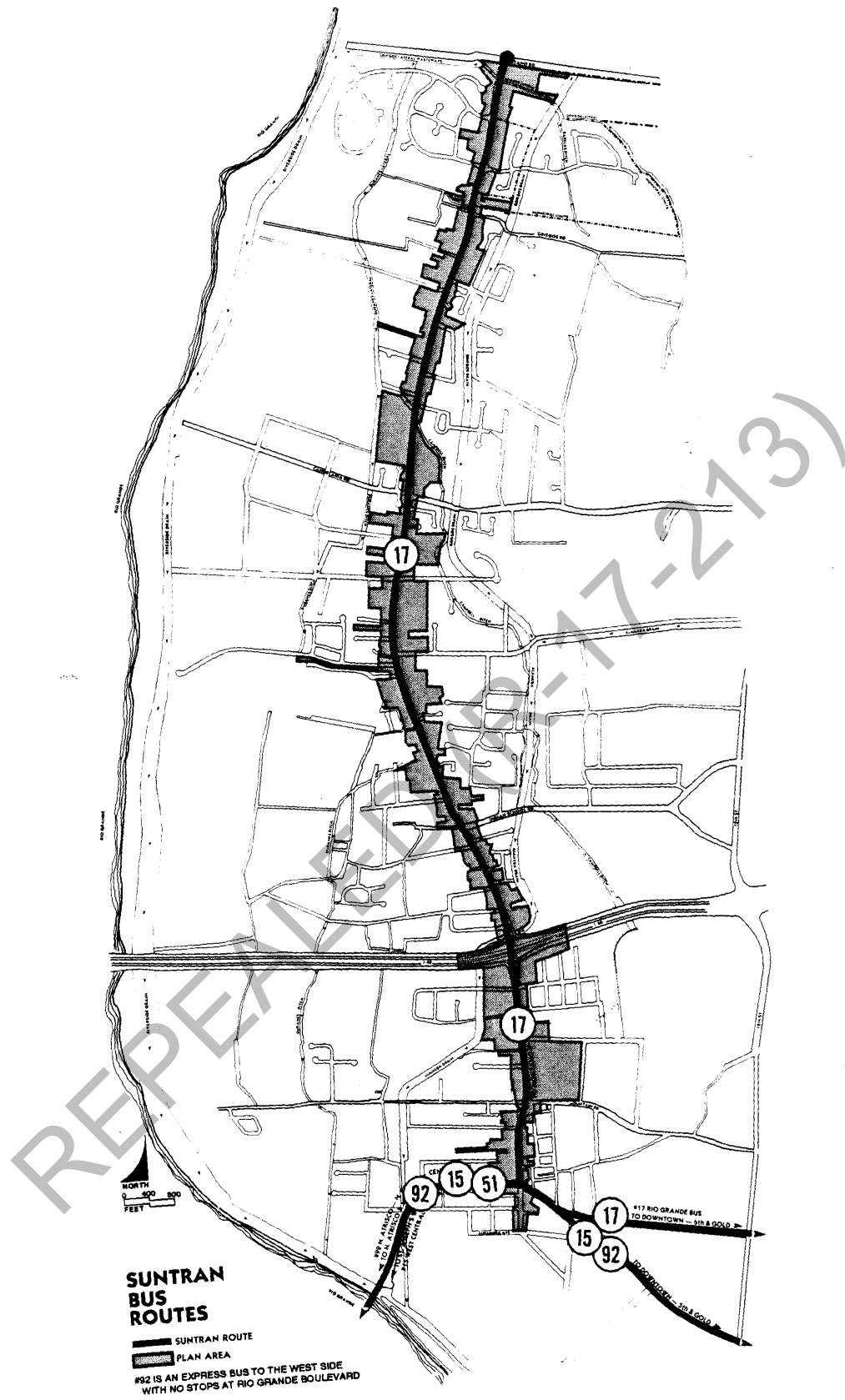
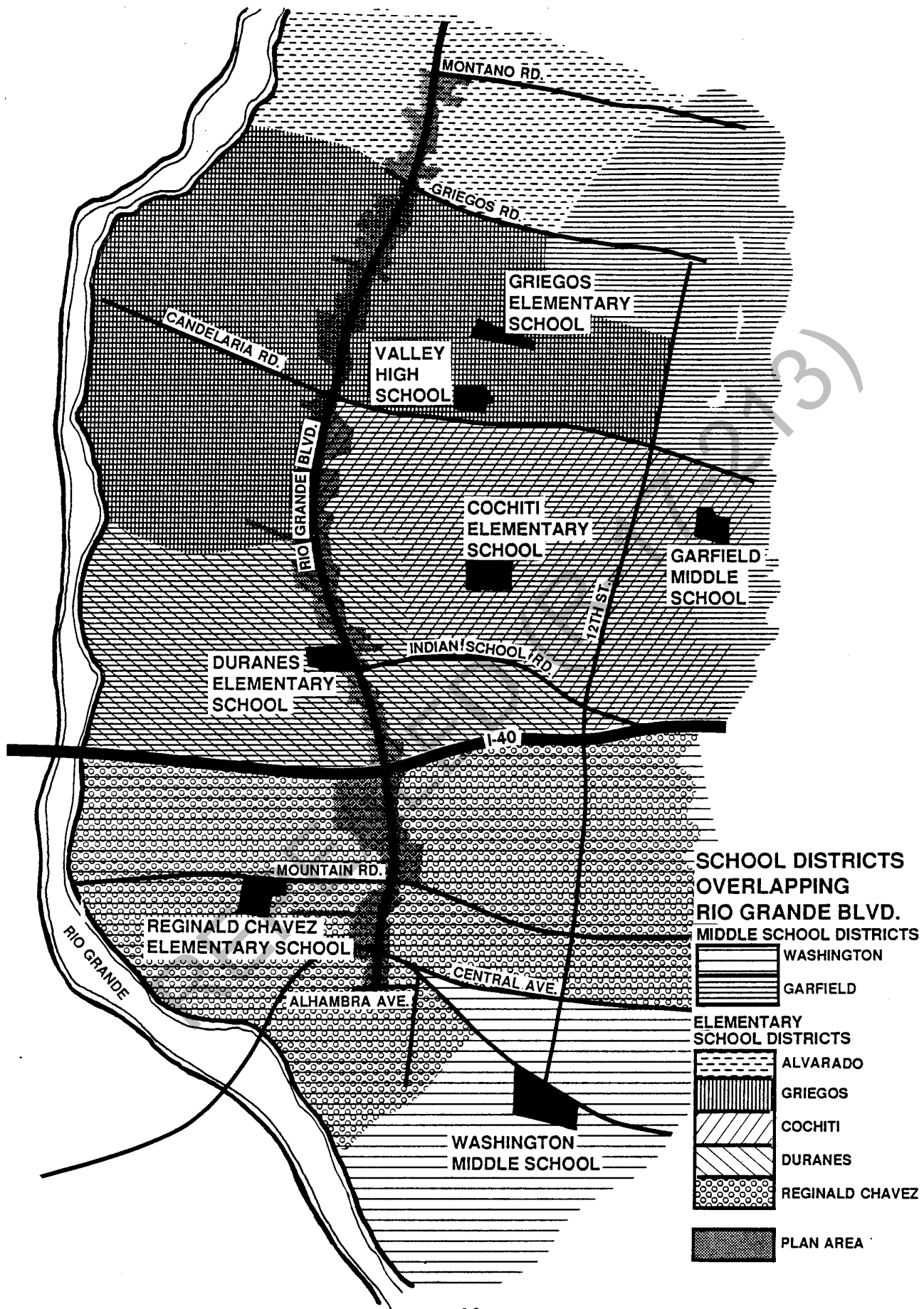
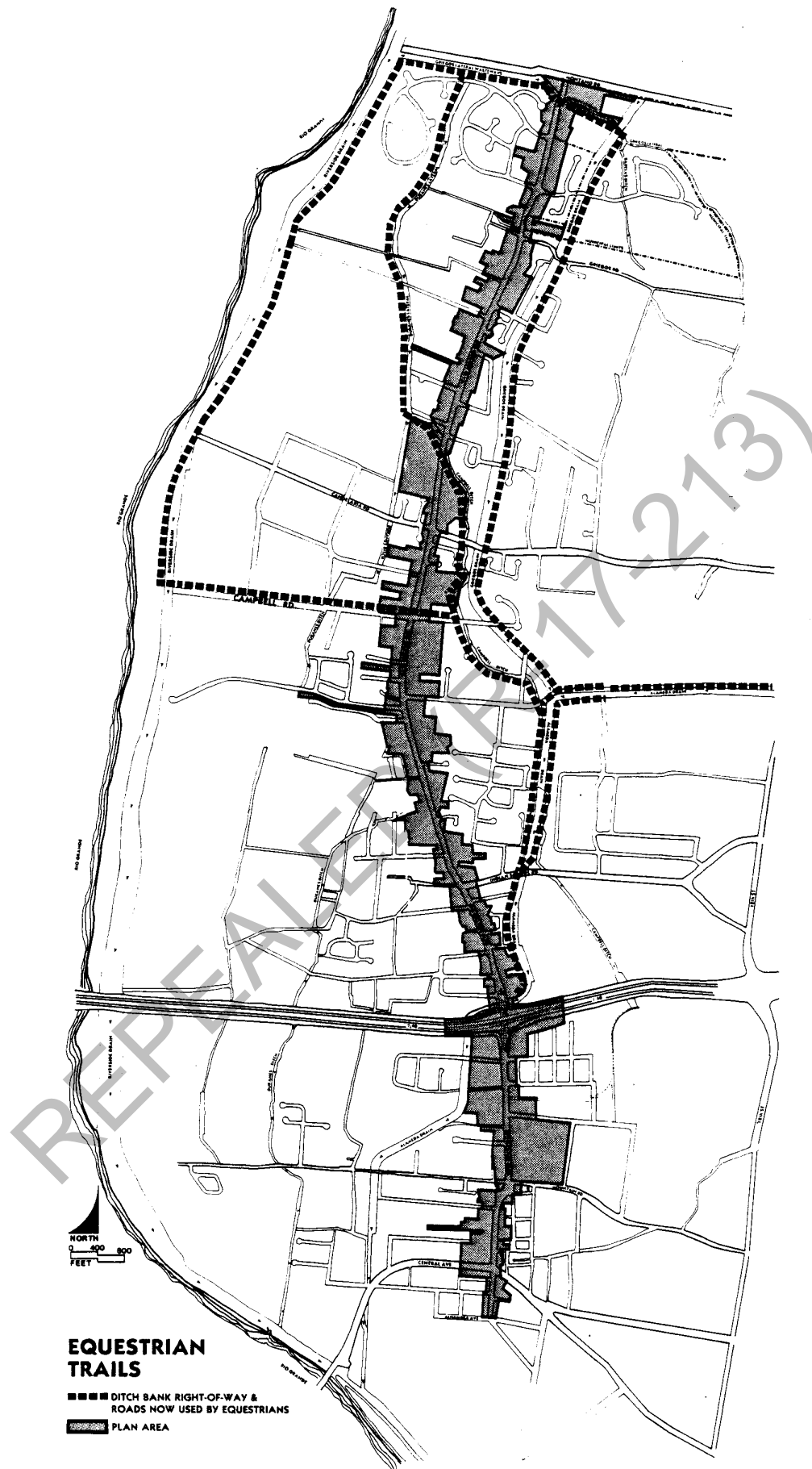


FIGURE 6





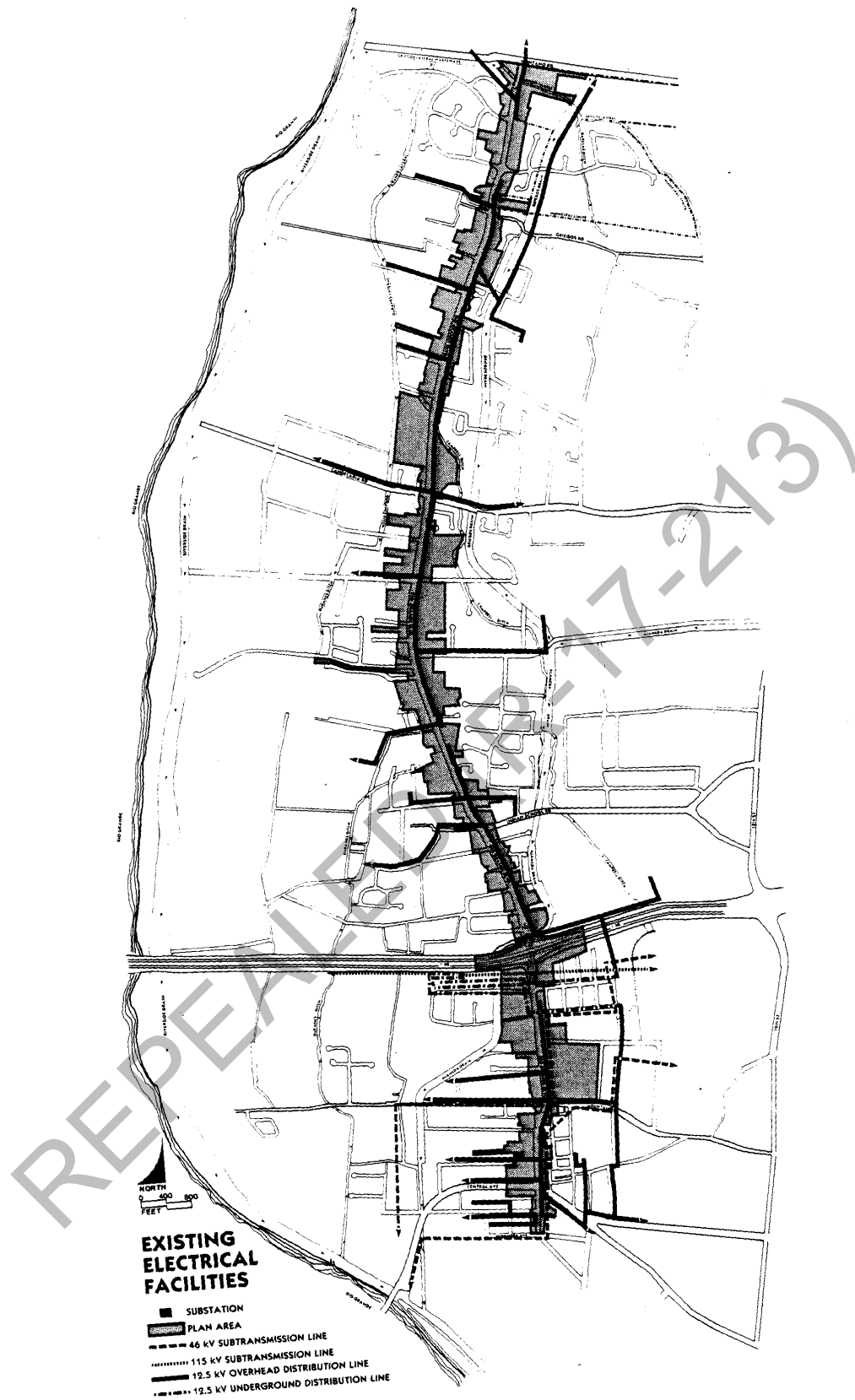


FIGURE 9

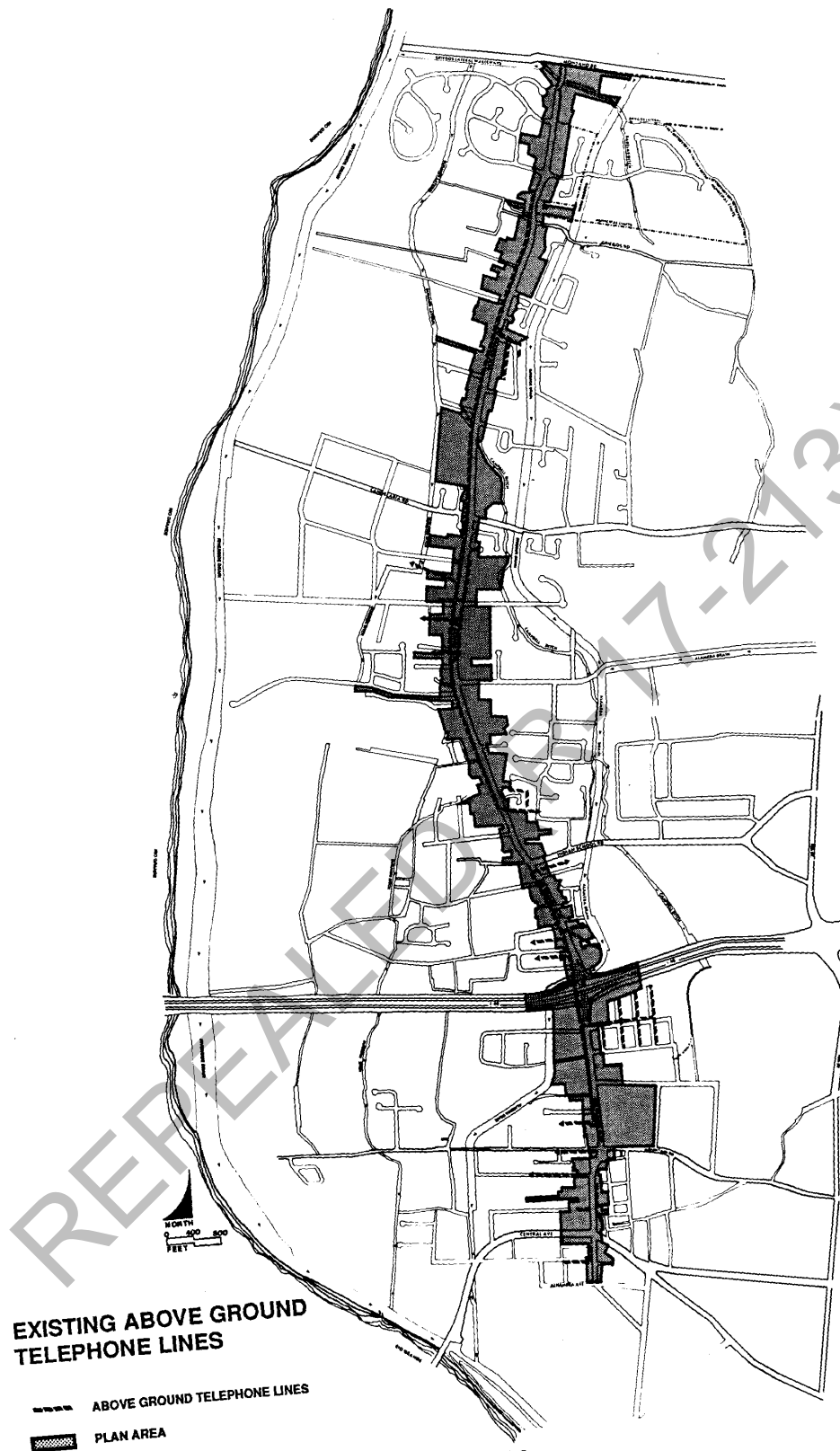


FIGURE 10

ADJACENT CENSUS TRACTS

Plan goals were derived partially from examining census data from larger areas encompassing the corridor plan area. The narrow corridor plan area is an integral part of the areas adjacent to it. The plan area contains portions of six census tracts. From the south, tracts are 22, 25, 26, 30.01, 30.02, and 31. The following 1980 census information about dwelling unit and population densities, age distribution, and ethnicity is for whole or partial tracts closest to Rio Grande Boulevard. Additional information about land uses, zoning, predominant architectural styles, site development patterns, views and typical landscapes is discussed by plan subarea.

Dwelling Units and Persons per Acre

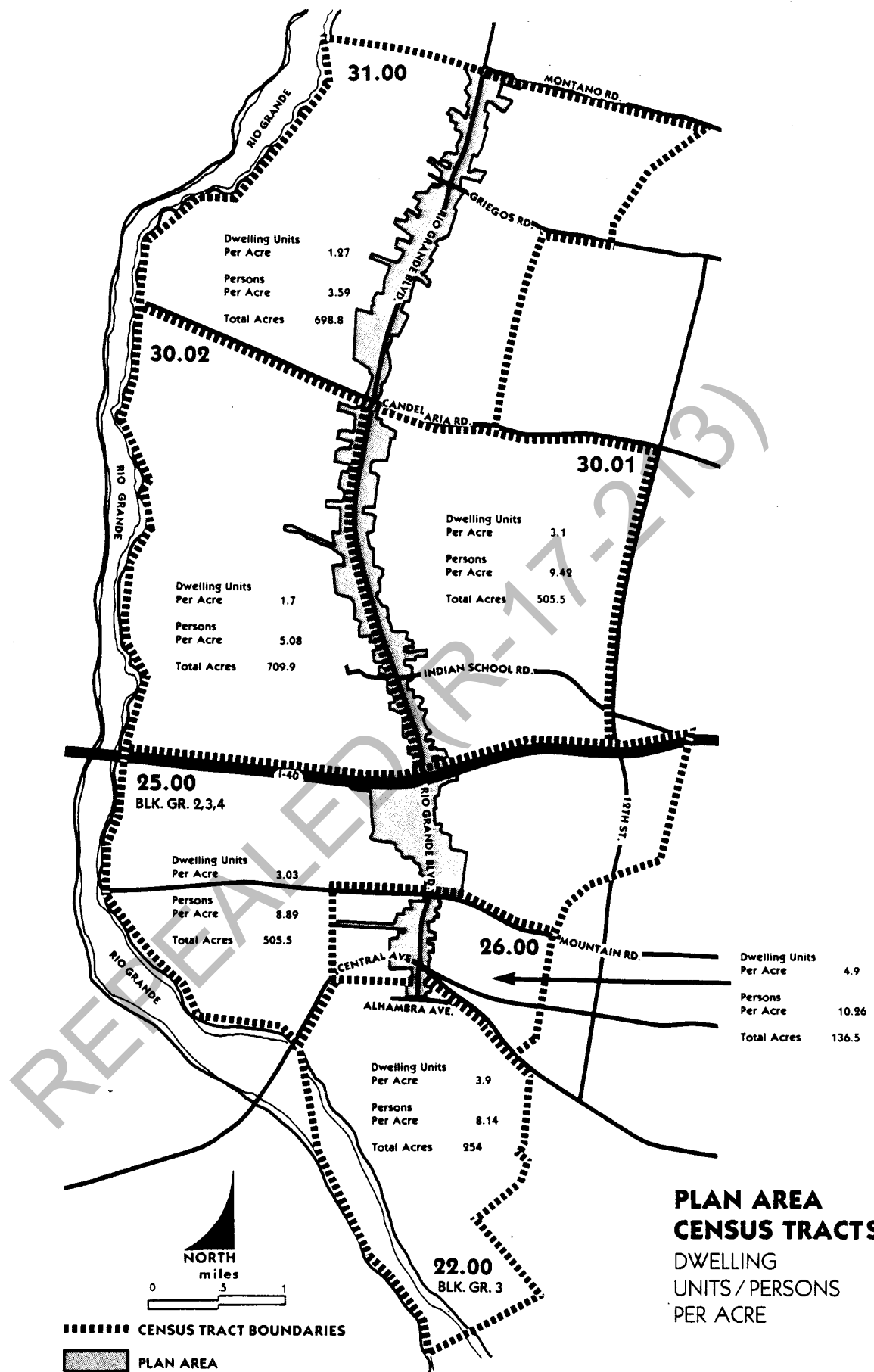
Traveling north on Rio Grande Boulevard, population and housing densities decrease. The most densely developed census tract is 26 with 4.9 dwelling units per acre. This census tract has nearly reached its potential R-1 zoning density. The least densely populated tract is 31 with 1.3 dwelling units per acre. This tract is primarily zoned RA-2 which would allow 3 to 4 dwelling units per acre when fully developed. (See Figure 11, page 18.)

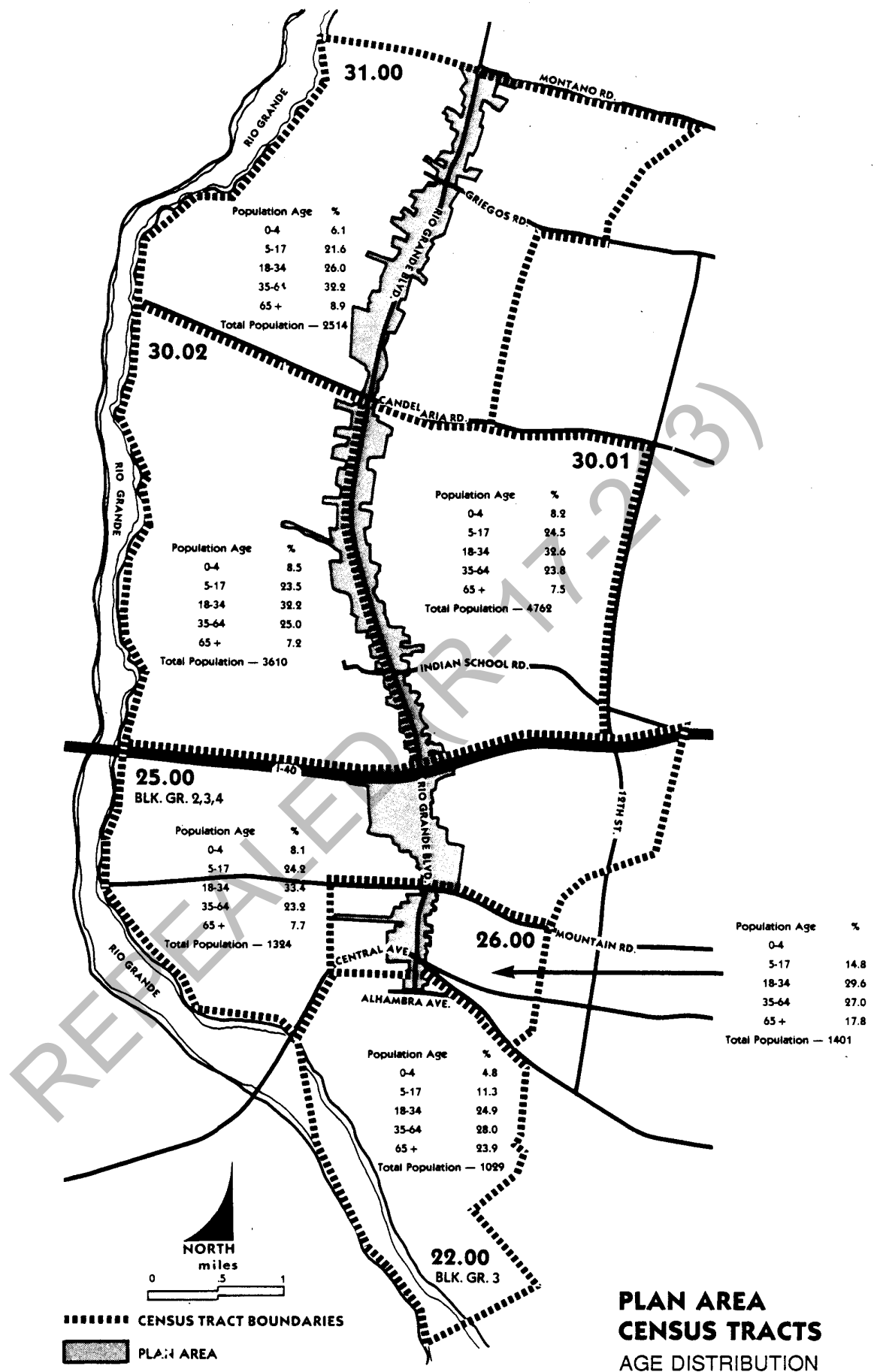
Age Distribution and Pedestrians

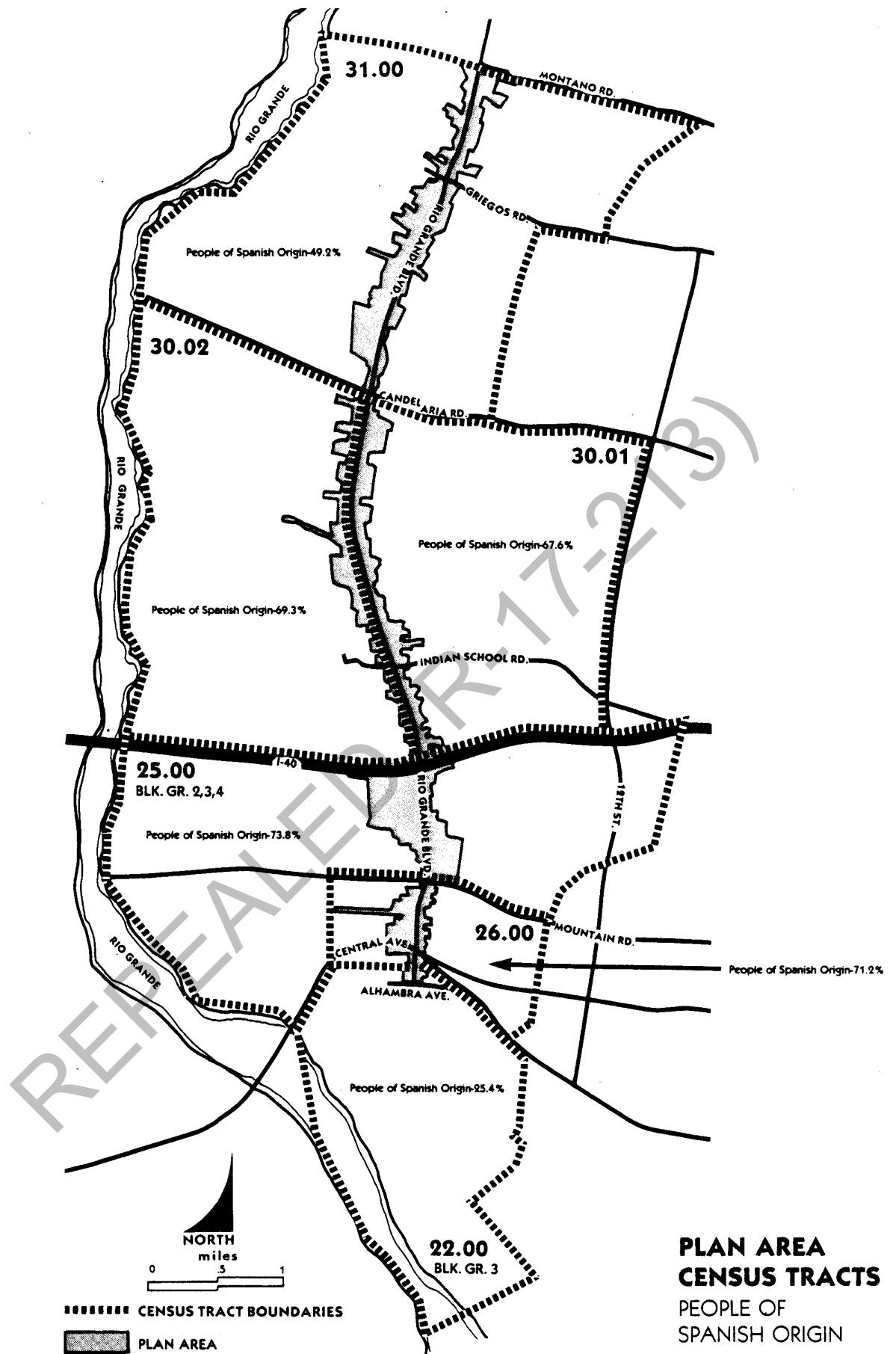
Many residents must walk along and across Rio Grande Boulevard to reach local services, schools and parks. Most tourists experience Old Town and the surrounding area on foot. People aged 0-17 and over 65 make up between 36% and 47% of surrounding census tracts. Although these groups include teenagers and older people who drive, between 4.8% and 17.4% of occupied households in census tracts surrounding the plan area have no access to vehicles. Regardless of the number of non-drivers, the City of Albuquerque Sidewalk Ordinance requires pedestrian access parallel to and across minor arterials. (See Figure 12, page 19.)

Hispanic Heritage

Many residents of census tracts encompassing the plan area are of Spanish origin. Their continuous residence is an integral part of valley and plan area history. Their heritage and sense of place in the community can and should be reflected on the boulevard. (See Figure 13, page 20.)







PLAN SUBAREAS

To better describe existing conditions, issues and opportunities the plan area is divided into subareas. Because implementing plan proposals will ultimately unite the area between Central Avenue and Indian School Road, its existing subparts are listed as 2A, 2B, 2C, and 2D.

- 1 Alhambra Avenue to Central Avenue
- 2A Central Avenue to Mountain Road
- 2B Mountain Road to Interstate 40
- 2C Interstate 40 interchanges and underpass
- 2D Interstate 40 to Indian School Road
- 3 Indian School Road to Griegos Road
- 4 Griegos Road to Montano Road

SUBAREA 1: Alhambra Avenue to Central Avenue

At its southern end, Rio Grande Boulevard is a two lane collector street passing through an urban residential neighborhood. The even shallow front yards and small scale buildings of this residential neighborhood create a human scale environment, although the largely unlandscaped public right-of-way makes the street appear wider than it is. The existing six foot sidewalk set back areas will allow the additional planting of shrubs and street trees. Handicap accessibility is now hampered by the lack of wheelchair curb ramps at street intersections. (See Figure 14, page 23.)

SUBAREA 2A: Central Avenue to Mountain Road

At Central Avenue the boulevard widens to a four lane minor arterial that borders Historic Old Town. Although the street wall of small scale buildings makes this portion of the corridor visually interesting for motorists and potentially interesting for the many pedestrians who frequent Old Town, pedestrian movement is difficult here. Narrow intermittent sidewalks obstructed by building steps and utility poles are directly adjacent to the curb. Since right-of-way is limited, on-street parking could be removed and recaptured for pedestrians as a landscaped walkway. (See Figure 15, page 25.)

Some public investment has already been made in this subarea. An equestrian statue and landscaping have been placed on the southeast corner of the Mountain Road and Rio Grande Boulevard intersection. A bus stop structure and landscaping grace the southwest corner.

SUBAREA 2B: Mountain Road to Interstate 40

The hotels and restaurants located here are conveniently close to Old Town and the museums on Mountain Road, but the area has no visual coherence and pedestrian movement is inconvenient. Paved parking lots and gas stations adjacent to the public right-of-way create visual confusion and harsh pedestrian environment on the boulevard.

Excess public right-of-way between Aspen Avenue and Interstate 40 and a very long and wide median can be landscaped to visually improve this area. (See Figure 16, page 27.) Design Overlay Zone landscaping requirements for the public right-of-way and adjacent properties can improve the pedestrian environment.

SUBAREA 2C: Interstate 40

This major gateway to the North Valley and Old Town lacks visual identity. Although hotels south of Interstate 40 are within walking distance of restaurants located between Interstate 40 and Indian School Road, highway on and off-ramps are difficult to cross safely because of traffic movement and impassible for wheelchair users because there are no wheelchair curb ramps. The highway underpass creates a psychological barrier because it is dark and its sidewalks are narrow. (See Figure 17, page 29.)

The highway slopes, flat areas adjacent to on and off-ramps and street medians on Rio Grande could be landscaped with plants that are commonly found in the North Valley. (See Appendix H.) The concrete slopes in the underpass can be replaced by vertical walls to create a light, spacious pedestrian walkway. Pedestrian islands in the highway ramps, sidewalks and curbs can be reconstructed for better handicap accessibility.

SUBAREA 2D: Interstate 40 to Indian School Road

This largely vacant and underused subarea has great potential for change. Current land uses do not all realize the full potential of existing zoning. The public right-of-way has many of the problems noted previously. (See Figure 18, page 31.)

SUBAREA 3: Indian School Road to Griegos Road

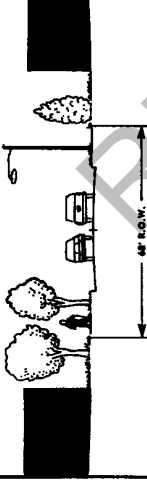
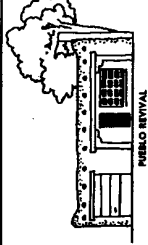
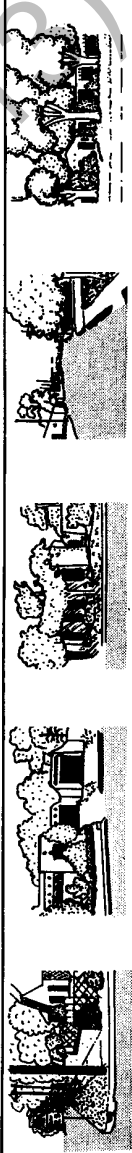
This subarea's irrigation ditches, low density residential land uses and informal residential landscaping are some of the North Valley's cherished characteristics. The wide roadway and intermittent sidewalks contrast sharply with the graciousness of adjacent yards. The few sites with high walls and parking lots adjacent to boulevard right-of-way interrupt the continuous green band of front yard landscaping. Equestrians using ditch banks as an informal trail network have difficulty crossing Rio Grande Boulevard. (See Figure 19, page 33.)

The bus stop at the City's Rio Grande Nursery now has woodchips, a bench, and no sidewalk. Pedestrians are barricaded from the north by a dirt embankment at the Campbell Ditch intersection with Rio Grande Boulevard. This extensive City owned frontage could become a pedestrian accessible bus stop in a garden setting.

SUBAREA 4: Griegos Road to Montano Road

Just north of Griegos Road the boulevard narrows, the road shoulders widen and sidewalks disappear. Cottonwood trees, open fields and other rural North Valley features are predominant. Road shoulders are not generally handicap accessible. Equestrians have difficulty crossing the boulevard at ditch bank intersections. (See Figure 20, page 35.) With little capital investment, road shoulders can be made handicap accessible and equestrian crossings can be improved.

EXISTING CONDITIONS

PLAN SUBAREA 1: ALHAMBRA AVE. to CENTRAL AVE.	
TYPICAL CROSS SECTIONS	 TWO DRIVING LANES ON-STREET PARKING ALLOWED ON BOTH SIDES OF THE STREET CURB AND GUTTER NO WHEELCHAIR CURB RAMPS AT INTERSECTIONS SIDEWALKS SET BACK THREE TO SIX FEET FROM THE CURB MERCURY STREET LIGHTS ON 30' HIGH WOODEN POLES (east side of the street) SPARSE LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY
MAJOR INTERSECTIONS	 TRAFFIC SIGNALS WITH LEFT TURN AND WALK CYCLE MANY VEHICLE TURNING MOVEMENTS CREATE CONFLICT WITH PEDESTRIAN MOVEMENTS
PREDOMINANT LAND USES	PRIMARILY RESIDENTIAL WITH COMMERCIAL USES AT CENTRAL AVENUE (SEE APPENDIX F-8)
PREDOMINANT ZONING	RLT AND R-2 WITH C-2 AT CENTRAL AVENUE ZONING ADJACENT TO THE PLAN AREA IS THE SAME (SEE APPENDIX F-1)
PREDOMINANT ARCHITECTURAL STYLES	 PUEBLO REVIVAL PREDOMINANT STYLE IS PUEBLO REVIVAL SOME BUILDINGS WITH PITCHED ROOFS STRUCTURE OF LOCAL INTEREST - BART PRINCE'S NAUTILUS ADDITION
SITE DEVELOPMENT PATTERNS	REGULARLY SPACED ONE AND TWO STORY BUILDINGS ARE SET BACK FAIRLY EVENLY BEHIND SHALLOW UNFENCED FRONT YARDS. BUILDING FACADES ARE NARROW OR STEPPED BACK. LANDSCAPING STYLES VARY 
VIEWS & LANDSCAPES	 West Side Rio Grande Blvd. at New York Ave. East Side Rio Grande Blvd. between White Pl. & Alhambra Ave. West Side Rio Grande Blvd. between New York Ave. & Alhambra Ave. Viewing North on Rio Grande Blvd. to Central Ave. Landscape Sample

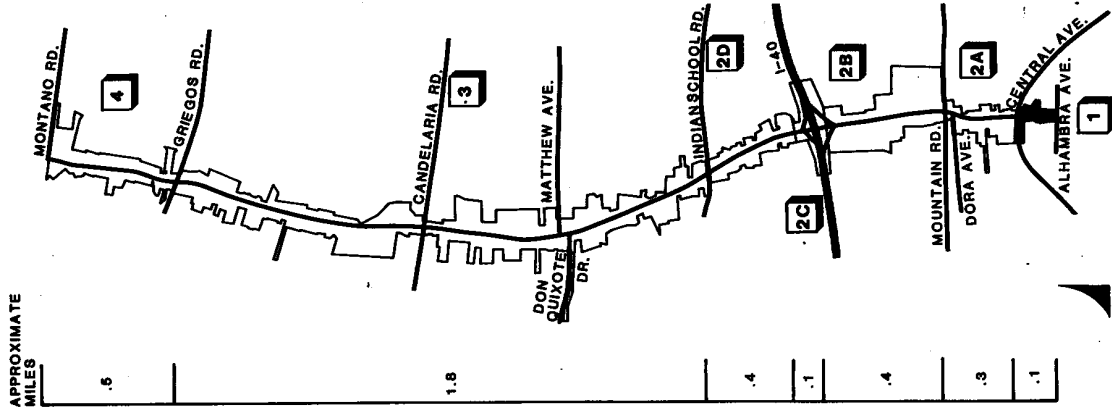


FIGURE 14

EXISTING CONDITIONS

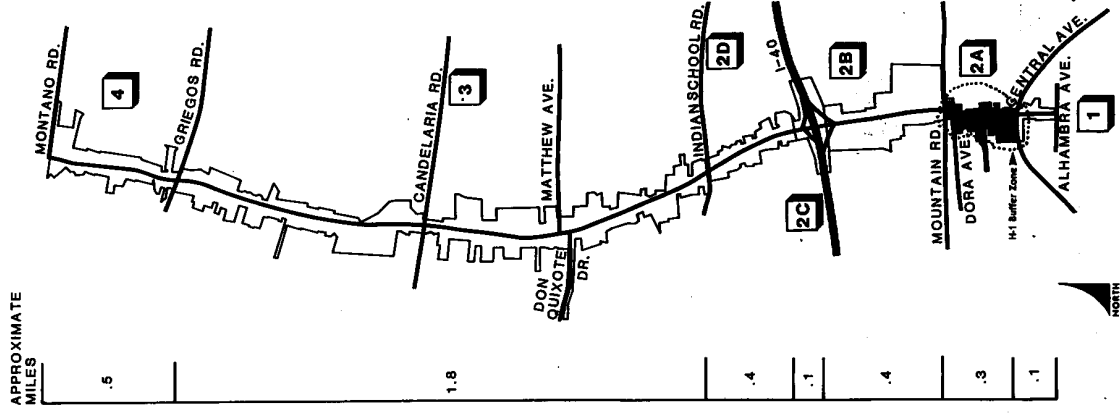


FIGURE 15

PLAN SUBAREA 2A: CENTRAL AVE. to MOUNTAIN RD.	
TYPICAL CROSS SECTIONS	1986 AVERAGE DAILY WEEKDAY TRAFFIC VOLUME - 30,100 VEHICLES FOUR TRAFFIC LANES CONTINUOUS LEFT TURN LANE BEGINS AT DORA LANE INTERSECTION ON-STREET PARKING ALLOWED ON BOTH SIDES OF THE BOULEVARD CURB AND GUTTER NARROW, INTERMITTENT SIDEWALKS ARE LOCATED NEXT TO THE CURB MANY OVERHEAD UTILITY POLES OBSTRUCT SIDEWALKS
MAJOR INTERSECTIONS	WHEELCHAIR CURB RAMP LOCATED ONLY ON SOUTH SIDE OF MOUNTAIN ROAD INTERSECTION MERCURY STREET LIGHTS ON 30 FOOT HIGH WOODEN POLES (LIGHTING UNEVEN) TWO MERCURY AND TWO HIGH SODIUM LIGHTS AT CENTRAL AVENUE BUS STOPS EVERY TWO BLOCKS ONE BUS SHELTER WITH BENCHES FOR SOUTHBOUND TRAVELERS JUST SOUTH OF MOUNTAIN ROAD NO LANDSCAPING IN PUBLIC RIGHT-OF-WAY
PREDOMINANT LAND USES	PRIMARILY A MIXTURE OF RETAIL COMMERCIAL AND SINGLE FAMILY RESIDENTIAL (SEE APPENDIX F.9)
PREDOMINANT ZONING	EAST SIDE - H-1 (MIXTURE OF COMMERCIAL AND RESIDENTIAL) ADJACENT ZONING - THE SAME JUST OUTSIDE THE PLAN AREA BOUNDARIES WEST SIDE - H-1 BUFFER ZONE (CONTROLS DESIGN ONLY) ADJACENT ZONING R-1 (SEE APPENDIX F.2)
PREDOMINANT ARCHITECTURAL STYLES	SOUTHWEST VERNACULAR NEW MEXICO VERNACULAR TERRITORIAL REVIVAL PUEBLO REVIVAL
SITE DEVELOPMENT PATTERNS	CLOSELY SPACED ONE AND TWO STORY BUILDINGS FORM A STRONG AND INTERESTING STREET WALL SOME SHALLOW FRONT YARDS LANDSCAPING STYLES VARY
VIEWS & LANDSCAPES	East Side Rio Grande Blvd. Just North of Central Ave. East Side Rio Grande Blvd. Near South Plaza St. West Side Rio Grande Blvd. Across from Old Town West Side Rio Grande Blvd. South of Mountain Rd. Landscape Sample

EXISTING CONDITIONS

PLAN SUBAREA 2B: MOUNTAIN RD. to I-40	
TYPICAL CROSS SECTIONS	1986 AVERAGE DAILY WEEKDAY TRAFFIC VOLUMES - 30,100 FOUR TRAFFIC LANES CONTINUOUS LEFT TURN LANE UNTIL MEDIAN JUST SOUTH OF I-40 TWO BICYCLE LANES MEDIAN SOUTH OF I-40 (24' x 250') CURB AND GUTTER
MAJOR INTERSECTIONS	INTERMITTENT SIDEWALKS AT CURB SANDWICHED BETWEEN PARKING LOTS, GAS STATIONS AND THE BOULEVARD MERCURY STREETLIGHTS ON 26 FOOT HIGH POLES ON EAST SIDE HIGH SODIUM LIGHTS ON HIGH METAL POLES ON WEST SIDE NO LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY NO BUS SIGNS, BENCHES OR SHELTERS
PREDOMINANT LAND USES	PRIMARILY HOTELS, GAS STATIONS SOME WAREHOUSES ON THE EAST SIDE SOME TOWNHOUSES ON THE WEST SIDE (SEE APPENDIX F.10)
PREDOMINANT ZONING	EAST SIDE - PRIMARILY C-2 M-1 NEAR Interstate 40 WEST SIDE - PRIMARILY C-1, C-2 AND RC SOME SU-1 (SEE APPENDIX F.3)
PREDOMINANT ARCHITECTURAL STYLES	PUEBLO REVIVAL
SITE DEVELOPMENT PATTERNS	BUILDING SET BACKS VARY FROM ENCROACHING ON THE PUBLIC RIGHT-OF-WAY TO EXTREME DISTANCES SET BEHIND VERY DEEP PARKING LOTS SPARSE LANDSCAPING VARIES IN STYLE
VIEWS & LANDSCAPES	East Side Rio Grande Blvd. Between Belmont & Zarring Ave. East Side Rio Grande Blvd. at Zarring Ave. East Side of Rio Grande Blvd. North of Zarring Ave. West Side Rio Grande Blvd. at Zarring Ave. Landscape Sample

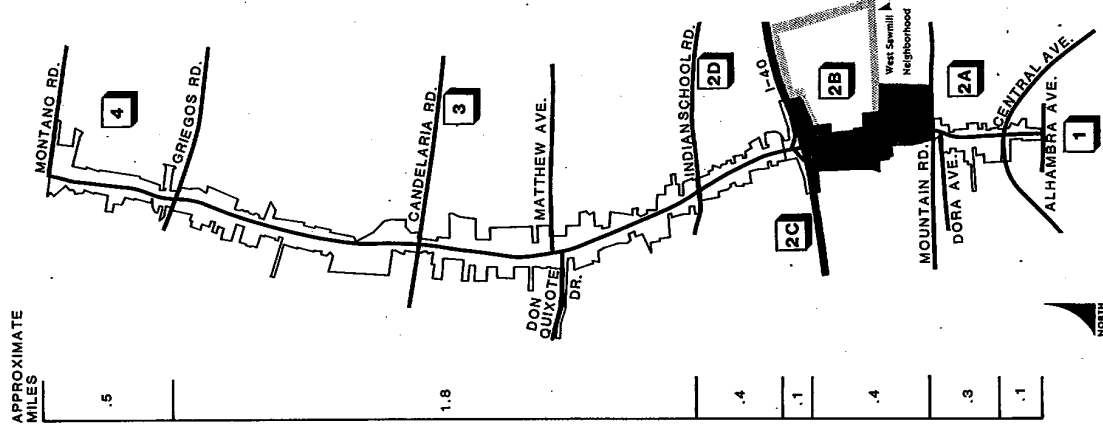
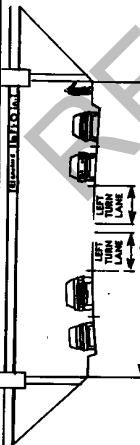
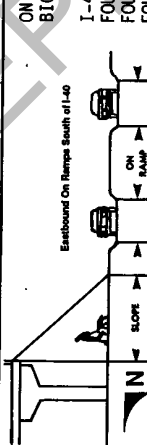


FIGURE 16

EXISTING CONDITIONS

	PLAN SUBAREA 2C: I-40 UNDERPASS and ON/OFF RAMPs
TYPICAL CROSS SECTIONS	 HIGHWAY UNDERPASS: FOUR TRAFFIC LANES MEDIAN RAISED SIDEWALKS BETWEEN TRAFFIC LANES AND HIGHWAY PILLARS CONCRETE COVERED SLOPES LIGHTING DOES NOT WORK
MAJOR INTERSECTIONS	 ON THE BOULEVARD: BICYCLE LANE MERGES WITH TRAFFIC LANES I-40 ON AND OFF RAMPs: FOUR FORKED RAMPs WITH TRIANGULAR ISLANDS FOUR HIGHWAY SLOPES (APPROXIMATELY 1.4 ACRES PER SLOPE) FOUR FLAT AREAS ADJACENT TO HIGHWAY RAMPs (12' X 500' EACH)
VIEWS & LANDSCAPES	 I-40 Underpass at Rio Grande Blvd, North Side Eastbound I-40 Off Ramp to Rio Grande Blvd Westbound I-40 Off Ramp to Rio Grande Blvd

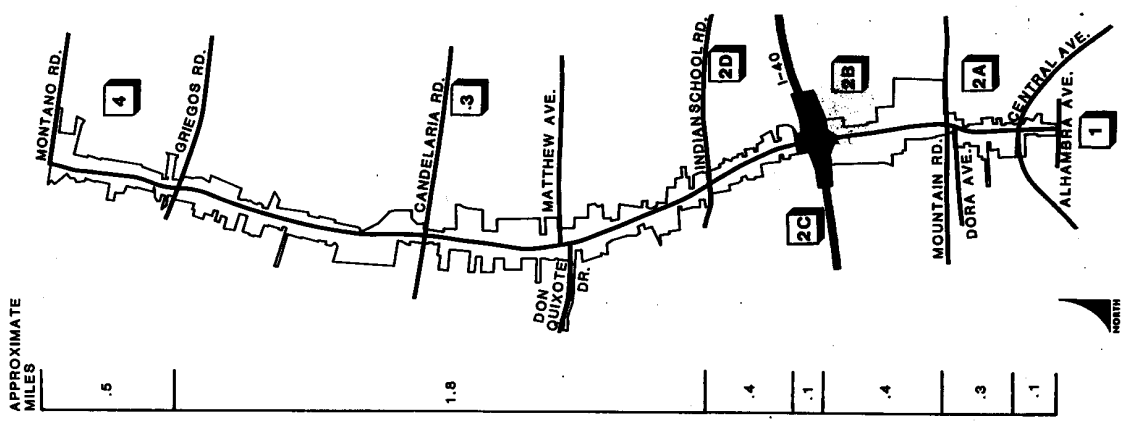
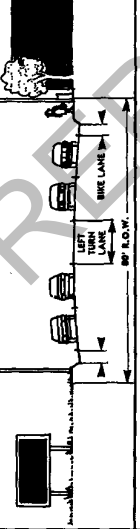
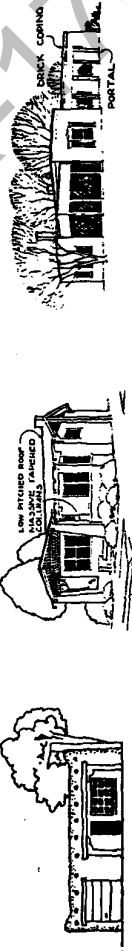
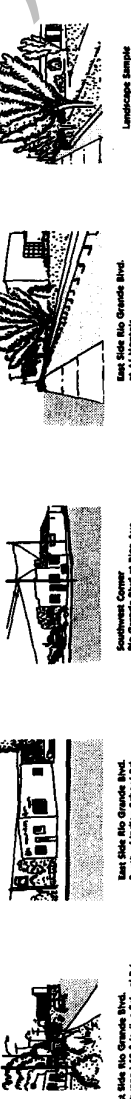


FIGURE 17

EXISTING CONDITIONS

PLAN SUBAREA 2D: I-40 to INDIAN SCHOOL RD.	 1986 AVERAGE DAILY WEEKDAY TRAFFIC VOLUME - 26,300 TWO MEDIANS (12' x 150' and 12' x 165) FOUR TRAFFIC LANES CONTINUOUS LEFT TURN LANE TWO BICYCLE LANES (ON-STREET PARKING ALLOWED IN EAST SIDE BIKE LANE INTERMITTENT EAST SIDE SIDEWALKS BLOCKED BY UTILITY POLES AND IRRIGATION ACCESS POINTS WEST SIDE SIDEWALKS LARGELY ABSENT NO WHEELCHAIR CURB RAMPS AT STREET INTERSECTIONS NO BUS BENCHES OR SHELTERS IRREGULARLY SPACED STREET LIGHTING ON WEST SIDE ONLY NO STREET LIGHTS ON EAST SIDE NO LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY INDIAN SCHOOL RD. NO LEFT TURN SIGNAL NO RANGE BAY.	A MIXTURE OF COMMERCIAL AND SERVICE RETAIL, LIGHT INDUSTRIAL, SINGLE FAMILY RESIDENTIAL AND VACANT LAND (SEE APPENDIX F-11)	PRIMARYLY C-1 AND C-2 RA 2, R-1 AND R-2 ABOUT THE PLAN AREA (SEE APPENDIX F-4)	 PUEBLO REVIVAL BUNGALOW TERRITORIAL REVIVAL	BUILDINGS ARE SET BACK VARIOUS DISTANCES FROM THE PUBLIC RIGHT-OF-WAY LANDSCAPING IS SPARSE. SOME RECENTLY DEVELOPED AND REDEVELOPED SITES HAVE INTRODUCED LANDSCAPING.	 East Side Rio Grande Blvd. between I-40 & Indian School Rd. East Side Rio Grande Blvd. South of Indian School Rd. Southwest Corner Rio Grande Blvd. at Alameda East Side Rio Grande Blvd. at Alameda Landscape Sample
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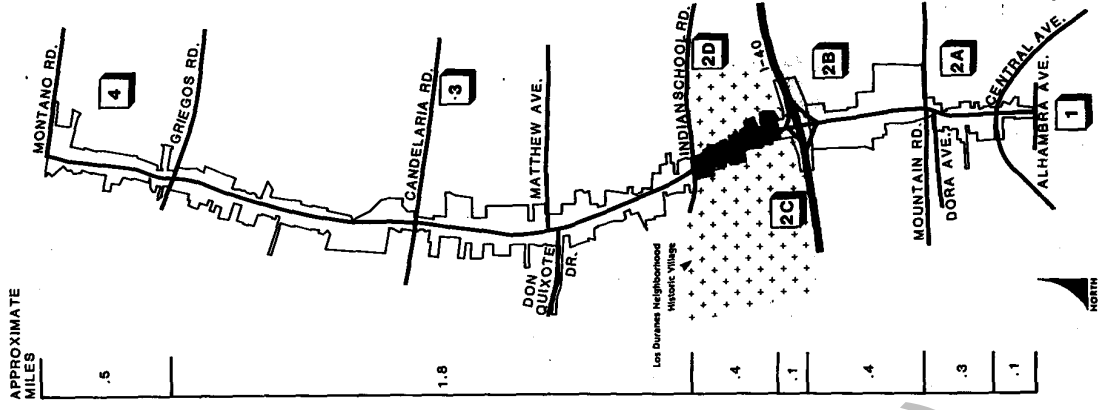
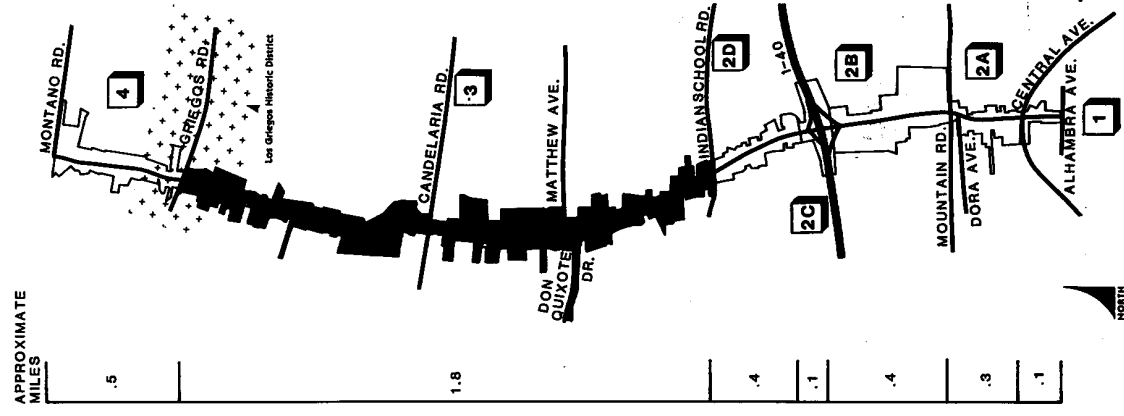


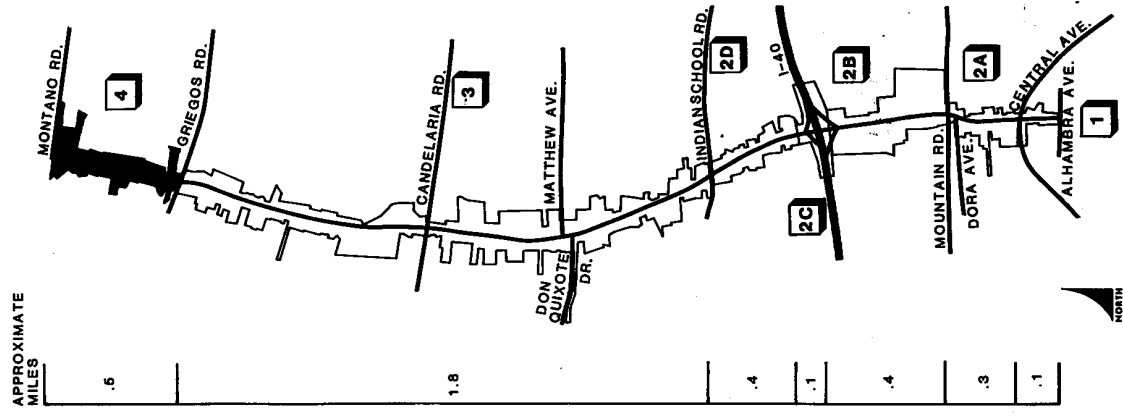
FIGURE 18

EXISTING CONDITIONS



PLAN SUBAREA 3: INDIAN SCHOOL RD. TO GRIEGOS RD.	
TYPICAL CROSS SECTIONS	1986 AVERAGE DAILY WEEKDAY TRAFFIC VOLUMES: INDIAN SCHOOL ROAD TO CANDELARIA ROAD - 18,600 CANDELARIA ROAD TO GRIEGOS ROAD - 11,700 FOUR TRAFFIC LANES CONTINUOUS LEFT TURN LANE TWO BICYCLE LANES CURB AND GUTTER INTERMITTENT SIDEWALKS BLOCKED BY UTILITIES, DITCHES AND INTERRUPTED BY DRIVEWAY CURB CUTS NO WHEELCHAIR CURB RAMPS AT INTERSECTIONS NO STREETLIGHTS FROM MATTHEW ROAD TO CANDELARIA ROAD STREETLIGHTS REGULARLY, BUT WIDELY SPACED FROM CANDELARIA ROAD TO GRIEGOS NO LANDSCAPING IN THE RIGHT-OF-WAY ONE BUS BENCH FOR SOUTHBOUND TRAVELERS AT THE CAMPBELL DITCH
MAJOR INTERSECTIONS	
PREDOMINANT LAND USES	PRIMARILY SINGLE FAMILY RESIDENTIAL (SEE APPENDIX F-12 & 13)
PREDOMINANT ZONING	PRIMARILY R-1 BETWEEN INDIAN SCHOOL ROAD AND MATTHEW AVENUE R-1 GENERALLY ABUTS THE PLAN AREA PRIMARILY RA-2 BETWEEN MATTHEW AVENUE AND GRIEGOS ROAD RA-2 GENERALLY ABUTS THE PLAN AREA (SEE APPENDIX F-5 & 6)
PREDOMINANT ARCHITECTURAL STYLES	NO PREDOMINANT ARCHITECTURAL STYLE RANCH STYLE, PUEBLO REVIVAL, ITALIANATE, BUNGALOWS WITH LOW PITCHED ROOFS, TERRITORIAL REVIVAL, AND SOUTHWEST VERMACULAR ARE ALL FOUND IN THIS SUBAREA SMALL SCALE REMODELLED OWNER BUILT HOUSING IS CLUSTERED AROUND GRIEGOS ROAD
SITE DEVELOPMENT PATTERNS	HOUSES BUILT IN THE 1920's ARE SET BACK FROM AND SITED PERPENDICULAR TO RIO GRANDE BOULEVARD HOUSES BUILT IN THE 1940's AND AFTER GENERALLY SIT CLOSER AND PARALLEL TO THE BOULEVARD
VIEWS & LANDSCAPES	West Side Rio Grande Blvd. between Indian School Rd. & Candelaria Rd. East Side Rio Grande Blvd. between Indian School Rd. & Candelaria Rd. West Side Rio Grande Blvd. North of Candelaria Rd. West Side Rio Grande Blvd. North of Candelaria Rd. West Side Rio Grande Blvd. North of Candelaria Rd. Landscape Sample

EXISTING CONDITIONS



PLAN SUBAREA 4: GRIEGOS RD.to MONTANO RD.

PLAN SUBAREA 4: GRIEGOS RD.to MONTANO RD.		1986 AVERAGE DAILY WEEKDAY TRAFFIC VOLUME - 10,300 TWO TRAFFIC LANES AND AN INTERMITTENT LEFT TURN LANE TWO BICYCLE LANES NORTH TO THE GRIEGOS LATERAL SIDEWALKS AT GRIEGOS ROAD VARIOUS ROAD SHOULDER WIDTHS NORTH OF GRIEGOS HIGH SODIUM STREET LIGHTS AT GRIEGOS ROAD A FEW STREET LIGHTS ON THE EAST SIDE OF THE BOULEVARD MONTANO ROADS NO LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY
TYPICAL CROSS SECTIONS		MAJOR INTERSECTIONS
PREDOMINANT LAND USES	PRIMARILY SINGLE FAMILY RESIDENTIAL (SEE APPENDIX F-14)	PREDOMINANT LAND USES
PREDOMINANT ZONING	RA-2, COUNTY R-1, AND COUNTY A-1 SIMILAR ZONING ABUTS THE PLAN AREA (SEE APPENDIX F-7)	PREDOMINANT ZONING
PREDOMINANT ARCHITECTURAL STYLES	NO PREDOMINANT ARCHITECTURAL STYLE NEW MEXICO VERNACULAR AND SOUTHWEST VERNACULAR DOMINATE THE GRIEGOS ROAD INTERSECTION. RANCH STYLE, PRAIRIE STYLE, MEDITERRANEAN, PUEBLO REVIVAL AND VARIATIONS ON INTERNATIONAL STYLE ARE ALL REPRESENTED IN THIS SUBAREA.	PREDOMINANT ARCHITECTURAL STYLES
SITE DEVELOPMENT PATTERNS	NEAR GRIEGOS ROAD HOUSES SIT CLOSE TOGETHER AND CLOSE TO THE BOULEVARD. FURTHER NORTH, SETBACKS VARY GREATLY.	SITE DEVELOPMENT PATTERNS
VIEWS & LANDSCAPES	LANDSCAPING STYLES VARY.	VIEWS & LANDSCAPES

FIGURE 20

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THE PLAN

PLAN SUBAREA CONCEPTS

SUBAREA 1: ALHAMBRA AVENUE TO CENTRAL AVENUE URBAN RESIDENTIAL

Public landscaping, improved pedestrian access and design regulations to conserve existing subarea character will tie this urban residential area functionally and visually to the adjacent Huning Castle/Raynolds neighborhood.

SUBAREA 2: CENTRAL AVENUE TO INDIAN SCHOOL ROAD HISTORIC/COMMERCIAL/TOURIST/RESIDENTIAL

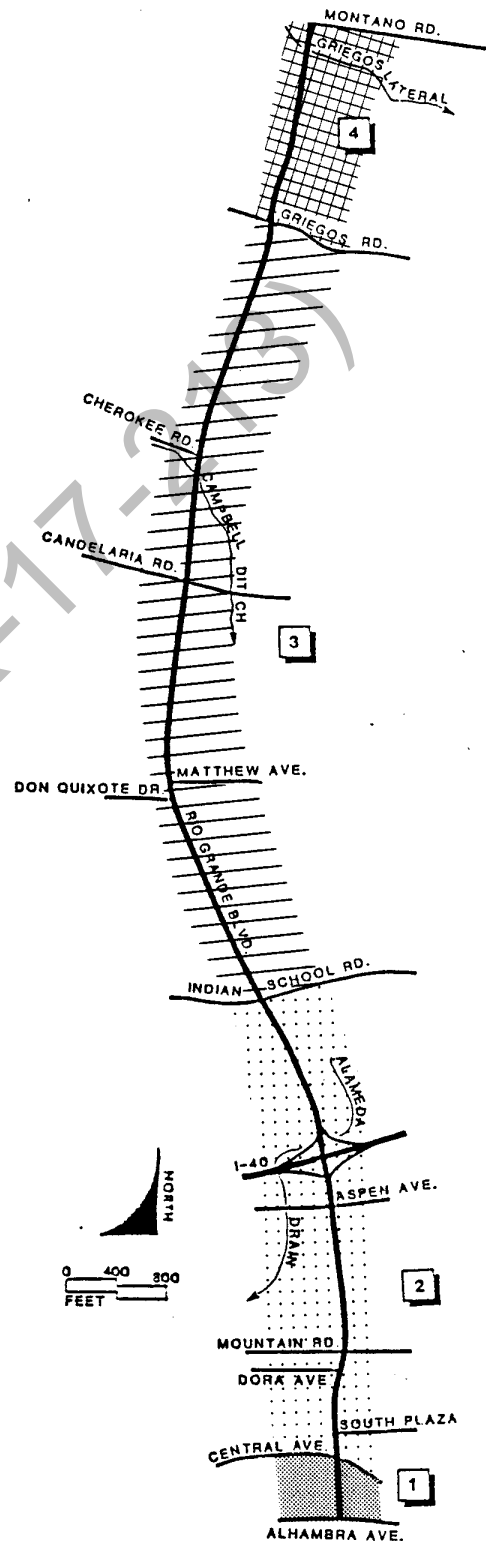
An improved pedestrian environment that includes wide brick and concrete walkways, wheelchair curb ramps, benches, lighting and landscaping will tie this historically important tourist area more strongly to its focal point, Historic Old Town and support the design regulations that already apply to the H-1 and H-1 buffer zones.

SUBAREA 3: INDIAN SCHOOL ROAD TO GRIEGOS ROAD SUBURBAN/SEMI-RURAL

Improved pedestrian and equestrian access, landscaping on publicly owned lands, and design requirements to enhance and conserve existing character on properties adjacent to the public right-of-way will tie this suburban and semi-rural residential area functionally and visually to adjacent North Valley neighborhoods.

SUBAREA 4: GRIEGOS ROAD TO MONTANO ROAD SEMI-RURAL

Improved pedestrian and equestrian access will tie this semi-rural residential area functionally and visually to informal trails of the ditch network and to adjacent neighborhoods. Design requirements for preserving the existing semi-rural atmosphere on properties adjacent to the public right-of-way will help this subarea continue to look and function as a part of surrounding neighborhoods.



GENERAL PLAN POLICIES

A well designed major street can accommodate many modes of transportation while reinforcing area identity. Public right-of-way improvements should complement the function and character of adjacent neighborhoods and adequately address special needs of population groups such as children, the elderly and people with physical disabilities. Rio Grande Boulevard can be more than a traffic carrier; it can be the showcase of its adjacent neighborhoods. The following transportation, land use, public education, and citizen involvement policies address issues raised through the planning process and correspond to plan goals.

Transportation

The following transportation policies are concerned primarily with improving nonmotorized transportation: walking, bicycling and horseback riding. Many traffic improvement projects were completed before and during the Rio Grande Boulevard Corridor planning process. Completed projects include boulevard resurfacing, left turn lane installation, bicycle lane striping and traffic light installation just north of Interstate 40 and at the Rio Grande Boulevard/Matthew Avenue intersection. Other projects proposed in the 1989 Transportation Improvement Program include creating a grade separated intersection at Montano Road and Rio Grande Boulevard as part of the Montano River crossing project and studying, designing and adding lanes to Interstate 40 between Rio Grande Boulevard and 6th Street.

This plan does not propose massive right-of-way acquisition. Wherever possible, pedestrian walkway and bicycle lane improvements should be executed within the existing public right-of-way. For example, the plan proposes converting some on-street parking areas north of Central for pedestrian use and recommends removing utility poles from sidewalks where possible. Necessary minor right-of-way or easement acquisition will be investigated during the design phase of each proposed project for areas where insufficient public right-of-way exists to provide standard, barrier-free sidewalks. (See pages 57-60 and Appendix K for proposed project descriptions.)

This plan proposes that any projects to increase vehicular capacity include improvements for pedestrian, bicycle and where appropriate, equestrian mobility. The Albuquerque/Bernalillo County Comprehensive Plan and Sidewalk Ordinance support and require circulation for pedestrians. (See Appendix C.)

Rio Grande Boulevard should provide unimpeded access for people with physical disabilities. New Mexico State Statute 28-7-3 NMSA 1978 states that "The blind, the visually handicapped and otherwise physically disabled have the same right as the able-bodied to the full and free use of the streets, highways, sidewalks, walkways, public buildings, public facilities and other public places." Upgrading the corridor to serve people with disabilities will serve all pedestrians. For example, adequately wide, all-weather surfaced, barrier free sidewalks and wheelchair curb ramps also help people pushing baby carriages, strollers and shopping carts. Lengthening street crossing time

will help parents with children and the elderly to safely cross. Limiting vehicles from making right turns during the red traffic signal at difficult intersections will allow pedestrians to cross the boulevard safely.

Parked cars and bicycles do not mix. Cars parked in bicycle lanes force bicyclists into traffic lanes. The intermittent and unpredictable movements of cars parking and motorists opening doors can cause bicycle accidents, therefore, this plan prohibits parking in Rio Grande Boulevard bicycle lanes.

Horseback riding is a traditional form of recreation in the North Valley. Equestrians now ride along the Griegos Lateral, Griegos Drain, Duranes Lateral, the Alameda Drain, Campbell Road and the Riverside Drain. To safely use this network, equestrians who cross Rio Grande Boulevard at Campbell Road, the Campbell Ditch just south of Cherokee Road and the Griegos Lateral just south of Montano Road would benefit from some traffic control devices. This plan calls for the immediate installation of signs stating "Horse Crossing -- Slow," until trail plans address the issue of traffic signals and road striping at crossings.

Policy 1 - Rio Grande Boulevard shall include multi-modal transportation elements to improve safety and mobility for pedestrians, bicyclists, equestrians and people with physical disabilities.

Regulations

- 1.A. Future improvements to Rio Grande Boulevard shall not limit pedestrian and bicycle traffic or equestrian cross traffic. If additional right-of-way is acquired for improvements to the vehicular system on Rio Grande Boulevard, sidewalks shall be brought up to the standards required for minor arterials in the Sidewalk Ordinance.
- 1.B. The corridor shall be made accessible for people with physical disabilities by initiating capital implementation projects that include constructing wheelchair curb ramps at street intersections, providing a minimum unobstructed sidewalk width of six (6) feet (allowing two wheelchairs or a wheelchair and pedestrian)*, adding walk signals to existing traffic signals and re-timing traffic signals to ensure safe pedestrian crossings.
- 1.C. In areas where there is insufficient right-of-way to accommodate at least a five foot wide walkway, new utility poles, gas meters, signs, building parts and ditches or other street furniture shall be carefully placed to allow maximum space for pedestrian movement.** No sidewalk variances shall be granted unless the utility company can demonstrate that a minimum 42" wide path can be maintained. This will allow at least one wheelchair with some extra clearance for maneuvering.

* A117.1-1980 American National Standards, Inc.

** The Sidewalk Ordinance (8-6-12 B and E) states that public and private utility distribution systems may not be installed in the normally required sidewalk area, unless a sidewalk variance is given which covers the site and specifically permits the class of object in question. (See Appendix C, page C-8 of this Plan.)

- 1.D. Parking in bicycle lanes is prohibited. Bike lanes shall be clearly separated from traffic lanes by inserting reflector tiles in the lane stripe.
- 1.E. Horse crossing signs and log walkovers shall be installed where the Campbell Ditch and the Griegos Lateral intersect Rio Grande Boulevard. The Acequia Study shall consider further measures for trail continuity.
- 1.F. Benches similar to those in Old Town, or adobe seats built into walls, shall be installed at all bus stops between Central and Indian School and on the Rio Grande Nursery frontage where a 5 foot wide sidewalk clearance can be maintained.

Proposals

- 1.G. The City Public Works Department and Environmental Health Department shall study limiting right-turns during red traffic signals at the following intersections: Central Avenue and Mountain, Indian School, Candelaria and Griegos Roads.
- 1.H. Vehicle curb cuts in new developments shall be kept to a minimum. Unused drive pads shall be replaced with curb, gutter and sidewalk as part of sidewalk improvement projects or at the expense of the property owner where sidewalk projects are not scheduled. (See Curb Cut Ordinance 8-13-5 in Appendix C, 17-21.)

Land Use and Zoning

Plan area zoning should complement adjacent zoning and land uses while supporting corridor concepts envisioned by this plan. Existing residential zoning in Plan Subarea 1 allows this part of the corridor to function as part of the larger Huning Castle/Raynolds neighborhood surrounding it. The predominantly nonresidential zoning in Subarea 2 serves both tourists and area residents with commercial services. The first 150 feet of most properties located along Rio Grande Boulevard in the northern portion of Subarea 2 between Interstate 40 and Indian School Road are zoned for commercial land uses. Remaining portions of these properties have residential zoning. Because these lots project into the adjacent residential neighborhood at varying depths, zone change requests to allow additional commercial development should be judged individually to prevent harm to the neighborhood. This plan does not assume that either commercial or residential zoning is appropriate for the remaining portions of all properties with existing dual zoning. The existing low density residential zoning in Subareas 3 and 4 blends well with the adjacent predominantly semi-rural neighborhoods. Offices, commercial development and higher density residential development would conflict with the semi-rural quality of the area while greatly increasing traffic flows on the boulevard. (See Appendix F for detailed existing land use and zoning information.)

Policy 2 - The following land use and zoning regulations shall apply whenever property within the plan area is proposed for rezoning.

Regulations

- 2.A. Rezoning for more intense uses should be granted only if the applicant can demonstrate that higher intensity use will not change or adversely affect the nature of the subareas identified in this plan.

- 2.B. Zone change requests for individual lots with pre-existing combinations of commercial and residential zoning shall be heard and judged based on individual merits. This will prevent potential harm to adjacent residential properties in Los Duranes. (See Appendix F-4, Interstate 40 to Indian School Road.)
- 2.C. If properties outside municipal limits are annexed into the City, they shall be rezoned RA-2 to be compatible with adjacent land uses and zoning.

Public Education

Rio Grande Boulevard traces a historic route through the valley, and could be more fully appreciated by tourists and local citizens alike through the development of a public education program. Signs and maps locating and explaining historic sites, the Middle Rio Grande Conservancy District ditch system and other corridor attractions would educate the public, provide interest for pedestrians and foster area residents' pride of place. Walking tours could be organized using these educational items.

Maps could be placed in the Convention Center, Old Town, museums, hotels and restaurants. The tour route could be developed jointly by several organizations: TACA, the Historical Society, the Albuquerque Visitor's Bureau, the Rio Grande Boulevard Corridor Coalition, the Old Town Merchants' Association, City Parks and Recreation Department and the Middle Rio Grande Conservancy District. Public parking lots at Old Town and the Rio Grande Nature Center could be used as tour staging areas.

Policy 3 - The City shall initiate a public education program for Rio Grande Boulevard.

Regulations

- 3.A. The City shall place information signs in key locations along the boulevard to explain historic sites, buildings, villages, districts and Middle Rio Grande Conservancy District irrigation ditches and drains.
- 3.B. The City and Rio Grande Boulevard Corridor Coalition shall coordinate the production and distribution of walking tour maps which identify and explain the significance of historic buildings, village sites, historic districts, Conservancy District ditches and drains and other points of plan area interest.

Citizen Involvement

Area residents, property owners and business people helped to prepare this plan and should have an equally active role in monitoring and participating in plan implementation. A Rio Grande Boulevard Corridor Plan Coalition can be formed to represent area interests through the adopted plan and to sponsor voluntary beautification and educational programs.

Policy 4 - The City encourages interested area residents, property owners and business people to form an organization to help implement and monitor the plan.

Guidelines

- 4.A. Within six months of the adoption of this plan, local residents and property owners should establish a Rio Grande Boulevard Corridor Coalition to pursue public and private cooperation in implementing the Rio Grande Boulevard Corridor Plan and to serve as a focal point for local input and discussion regarding needs in implementing the plan.
- 4.B. Coalition membership should include representatives from neighborhood associations, merchant associations, and other appropriate groups within and adjacent to plan boundaries. Coalition members can determine the size, structure and specific duties of the coalition.
- 4.C. Duties of the coalition should include providing ongoing support for the goals and policies in the plan and monitoring plan project implementation. Specific duties could include the following:
 - 4.C.1. Monitoring plan area problems and reporting to City Staff,
 - 4.C.2. Monitoring public right-of-way project scheduling,
 - 4.C.3. Applying for Urban Enhancement Trust Funds and investigating private funding sources to implement public right-of-way beautification projects,
 - 4.C.4. Initiating community landscaping and clean-up projects,
 - 4.C.5. Speaking at Capital Implementation Program (CIP) hearings,
 - 4.C.6. Working with Redevelopment Division Staff to start historic recognition projects,
 - 4.C.7. Organizing walking tours,
 - 4.C.8. Evaluating plan implementation and meeting with Planning Staff,
 - 4.C.9. Monitoring zone change requests and making presentations to maintain plan principles at EPC, CPC and LUCC, and
 - 4.C.10. Initiating public relations projects for the corridor.
- 4.D. The Neighborhood Coordination Division of the Office of Neighborhood Services can provide resources to help the coalition form and operate.

DESIGN OVERLAY ZONE

The City of Albuquerque's Comprehensive Zoning Code and Bernalillo County's Comprehensive Zoning Ordinance allow a Design Overlay Zone for areas meeting at least two of the following three conditions:

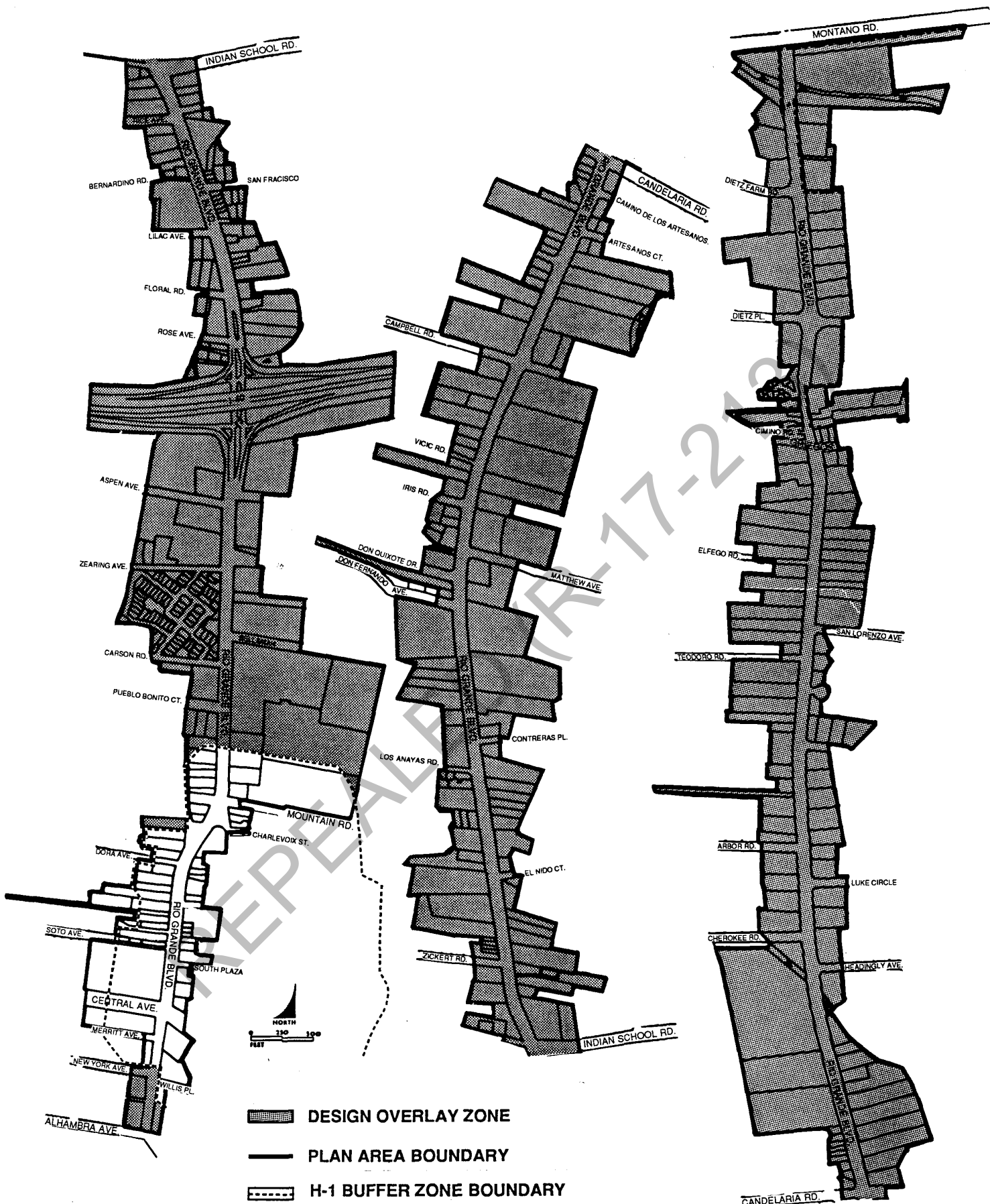
- "a. Contain highly scenic natural features or physical setting, or have highly significant views.
- b. Have development potential which is likely to require unusually complex coordination of flood control, transportation, open space, and urban land uses.
- c. Have a strong role in the development of the form of the metropolitan area, arterial street corridors or critical areas near urban centers or historic zones."

Rio Grande Boulevard meets all three of these conditions. It is a scenic corridor containing historic buildings and landscaping unique to the river valley, encompasses transportation, recreation and drainage functions, and serves as a major entry to historic Old Town. (See Appendix G.)

Policy 5 - A Design Overlay Zone is established for all properties and public right-of-way within the plan area (excepting the H-1 and H-1 buffer zones) as shown in Figure 21. All development within the Design Overlay Zone, including alterations to existing buildings, shall comply with the design regulations of this plan chapter.

Regulations

- 5.A. Site development plans, building elevations and other items required to obtain building permits shall be checked for compliance with Rio Grande Boulevard Corridor Design Overlay Zone requirements during the normal submittal processes for the City and County. Certificates of Appropriateness for changes to properties and for public right-of-way projects in the H-1 zone and H-1 buffer zone shall continue to be approved by the Landmarks and Urban Conservation Commission (LUCC). If the H-1 Buffer Zone boundaries increase to include areas originally mapped in the Design Overlay zone in this plan, changes to these affected properties shall be approved by the LUCC.
- 5.B. Site development plans for SU-1 zoned properties shall continue to be approved by the Environmental Planning Commission. Site development plans for properties in the County with Special Use Permits (SU-P) shall continue to be approved by the County Planning Commission.
- 5.C. Construction plans for public right-of-way projects in the Design Overlay Zone shall be reviewed by the City Planner or his designee to ensure compliance with Design Overlay Zone requirements.
- 5.D. The Design Overlay Zone regulations shall be submitted to the LUCC for their consideration for adoption.



DESIGN OVERLAY ZONE
FIGURE 21

SECTION 1. REGULATIONS GOVERNING THE PUBLIC RIGHT-OF-WAY

The following design policies, regulations, and proposals are intended to improve multi-modal transportation elements of the corridor and to foster a cohesive visual impression that gives unity to the changing scenery of the boulevard.

Sidewalks

The intent of the following policy and regulations is to develop a continuous system of sidewalks on Rio Grande Boulevard. The Sidewalk Ordinance outlines public and private responsibilities for sidewalk installation. (See Appendix C.) For new site developments, sidewalks shall be installed by those responsible for the new construction. Public sidewalk projects proposed in this plan shall be constructed by the City using Capital Implementation funds (CIP) or sidewalk assessments (SAD).

Surface treatment changes will help visually distinguish plan subareas. Red brick and concrete sidewalks will help link the stretch between Central Avenue and Indian School Road (Plan Subarea 2) with Historic Old Town and identify the area as a place where tourist movement is encouraged. Curved sidewalks can prevent costly utility relocation and the removal of existing landscaping in the public right-of-way while providing an unimpeded, interesting walkway for pedestrians. Sand coated walkways will blend visually with the rural character of Plan Subarea 4.

Policy 6 - Sidewalks shall be designed to improve pedestrian movement as well as the over-all visual quality of the corridor. They shall be made of all-weather, non-slip construction materials.

Regulations

- 6.A. These sidewalk treatments shall be used in new construction to accentuate the basic characteristics of each subarea:

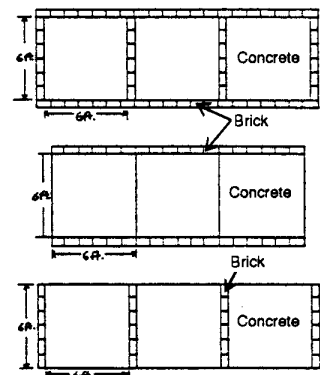
Subarea 1: Brushed concrete with curb and gutter

Subarea 2: Combination of brushed concrete and red brick with curb and gutter in one of the three illustrated patterns

Subarea 3: Raked or brushed concrete with curb and gutter

Subarea 4: Sealed, compacted crusher fines or hot mix asphalt with a sealed sand finish without curb and gutter*

6.A. Subarea 2



* The Subarea 4 pavement surface recommended by the plan is meant to test a handicap accessible surface treatment acceptable to plan area residents. The two surfaces suggested by the plan have been used extensively on trails in National Parks. Because this plan subarea is only one half mile long, it will be ideal as a pilot project. These treatments may prove to be acceptable in other portions of the Valley, but this isolated project is not meant to set precedent until it is monitored and evaluated for maintenance over the long run. These treatments are considerably less expensive to install than sidewalk, curb and gutter, but should only be installed where there is adequate right-of-way to separate the pedestrian trail from traffic lanes with landscaping, a depression or some other device to prevent vehicles from encroaching on pedestrian space. (See cost estimates in Appendix K.)

6.B. New sidewalks shall curve around existing utilities and landscaping.

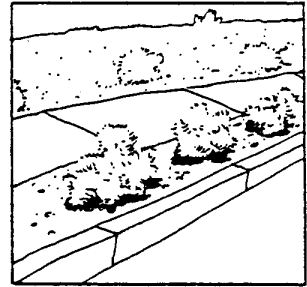
6.C. Where right-of-way is adequate, new sidewalks shall be set back a minimum of three to five feet from the curb. The setback shall be landscaped.

6.D. New sidewalks shall connect existing sidewalks.

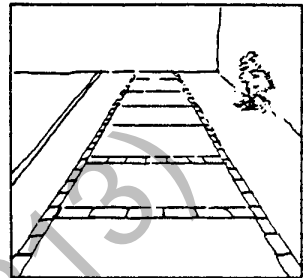
6.E. New sidewalk surfaces shall blend visually with adjoining sidewalks. For example, for continuity red brick shall be introduced as edging to existing concrete sidewalks or introduced sparingly in adjacent landscaped areas between Central Avenue and Indian School Road.

6.F. Wheelchair curb ramps shall be constructed as a part of scheduled capital projects called for in this plan at all street intersections between Alhambra Street and Griegos Road (Plan Subareas 1, 2, and 3). To alert visually impaired persons to a change in grade, wheelchair curb ramps constructed at street intersections shall be textured differently than sidewalks. Aggregate or textured concrete shall be used.*

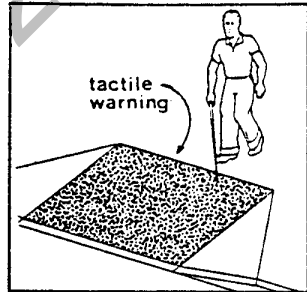
6.C.



6.E.



6.F.



Street Furniture

Historic Old Town is the plan area focal point. Its wood and cast iron benches, adobe seats, cast iron street lamps, small wooden signs and brick paving enhance its historic character. Introducing street furniture in the public right-of-way similar to that found in Old Town will clearly link the corridor visually with Old Town while giving the entire corridor right-of-way visual coherence. Regularly placed seating will serve both bus riders and pedestrians. Providing trash receptacles, lighting and signs will promote a more pleasing, safe and convenient pedestrian environment. These diverse elements should harmonize with each other to reduce visual confusion.

Policy 7 - Rio Grande Boulevard public right-of-way seating, bus shelters, lamp fixtures and signs shall be similar to those in Old Town, and shall be located to provide greater safety and convenience to pedestrians and transit riders.

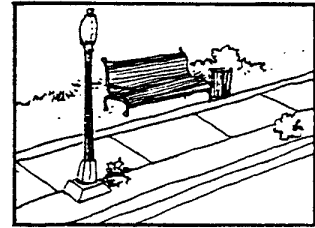
* Changes in paving surface texture and color value alert visually impaired people to changes in slope and to the presence of street intersections. (Refer to ANSI A117.1-1980 American National Standards Institute, Inc. Standard 4.7.12 Uncurbed Intersections.)

Regulations

General

- 7.A. Combine landscaping, street furniture, signs, utilities and street lighting to eliminate visual clutter and to free sidewalk areas of impediments. All street furniture shall comply with American National Standards Institute, Inc. Standard 4.4 Protruding Objects (ANSI A117.-1980).

7.A.



Bus Stops

- 7.B. All bus stops in Plan Subarea 2 and other bus stops at Candelaria Road and the Rio Grande Nursery shall have seating and trash receptacles. Simple shelters shall be located at South Plaza Street and the Campbell Ditch bus stops. Small scale public art that can be appreciated at close range by pedestrians may be incorporated where space is adequate. The art work should complement plan subarea character.

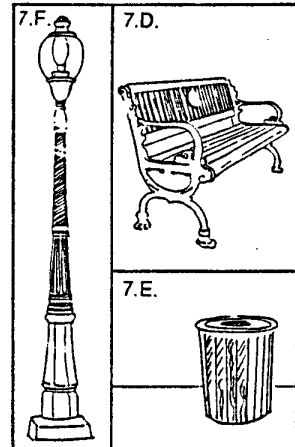
7.B.



- 7.C. Bus benches shall be located at least six feet from the curb.
- 7.D. Benches and shelters shall be made of wood or wood and cast iron. Stuccoed adobe seats built into walls may be used as an alternative to benches.
- 7.E. Trash receptacles shall be made of materials similar to those used in the benches and shelters.

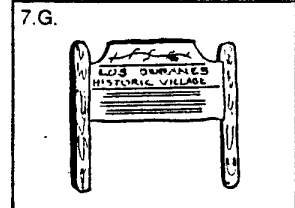
Pedestrian Area Lighting

- 7.F. Twelve foot high black cast iron lighting fixtures similar in design to those used in the City parking lot at Central Avenue between Romero and San Felipe shall be installed between Central Avenue and Indian School Road.



Information Signs

- 7.G. Signs identifying historic areas, ditches or other landmarks shall be made of varnished and/or painted wood similar in style and size to those used in the City parking lot at Central between Romero and San Felipe. All sign locations shall comply with ANSI A117.1-1980 Standard 4.4, Protruding Objects and 4.30, Signage.



Overhead Utilities

Between Central Avenue and Mountain Road, utility poles are located within the sidewalk to avoid historic properties. These utility poles obstruct pedestrian movement in the constrained public right-of-way and the attached overhead wires cause more visual clutter than any other element on the boulevard. Public Service Company of New Mexico is limited in its ability to locate these poles elsewhere. By studying the costs and benefits of placing utilities underground, policy makers will have sufficient information to determine whether this project should be undertaken. The Electric Facility plan includes project review process. (See rough cost estimates in Appendix E.)

Policy 8 - The City shall seriously consider whether overhead utilities should be removed and placed underground between Central Avenue and Interstate 40.

Landscaping

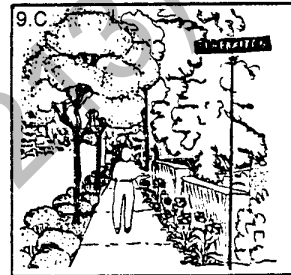
Landscaping in the public right-of-way can help protect pedestrians from the confusion and traffic danger in the street while visually reinforcing the corridor's location in the valley. Much of Bernalillo County is located on dry, sandy, high desert country mesas. The North and South Valley are Bernalillo County's oases. Their shallow water table and ditch network support a relative abundance of green vegetation. As a major road in the valley, Rio Grande Boulevard should reflect the valley's oasis qualities. The ditchbanks and private landscaped yards next to Rio Grande Boulevard already lend their beauty to the roadway. Landscaping introduced in the public right-of-way and in new developments should enhance existing landscapes and help to identify the boulevard specifically as a North Valley roadway.

To ensure landscape success within the public right-of-way, plants should be able to thrive in a confined and often hostile environment. To limit costs, these hardy plants should require minimal maintenance. To carefully conserve Albuquerque's water supply while beautifying public spaces, drought resistant plants and/or plants that can access the valley's shallow ground water table should be used.

Policy 9 - The Rio Grande Boulevard Corridor shall be landscaped abundantly with plants that imitate the forms, colors and textures of existing North Valley landscapes. Landscaping within the public right-of-way shall consist of plant materials listed or similar to those listed in Appendix H and shall reinforce existing subarea characteristics. Planting recommendations are consistent with policies in the Street Tree Ordinance, Clear Sight Triangle Ordinance, and the Sidewalk Ordinance. Public landscaping projects proposed in this plan shall be planted and maintained by the City. Other landscaping in the public right-of-way shall be planted and maintained by either the developer or property owner as indicated in the Street Tree Ordinance and City Forester Ordinance. All landscaping plans for public projects in the public right-of-way and on other publicly owned lands shall be reviewed by a landscape architect employed by the City to ensure compliance with the Design Overlay Zone regulations of this plan.

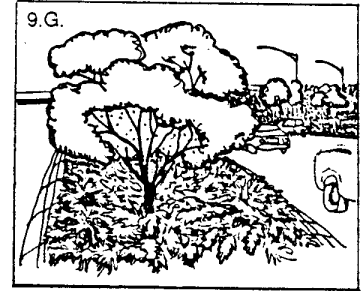
Regulations

- 9.A. To introduce the informal quality of plantings found in neighborhoods adjacent to the corridor, groupings of asymmetrical trees and shrubs that can filter light shall be planted in the public right-of-way from Interstate 40 north.
- 9.B. The public right-of-way shall be planted primarily with drought resistant plant materials that can withstand reflected heat from asphalt and pavement and that can thrive in constrained spaces with little maintenance. (See Appendix H of this plan.)
- 9.C. In confined spaces such as 5-10 foot wide streetside landscaping areas and areas under power lines, mixed shrub borders shall be combined with groupings of small fine textured, flowering trees up to 15 feet high. (See Appendix H of this plan.) Branches under 14 feet may not overhang the street. Branches under 7 feet may not overhang the sidewalk. Clear sight triangles shall be maintained where required.
- 9.D. In spaces at least ten to fifteen feet wide, at least thirty feet from driving lanes on Interstate 40 and at least eight feet from other driving lanes, irregularly spaced groupings of large deciduous shade trees shall be planted. For accent, large, arching, flowering shrubs or small multi-trunked trees shall be introduced. (See Appendix H of this plan for detailed plant information.)
- 9.E. In confined spaces such as street intersections, driveways and some medians, where sight lines need to be preserved, a mixture of flowering perennials and low growing shrubs and plants (2 foot maximum height) shall be planted. Soft, woolly, fine textured low growing shrubs shall predominate. (For plant names see Appendix H of this plan.)
- 9.F. Where right-of-way is sufficient, shrubs shall be planted between sidewalks and the boulevard to guide pedestrian movement and prevent mid-block crossings.



9.G. Existing medians shall be landscaped.

9.H. When right-of-way reconstruction is programmed, water lines shall be extended to sidewalk areas, lands adjacent to highway ramps and existing medians to allow eventual landscape irrigation.



REPEALED (R-17-213)

SECTION 2 - REGULATIONS AND GUIDELINES GOVERNING ADJACENT DEVELOPMENT

The following architectural design guidelines and regulations, site design, sign and site lighting regulations will ensure that new site development and site redevelopment reinforce existing plan area attributes and proposed public right-of-way improvements. The Design Overlay Zone regulates all properties within plan area boundaries excepting the H-1 and H-1 buffer zones. Regulations for these zones already exist and continue to apply. (See Figure 21, page 44 and Appendix A of this plan.) The following guidelines and regulations apply to new and redeveloped sites and additions to existing structures. Regulations have the force of law. Guidelines are advisory. (See Comprehensive Zoning Code, Design Overlay Zone, Section 39F, paragraph 3, page 121 in Appendix G-1 of this plan.)

Architectural Design

Policy 10 - New and redeveloped structures shall complement the existing predominant architectural styles of each subarea.

Guidelines

- 10.A. Design all structures (including walls, fencing and trash enclosures) on each site to be uniform in style. Design each structure to incorporate similar scale, mass, roof style, and building materials of the predominant architectural styles of each subarea. (See Appendix I of this plan for architectural style descriptions.)

Subarea 1: Alhambra Avenue to Central Avenue

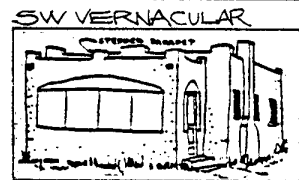
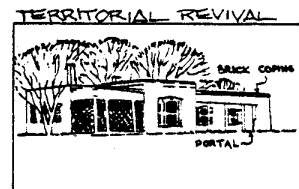
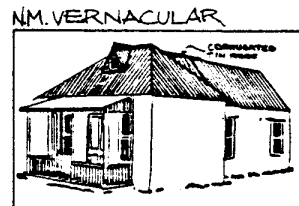
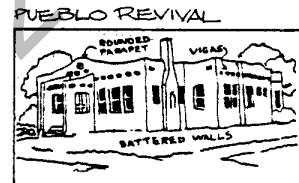
Predominant styles are southwestern, particularly Pueblo Revival. Architectural styles complementing this and other southwestern styles are recommended.

Subarea 2: Mountain Road to Indian School Road

Pueblo Revival is the predominant existing style. Architectural styles complementing this style are allowed. Design small scale buildings or break up facades to imitate small scale buildings.

Subareas 3 and 4: Indian School Road to Montano Road

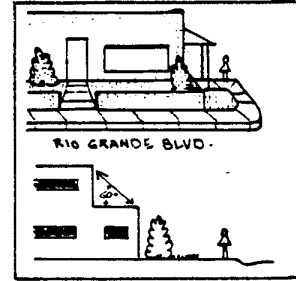
All architectural styles are allowed. Southwestern styles typical to the valley are encouraged. Break up large building facades.



10.A.

Regulations

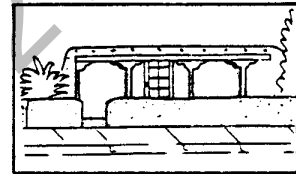
- 10.B. To reinforce a pedestrian environment at the street level in non-residential zones and to reflect the low density residential quality of the remainder of the plan area, building street facades shall be one story. If greater building height is desired, set back additional stories so that a line drawn from the first story roof line to the upper story roof line equals a 60° angle on sides of the building adjacent to the street or to residential properties. Building heights shall not exceed those allowed in underlying land use zones.



10.B.

- 10.C. Standard, unstuccoed 8-inch by 16-inch CMU block and untreated metal are not allowed as finish materials for buildings or other structures such as site perimeter walls.

- 10.D. New nonresidential development shall have windows or publicly accessible plazas and porches on the street side of buildings.



10.D.

- 10.E. Reflective glass is not permitted unless the applicant can document that the glass will not reflect sunlight glare or solar heat build up on adjacent properties or rights-of-way during the hours of 7-10 am and 3-6 p.m.

- 10.F. Screen exterior mechanical and electrical equipment from public view. Locate such equipment at ground level unless such location would adversely affect the streetscape, pedestrian circulation or open space.

Site Design

Policy 11 - Site designs shall ensure visual and functional connection to the public right-of-way while reinforcing streetscape and subarea character.

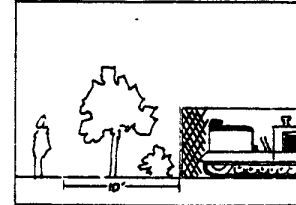
Regulations

Outside Storage and Display

- 11.A. Outside storage or display of construction equipment and materials or trucks must meet the following requirements:

11.A.1. Outdoor storage or display of construction equipment and materials shall be located at least 10 feet outside Rio Grande Boulevard right-of-way.

11.A.2. All outside storage or display of construction equipment and materials must be enclosed on all sides by a six-foot high solid wall or fence set back at least 10 feet from the property line. The area between the wall or fence and the public right-of-way shall be landscaped. (See regulations under 11.D. of this Design Overlay Zone.)



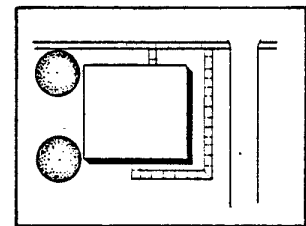
11.A.2

11.A.3. No outside storage or display of construction materials may exceed the height of the required six-foot wall.

Sidewalk Connections

11.B. Sidewalk regulations are the same as the Sidewalk Ordinance with the following additions:

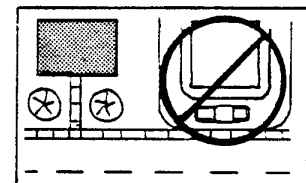
11.B.1. New nonresidential building entrances shall either face Rio Grande Boulevard or be connected to the boulevard public right-of-way with a handicap accessible walkway according to American National Standard Institute ANSI A117.1-1980 standards. Orient secondary entrances toward rear and side parking lots.



11.B.1

11.B.2. Direct pedestrian access to commercial and office buildings must be possible from public sidewalks.

11.B.3. No driveways or parking lots paralleling Rio Grande Boulevard shall be located between new nonresidential buildings and the public right-of-way.



11.B.3

Building Setbacks

11.C. In Plan Subareas 1 and 2 (excepting the H-1 and H-1 buffer zones): front, side and rear yards facing Rio Grande Boulevard shall have the same building setback requirements as front yards in underlying zones. In Plan Subareas 3 and 4: front, side and rear yards facing Rio Grande Boulevard in all zones except RA-2, shall have 20 foot deep building setback requirements. Properties with RA-2 zoning shall continue to have 25 foot deep rear yard building setback requirements.

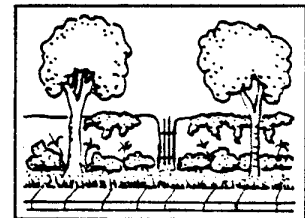
Walls and Fences

11.D. Wall regulations are the same as Section 40.C, of the Zoning Code with the following exceptions:

11.D.1. Three foot high solid walls, fences or a dense hedge located at least six feet from the public right-of-way shall be required on street sides of (1) off-street parking areas with five or more parking spaces, and (2) circulation areas on commercial, office and industrial sites. Each site plan will be reviewed by the Traffic Engineer to ensure compliance with the Clear Sight Triangle Ordinance. (Outdoor storage of construction equipment is regulated in Design Overlay regulation 11.A.) Plant materials capable of screening views of paved areas are listed and marked with an "S" in Appendix H of this plan. (See Design Overlay Zone regulations under 11.D for landscaping requirements.)

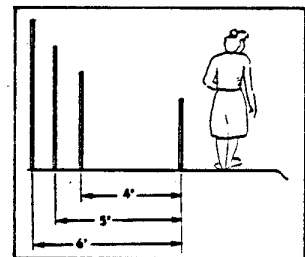
11.D.2. Standard unstuccoed 8-inch by 16-inch CMU block, untreated metal and unlandscaped chainlink fencing are not allowed as finish materials for site perimeter walls or fences. Chainlink fencing may be used if rapid growing vines or tall, thick shrubs are planted and maintained to cover it. (See plant materials marked with an "S" in Appendix H, 1 and 2.)

11.D.3. Continuous solid site perimeter walls or fences over 3 feet high facing Rio Grande Boulevard shall contain at least one opening, recess or other form of horizontal relief every 25 feet or less to break the sense of barricade and monotony for pedestrians.



11.D.3.

11.D.4. Site perimeter walls and fences facing Rio Grande Boulevard may not exceed three feet in height (including those for rear and side yards) unless they are set back inside the property line at least the same number of feet as the height of the wall.



11.D.4.

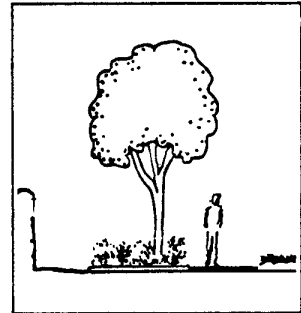
Landscaping

11.E. All landscaping plans shall be reviewed by a City landscape architect employed by the City. All yards facing Rio Grande Boulevard shall be referred to as landscaped street yards. Landscaping regulations shall be the same as those in Zoning Code Section 40.J. and Zoning Code Appendix B with the following additions:

11.E.1. Unless designated as part of a public streetscape project, landscaping between the curb line and property line shall be the responsibility of the developer or property owner and shall contain live landscaping.

11.E.2. On nonresidential and multi-family residential development sites, landscaped street yards shall contain deciduous trees and any combination of designated valley plant materials listed in Appendix H of this plan. Plants and trees having similar characteristics may also be used.

11.E.3. The area between site perimeter walls and the public right-of-way shall be landscaped. Tree species planted in areas between walls and the public right-of-way shall be capable of shading the sidewalk. (See Appendix H of this plan.) Shrubs shall be maintained to avoid blocking the sidewalk and clear sight triangles shall be respected. A minimum of seventy five percent of the ground area between the wall and public right-of-way shall be covered with live plant material. Landscaping shall be maintained by the property owner.



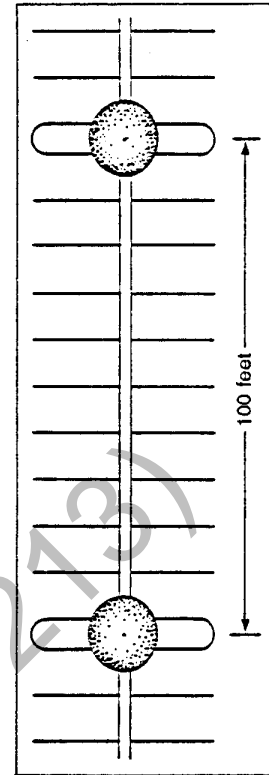
11.E.3.

11.E.4. Climbing vines shall be planted on chainlink fences. Where a denser evergreen screen is desired, use shrubs listed in Appendix H or those with similar characteristics.

Off-Street Parking

11.F. Off-street parking areas shall be designed and landscaped to minimize glare, reduce reflection and the visual impact of large numbers of cars and trucks. Parking regulations shall be the same as Section 40.A. of the Zoning Code and buffer landscaping regulations shall be the same as Section 40.J. of the Zoning Code with the following exceptions and additions:

- 11.F.1. A minimum of 15 percent (15%) of each off-street parking area's ground surface shall be landscaped. Landscaping shall consist primarily of shade trees distributed throughout the parking area. The required landscaped street yard does not contribute toward this area requirement.*
- 11.F.2. Trees shall be planted so that no parking space is farther than fifty feet (50') from a tree.
- 11.F.3. Parking spaces for the handicapped shall be located adjacent to buildings.
- 11.F.4. Buildings shall be separated from off-street parking areas and accessory drives with landscaping and/or six foot wide sidewalks. Sidewalks shall be required.
- 11.F.5. Off-street parking for new nonresidential construction shall be located behind buildings away from the street. On lots less than 200 feet deep, parking may be located behind or beside new or redeveloped non-residential construction.



11.F.2.

Refer to regulations 11.D.1 and 11.E.3 for additional wall and landscaping requirements.

Signs

Policy 12 - Signs shall be readable and attractive, but shall not dominate the Rio Grande Boulevard streetscape.

Regulations

- 12.A. Sign regulations for C-1, C-2 and M-1 zones within the plan area shall be the same as those in Zoning Code Section 21, Neighborhood Commercial Zone and Section 40.E. with the following exceptions:
- 12.A.1. A ground-mounted spot light is permitted only to illuminate signs eight feet or less in height. All heights are measured from the ground directly below the sign base.
- 12.A.2. New off-premise signs are not permitted. Existing off-premise signs may remain for the life of the structure.

* Landscaping for off-street parking areas on redeveloped sites will be based on the amount of space available. In no case shall the parking supply be reduced below the minimum number of spaces required in the Zoning Code, unless a variance is approved.

- 12.A.3. Signs which are portable, fixed on a movable stand, self-supporting without being firmly embedded in the ground, supported by other objects, mounted on wheels or movable vehicles, or made easily movable in any manner are not permitted.
- 12.A.4. Signs located on rocks, trees or other natural features are not allowed, except when used only to identify a plant specie.
- 12.A.5. Neither illuminated signs nor any illuminated elements of signs shall turn on and off or change in brightness. No sign or any part of a sign shall rotate.

Site Lighting

Policy 13 - Site lighting shall provide adequate light for safety, but shall not shine onto adjacent properties.

Regulations

- 13.A. Site lighting regulations shall be the same as Section 40.I. of the Zoning Code with the following exceptions:
 - 13.A.1. The mounting height of lights in vehicular and/or storage areas shall be no higher than the building height or 26 feet, whichever is lower.

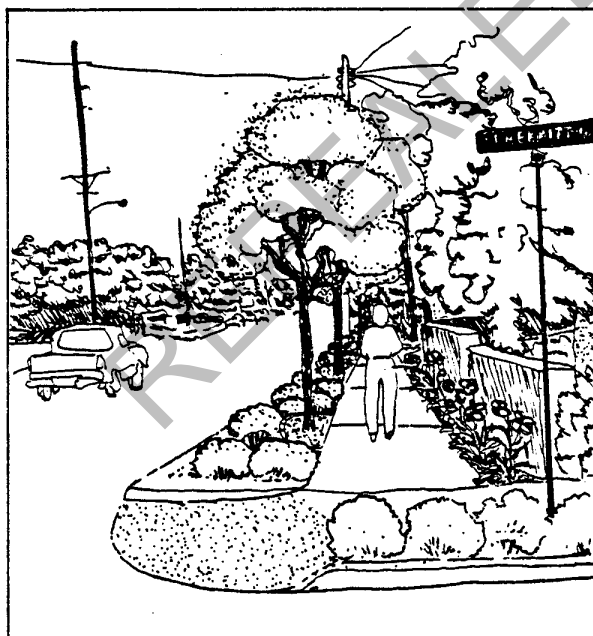
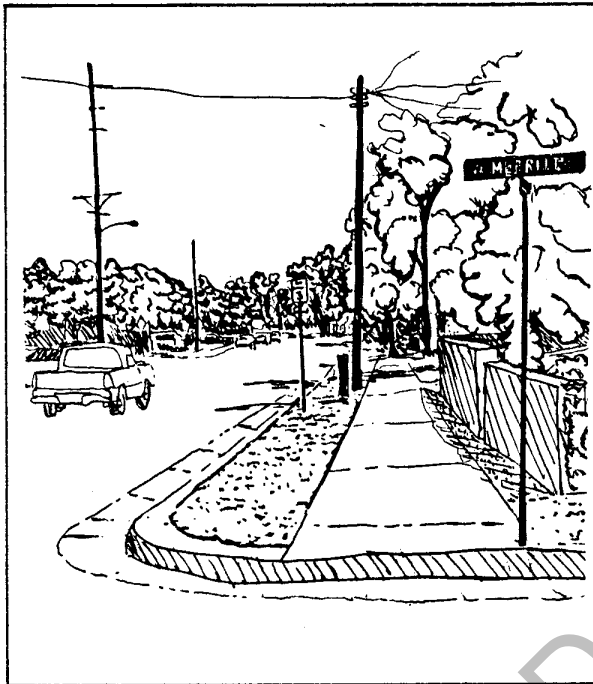
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REPEALED (R-17-213)

PLAN PROJECTS

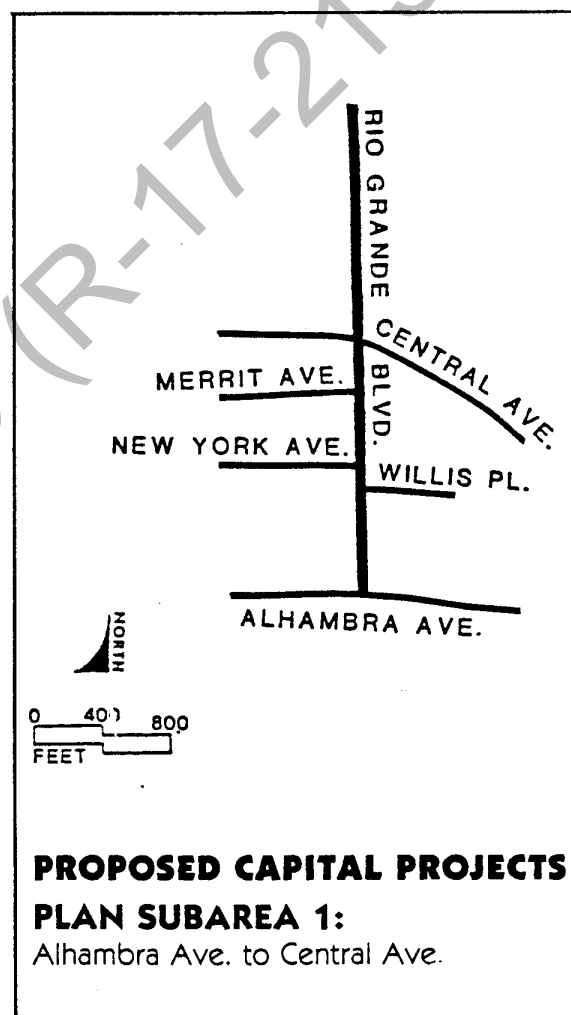
CAPITAL PROJECTS FOR THE PUBLIC RIGHT-OF-WAY

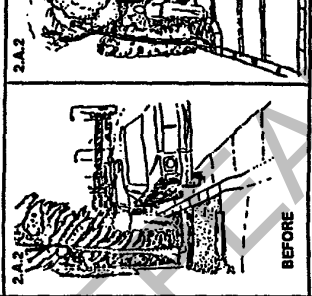
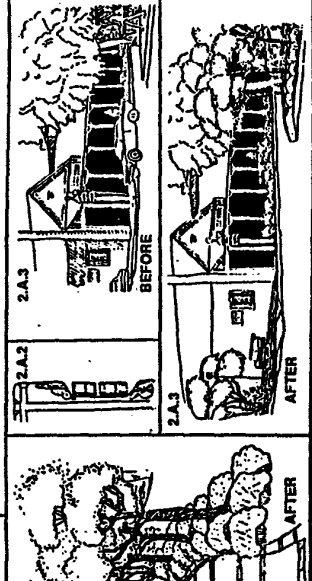
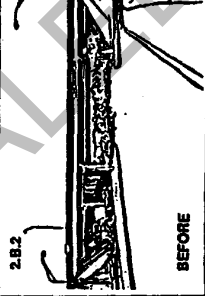
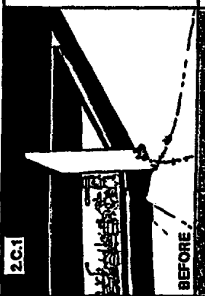
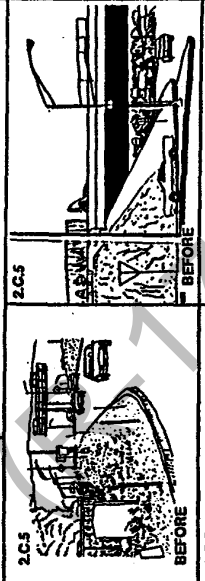
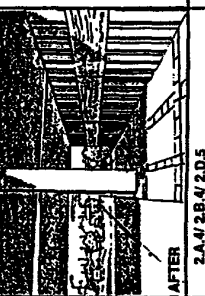
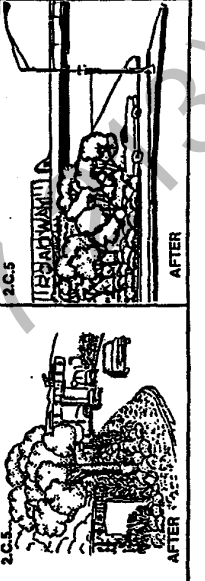
The plan proposes several projects requiring capital investment in the public right-of-way. To carry out these projects, the City Capital Implementation Program process will be followed. (See Appendix K for details about costs, responsible agencies, and possible funding sources.)

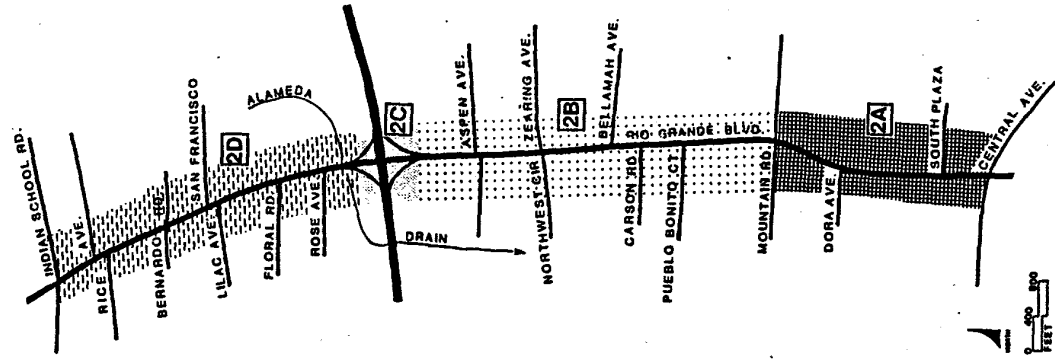


GENERAL SUBAREA 1 PROJECTS

1. Construct wheelchair curb ramps at all street intersections
2. Plant street trees (on both sides of the street excepting areas with insufficient right-of-way).



GENERAL SUBAREA 2 PROJECTS	GENERAL 8 AND 2A.1	8 AND 2A.1
Where possible, use one post for more than one traffic sign. - Construct wheelchair curb ramps at all street intersections. - Remove unused driveway curb cuts as a part of sidewalk projects. - Install bus benches at all bus stops. - Install lighting for pedestrians. - Install pedestrian activated walk signals on all existing traffic lights. - Do a cost/benefit analysis to determine whether utilities should be moved underground between Central Avenue and Interstate 40.	 BEFORE	 AFTER
A. CENTRAL TO MOUNTAIN ROAD - Construct a six foot wide median to serve as a pedestrian island (on Rio Grande Blvd. just north of the Central Avenue intersection). - Remove all or some parking on the east side of the street and replace with one of the following scenarios a. UTILITIES POLES REMOVED - Construct new curb and gutter. Plant a continuous border of street trees and shrubs between the sidewalk and street. - Construct red brick and concrete handicap accessible sidewalks. Use more brick at Historic Old Town entrances. b. UTILITY POLES REMAIN - Construct new curb and gutter. Construct handicap accessible brick and concrete sidewalks that curve around existing utility poles. Plant street trees and shrubs in clusters (some next to the curb and some around existing poles).	 BEFORE	 AFTER
B. MOUNTAIN ROAD TO INTERSTATE 40 - Insert reflector tiles in stripes separating traffic lanes and bicycle lanes. (Aspen St. to Interstate 40) Reconstruct new brick and concrete sidewalk within the public right-of-way, next to the property line. Plant a continuous border of street trees and shrubs between the sidewalk and street. (Bellamah to Zeering Avenue) Construct six foot wide concrete and brick sidewalks. (Between Aspen Avenue and Interstate 40) Install Samall Neighborhood historic information sign.	 BEFORE	 AFTER
2.C. INTERSTATE 40 1. Redesign and reconstruct the highway underpass. Commission decorative panels depicting Valley history for underpass retaining walls. 2. Redesign and reconstruct Interstate 40 ramp pedestrian islands to include wheelchair access and to allow room for a continuous bicycle lane on the boulevard. 3. Insert reflector tiles in stripes separating traffic lanes and bicycle lanes. 4. Landscape three existing medians with trees and shrubs. 5. One south of Interstate 40 and two north of Interstate 40 off-ramps with one of the following scenarios: a. TERRACED SLOPES - Terrace the slopes. Install irrigation and plant trees, shrubs and vines. b. UNTERRACED SLOPES AND TEMPORARY IRRIGATION - Plant drought tolerant vegetation on the slopes. In the flat areas, plant trees and shrubs which can sustain themselves on available ground water after they are established with a temporary drip irrigation system.	 BEFORE	 AFTER
2.D. INTERSTATE 40 TO INDIAN SCHOOL ROAD 1.1. Construct concrete and brick sidewalks where sidewalks are missing. 1.2. Install additional street lighting. 1.3. Insert reflector tiles in stripes separating traffic lanes and bicycle lanes. 1.4. (Between Interstate 40 and Indian School Road) Install historic information sign for Los Buranes. 1.5. (At the Alameda Drain) Install Middle Rio Grande Conservancy District sign.	 BEFORE	 AFTER



PROPOSED CAPITAL PROJECTS
PLAN SUBAREA 2:
Central Ave. to Indian School Rd.

GENERAL SUBAREA 3 PROJECTS

1. Construct wheelchair curb ramps at all intersections.
2. Remove unused driveway curb cuts as a part of sidewalk improvement projects.
3. Remove obstacles or widen sidewalks.
4. Construct concrete sidewalks where walkways are missing: on the east side between Indian School Road and El Nido Court, El Nido and Contreras, and Headingly and Luke Circle and on the west side between Zickert and Los Anayas, Los Anayas and Don Quixote, Vicic and Campbell, and Campbell and Oro Vista
5. Install additional street lights.
6. Insert reflector tiles in stripe separating bicycle and traffic lanes.

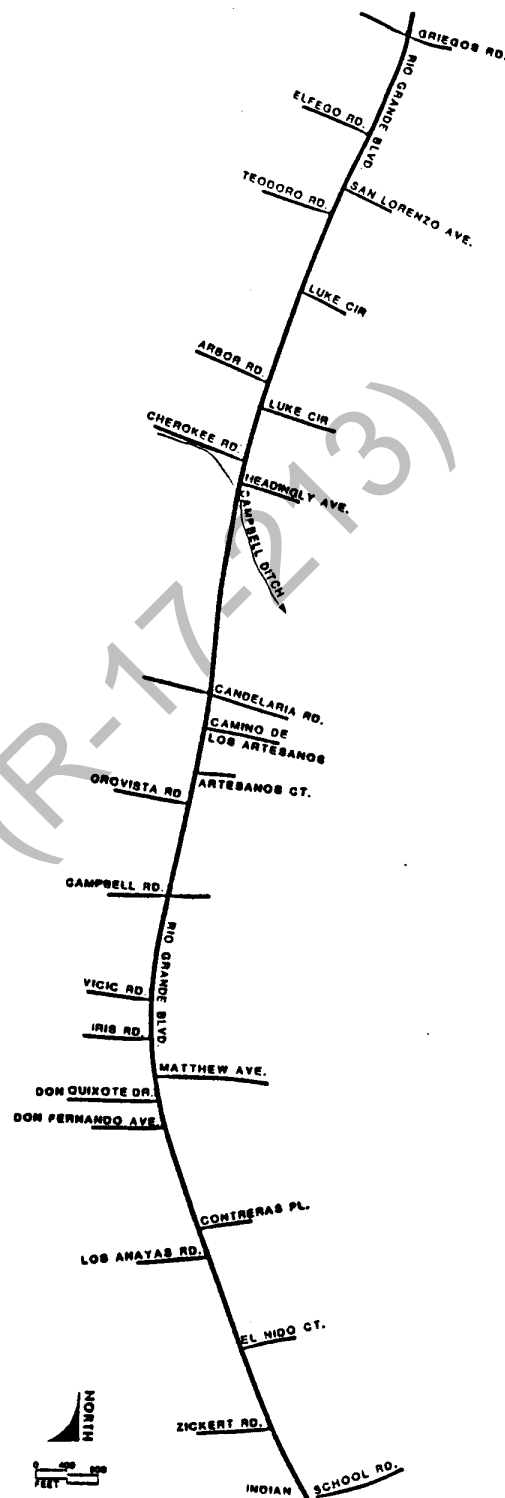
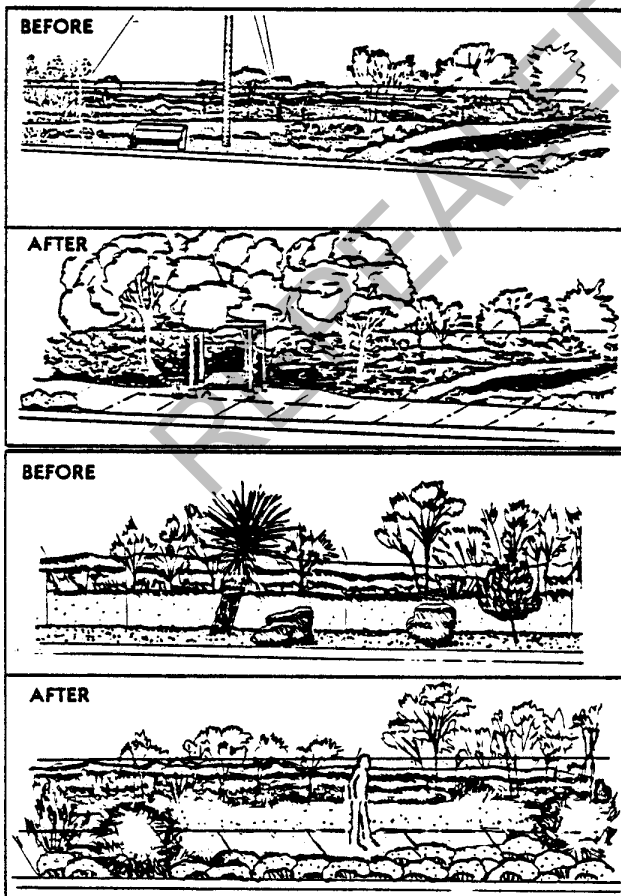
RIO GRANDE CITY TREE NURSERY FRONTAGE (west side of boulevard south of the Campbell Ditch)

1. Install a new bus bench and simple shelter. Construct a sidewalk that connects existing sidewalk to the north and south. Landscape with trees, shrubs and flowers.

CAMPBELL DITCH/RIO GRANDE BOULEVARD INTERSECTION

1. Install equestrian warning signs for motorists and log walkovers for equestrians.
2. Install an information sign about the Middle Rio Grande Conservancy District.

RIO GRANDE NURSERY FRONTAGE



PROPOSED CAPITAL PROJECTS

PLAN SUBAREA 3:

Indian School Rd. to Griegos Rd.

FIGURE 24

GENERAL SUBAREA 4 PROJECTS

1. To provide wheelchair access while maintaining rural character, pave a six foot wide section of the unpaved right-of-way with sealed compacted crusher fines or hot mix asphalt with sealed sand coat. This section should be set back from the vehicular lanes.
2. Insert reflector tiles in stripe separating bicycle and traffic lanes.

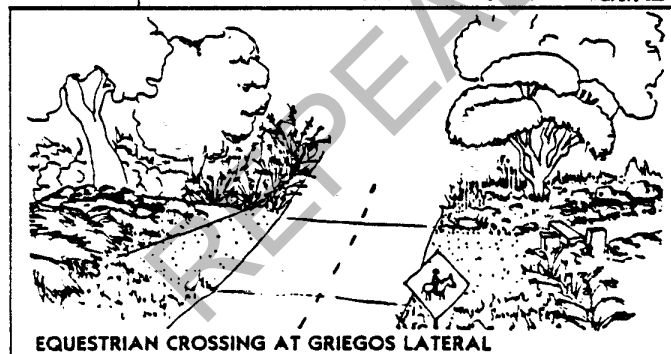
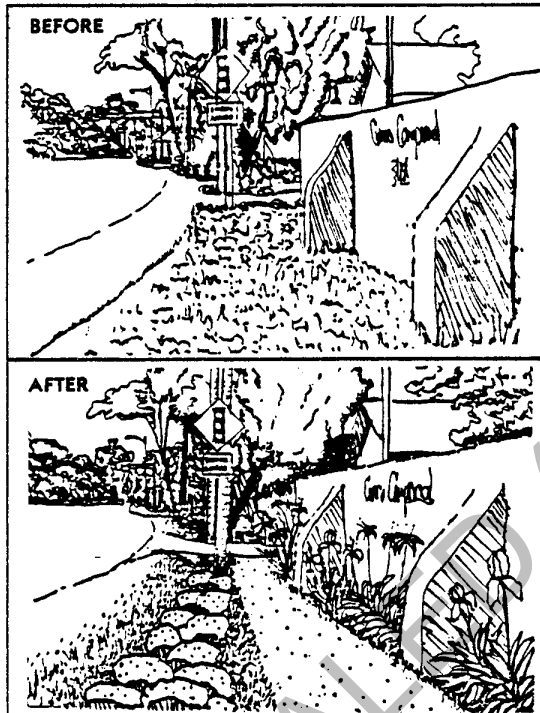
Griegos Lateral/Rio Grande Boulevard Intersection

1. Install equestrian warning signs for motorists and a log walkover for equestrians.
2. Install an information sign about the Middle Rio Grande Conservancy District.

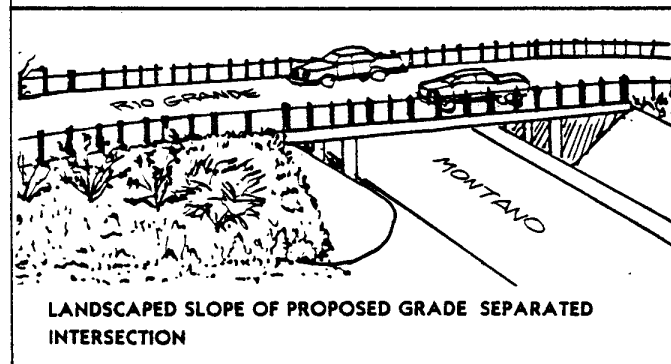
Montano Road/Rio Grande Boulevard Intersection

1. When Montano Road and Rio Grande Boulevard are grade separated for Montano Road improvements, plant trees and shrubs on resulting slopes.

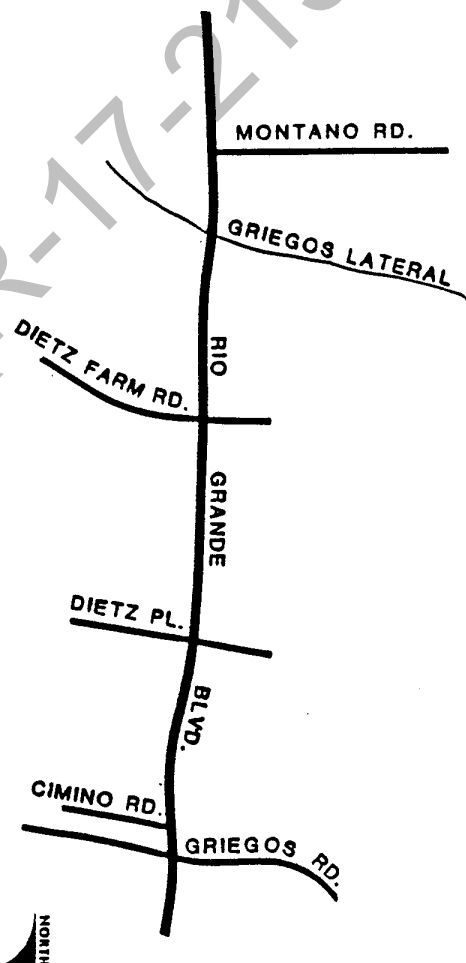
COMPACTED WALKWAY



EQUESTRIAN CROSSING AT GRIEGOS LATERAL



LANDSCAPED SLOPE OF PROPOSED GRADE SEPARATED INTERSECTION



PROPOSED CAPITAL PROJECTS

PLAN SUBAREA 4:

Griegos Rd. to Montano Rd.

VOLUNTARY PROGRAMS AND PROJECTS

Street Beautification Programs

To contribute to visual coherence on the street, the Rio Grande Boulevard Coalition may initiate a program requesting property owners to voluntarily display seasonal plants or vegetables (gourds and ristras). This organization may also organize neighborhood tree planting programs and landscaping clinics and solicit tree donations for street tree planting.

Voluntary Noise Controls

To control the noise from boulevard and Interstate 40 traffic on private properties, residents and builders may wish to include the following sound abatement measures in either building design or site layout for all new and redeveloped residential sites. Further information on sound abatement methods can be obtained from the City Environmental Health Department.

- a. On large residential lots, place buildings as far from the boulevard as is possible without intruding on other required building setbacks.
- b. Place solid masonry walls and/or berms adjacent to the boulevard, but adhere to wall set back policies and regulations in this plan's Design Overlay Zone.
- c. Locate noise sensitive rooms such as bedrooms and studies away from the boulevard.
- d. Use noise blocking building materials in construction.

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REPEALED (R-17-213)

PLAN IMPLEMENTATION

The plan requires the involvement and cooperation of government agencies, utility companies and local citizens. The following actions are necessary for carrying out the plan.

CITIZEN PARTICIPATION

1. Interested neighborhood associations and others should form a Rio Grande Boulevard Corridor Coalition to monitor plan implementation and to initiate and coordinate voluntary projects and programs. (See Plan Policy 4, page 42.)
2. Property owners and developers will be required to comply with Design Overlay Zone regulations of this plan.

COUNTY RESPONSIBILITIES

County Zoning Administration will enforce the Design Overlay Zone regulations of this plan for properties outside municipal boundaries within the plan area.

CITY RESPONSIBILITIES

The Planning Department will need to:

1. Ask City Council to request an underground utility study for plan subarea 2.
2. Initiate proceedings to establish an Historic Overlay Zone for Los Griegos Historic District.
3. Enforce Design Overlay Zone regulations of this plan.
4. Present Design Overlay Zone regulations to the LUCC and City Council to amend the H-1 Zone.

The Public Works Department will need to:

5. Ask the Middle Rio Grande Conservancy District to install sidewalks and information signs where Rio Grande Boulevard intersects drains and laterals.
6. Request a Middle Rio Grande Conservancy District license or agreement to place log walk-overs for equestrians at the Campbell Ditch and Griegos Laterals.
7. Coordinate Interstate 40 Interchange construction projects with the New Mexico State Highway Department and City Parks and Recreation landscaping projects adjacent to Interstate 40. (See Appendix J.)

The Parks and Recreation Department will need to:

8. Coordinate Interstate 40 Interchange landscaping projects with the Public Works Department and the New Mexico State Highway Department. (See Appendix J.)

Capital Implementation Program

9. Upon plan adoption, responsible lead agencies will submit proposed capital projects for funding consideration following the standard Capital Implementation Program process beginning with the 1991 Capital Improvements Bond Program. (See Appendix K, Capital Project Implementation Charts.) These charts list capital projects by plan subarea and include project description, location, cost estimates in 1988 dollars, responsible agencies, and possible funding sources.

To avoid traffic interruption caused by continual boulevard construction projects, capital projects may be combined as three major projects.

Project 1 - Interstate 40 Interchange

Urban Enhancement Trust Funds for landscape design are available for 1990. Landscape installation may begin in 1991 depending upon New Mexico State Highway Interstate 40 project timetable. (See Appendix J-3.) Urban Enhancement and Project I funds will be used for landscape installation. CIP funds may be requested to begin design for construction projects in 1991 and to begin construction in 1993.

Project 2 - Subareas 1 and 2 (Alhambra Avenue to Indian School Road excepting Interstate 40 Interchange)

Urban Enhancement Trust Funds may be used for project design in 1989. CIP funds may be requested for 1991 or 1993 construction projects.

Project 3 - Subareas 3 and 4 (Indian School Road to Montano Road)

Landscape design for the Montano Road/Rio Grande Boulevard grade separated intersection will begin in 1989 as part of the Montano River Crossing project. CIP funds for additional projects in these subareas may be requested to begin construction in 1993 or 1995.

APPENDIX A
HISTORIC PRESERVATION

REPEALED (R-17-213)

HISTORIC BUILDING INVENTORY
PROPERTIES OF HISTORIC SIGNIFICANCE IN THE RIO GRANDE CORRIDOR

Properties considered eligible for or on the State Register of Cultural Properties and the National Register of Historic Places are starred and properties or areas which are City landmarks or City Historic Zones are double starred.

Non-starred buildings were designated "of local interest" by the Historic landmarks Survey; this category includes heavily remodeled buildings which have a known importance in the history of the local community or buildings which were either built too recently or were judged to be of some architectural importance, but insufficient significance to be register-eligible.

(List begins at south end and proceeds north)

1. 306-320 Rio Grande SW Hanna Studio - unit of 1940's La Miradora apartments with 1970's addition of experimental, free form architecture by Bart Prince; structure is often called "the snail."
2. 300-306 Rio Grande SW - 1940's La Miradora Apartments, well-detailed pueblo Revival Style complex with landscaped courtyard.
- * 3. 2100, 2102 Merritt SW - rare early Pueblo Revival style homes, featuring outside flat-roofed corner towers on front facade. (Has not been possible to date these; may be eligible if history can be found)
- * 4. 110 San Felipe NW, Bottger House - 1912 modified Prairie Style house. Charles Bottger owned and operated the Sunnyside Inn west of San Felipe; the house is a rare style in Old Town and shows the transition to "Anglo" concerns.
- ** 5. Old Town Historic Zone - Albuquerque's first and only Historic Zone designated in 1959 (boundaries in red; buffer zone for Historic Zone indicated in dashed red line); area also includes a State-registered historic district (boundaries in blue). Old Town, as most people know, is the site of the first community settlement in Albuquerque (1706); most of its older buildings, however, date from the second half of the 19th century. The Church of San Felipe de Neri is the oldest structure; it was built in 1796, and remodeled in the 1860's. The church, the Vigil House at 413 Romero and Our Lady of Angels school at 320 Romero are individually listed on the National Register.
- * 6. 309 Rio Grande NW - Manuel Antonio Otero House, possibly built before 1874; one of few unremodeled old terron buildings in Old Town area. (Eligible for register)
7. 321 Rio Grande NW - a recent fire significantly damaged this building, which used to be a pitched roof adobe, one of few remaining unaltered in the area. Visible in 1880 photographs of old Albuquerque.

8. 2406, 2332, 2325, 2324, 2317 Mountain Road NW – an early 20th-century group of homes, most of them adobe, built when Mountain Road was called Perea Road and was a major route to the river. 2406 is an early and rare brick home in this area.
9. 613 Main Street NW – a turn-of-the-century home on the remnant of what preceded Rio Grande Boulevard (from Mountain to Central, Rio Grande was once called Main Street)
- *10. 618 Rio Grande Blvd. NW – Salvador Armijo House, adobe built in 1840's, remodeled in 1860's, 1900 and 1908. Now Maria Theresa Restaurant.
11. 2515 1/2 Carson NW – adobe hipped box style, built circa 1900, original appearance.
12. 2515 Zearing NW – extensively remodeled old adobe, possibly dates to nineteenth century.
13. 2525 Zearing NW – remodeled original Zearing farmhouse, adobe with cast stone porch; built ca. 1910.
14. 1200 Rio Grande NW – early New Mexico vernacular house, remodeled with elements from other early buildings.
- *15. 1800 Rio Grande Blvd. NW – Las Mananitas, 19th Century adobe, several 20th century additional; retains early windows, ceilings. City Landmark.
16. 2411 Indian School Road NW
- *17. 2601 Indian School Road NW – c. 1890 Duranes Chapel, built of adobe and terron, retains early configuration, recently renovated through community effort.
18. 1915 Rio Grande Blvd. NW – Zickert Farmhouse, built around 1900, but extensively remodeled. Zickert was early Anglo farmer in this area.
19. 2010 Rio Grande Blvd. NW – c. 1900 New Mexico Vernacular home, porch has been enclosed.
20. 2024 Rio Grande Blvd. NW – 1935 Southwest Vernacular (modified mission style) home retains original appearance. Built and occupied by members of the Krogh family until 1986.
21. 2025 Rio Grande Blvd. NW – Stueckel Farmhouse. Built c. 1905; remodeled, but original house clearly apparent.
22. 2316 Wilma Road NW – 1920's (perhaps earlier) New Mexico Vernacular, one of first houses in this area.
23. 2611 and 2701 Rio Grande Blvd. – early 20th century homes, Hipped Box style, probably built by Anglo newcomers to the valley.
24. 2804 Rio Grande Boulevard NW – good example of typical 1920's brick bungalow built in this area.

25. 2812 Rio Grande Boulevard NW - unusual 1944 home built to resemble an Italian villa.
- *26. Los Griegos Historic District, the core of an early North Valley plaza founded in the 18th century. Remaining buildings mostly date from the late 19th and early 20th century; most are built of adobe.
27. 4001A Rio Grande Boulevard NW - Circa 1910 New Mexico Vernacular adobe, sympathetically remodeled.
- *28. 4117 Rio Grande Boulevard NW - Dietz Farmhouse, built circa 1914, remodeled 1928; additional remodeling within last 10 years. 1928 remodeling created an urban Prairie style structure.
29. 4201 Rio Grande Boulevard NW - reported site of Armijo hacienda; present house is extensive and careful Territorial style remodeling of Southwest vernacular building which was Erna Fergusson's home for several years.
30. 4224 Rio Grande Boulevard NW - well-preserved Taos style Pueblo Revival home built in 1936.
- *31. Los Poblamos Historic District - a rural district including three John Gaw Meem houses all Territorial Revival style and some of the best domestic architecture by Meem according to his biographer Bainbridge Bunting. These buildings are also significant for their owners, the Simms family, active in farming, real estate, banking and politics. Included in the district are some important earlier buildings from the teens, one the only surviving flour mill in the city now converted into a residence.

Other historic resources of note farther from Rio Grande Boulevard:

32. 1000 Gabaldon NW - the Alford House; an elaborate Pueblo Revival estate, designed by Esquipolo Romero de Romero, a local artist. Proposed as the site of the city botanical garden.
33. Group of ca. 1900 buildings which formed a Duranes community center, includes ruins of old dance hall.
- *34. 2939 Duranes NW - the Anaya house.

OLD TOWN HISTORIC ZONE GUIDELINES
(Approved by Landmarks and Urban
Conservation Commission (LUCC) in 1980)

1. Every reasonable effort should be made to provide a compatible use for buildings which will require minimum alteration to the building and its environment.
2. Rehabilitation work should not destroy the distinguishing qualities or character of the property and its environment. The removal or alteration of any historic material or architectural features should be held to the minimum, consistent with the proposed use.
3. Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs of the availability of different architectural features from other buildings.
4. Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials, should be treated with sensitivity.
5. Many changes to buildings and environments which have taken place in the course of time are evidence of the history of the building and the neighborhood. These changes may have developed significance in their own right, and this significance should be recognized and respected.
6. All buildings should be recognized as products of their own time. Alterations to create an appearance inconsistent with the actual character of the building should be discouraged.
7. The design and general appearance of any development or alteration in the Old Town Historic Zone should be limited to the range of design options possible and commonly chosen in Albuquerque prior to the opening of the Santa Fe Railroad in April 1880. The design of any alteration to currently existing structures erected between 1880 and 1912 should be limited to the range of design options possible and commonly chosen at the time of the building's construction.
8. Contemporary design for new buildings and additions to existing buildings or landscaping in the 300 foot transition zone surrounding the Old Town Historic Zone should not be discouraged if such design is compatible with the size, scale, color, material, and character of the neighborhood, buildings, or its environment.

9. Wherever possible, new additions or alterations to buildings should be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original building would be unimpaired.
10. Every effort should be made to safeguard the public welfare along vehicular and pedestrian traffic ways. Placement of walls, building projections, fences, planters, shrubs, signs, ramps, steps, etc. should be planned and positioned so that they do not present a potential hazard. Provisions for the handicapped should be planned so that the essential character of the property is not damaged.
11. An application for a Certificate of Appropriateness for work which does not require any type of building or construction permit may be approved by staff.

REPEALED (R-17-213)

H-1 HISTORIC OLD TOWN ZONE
From the Albuquerque
Comprehensive City Zoning Code

SECTION 33.B. (H-1)

SECTION 33. H-1 HISTORIC OLD TOWN ZONE. -- This zone endeavors to preserve and promote the educational, cultural, and general welfare of the public through the preservation and protection of the traditional architectural character of historic old Albuquerque.

A. Architectural Styles: The City Council finds and declares that the Spanish Colonial, Territorial, or Western Victorian architectural styles of building and structures erected prior to 1912 in the area now constituted as the State of New Mexico comprise the traditional architectural character of the H-1 Historic Old Town Zone.

B. Permissive Uses:

1. Uses permissive in the R-2 zone.

2. Institution:

101

a. Church or other place of worship, including incidental recreational and educational facilities. Incidental uses allowed include but are not limited to an emergency shelter operated by the church on the church's principal premises which is used regularly for public worship, notwithstanding special limitations elsewhere in this Zoning Code.

b. Club.

c. Library.

d. Museum.

3. Manufacturing and creating, through handicraft methods, of arts and crafts objects, including furniture and cabinets.

4. Office.

69,73

5. Retail sales of the following goods, plus incidental retailing or related goods and incidental services or repair, provided there is no outdoor retail activity or storage (including retail display) except parking and as specifically allowed below:

a. Alcoholic drinks for consumption on the premises, provided:

69

(1) At least 60% of revenue from the establishment is from food service excluding the sale of alcoholic liquors. Upon application for annual license renewal to the State Department of Alcoholic Beverage Control the licenseholder shall certify to the City that not less than 60% of gross sales from the preceding 12 months operation of the establishment is derived from food services. The licenseholder shall submit an

SECTION 33.B. (H-1)

annual report prepared and signed by a Certified Public Accountant to the City Treasurer on the sales of the establishment containing the annual gross sales figures, separating the gross sales figures into two categories:

(a) Food services sales; and

(b) Alcoholic liquors sales.

69 (2) Alcoholic liquors may be served and consumed only at a table or booth in conjunction with ordering and consuming a full service meal. For the purpose of this Ordinance the term full service meal shall constitute what one would normally consume as a meal. No consumption of alcoholic liquors shall be allowed in a lounge or waiting area.

69 (3) No alcoholic liquors shall be sold before 11:00 A.M. All sales of alcoholic liquors shall cease at the time food sales and service in the establishment cease, except that in no event shall alcoholic liquors be sold after 11:00 P.M.

69 (4) No sign in the H-1 zone refers to this serving of alcoholic drink except by the use of the word "drinks".

b. Antiques.

c. Arts and crafts objects, supplies, plus their incidental creation provided there is little or no reproduction of identical objects.

15 d. Books, magazines, newspapers, stationery, except adult book store.

e. Clothing, shoes, drygoods.

f. Cosmetics, notions, hobby supplies.

73 g. Flowers and plants.

69,73 h. Food and non-alcoholic drink for consumption on premises or off, but not drive-in facility; on-premise consumption may be outdoors if the food and non-alcoholic drinks have been prepared indoors.

i. Furniture, household furnishings.

j. Jewelry.

- 73 k. Outdoor sales and related display of "traditional handcrafted items" (as defined in Article 10-10 R.O. 1974) provided the installation is on specified portions of the public sidewalk (including porch) along the east side of San Felipe Street, NW, as permitted by Section 10-10-7.B. R.O. 1974, the Business Solicitations Ordinance.
- 73 (1) Outdoor sales and related display on public right-of-way for the San Felipe de Neri Fiesta (traditionally the first weekend in June) is not restricted by this ordinance.
6. Services:
- a. Barber, beauty.
- b. Day care center.
- c. Hotel, motel.
- d. Instruction in music, dance, fine arts, or crafts.
- e. Interior decorating.
- 15 f. Photographer's studio, except adult photo studio.
- g. Tailoring, dressmaking.
- 15 h. Theater, except adult theater.
- 37 7. Sign, off-premise, as provided in Section 40.E. of this ordinance, as provided in the H-1 specific development guidelines which may be adopted, and further provided:
- 21 a. Location. No farther than 20 feet from:
- (1) The intersection point of the public right-of-way lines of two streets or alleys, or
- (2) The intersection of public right-of-way and a parking lot with over 20 automobile and light truck parking spaces.
- b. Size. The sign area relating to any one business shall not exceed one-half square foot.
- c. Height. Sign height shall not exceed ten feet.
- d. Illumination. No sign that flashes or blinks shall be permitted. No visible bulbs, neon tubing, luminous paints, or plastics shall be permitted as part of any sign.

SECTION 33.B. (H-1)

- e. Motion. No sign shall move. No streamers shall be permitted.
- 21 f. Lettering. No business sign shall have more than one style of lettering as specified by the H-1 specific development guidelines and filed at the Planning Division. A sign shall not have more than two colors. No character shall be over 1.5 inches high.
- 37 8. Sign, on-premise, as in Section 40.E. of this ordinance as provided in the H-1 specific development guidelines which may be adopted and further provided:
- a. Location:
- (1) All signs attached to a structure fronting on Old Town Plaza or within a 150 foot radius of the exterior boundaries of the Plaza Park shall be wall signs or canopy signs.
- 21 (2) Business not fronting on Old Town Plaza and not within a 150 foot radius of the exterior boundaries of the Plaza Park may have free-standing or projecting signs, provided the Planning Director finds such sign type and plan reasonable and necessary for visibility.
- b. Number. No more than two signs are permitted for any one business except that a business having frontage on two or more streets will be allowed a total of three signs. A composite group of small signs integrated into one framed unit shall be considered as one sign.
- c. Size:
- (1) No wall sign's area shall exceed eight square feet.
- (2) No non-wall sign's area shall exceed three square feet on each of one or two sides.
- d. Height. No sign shall exceed the height of the nearest facade, eaves, or fire wall of a building.
- e. Illumination. No sign that flashes or blinks shall be permitted. No visible bulbs, neon tubing, luminous paints, or plastics shall be permitted as part of any sign.
- f. Motion. No sign shall move. No streamers shall be permitted.

21 g. Lettering. No one sign shall have more than two styles of lettering as specified by the H-1 specific development guidelines and filed at the Planning Division. Normally a sign shall not have more than three colors, but the Landmarks and Urban Conservation Commission may approve a sign with additional colors in cases where its effect better achieves the purposes of the H-1 zone.

h. Exceptions:

- (1) Standard copyrighted signs offering information on incidental services or recommendations, e.g., AAA or Visa, are permitted in addition to normal sign allowances, provided:
- (a) They conform to all provisions contained in this section except 8.g. of this subsection which controls colors and lettering style.
 - (b) They are inside a window.
 - (c) No sign's area shall exceed 16 square inches.
- 21 (2) Signs indicating "open" and "closed" are permitted in addition to normal sign allowances if they are less than 1.5 square feet in area.

37 C. Specific Development Guidelines.

The Landmarks and Urban Conservation Commission shall with all due speed approve specific development guidelines for the H-1 zone at a public meeting duly advertised and publicized areawide. The specific development guidelines shall establish criteria and standards for evaluation of applications for Certificates of Appropriateness in the H-1 zone and shall specify the types of applications for a Certificate of Appropriateness which may be approved by the Planning Director. The specific development guidelines shall be consistent with the provisions of the ordinance. The guidelines may be amended by the Landmarks and Urban Conservation Commission at a public hearing duly advertised and publicized areawide at any time. Specific development guidelines shall be adopted or amended only after receiving a recommendation on the proposal from the Planning Commission.

37 D. Special Approval Required:

- 21 1. Any construction, modification, addition, alteration, moving, or destruction which would affect the exterior appearance of any structure or place in the H-1 zone requires a Certificate of Appropriateness which must be approved by the Landmarks and Urban Conservation Commission.

SECTION 33.D. (H-1)

- 21 2. A Certificate of Appropriateness shall also be required for any construction, modification, addition, alteration, moving, or destruction which would affect the exterior appearance of any structure or place within 300 feet of the H-1 zone excluding public right of way. However, land zoned R-1 is excluded from this requirement. Procedures for applications for Certificates of Appropriateness shall be the same as those established by the Landmarks and Urban Conservation Ordinance for HO Historic Overlay Zones. The applications shall be evaluated according to the criteria established by the Landmarks and Urban Conservation Ordinance and the standards for architectural style and visual character in the H-1 Historic Zone. This requirement shall apply until such time as the HO Historic Overlay Zone has been applied to the area around the H-1 zone. Thereafter, the requirements for the HO Historic Overlay Zone shall apply and the boundaries shall be as established by the HO Historic Overlay Zone.
3. Approval of Certificates of Appropriateness shall be by the Landmarks and Urban Conservation Commission unless the adopted special development guidelines authorize the Planning Director to make the decision.
- 21,77 E. Height. Structures shall not exceed 26 feet in height, except as provided in Section 40.C. of this ordinance. However, the Landmarks and Urban Conservation Commission may require lower structure height where such is found appropriate to the scale of the immediate area.
- 77 F. Lot Size. No requirements.
- 21,77 G. Setback. The Landmarks and Urban Conservation Commission may require setbacks up to but not exceeding those specified in the R-1 zone where such are found important to the scale and character of the immediate area.
- 77 H. Density. A floor area ratio of 0.75 is the maximum permitted.
- 77 I. Off-Street Parking. None, except one properly paved off-street loading space of at least 9 by 25 feet shall be provided for every commercially-used premises; however, such parking space is required only to the extent on-premise ground space is available.
- 21,
77 J. Special Use Permits for Outdoor Retailing.
1. Special use permits for outdoor retailing on land other than public right-of-way may be granted. The provisions of Section 42. of this ordinance govern the process of approving or voiding such special use permits, with the exception of the identity of the decision maker and the criteria for decision, which are as provided below in this subsection.

2. The Landmarks and Urban Conservation Commission holds the hearing and makes the decision on granting a special use permit for outdoor retailing. The Commission may impose conditions necessary to meet the stated criteria for granting special use permits.
3. Criteria for decision are that a special use permit for outdoor retailing shall be approved if and only if, in the circumstances of the particular case and under the conditions of the Certificate of Appropriateness, the outdoor retailing is found to meet all the following criteria:
 - a. It is restricted to outdoor sales and display of "traditional handcrafted items" (as defined in Article 10-10 R.O. 1974) and non-mass-produced bread;
 - b. It is at a historically validated location, as evidenced by its having been occupied by outdoor retailing on most summer days since July 1, 1973; the space of the retailing activity shall be no larger than has generally been used during this period, and may be restricted to a smaller space;
 - c. The appearance of the outdoor retailing shall be controlled by a Certificate of Appropriateness approved at the same time the special use permit is granted, or as such certificate may subsequently be amended; and
 - d. The retailing will not be injurious to the adjacent property and uses or to the historic Old Town area.



**OLD TOWN HISTORIC ZONE AND
BUFFER ZONE BOUNDARIES**

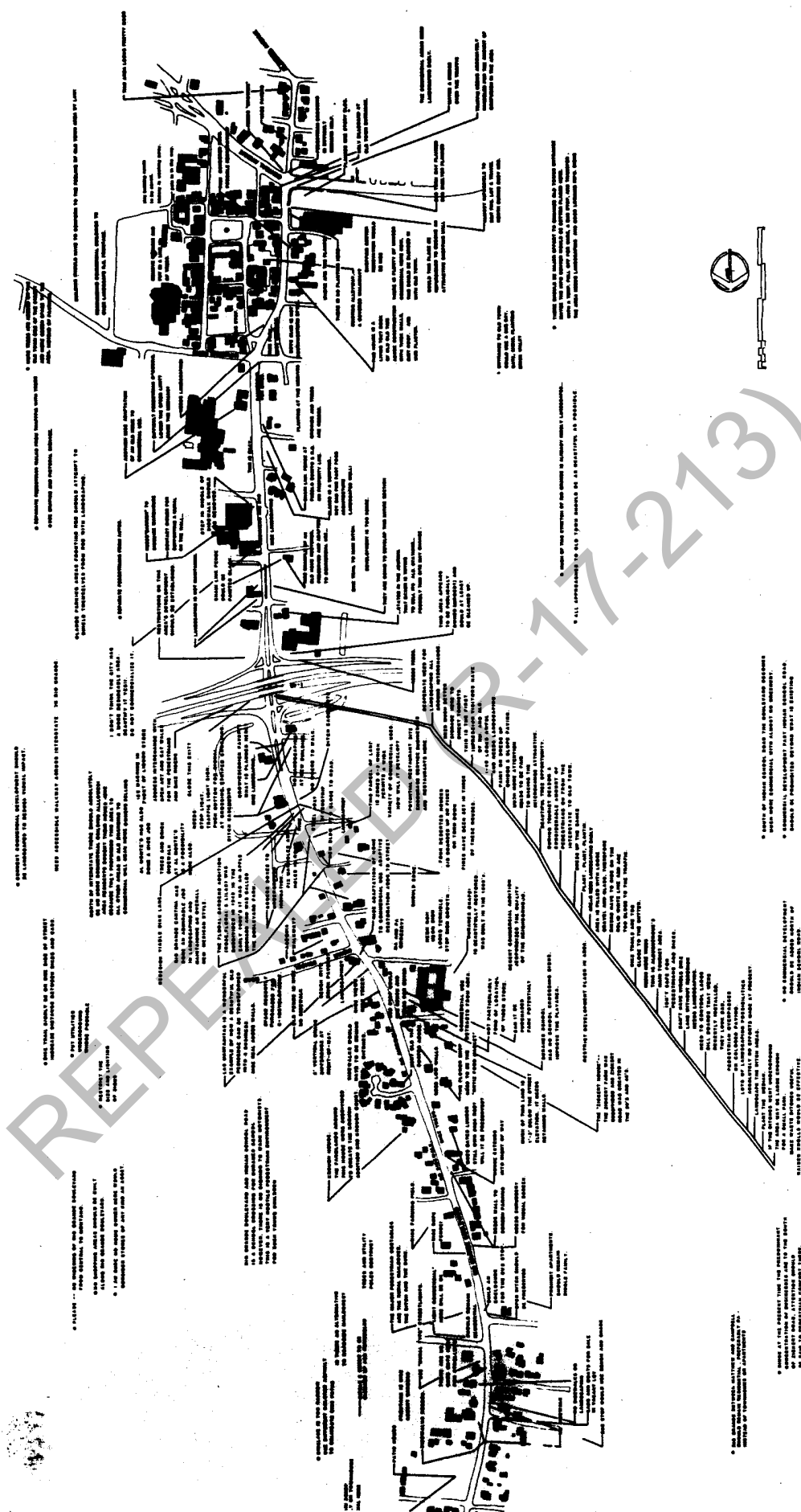
- Plan Boundaries
-  H-1
- H-1 Buffer

APPENDIX B
CITIZEN PARTICIPATION

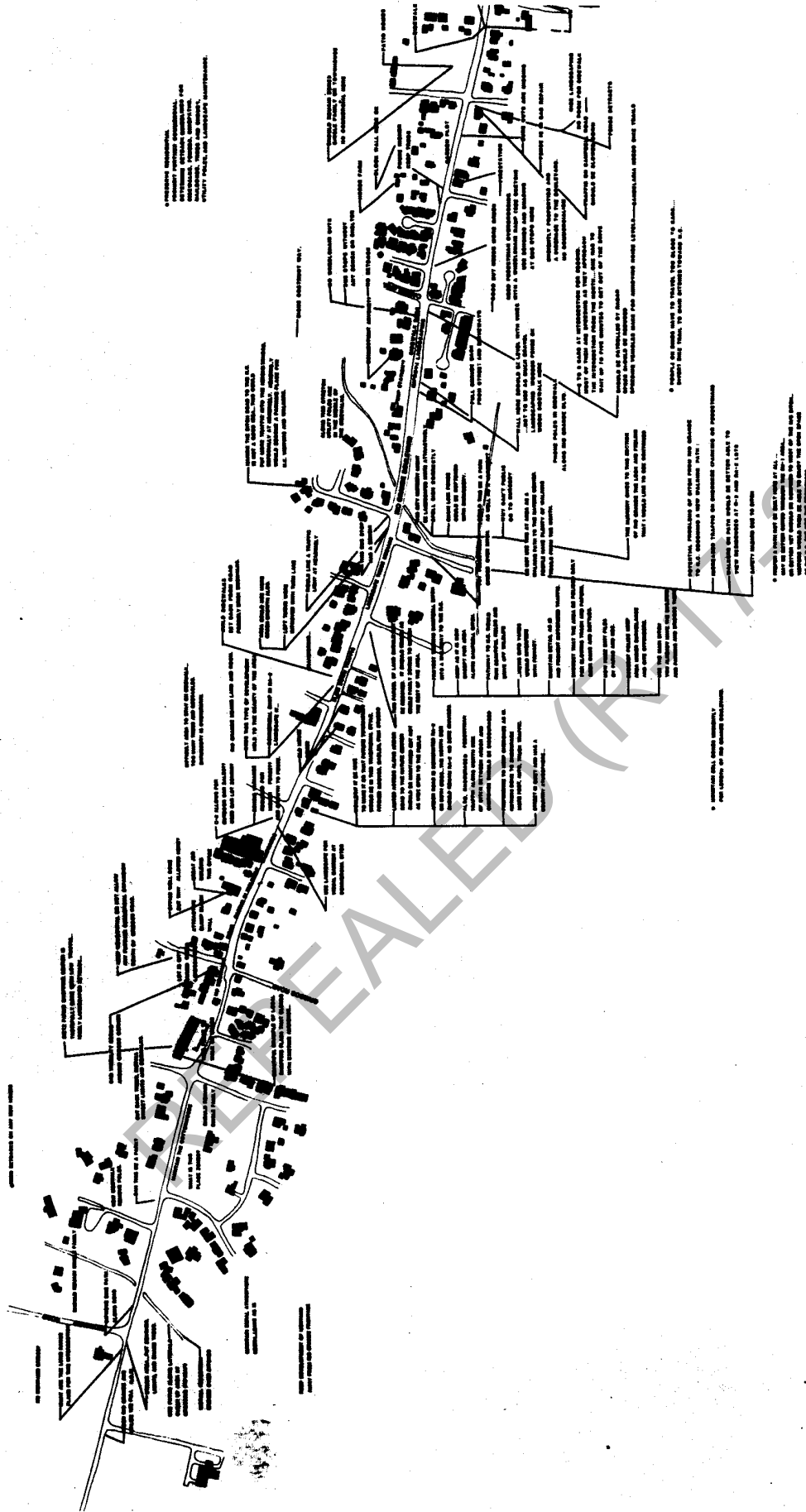
REPEALED (R-17-213)

RIO GRANDE BOULEVARD CORRIDOR PLAN TIMETABLE

May 22, 1985 Council District 2 <u>Town Meeting</u>	Citizens request a planning study for Rio Grande Blvd.
July 10, 1985 Councilor Griego sends <u>memo to Planning Dept.</u>	Requests that planning study be scheduled
December 1985 Citizen Advisory Group formed (6 members) and <u>meets with planning staff</u>	Scopes planning process
January 22, 1986 Citizen Advisory Group <u>meets with planning staff</u>	Approves preliminary work program
February 13, 1986 Citizen Advisory Group <u>meets with planning staff</u>	Plans first public meeting
February 19, 1986 1st public meeting Valley H.S. 7-9p.m.	120 people attend 50 sign up to work on plan (Core Group) Concerns and suggestions listed
March 6 and 12, 1986 Citizen Core group field trips	Area citizens walk along Rio Grande Blvd. with with staff planners and note site specific concerns in sketchbooks Sketchbook comments are transferred to a 9' map by planning staff
March 26, 1986 Technical Team (composed of reps. from City agencies, utility companies and special interest groups such as the Paralyzed American Veterans <u>meets</u>	Field trip of boulevard Reviews citizen concerns and suggestions from wall map and other issues listed by subject from correspondence received Feb. 19 - March 23 Team discusses what they believe is possible and make further suggestions
April 2, 1986 <u>Core Group meeting</u>	Initial goals listed
April 23, 1986 <u>Technical Team meeting</u>	Review citizen goals and topics for eventual plan
April 30, 1986 <u>Core Group meeting</u>	Goals discussed and clarified
May 17, 1986 Rio Grande Corridor Land- scape Architect Workshop New Mexico Natural History Museum	Landscape architects donate time to draw conceptual plans for 5 key areas in the plan area
June 12, 1986 Public meeting Valley High School 7-9 p.m.	Review sketch plan which includes: Purpose of the Plan Background Proposed goals, objective and recommendations
February/March 1987	Draft released in-house Informal Reviews (form and content) <u>Planning Division and Interagency Technical Team</u>
March 1987	<u>Draft Revisions</u>
June 1987	First Draft Plan released to public Public Meeting to discuss Draft Plan <u>Task Force formed to work on draft</u>
July - September 1987	Task Force Meetings to discuss Design Overlay <u>Zone and Capital Project proposals</u>
May 1988	Second draft released for Public and Technical <u>Team comment and review</u>
June 1988	<u>Citizen and Technical Team comments due</u>
July/August 1988	<u>Draft revisions and final in-house review</u>
August/September 1988	Interagency review. Staff report prepared for <u>public hearings</u>
October 1988	Study sessions with LUCC, CPC and EPC <u>EPC Hearing 10/27/88 (recommended adoption)</u>
November 1988	<u>CPC Hearing 11/4/88 (recommended adoption)</u>
January 1989	City Council Public Hearing <u>LUCC Presentation</u>
February 1989	Board of County Commissioners Public Hearing



CITIZEN COMMENTS MARCH 1986



CITIZEN COMMENTS 1986

ZONING AND ARCHITECTURAL GUIDELINES

CONCERNS:

1. Allowing SU (special use) zoning on smaller tracts along RGB.

2. Keeping existing zoning.
RGB.

3. Zoning Administration...
(Q: How to enforce it?)

SUGGESTIONS:

If this does not end in higher density, higher traffic or commercial use.

Perhaps for townhomes, but not for commercial uses.

Proposed plans should be rigorously reviewed in light of upcoming plan.

Avoid apartments - small tracts

Would keep C1 south of Indian School. No new commercial zoning past there.

Agree.

Agree with C-1 predominantly south of Indian School & RA-2 predominately north. Creation of new C-1 zoned parcels north of Indian School should be prohibited.

Difficult to change the zoning but when a developer requests a change allow low density 1 story townhomes on 3000 sq. ft. lots.

Would hate to see any R zoning switched to C-1.

Decisions should be published publicly and officials held more accountable for their decisions.

Rio Grande Corridor Group should become a central group for all local neighborhood groups in order to monitor zone change requests.

The City Zoning Enforcement Officers can enforce existing zoning.

City can use existing powers to put Rio Grande in a paving district and place a sidewalk where they have easements and eliminate encroachments that are there.

Zoning & Architectural Guidelines
(cont.)

CONCERNS

SUGGESTIONS

3. Zoning Administration (cont.)

Zoning & Design guidelines must be enforced.

Notify all RG residents when zoning application changes are made - so group or a chosen representative can be present at hearings.

4. Defining Architectural Guidelines
- for residential developments
- for commercial development
- for high density residential

Guidelines to be compatible for different uses.
Guidelines to be strict and consistent.

Guidelines to include height limitations on new buildings along RGB - two stories.

Guidelines to include single family uses on larger lots

Should encourage single family homes or perhaps "patio style" as exists in Thomas village.
Buildings should be in "south-west style" (i.e., territorial, adobe, etc.)

A property owner has the right to decorate in his own way - I do not want a committee to designate good taste - property owner should not infringe on peace and tranquility of neighbors.

Allow the few remaining pieces of property to be rezoned into compounds to retain the flavor of R.G.

5. Limiting development to 1/4 acre tracts may not work for retired persons.
Need housing alternatives for the elderly to remain within the neighborhood.

Establish set-back limits from existing housing for future developments.

No increase in density. A vacant lot can be beautiful.

Yes, on establishing set-back limits.

Again, "patio home" alternative to large condo development should

Zoning & Architectural Guidelines
(Cont.)

CONCERNS:

5. Limiting development to 1/4 acre...
(cont.)
6. Two story buildings on small streets
don't have adequate parking spaces
7. Do not want high density apartment
development on RGB (like on Mont-
gomery)
8. Townhomes along RGB may not be a
desirable use
9. Limit commercial development
along RGB.
 - specifically from Indian School
North
 - small commercial buildings,
adjacent to quality residential
use is a "problem"

SUGGESTIONS:

answer both this concern and the
opposite feeling that we "don't
want another Montgomery"

It would help eliminate chopped up
nature of some very small develop-
ments --Could do more landscaping

Would like set back limits larger
than 20' or some restriction to
conform with existing set backs.

Also block views of existing homes.
No two stories.
See #4.

Agreed.

Would require R-2 or R-3 zoning,
of which there is almost none along
RGB.

Definitely not.

Continued development of town
homes should be of good quality.

Small clusters of town homes may
be right along RGB.

If owned by residents - they seem
to be ok - if rentals -- property
isn't cared for

No such thing. Open Space is the
issue.

Keep present zoning.

If property done with limit on ac-
cess and off-street parking

Fast food stores not wanted

Brings on more traffic lights and
congestion - It's not Juan Tabo

No large shopping centers. No pin-
ball arcades or video shops. Would
like to see the one at RG & Indian
School closed.

Zoning & Architectural Guidelines
(Cont.)

CONCERNS:

9. Limit commercial... (cont.)

10. Central Ave. to I-40 is NOT in
character w/Southwestern style.
- mixed industrial and commercial
land use does not fit.

11. Lack of quality grocery shopping in
the area.

SUGGESTIONS:

Fast foods are not all bad but no
expansion or increase of existing
C-1.

I agree. Prohibiting additional
commercial zoning north of Indian
School will provide two benefits:
1) Semi-rural residential charac-
ter will be maintained.
2) Better quality development & re-
development of existing commer-
cially-zoned properties on RGB
and nearby 12th & 4th Streets
will be encouraged. The North
Valley does not need another
commercially strip-zoned
arterial.

Fast food establishments require
C-2 zoning, which is fairly scarce
along RGB.

The owner of C-1 or C-2 property
would have difficulty downgrading
to R-1 or RT due to value.

Have guidelines for vacant lots.

- Stucco side of State distributors
- landscape - to soften harsh
large cinderblock building

If we take care of what we have
this area may take care of itself.
I think Lota Burger did a good job
next to the "Castiles" which are
looking rather junky & over de-
veloped.

Redesign signs and traffic lights
as per Broadway/Central.
Concentrate signs if possible.

Most people don't mind going to 4th
Street. Redevelop Safeway at
Central.

Don't agree.

Zoning & Architectural Guidelines
(Cont.)

CONCERNS:

11. Lack of quality grocery....(cont.)

12. Some like the land-use mix existing along RGB.

13. Zone Changes

SUGGESTIONS:

Smith's and Safeway on Central west of the river, Smith's at 12th & Indian School, Foodtown at 12th & Candelaria, Furrs & Safeway at 4th Griegos, Smith's at 4th & Solar and other stores further north on 4th. RGB area residents have always had to drive for groceries.

Safeway went out of business on Central and Rio Grande. Appears not to have demand for their kind of store.

Foodtown on 12th is convenient - but most area residents avoid it whole shopping center could stand a nice remodel - potential of business is great - with Matthew Meadows etc. around and Thomas Village

I disagree here. This is why we need zoning.

Prohibit unfinished houses and walls. Put time limitation to conform.

Allow more time from posting to public hearing for zoning changes and variances also try to hold these after working hours so more residents could attend.

BICYCLE TRAILS

1. Inadequate access to bosque bike trails

Bike path along RG - dangerous - possibly put both bike paths on one side - and hedge or tree line and separate from traffic. Paths should be cleaned at least 1 time a month.

Would set up MRGCD service roads along ditches as walkways - they currently are dangerous because of roving dogs and have "no trespassing" signs.

Clean & landscape ditches.

BICYCLE TRAILS

CONCERNS:

2. Bicycle lane presently is not good.
(unsafe)
Q: Should bicycles be on the ditches
right-of-way? Is this safe?

SUGGESTIONS:

Develop a map showing present
bike trails and go from there.
Possibly an agreement with
water conservancy district.
Locate bike trails on the clear
water ditches.

Plant a hedge between the bike
paths and RGB.
Separate cars from bike path.
Coordinate with Los Ranchos de
Albuquerque and the City for
use of bike and equestrian
trails

Lower RG speed limit to 30 mph and
enforce it

If bike is used for exercise then
use off Boulevard facilities

THE BRIDGE

1. No place for a bridge in the
historic area.
(Q: which bridge? Montano?)
2. How should traffic should flow
between the new bridge to be
constructed and RGB?

No Montano Bridge.

How is Montano to go across RG?

Isn't there a Montano Neighborhood
Association? At Episcopal Church
on Montano.

Too political.

No RG access from the Paseo del
Norte Bridge - Traffic is too
heavy now.

Definitely. RGB area residents
should have access to Montano
Road.

Construct Montano to pass under
RGB.

3. Improved Bridge Design

Don't require tunnels. Include
earth banks and planting, if we
have to have a bridge.

Put an I-40 off ramp at 12th
Street to lower RG traffic and
encourage redevelopment of the
existing shopping area.

SPECIFIC LOCATION PROBLEMS

CONCERNS:

1. At Mountain Road and RGB on the west side, the south side of the street is not widened.
2. At Soto Rd.-closed to traffic Problem with dust...
(Q: Is it closed now? Should it be closed?)
3. At Central and RGB - parking lots should be better indicated.
4. Ingress/egress is limited in residential areas, west of Mountain and RGB intersection. Also, accesses are limited to new developments
5. Traffic light at I-40 & RGB makes westward movement onto I-40 difficult

SUGGESTIONS:

All feeders onto RGB should be cleared for easy flow of traffic

City is presently realigning the intersection of New York and Central and bridging the ditch by Montoya and Thompson to improve access to Mountain Road & Gabaldon from Central Ave. This should relieve traffic on the narrow section of Mountain west of Rio Grande.

Would close to thru traffic.

See environment people.

Limit parking.

Zoning and planning need to take traffic flow & parking problems into account before granting bldg. permits.

See #1. That project should improve access to these areas from Central.

Could Sawmill become a potential access area to RGB? It is better than some other pocket areas.

It will be rezoned if developers get a hold of it.

Don't agree.

LANDSCAPING

1. Need more landscaping.
 - specifically at I-40 intersection
 - specifically along the medians (turning lanes)
 - specifically NOT along the medians (obstructs view)

Use native plants.
Use plants Southwestern in nature.
Use cottonwoods

Agree. Similar to Big-I landscaping.

If utilities could go underground then a treelined street (ie. Ridgecrest) would be pretty.

Landscaping (Cont.)

CONCERNS:

2. Clean-up and landscape the ditches

SUGGESTIONS:

Would be hard as Conservancy mows down & burns. Think alot of money would be wasted. Like the natural feeling of the ditches.

Carefully selected native plants planted along the ditchbanks would be practically maintenance-free.

3. Encourage neighbors to maintain the existing landscaping

Remove dead trees along the Boulevard.

Litter from motorists is a big problem for landowners on RG. Laws should be strictly enforced.

Publish voluntary guidelines and suggestions for property owners along the boulevard, with recommendations for certain plants, visual impact of different fencing materials. Maintain clear-site triangle at intersections, etc.

Owners are responsible for their property but not to be dictated to by committee unless if they infringe on neighbors

As areas are improved it might be contagious

4. Preserve the cottonwoods

Agree and add more.
Encourage planting of new ones.
Provide young cottonwoods at low cost to interested homeowners for planting. Plant on a RG median.

Make available mountain cottonwoods at a reasonable price of sufficient size to grow in 5 years to a self-maintaining tree.

SIGNS

CONCERNS:

1. Traffic direction signage is overdone.
2. "Neon-Sign Syndrome"
(Q: is it a growing problem?)

SUGGESTIONS:

Combine signs & street names where possible as at Broadway & Central also lighting.

Agree.

Zoning should not allow this.

The City sign ordinance and the limited amount of commercial zoning north of Indian School seem to minimize this problem. South of Indian School limited signage of commercial properties could be encouraged.

Agree, if we allow more C-1.

Don't want to see any more on RGB ie. flags at Plaza Victoria don't care for at all.

MAINTENANCE OF RURAL ATMOSPHERE

1. Restore RGB to its "earlier beauty"
2. North section of RGB, past I-40 should be kept rural.

Cannot turn back the clock to 40 acre fields.

This is really the theme of the Rio Grande Plan

Trees and walks like Lomas Blvd. from 1st to West Central

At least try to preserve what's left

Do not allow smaller than 1/4 acre lots on RGB.
Prohibit further widening of RGB.

1/4 acre is not desirable. Few people want to put R-1 facing R.G. even if there are any such properties available.

No more commercial zoning.
Agree with 1st two suggestions.

Maintenance of Rural Atmosphere
(cont.)

CONCERNS

2. North section of RGB,...

SUGGESTIONS:

Predominant RA-2 zoning allows 3 DUs per acre. Most property owners would not consent to downzoning.

Change #2 to "past Indian School" south of Indian School is already almost entirely commercial.

Montano Bridge should make widening of RGB north of Montano unnecessary.

3. Preserve the OPEN areas along RGB keep OPEN SPACES along RGB.

Keep openings and large set-backs along RGB, in order to maintain the views.
Purchase some of the existing "OPEN LAND" (undeveloped) and maintain it as is.
Define and maintain greenbelts along RGB.

Can the city invest in buying property?

Consider purchase of land at RG and Campbell for a park

Agree with 1st three suggestions.

4. Maintain agricultural/open space lands

- Establish an "information pool" for selling properties within the area..(could it be an informal network?)

UTILITIES

CONCERNS:

1. Need more street lighting (enhance safety)

SUGGESTIONS:

Move utilities underground.

Move poles off sidewalks and purchase land to relocate.

Very expensive and involves getting lots of easements.

2. Petitioned for more lighting around RGB - Cherokee & Arbor and were denied.

If poles are still needed for street lights, is the cost of moving utilities underground justified?

PEDESTRIAN ACCESS

CONCERNS

1. Existing sidewalks are unsafe in some areas.
2. Improve pedestrian environment north Mountain Road.
3. I-40 & RGB intersection isn't accessible by foot or bike

SUGGESTIONS:

Combine signs and street names where possible as at Broadway & Central

Add concrete sidewalks or brick sidewalks

Make sidewalks either all concrete or all dirt, but be consistent.

Locate sidewalks only one ONE side of RGB.

Put both bike trails on one side of RG and widen the sidewalk on the other. Prohibit parking on R.G. (State Law for this?)

Absence of existing sidewalks along much of the Boulevard is an opportunity to consider alternatives to ordinary sidewalks: wider walks landscaped parkways, different materials such as brick or exposed aggregate, etc., especially in commercial area from Mountain to Indian School.

Locating sidewalks only one side of RGB - worth looking into.

Add sidewalks.

If have large tract of land could be very costly. I think that's why some are exempt from sidewalks now - with agricultural zoning

North of Indian School is predominantly residential, so pedestrian traffic may be lighter. Concrete sidewalks beside open ditches would not be stable. Clearing the pedestrian area of obstacles is more important than paving every inch with concrete sidewalk.

- Possible pedestrian overpass or "bridge-like" crossing at I-40 & RGB.

Pedestrian Access
(Cont.)

CONCERNS:

3. I-40 & RGB intersection...(cont.)

4. Pedestrian traffic at South Plaza crossing RGB is dangerous.

5. Cultural Areas should be pedestrian oriented.

SUGGESTIONS:

Too impractical. Pedestrians would not climb a bridge that high. Make the underpass more attractive with landscaping & clearly mark pedestrian crossings of entrance and exit ramps with heavily painted and reflectorized crosswalks.

Widen pedestrian paths along RGB at the Old Town area, if possible, without tearing down historic structures.

Place traffic lights back 50' at intersections to allow safe crossing.

Steps should be taken to indicate pedestrian access. Make pedestrian areas attractive. Clearly differentiate auto areas from pedestrian areas.

More more signs.

As more parking lots are constructed around Old Town, perhaps on-street parking could be eliminated in some areas and pedestrian area expanded into the street.

MISCELLANEOUS

1. Need to enforce the DOG Ordinance at the Rio Grande Nature Center... loose and/or biting dogs are a problem

Throughout bosque and on neighborhood streets.

2. Bus stop shelters:

Would be targets for vandalism & graffiti. To encourage more people to ride the bus, take the money not spent on bus shelters and buy another bus to add to the route to decrease waiting time.

PLANNING PARTICIPANTS

The following lists of Rio Grande Boulevard Corridor planning participants include people who either signed attendance lists at working meetings, design workshops and field trips or who requested that all meeting notices and information be mailed to them. Attendance lists from general information meetings are not included. Complete attendance lists may be examined in the Rio Grande Boulevard Corridor Plan files stored in the Planning Department's Planning Division.

RIO GRANDE BOULEVARD CORRIDOR ZONING AND DESIGN REGULATIONS TASK FORCE (SUMMER 1987)

Pat Bryan
Linda Christiansen
Trenton Cleff
Cathy Cronin
Dorothy Doolittle
John Doolittle
Steve Ewing
Mark Feldman
Yolanda Homann
Winifred Kimbrough
Tim Kraft

Gilbert Lopez
Gloria Lopez
Marcia Lubar
Ramon Mondragon
Vera Olsen
Bob Ruth
Judy Griego Ruth
Carolyn Siegel
David Siegel
Mary Elizabeth Williams
Steve Williams

RIO GRANDE BOULEVARD CORRIDOR PLAN DESIGN CHARETTE PARTICIPANTS (MAY 1986)

Marti D. Burkhead
Don Dean
Garri Dryden
Steve Ewing
Liz Fish
Colleen K. Frenz
Lou Harrington
Bonnie B. Markle
Baker Morrow
Pedro S. Pena
Bill Perkin
Trancito Romero
Diane Scena
Joel Wooldridge

RIO GRANDE BOULEVARD CORRIDOR PLAN
CORE PLANNING GROUP

Stephan Akin (Advisory Group)	Mark and Dede Feldman
Glenda & Dick Alexander	Ellen Fitzpatrick Co. Realtors
Richard Allen (deceased 1988)	Steve D. Gallegos
Joe Almers	Joyce Gammill
Michael Anderson	Mrs. John A. (Lucy) Garcia
Sarah Anderson	Leroy Garcia
Tom and Betsy Anderson	Rudy J. Garcia
Kathleen Avila	Rosemary Thompson Glenn
Bill Baca	Joe Gochnaurer
Patrick J. Baca	James W. Graham
Ben Michael Barreras	Vincent E. Griego
Jane Batten	Fred Gurule
James Barela	Margarite Haner
Sarah Baumgartner	Emil and Louise Hargett
Lee C. Benjamin	Carol Harlan
Harold and Betty Berg	Elaine Harlan
Fabrizio Bertoletti	Kathryn Harris
Barbara Bogeson	Walter Haussamen
Frances and Arsenio Brito	Martin Hibbs
James T. Brown	Kyra Hidalgo
Bill and Naomi Burns	Gwen Hill
P. R. Candelaria	Yolanda Homann
Dorothy Castillo	Elwood P. Hopkins
Carmen Chavez	Mark Hoverstein
C. E. Chiselin	Felix Iovanni
Max Cisneros, Jr.	Gerald Joseph
Jeff Clark	Winifred Kimbrough
Trenton Cleff	James and Myrtle Kitts
Val Cole (Horseways, Inc.)	Ingrid Kline
Jasper Coombes (Advisory Group)	Jeffrey M. Kloer
Carlos Cordova	Karl Koehnig
Hap Crawford	John Koontz
C. Cronin	Tim Kraft
Gloria Cruz	Becki Kriets
J. C. Cunningham	Dan Kutvirt (Advisory Group)
Hil Davidson	Elida Lechuga
Lynn Meyer Davis	Shirley Leslie
Art De La O (Advisory Group)	Phyllis Loeta
Don Dean	Emma E. Luke
Anthony Deck	Jim Maddox
Tom Dooles	Margaret Mann
Mary T. Dooney	Phil and Jackie Martin
Rick Dulas, MRGCOG	Hugh and Flora Maxwell
Jim Ellis	David McConaughy
Cori Ewing	Edith Miller

RIO GRANDE BOULEVARD CORRIDOR PLAN
CORE PLANNING GROUP
(Continued)

Ellie Mitchell
Elaine Mondragon
Ramon and Maria Mondragon
Murl Moore
J. R. Nehin
Jay Neiman
Jack and Theri Newson
James R. O'Connor
Rick and Vera Olson
Frank and Veronica Padilla
C. V. Pearce
Paul and Linda Pino
Jennifer Pruett
C. B. Romaine
John F. Romero
Ellis and Juanita Roper
Alice Rowe
Ben Ruiz
Bob & Judy Griego Ruth (Adv. Group)
Arnold Sargeant
Louise Sargent
Diane Scena
Matthew Schmader
Virginia Schneider
Stephen and Bev Schoonover

Ann Sei
Eleanor Sewell
Ruth Simmons
Ed Slatkin
Tom Slatkin
Greg Solove
Leonard and Paula Spillman
Pat Stelzner
Gary Stiler
William Stratvert
John Tansey
Jody Taylor
Hubert Teague
Ronald D. Tingley
Mr. and Mrs. Chester Tozer
Chris Urfer
Mrs. Yvonne Valencia
Orlando Vigil, District II
Robert Walters
Laura Ann Campbell-Williams
Mary E. Williams
Steve Williams
Tomas Zamora
Larry Zamzok

RIO GRANDE BOULEVARD CORRIDOR PLAN
NEIGHBORHOOD ASSOCIATIONS

Alvarado Gardens Neighborhood Assoc.
Arbor Neighborhood Association
Central Avenue Corridor Corporation
Concerned Neighbors of Los Duranes/ACORN
Huning Castle Neighborhood Assoc.
Matthew Meadows Homeowners Association
Middle Rio Grande Homeowners Assoc.

North Valley Neighborhood Assoc.
North Valley Neighborhood Assoc./ACORN
Plaza Vieja Neighborhood Assoc.
Rio Grande Blvd. Neighborhood Assoc.
San Felipe Old Town Assoc.
Thomas Village Neighborhood Assoc.
West Sawmill Neighborhood Assoc.

APPENDIX C
APPLICABLE PLANS, POLICIES AND ORDINANCES

REPEALED (R-17-213)

APPLICABLE PLANS, POLICIES AND ORDINANCES

The following plans and ordinances contain pertinent policies for the Rio Grande Boulevard Corridor Plan area. Studies provide guidelines for the corridor.

ADOPTED RANK I PLAN

The Albuquerque/Bernalillo County Comprehensive Plan

ADOPTED RANK II PLANS

1987 Transportation Program for the Albuquerque Urban Area

Long Range Major Street Plan

Bikeways Master Plan

Transit Development Plan

(All of the above Rank II Plans are elements of the Transportation Program for the Albuquerque Urban Area)

Facility Plan: Electric Transmission and Subtransmission

ADOPTED RANK III PLANS

Huning Castle/Raynolds Sector Development Plan

Old Town Sector Development Plan

Sawmill Sector Development Plan

Los Duranes Sector Development Plan

Los Griegos Sector Development Plan (Historic District only)

Mid North Valley District Plan, Community Renewal Program

ADOPTED ORDINANCES

Article 7-14-33, the H-1 Historic Old Town Zone in the Comprehensive City Zoning Code.

The Comprehensive City Zoning Code

The Comprehensive County Zoning Code

The Sidewalk Ordinance

The Street Tree Ordinance

The Subdivision Ordinances (City and County)

The Curb Cut Ordinance

The City Forester Ordinance

CITY STUDIES

Water Based Recreation Study

Underground Subtransmission Feasibility Study

OTHER STUDIES

North Valley Highways, North Valley Neighborhoods Association, Save the Valley Ad Hoc Committee, April 1972.

Preserving the North Valley Atmosphere, North Valley Neighborhoods Association.

FROM CITY OF ALBUQUERQUE REVISED ORDINANCES

ARTICLE VI

SIDEWALKS

8-6-1 SHORT TITLE.

This Sidewalk, Drive Pad, Curb and Gutter Ordinance may be cited as "The Sidewalk Ordinance."

(219-1972, 39-1981)

8-6-2 INTENT.

The Sidewalk Ordinance is hereby declared to be remedial and is intended to secure the following objectives:

A. Provision for safe, convenient, and unobstructed paths for pedestrians;

B. Provision for the necessary separation between pedestrians, vehicles, utilities, and street furniture;

C. Provision for safe and efficient driveways and street drainage;

D. Clear delineation and protection of the public right-of-way;

E. Normally sidewalks shall be constructed of concrete, but other paving materials are acceptable when meeting reasonable standards provided for herein for material performance, construction methods and public safety.

F. Authorization to permit property owners to engage their own contractor or install sidewalks themselves so long as the requirements of this and other applicable ordinances are met.

(219-1972, 39-1981)

8-6-3 PEDESTRIAN SIDEWALK, DRIVE PAD, AND CURB AND GUTTER REQUIRED.

All properties within the City of Albuquerque shall have sidewalk, drive pad and curb and gutter in accordance with

10-1-81

Page 8-6-1

the standards set forth by the Sidewalk Ordinance, unless a variance from these standards is allowed through the procedures established by the Sidewalk Ordinance or unless such facilities were constructed under differing standards previously in force. Such previously constructed facilities shall be considered non-conforming and as such may be repaired and maintained but if and when replacement becomes necessary shall be replaced according to the standards or variance procedures of this Ordinance. Compliance with the provisions of the Sidewalk Ordinance shall be the responsibility of the property owner.

(219-1972, 39-1981)

8-6-4 DEFINITIONS.

For the purpose of the Sidewalk Ordinance, words used in the present tense include the future tense and words used in the future tense include the present tense; the singular number includes the plural number and the plural number includes the singular number. The following definitions apply:

A. Crosswalk.

1. That part of the streets at an intersection which is a prolongation or continuation of the lateral lines of the sidewalk on opposite sides of the street measured from the curbs, or in the absence of curbs, from the edge of the traversable street and/or;

2. Any portion of a street, at an intersection or elsewhere, distinctly indicated as a pedestrian crossing by line or other surface markings.

B. Curb. The vertical or steeply sloping member which forms the standup part of the curb and gutter combination or which may be constructed without a gutter section as a header curb.

C. Curb Cut. Any break in a curb which facilitates access to or from a street or alley.

D. Drive Pad. A paved vehicular way which may be either part, all, or not at all within the public right-of-way and which provides vehicular access from a public right-of-way to property abutting the right-of-way.

E. Driveway. A vehicular way which may be either part, all, or not at all within the public right-of-way and which provides vehicular access from a public right-of-way to property abutting the right-of-way.

F. Gutter. A horizontal or slightly sloping member which may form the base of the curb and gutter combination and which may be constructed as an integral part of the curb-gutter combination or may be constructed as a separate member without curb section.

G. Mayor. The Mayor of the City of Albuquerque or his designated representative.

H. Pedestrian. Any person afoot or in a wheel chair or other similar device.

I. Person. An individual, co-partnership, joint venture, association, corporation, social club, fraternal organization, estate, trust, business trust, receiver syndicate, or other group or combination acting as a unit.

J. Public Right-of-Way. The total area of land deeded, reserved by plat or otherwise acquired by the City of Albuquerque primarily for the use of the public for purposes of vehicular and/or pedestrian traffic.

K. Setback Area. The part of the public right-of-way which is not occupied or planned to be occupied by street, curb, gutter, or sidewalk.

L. Sidewalk. That portion of the public right-of-way which is primarily devoted to pedestrian use.

M. Street. That portion of the public right-of-way which is primarily devoted to vehicular use.

N. Street Furniture. Any above grade appurtenance placed within the public right-of-way for the general convenience and use of the public such as, but not limited to, benches, litter baskets, utility poles, street lights, traffic control devices, mail boxes, telephones, fire hydrants, etc.

O. Variance. Allows a variation in the location or other requirements of this Ordinance.

P. Vehicle. Any device in, upon, or by which any person or property is or may be transported or drawn upon a roadway or street.

(219-1972, 39-1981)

8-6-5 PERMIT REQUIRED.

It is unlawful for any person to lay, construct, or build any sidewalk, drive pad, or curb and gutter within the City of Albuquerque without securing a construction permit from the Mayor. Such permits are in addition to excavation permits required by the Street Excavation Ordinance of the City of Albuquerque, Article 8-7 R.O. 1974. Construction permits shall be either issued or denied within ten (10) working days of the date of application for such construction permit. A denial shall be accompanied by reasons for such denial. Permits shall be invalid if construction is not commenced within ten (10) days of the issuance of the permit and construction shall be completed within thirty (30) days from the issuance of the permit.

(219-1972, 39-1981)

8-6-6 DESIGN REQUIRED.

Upon application for a construction permit, the applicant shall submit a plan, or sketch, of the proposed construction which design plan, or sketch, must be approved by the Mayor, prior to the issuance of a construction permit for sidewalk, drive pad, or curb and gutter.

(219-1972, 39-1981)

8-6-7 GRADE ESTABLISHMENT REQUIRED FOR CURB AND GUTTER.

The Mayor shall in no instance issue a construction permit for curb, gutter, or curb and gutter until required grades have been established or approved by the City Engineer.

(219-1972, 39-1981)

8-6-8 BOND REQUIRED.

A. A permit may be granted for sidewalk, drive pad, and/or curb and gutter construction to a licensed contractor provided said person has on file with the City of Albuquerque a maintenance bond in the amount of

at least \$5,000 which bond guarantees the completed project against defects or improper construction for three years from the date of completion. These requirements are supplemental to the bond requirements set forth in the Street Excavation Ordinance of the City of Albuquerque, Section 8-7-3 R.O. 1974.

B. A permit may be granted for sidewalk and/or drive pad but not curb and gutter construction to any property owner wishing to lay, construct or build his own sidewalk or drive pad on any public right-of-way abutting his premises, provided said property owner has on file with the City of Albuquerque a maintenance bond in the amount of at least \$500 which bond guarantees the completed project against defects or improper construction for three years from the date of construction. These requirements are in lieu of the bond requirements set forth in the Street Excavation Ordinance of the City of Albuquerque, Section 8-7-3 R.O. 1974.

C. When specific City of Albuquerque construction projects under contract require a three year performance bond, the maintenance bond prescribed herein will not be required.

(219-1972, 39-1981)

8-6-9 DUTY TO REPAIR AND REPLACE.

Upon detection of any defective sidewalk within three (3) years from the date of construction, the Mayor shall cause a notice to be served upon the bonded contractor or bonded property owner directing that repairs and/or replacement shall be accomplished within a designated period of time. Failure to comply with the terms of this notice shall cause forfeiture of bond.

(219-1972, 39-1981)

8-6-10 INSPECTION AND GRADE STAKE FEE SCHEDULES AND PROCEDURES.

A. No grade stakes shall be furnished or permits for construction be issued until the authorized inspection fees and/or staking fees have been paid. City projects or contracts subject to design, inspection and staking fees shall be exempt from such fees.

B. Until November 1, 1981, or until amended by the Mayor according to the provisions below in this Section, whichever comes sooner, fees shall be as follows:

1. Sidewalks:

a. When Builder stakes grades -- No staking fee.

Inspection Fee -- 3 1/2 cents per lineal foot with a minimum fee of \$3.50.

b. When City stakes grades -- 9 1/2 cents per lineal foot with a minimum fee of \$9.50.

Inspection Fee -- 3 1/2 cents per lineal foot with a minimum fee of \$3.50.

2. Curb and Gutter:

a. When Builder stakes grades -- No staking fee.

Inspection Fee -- 3 1/2 cents per lineal foot with a minimum fee of \$3.50.

b. When City stakes grades -- 9 1/2 cents per lineal foot with a minimum fee of \$9.50.

Inspection Fee -- 3 1/2 cents per lineal foot with a minimum fee of \$3.50.

3. Excavation permits shall be required in all cases as provided for in the Street Excavation Ordinance of the City of Albuquerque, Article 8-7 R.O. 1974.

C. The Mayor shall periodically adopt rules which amend the fee schedule so that staking fees are set at City cost or at a level commonly charged by private enterprise, whichever is higher, and so that inspection fees are set at City cost. The fee schedule shall allow the builder an option as to whether the City stakes the grades. In setting fees, the Mayor shall publish notice of his proposed action and give interested persons an opportunity to comment prior to action. Revised fee schedules enacted by the Mayor shall be conveyed to the Council and the City Clerk and shall be brought to the attention of the interested public.

D. The request for an inspection shall be given to the City Engineer three (3) working days prior to placing of concrete or otherwise constructing the sidewalk in order that necessary sub-grade and form inspections, etc., can be made.

(219-1972, 39-1981, 83-1981)

8-6-11 SPECIAL IMPROVEMENTS DISTRICTS.

The provisions of the Sidewalk Ordinance shall in no way preclude the City from establishing sidewalk improvement districts as may be provided for by the law. The design and placement of sidewalks, built in sidewalk and/or street improvement districts shall be done in accordance with the provisions of the Sidewalk Ordinance as shall all other sidewalks constructed by public agencies.

(219-1972, 39-1981)

8-6-12 SETBACK AREA USE.

The setback area may be used for the following public purposes so long as such uses are not in conflict with the provisions of this Ordinance or any other applicable Ordinance:

A. Street furniture.

B. Public and private utility distribution systems.

C. Planting of trees and/or other suitable types of vegetation as described in Section 16.A.6 of the Sidewalk Ordinance.

D. Fences and walls, provided they are approved by the Mayor in a contract.

E. The above listed objects may not be installed in the normally required sidewalk area, unless a sidewalk variance is given which covers the site and specifically permits the class of object in question.

F. Decorative paving or other ground cover not intended for vehicular use.

G. Drive pad and/or driveway.

H. Bicycle Trails.

(219-1972, 39-1981)

8-6-13 USE STANDARDS.

A. All sidewalk design plans submitted must show provision for the mobility, safety, and comfort of the pedestrian.

B. All sidewalk design plans submitted must show provision for adequate pedestrian access to abutting property.

C. All sidewalk design plans submitted must show how connection to abutting sidewalk, if any, will be accomplished.

(219-1972, 39-1981)

8-6-14 DESIGN AND CONSTRUCTION STANDARDS AND PROCEDURES.

A. Street Classification. Sidewalk designs are partially set by street classification. This classification is set by the Long Range Major Street Plan, a plan adopted by the Urban Transportation Planning Policy Board of the Middle Rio Grande Council of Governments.

B. Sidewalk Width.

1. Sidewalks shall be six (6) feet wide when adjacent to:

a. an arterial street; or

b. a collector street which abuts land zoned apartment, office, or commercial: R-2, R-3, R-4, O-1, C-1, C-2, C-3, SU-1 or SU-2 for development similar to that allowed in the other zones in this list, or H-1; or

c. a local or collector street which abuts

(1) the grounds of schools or churches, or

(2) land zoned SU-3.

2. Sidewalks shall be four (4) feet wide when adjacent to a local or collector street other than those included in 1 of this subsection.

C. Sidewalk Location.

1. On arterial streets, sidewalks shall be located within the right-of-way and the street side of the sidewalk shall be set back twelve (12) feet from the back of the curb.

2. On collector, major local, and local streets, sidewalks shall be placed within the right-of-way and at the property line.

D. Where sufficient right-of-way is not available, the Mayor may set a special sidewalk location standard within the right-of-way.

E. Transverse Slope. The transverse slope of the walk and setback area shall be one-fourth inch (1/4") per foot, sloping toward the street.

F. Materials. All sidewalk design plans submitted must specify the materials to be used and any such material shall conform to the performance standards for sidewalk materials as established by the Mayor.

G. Site preparation and Inspection. The Mayor shall be given three work days notice before any material is placed in order that an inspection may be made of the sub-grade, the forms, and the spacing for expansion-contraction joints. The excavating and grading shall be smoothly and neatly done, and to the proper depth, all large stones, boulders, roots, other vegetation, and rubbish of every description being removed from the sub-grade and the entire work made to conform to the profile and grade of the walk when finished. Soft, spongy or loamy areas in the sub-grade must be removed, and the space refilled with stable material thoroughly compacted in accordance with the requirements of the Street Excavation Ordinance of the City of Albuquerque, Article 8-7 R.O. 1974.

H. The person laying a sidewalk shall neatly and permanently affix to the sidewalk the name of the

contractor or property owner laying the sidewalk and the year of the installation. Such information shall be approximately one-fourth to one-half square foot in size. The information shall be repeated every fifty (50) running feet.

I. The Mayor shall establish and promulgate other appropriate design and construction standards and regulations for sidewalk, drive pads, curbs and gutters not inconsistent herewith or other applicable ordinances.

(219-1972, 38-1981, 1-1982)

8-6-15 DESIGN TEAM.

The Mayor is hereby authorized to establish a Design Team whose responsibilities may include but not be limited to the following:

A. Issuance and review of sidewalk variance permits.

B. Analysis of character and function of assigned rights-of-way, concluding with specific recommendation of action programs.

C. Review of sidewalk, drive pad, and curb and gutter permit application as requested.

D. Review of proposed street paving and/or sidewalk construction projects as requested.

E. Review of present and proposed street furniture designs of both public and private agencies.

The Design Team shall consist of representatives of City Departments as designated by the Mayor. Further, one member of the Design Team shall be designated chairman by the Mayor and charged with reporting the activities of the team in a manner and at such time as shall be subsequently designated by the Mayor.

(219-1972, 39-1981)

8-6-16 VARIANCES.

A. The Mayor, upon application of the owners or upon institution of an improvement district, may give a

variance from any requirements of this ordinance, if it is found that:

1. The area is one which is subject to site development plan review as a planned unit development as provided in the Zoning Code, Article 7-14 R.O. 1974, or

2. The area is one in which, because of special functional conditions, it is desirable to maintain or develop a design plan not consistent with uniform sidewalk installation as set forth in Section 14 of the Sidewalk Ordinance, or

3. The area or site has been recognized as having historical, archaeological, and/or architectural significance by the City of Albuquerque, the State of New Mexico, or the United States of America and in order to maintain such historical, archaeological, and/or architectural significance a variance is appropriate, or

4. The area is of low intensity land use to an extent that the normal installation of sidewalks will not contribute to the public welfare, or

5. The City's right-of-way is insufficient in width to permit the construction of a sidewalk of standard dimension and placement, or

6. A sidewalk variance would preserve trees possessing the following characteristics:

(1) Adaptability to the particular soil, climate, and moisture conditions of this City;

(2) High resistance to gas, smoke, and disease;

(3) Freedom from litter and offensive odors;

(4) Wood that is not brittle and thereby easily broken by wind and sleet;

(5) A root structure compatible with planting in confined areas;

(6) Long normal life, or

7. There are pre-existing obstructions that cannot be easily or economically relocated or should not be altered, such as grades, fills, water courses, natural topographic features or man-made obstructions, or

8. The adjoining sidewalks are non-standard as to width and/or locations, or

9. The established neighborhood character or mature landscaping on the site would be damaged to a degree that outweighs the public utility of the normal sidewalk requirement.

B. Any variances granted hereunder are to be considered permanent unless the use of the property or the character of the neighborhood changes; the Mayor can then review the variance and modify or revoke same.

C. Application for variances for a particular property or area will not be considered by the Mayor beyond 30 days after the City Council has acted on Resolution No. 2 of any assessment district.

(219-1972, 39-1981)

8-6-17 APPEALS.

A. Jurisdiction

1. Appeal of decisions of the Design Team is to the Environmental Planning Commission.

2. Appeal of such decisions by the Planning Commission is to the City Council.

B. Application. A decision of the Design Team or Planning Commission is final unless appeal is initiated by application to the City on prescribed forms within 15 days of the decision. The date of determination is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday, or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal.

C. Fee. A filing fee of twenty dollars (\$20) shall accompany each application for appeal of an initial appeal decision by the Planning Commission. There is no fee for other appeals.

D. Hearing and Decision:

1. An appeal shall be heard within sixty (60) days of its filing. The decision shall be following a public hearing.

2. The Planning Division shall give written notice of an appeal, together with a notice of the date, time, and place of hearing to the applicant, a representative of the opponents, if any are known, and the appellant.

3. In hearing an appeal, the Planning Commission or City Council shall state the key findings of fact.

(219-1972, 39-1981)

8-6-18 SIDEWALK REPAIR AND MAINTENANCE.

A. All sidewalks shall be kept clean from rocks and other obstructions, including ice and snow, and in a state of good repair by the owner, occupants, or agents in charge of the adjoining property. A sidewalk in good repair shall be free of cracks, floats, obstructions, depressions and/or any and all other defects and shall have a uniform longitudinal and transverse gradient.

B. All areas directly over sidewalks, to a height of eight (8) feet shall be maintained free of vegetative or other obstruction by the owners, occupants or agents in charge of the adjoining property.

C. The sidewalk setback area and all plantings therein shall be maintained by the owners, occupants, or agents in charge of the adjoining property.

D. No item of street furniture or other item which would obstruct pedestrians or effectively reduce the width of a sidewalk below the dimensions established in Section 14 may be placed in, on, over, or under the sidewalk unless a waiver allowing such item is obtained from the Mayor.

E. Any owner, occupant, or agent in charge of adjoining property or street furniture shall be liable to the City for any claim or demand made upon the City which arises from a direct or indirect violation of this Ordinance and shall hold the City harmless and indemnify the City for any such claim or demand. When the Mayor determines that there is a violation of this section, he may cause a notice to be served upon the owners, occupants, or agents in charge of the property or street furniture adjoining said sidewalk or sidewalk setback area directing that repair or maintenance or removal of obstructions be made at the cost and expense of such owners, occupants, or agents in charge of the property or street furniture and the cost of such repairs or maintenance or removal of obstruction shall constitute a lien against such property and shall be foreclosed in the same manner provided by law for the foreclosure of municipal liens.

(219-1972, 39-1981)

8-6-19 CURB AND GUTTER.

Curb and gutter shall conform in dimension, material and placement technique to standards established by the Mayor.

(219-1972, 39-1981)

8-6-20 DRIVE PAD SPECIFICATIONS.

The grading and excavating for drive pads shall be done in conformance with the provisions set forth herein and other applicable ordinances. Drive pads within the public right-of-way shall be constructed of materials and dimensions which shall conform to the performance standards for drive pad materials as established by the Mayor through nationally approved testing procedures. Drive pad design shall be established and approved by the Mayor prior to issuance of construction permits.

(219-1972, 39-1981)

8-6-21 DRIVE PAD CROSSING OF SIDEWALKS.

Drive pad shall cross the sidewalk on the sidewalk grade line without depression of the sidewalk where feasible.

(219-1972, 39-1981)

8-6-22 ABANDONED DRIVE PAD.

All drive pads abandoned or no longer being used shall have the curb and gutter replaced and the sidewalk installed at the grade of the adjacent sidewalk as provided in the Curb Cut Ordinance, Article 8-13 R.O. 1974.

(219-1972, 39-1981)

8-6-23 DRIVE PAD LOCATION AND WIDTH.

The location and width of curb cuts for drive pads shall be approved by the Mayor prior to issuance of a construction permit.

(219-1972, 39-1981)

8-6-24 CURB, GUTTER, SIDEWALK AND DRIVE PAD SUB-GRADE PREPARATION.

All work of this type shall be performed in accordance with the requirements of the Excavation Ordinance of the City of Albuquerque.

(219-1972, 39-1981)

8-6-25 PENALTIES.

This is a penal Ordinance subject to the general penalty provisions of this code. Each day the Sidewalk Ordinance is violated shall constitute a separate offense.

(219-1972, 39-1981)

ARTICLE XIII

CURB CUTS

8-13-1 PERMITS.

The owner of any land desiring to construct a crossing of any sidewalks or public right-of-way for use by animals, wagons, carts, carriages, trucks, tractors, trailers, buses, automobiles or any other vehicles as defined by City Ordinance so as to enter any private or other alley or way on such premises, or so as to give access to any entrance or exit to any such premises, shall first make form application to the City Traffic Engineer of the City of Albuquerque, New Mexico, for approval of a permit to cut any curb or construct such crossing and shall file with such form application a plan showing accurately the extent and character of the crossing proposed to be constructed; upon examination and consideration of said application and plan, and examination of the premises, if he deem it necessary; the said City Traffic Engineer is hereby expressly authorized and directed to approve a permit for the construction and use of said right of way or crossing over said sidewalk or sidewalks, if the use of said right-of-way or crossing of the same will not unreasonably interfere with or unduly impair the proper and safe use of the portion of the sidewalk or right-of-way to be crossed or the street or other public way to which ingress and egress is to be made from said private premises; said City Traffic Engineer shall make his determination of the granting or withholding of said approval on the factors hereinafter specified, and no such construction shall be made until such permit has been granted.

(1903)

8-13-2 BUILDING PERMIT PREREQUISITE.

Upon commencement of any new construction, it shall be mandatory for the owner of the property upon which a structure is to be constructed and who desires to construct a crossing of any sidewalk or public right-of-way for use by a horse wagon, cart, carriage, truck, tractor, trailer, bus, automobile or any vehicle as defined by City Ordinance, so as to enter any private or other alley on

such premises or so as to give access to any entrance or exit to any such premises, shall first obtain approval of the construction of such crossing from the Traffic Engineer of Albuquerque, New Mexico before he is issued a building permit for such new construction.

(1903)

8-13-3 CURB CUT REQUIREMENTS.

The following regulations shall apply to curb cuts:

A. In all residential areas which shall include all dwelling units, single family, apartments or otherwise, the following regulations shall apply:

1. Measured from the gutter line the minimum width of curb cuts shall be twelve (12) feet and the maximum width shall be twenty-two (22) feet.

2. A minimum of twenty-two (22) feet of standing curb must remain between any two curb cuts on the same lot or single parcel of land or if more than one lot or parcel of land is being put to a single land use, then the requirement shall apply to said land use.

3. The minimum setback for the building from the property line in an apartment parking area shall be thirty (30) feet.

4. No double or circle drives shall be installed or maintained unless the property shall have a minimum of sixty (60) feet frontage on the street affected thereby.

5. No curb cuts shall be closer than two and one-half (2-1/2) feet from side property lines.

6. Corner property curb cuts shall be no closer to the intersecting street than either (a) twenty-five (25) feet from the curb face of the intersecting street, or (b) ten (10) feet from the property line of the intersecting street.

B. In all light commercial areas, which shall include all office buildings or other commercial buildings not more than two stories in height, the gutter line width of curb cuts shall be a minimum of twelve (12) feet and a maximum of twenty-five (25) feet. All other requirements shall be the same as in residential areas.

C. In all heavy commercial areas which include, but are not limited to, all drive-in type establishments, the gutter line width of curb cuts shall be a minimum of twenty (20) feet and a maximum of thirty-five (35) feet, provided, however, the Traffic Engineer may approve a curb cut over thirty-five (35) feet in width when justified after a complete study of:

1. Traffic volume;
2. Pedestrian volume;
3. One-way streets;
4. Type of business making request.

All other requirements shall be the same as in residential areas.

(1903)

8-13-4 APPEALS.

In the event any applicant feels abused by the refusal of the Traffic Engineer to grant any permit or in the event any owner or occupant shall be aggrieved by receipt of the notice of proposed revocation provided for in Section 5, said applicant, owner, or occupant may, within ten (10) days after denial of said application or receipt of said notice, appeal the decision of the Traffic Engineer to the Mayor by filing written notice thereof with the City Clerk within said time.

(1903)

8-13-5 ABANDONED AND NON-CONFORMING CURB CUTS.

This ordinance shall not be retroactive as to any curb cuts or crossings in existence and in actual use at the time of its adoption, except as provided in (A) and (B) hereunder?

A. After the adoption of this ordinance, if any vehicular or other sidewalk crossing is clearly abandoned as a crossing or no longer used for its intended purpose, any permit heretofore or hereafter granted for the use of said crossing as such shall be subject to revocation by the City Traffic Engineer only after thirty (30) days written notice of such proposed revocation has been given to the owner of the property to which the crossing is appurtenant, if his name and address can be reasonably ascertained from the Tax Rolls of Bernalillo County, and also by the giving of a copy of said written notice to the occupant of said premises, if any, and if such occupant is other than the owner. It shall be sufficient notice under the provisions of this and the following Section to make delivery of said notices by registered mail. In the event the name and address of the owner cannot be reasonably ascertained from the current Bernalillo County Tax Rolls and the premises are unoccupied, it shall be sufficient notice under this and the following Section to publish said notice in English in a newspaper of general circulation in the City of Albuquerque once a week for four consecutive weeks.

B. All curb cuts on designated thoroughfares as shown on the city thoroughfare plan, which are determined by the Traffic Engineer to constitute a traffic hazard, and which become nonconforming upon passage of this ordinance, shall be subject to revocation as provided in subsection (A) above.

(1903)

8-13-6 CONFORMANCE REQUIREMENTS.

In the event the Traffic Engineer has revoked any permit for curb cut or use of a sidewalk crossing under the provisions of Section 5 of this ordinance, such crossing shall be removed by and at the expense of the owner of the property to which the said curb cut or crossing is appurtenant and the curb and sidewalk properly restored after the Traffic Engineer has given written notice to the persons and in the manner specified in Section 5 of this ordinance, directing such removal and proper restoration of the curb and sidewalk. The time allowed for removal and restoration by the owner or occupant shall be" (a) thirty (30) days after notice in the cases provided for in Section 5(A) of this ordinance and (b) two (2) years after notice

in the cases provided for in Section 5(B) of this ordinance; provided, however, that upon resolution duly passed by the City Council of the City of Albuquerque that a traffic hazard exists at a nonconforming curb cut which causes immediate and imminent danger to life, safety or property, conformance may be required within a lesser period of time set by the City Council, but in no event less than thirty (30) days.

Each day's delay of the owner in complying with such notice after the expiration of the time specified shall constitute a separate violation of this ordinance. If conformance is not attained within said time allotted, the City may make the necessary removal and restoration at the cost of the owner and the cost thereof shall constitute a lien on the property affected.

(1903)

8-13-7 CROSSINGS.

All construction of crossings as herein defined permitted under this Ordinance shall be done in a manner and with such materials as is prescribed by the specifications of the Department of Public Works of Albuquerque, New Mexico existing at the time such construction is accomplished at the expense of the owner of the abutting property.

(1903)

8-13-8 PENALTIES.

This ordinance is a penal ordinance subject to the general penalty provisions of this code.

(1903)

ARTICLE I
CITY FORESTER

11-1-1 CREATION OF OFFICE.

There is hereby created the office of City Forester, with the powers and duties hereinafter stated. The Director of Public Works of the City of Albuquerque, New Mexico shall be ex-officio the City Forester.

(957)

11-1-2 DEFINITION.

By "parking strip", as herein used, is meant that portion of any lot or lots situated between the street curb line and property line along all the public highways within the City of Albuquerque.

(957)

11-1-3 DUTIES OF CITY FORESTER.

The City Forester is hereby authorized and empowered, and it shall be his duty to supervise the planning, maintenance and removal of all trees, shrubbery and other vegetation, except grass, in the public highways, parks and parking strips within the City of Albuquerque, and to formulate rules and regulations for such planning, maintenance and removal under the supervision, and subject to the consent and approval of the Mayor, and to issue permits for such planning, maintenance and removal. In drawing such rules and regulations and in issuing such permits, the City Forester shall be governed by the nature, kind and quality of the trees, shrubbery and vegetation in the City as a whole, and in such particular sections of the City as it is desired by the applicant for a permit to plant trees, shrubbery or other vegetation in any particular section shall be in harmony with other trees, shrubbery and vegetation in that vicinity.

(957)

11-1-4 PERMIT REQUIRED TO PLANT OR REMOVE TREES.

It shall be unlawful to cut, trim, spray, remove or plant any tree, vine, shrub, hedge, or other plant within the limits of any streets, alley, sidewalk, or other public place within the City of Albuquerque without first having obtained a permit so to do from the City Forester, and/or without complying in all respects with the condition set forth in such written permit, save and except, nevertheless, that trees and shrubbery may be trimmed by any person without securing such permit in compliance with Section 5 hereof.

(957)

11-1-5 DUTY OF OWNERS TO PRUNE.

It shall be the duty of every owner of lot or lots situated within the City of Albuquerque to keep all shrubbery and trees situated on the parking strip between the property line and the street line within the lines of his, her or its lot or lots, trimmed so that free passage along said sidewalk and street will not be interrupted or impeded, and so that said shrubbery and trees in no way interfere with the adjoining property, to remove any dead trees or dead, overhanging boughs, dangerous to life, limb, or property located on the premises of such owner.

(957)

11-1-6 OWNER MUST TREAT TREES WHEN REQUIRED.

The City Forester is authorized to require any owner, or agent of any premises to treat, trim, spray, and otherwise care for trees or shrubs upon that portion of any street upon which such premises abut.

It shall be the duty of such owner, agent, or occupant of such premises to comply with such requirements within twenty (20) days after receiving written notice so to do from the City Forester.

In the event such owner fails to treat, trim, spray or otherwise care for same within twenty (20) days, the City Forester is authorized to do the job or cause it to be done at the expense of such owner, and such expenses may be recovered in a proper action at law.

(957)

11-1-7 REMOVAL OR TREATMENT OF INFECTED OR INFESTED TREES.

It shall be the duty of the City Forester, when required, to inspect all trees, shrubs, vines, hedges, plants, and vegetation upon any property within the limits of the City of Albuquerque.

Upon discovering any such trees, shrubs, vines, hedges, plants, or other vegetation to be infested with any disease detrimental to the growth, health, and life of such plants, the City Forester shall at once notify in writing the owner, agent, or occupant of the premises whereon the same is located, of the condition thereof, and direct such owner, agent or occupant to eradicate, remove, and destroy such condition, or to remove and destroy such vegetation specified.

Should the owner, agent, or occupant of the said premises fail to comply with the directions of the City Forester within twenty (20) days, the City Forester may thereafter enter upon the premises and remove or treat the infected or infested vegetation in order to eradicate a menacing and hazardous condition to other vegetation upon the public property of the City of Albuquerque.

(957)

11-1-8 REGULATIONS PERTAINING TO SPACING OF TREES.

It shall be unlawful to space trees in any street or other public place, other than as prescribed in the specifications promulgated by the Director of the Parks and Recreation Department.

(957)

11-1-9 RESPONSIBILITY FOR DAMAGING TREES ON PUBLIC PROPERTY.

Any person, firm, or corporation who shall injure, damage, or destroy any tree, shrub, vine hedge, or other plant situate in any street, alley, sidewalk, or other public place in the City of Albuquerque shall promptly notify the City Forester of such fact and shall, within such reasonable time as specified by the City Forester, repair or replace the same to the satisfaction of the City Forester.

Should the said person, firm, or corporation fail or refuse to repair or replace the said damaged or destroyed plants within such reasonable time, the City Forester shall do or cause to be done the necessary repairing or replacement, and the costs of this work shall be recovered from the said person, firm, or corporation responsible for the damage or destruction by a proper action at law.

(957)

REPEALED (R-17-213)

Current Street Tree Ordinance
Recodified August, 1994
Inserted March 3, 2000

ARTICLE 6: TREES, VEGETATION AND LANDSCAPING

Section

PART 1: CITY FORESTER

Part 1: City Forester

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- 6-6-1-2 Definition
- 6-6-1-3 Duties of city forester
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**Part 3: Street Landscaping
and Maintenance**

- 6-6-3-1 Definitions
- 6-6-3-2 Street improvement
- 6-6-3-3 Street maintenance

Cross-reference:

Parks, see Ch. 10, Art. 1

Weed control, see Ch. 9, Art. 8

§ 6-6-1-1 CREATION OF OFFICE.

There is hereby created the office of City Forester, with the powers and duties hereinafter stated. The Director of Public Works of the city shall be *ex officio* City Forester.
(’74 Code, § 11-1-1) (Ord. 957)

§ 6-6-1-2 DEFINITION.

For the purpose of §§ 6-6-1-1 et seq., the following definition shall apply unless the context clearly indicates or requires a different meaning.

PARKING STRIP. That portion of any lot or lots situated between the street curb line and property line along all the public highways within the city.
(’74 Code, § 11-1-2) (Ord. 957)

§ 6-6-1-3 DUTIES OF CITY FORESTER.

The City Forester is hereby authorized and empowered, and it shall be his duty, to supervise the planning, maintenance and removal of all trees, shrubbery and other vegetation, except grass, in the public highways, parks and parking strips within the city, and to formulate rules and regulations for such planning, maintenance and removal under the supervision, and subject to the consent and approval of the Mayor, and to issue permits for such planning, maintenance and removal. In drawing such rules and regulations and in issuing such permits, the City Forester shall be governed by the nature, kind and quality of the trees, shrubbery and vegetation in the city as a whole, and in such particular sections of the city as it is desired by the applicant for a permit to plant trees, shrubbery or other vegetation in any particular section shall be in harmony with other trees, shrubbery and vegetation in that vicinity.
(’74 Code, § 11-1-3) (Ord. 957)

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§ 6-6-1-4 PERMIT REQUIRED TO PLANT OR REMOVE TREES.

It shall be unlawful to cut, trim, spray, remove or plant any tree, vine, shrub, hedge, or other plant within the limits of any streets, alley, sidewalk, or other public place within the city without first having obtained a permit so to do from the City Forester, and/or without complying in all respects with the condition set forth in such written permit, save and except, nevertheless, that trees and shrubbery may be trimmed by any person without securing such permit in compliance with § 6-6-1-5.

(‘74 Code, § 11-1-4) (Ord. 957)

§ 6-6-1-5 DUTY OF OWNERS TO PRUNE.

It shall be the duty of every owner of lot or lots situated within the city to keep all shrubbery and trees situated on the parking strip between the property line and the street line within the lines of his, her or its lot or lots, trimmed so that free passage along said sidewalk and street will not be interrupted or impeded, and so that shrubbery and trees in no way interfere with the adjoining property, to remove any dead trees or dead, overhanging boughs dangerous to life, limb, or property located on the premises of such owner.

(‘74 Code, § 11-1-5) (Ord. 957)

§ 6-6-1-6 OWNER MUST TREAT TREES WHEN REQUIRED.

(A) The City Forester is authorized to require any owner, or agent of any premises to treat, trim, spray, and otherwise care for trees or shrubs upon that portion of any street upon which such premises abut.

(B) It shall be the duty of such owner, agent, or occupant of such premises to comply with such requirements within 20 days after receiving written notice so to do from the City Forester.

(C) In the event such owner fails to treat, trim, spray or otherwise care for same within 20 days, the City Forester is authorized to do the job or cause it to be done at the expense of such owner, and such expenses may be recovered in a proper action at law.

(‘74 Code, § 11-1-6) (Ord. 957)

§ 6-6-1-7 REMOVAL OR TREATMENT OF INFECTED OR INFESTED TREES.

(A) It shall be the duty of the City Forester, when required, to inspect all trees, shrubs, vines, hedges, plants, and vegetation upon any property within the limits of the city.

(B) Upon discovering any such trees, shrubs, vines, hedges, plants, or other vegetation to be infested with any disease detrimental to the growth, health, and life of such plants, the City Forester shall at once notify in writing the owner, agent, or occupant of the premises whereon the same is located, of the condition thereof, and direct such owner, agent or occupant to eradicate, remove, and destroy such condition, or to remove and destroy such vegetation specified.

(C) Should the owner, agent, or occupant of the premises fail to comply with the directions of the City Forester within 20 days, the City Forester may thereafter enter upon the premises and remove or treat the infected or infested vegetation in order to eradicate a menacing and hazardous condition to other vegetation upon the public property of the city.

(‘74 Code, § 11-1-7) (Ord. 957)

§ 6-6-1-8 REGULATIONS PERTAINING TO SPACING OF TREES.

It shall be unlawful to space trees in any street or other public place, other than as prescribed in the specifications promulgated by the Director of the Parks and Recreation Department.

(‘74 Code, § 11-1-8) (Ord. 957)

§ 6-6-1-9 RESPONSIBILITY FOR DAMAGING TREES ON PUBLIC PROPERTY.

(A) Any person, firm, or corporation who shall injure, damage, or destroy any tree, shrub, vine hedge, or other plant situate in any street, alley, sidewalk, or other public place in the city shall promptly notify the City Forester of such fact and shall, within such reasonable time as specified by the City Forester, repair or replace the same to the satisfaction of the City Forester.

(B) Should the person, firm, or corporation fail or refuse to repair or replace the said damaged or destroyed plants within such reasonable time, the City

Article 6: Trees, Vegetation and Landscaping

Forester shall do or cause to be done the necessary repairing or replacement, and the costs of this work shall be recovered from the person, firm, or corporation responsible for the damage or destruction by a proper action at law.
('74 Code, § 11-1-9) (Ord. 957)

PART 2: STREET TREES

§ 6-6-2-1 SHORT TITLE.

Sections 6-6-2-1 et seq. shall be known as the "Street Tree Ordinance."
('74 Code, § 8-5-1) (Ord. 54-1981; Am. Ord. 19-1986)

§ 6-6-2-2 INTENT.

Sections 6-6-2-1 et seq. are intended to secure the following objectives, in accordance with Policy A.2.n and other policies of the Albuquerque/Bernalillo County Comprehensive Plan:

(A) To assist in control of water erosion and dust, absorb atmospheric pollutants, and stabilize the soil;

(B) To provide summer shade and coolness but allow winter solar access; and

(C) To enhance the appearance of the city's major streets; to enhance the appearance of sidewalks and pedestrian ways within street corridors; to provide physical and psychological buffering between pedestrians and automobile traffic, and to improve the desirability of walking. These objectives are intended to be met by providing evenly spaced lines of street trees, or when otherwise approved informal groupings of street trees.
('74 Code, § 8-5-2) (Ord. 54-1981; Am. Ord. 19-1986)

§ 6-6-2-3 DEFINITIONS.

For the purpose of §§ 6-6-2-1 et seq., the following definitions shall apply unless the context clearly indicates or requires a different meaning.

CALIPER. The diameter of a tree trunk, six inches above grade on trees up to four inches caliper and twelve inches above grade on trees greater than

four inches caliper.

DEVELOPMENT REVIEW BOARD. An administrative board, consisting of five members representing major city agencies. Membership consists of the Planning Director as Chairperson, City Engineer, Traffic Engineer, Water Resources Engineer, and Parks and Recreation Director.

MAJOR STREET. A street which is shown in the adopted Long Range Major Street Plan as a principal arterial, minor arterial, or collector street.

PRIVATE WAY. A lot or easement which is not public right-of-way and which contains a street providing access to or between public rights-of-way.

PUBLIC RIGHT-OF-WAY. The area of land acquired by the city, county, or state primarily for the use of the public for the movement of people, goods, and vehicles.

STREET. That portion of a public right-of-way or private way which is primarily devoted to vehicular use; it is normally paved, and it normally provides primary access to abutting property.

STREET TREE. A tree growing within 20 feet of the edge of a street.

STREET TREE PLAN. An accurate plan which covers a portion of public right-of-way or private way and the adjacent portion of one or more lots, which portion is within 20 feet of the street; the plan shall show existing and proposed street trees, major bushes and shrubs, ground cover, and the location of pavement and structures, including tree grates where applicable; it shall specify the common and botanical name of trees and their caliper. All underground and overhead utility lines, both existing and proposed, that are within 20 feet of a proposed street tree, shall be shown on the street tree plan. The street tree plan may be a part of a more extensive landscaping or site plan.

STRUCTURE. Anything constructed or erected above ground level which requires location on the ground or attached to something having a location on the ground.
('74 Code, § 8-5-3) (Ord. 54-1981; Am. Ord. 19-1986)

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§ 6-6-2-4 REQUIRED STREET TREES.

(A) All applicants for building permits for construction of a new building or building addition of over 200 square feet shall submit a street tree plan for those parts of the lot which are adjacent to a major street or another street where street trees are required.

(B) Any person who constructs a new building addition of over 200 square feet or who paves a parking lot on a lot which is adjacent to a major street or another street where street trees are required shall plant street trees according to a street tree plan approved by the Mayor. Such planting shall be no later than 30 days after the completion of construction and shall be before final inspection under the Building Code.

(C) Street trees shown on an approved street tree plan and required to meet the requirements of §§ 6-6-2-1 et seq. shall be maintained alive and healthy. Maintenance and trimming of street trees and replacement of dead trees is the responsibility of the owner of the lot adjacent to or on which the tree is located.

(D) The Parks and Recreation Department shall maintain a list of trees generally suitable for use as street trees in Albuquerque. This Street Tree List shall include a description of the physical characteristics and cultural requirements of each species. ('74 Code, § 8-5-4) (Ord. 54-1981; Am. Ord. 19-1986) Penalty, see § 1-1-99

§ 6-6-2-5 STREET TREE POLICIES.

The following city policies govern the placement of all street trees which are planted on public right-of-way or which are required to be planted near streets pursuant to city plans, policies and ordinances; the policies are recommended for all street trees:

(A) Size of the trees at maturity should be in proportion to the planting space provided for them. Spacing between evenly spaced street trees should be no greater than the diameter of the tree canopy at maturity. For most typical street trees, the spacing should be about 30 feet. Smaller species of trees will require closer spacing, and larger trees will require greater spacing. Spacing shall be approved as part of the plan approval process. On sites where evenly-spaced street trees are not possible or do not

conform to the overall design objectives of the site, random clustering of street trees may be acceptable, provided that the number of trees planted equals or exceeds the number that would be required if the trees were evenly-spaced. Every lot over 20 feet wide shall have at least one street tree.

(B) Street trees shall be placed between the curb and the public sidewalk, unless traffic safety requires different locations of trees, as specified in division (2) of this division (B).

(1) The standard setback of trees located between the curb and the public sidewalk depends on the relationship of the sidewalk to the curb.

(a) Where more than four feet of space exists between the back of curb and the sidewalk, street trees shall be planted with their centerline two feet from the sidewalk.

(b) Where three to four feet of space exists between the back of curb and the sidewalk, street trees shall be planted two feet from tree centerline to back of curb.

(c) Where some space but less than three feet of space exists between the back of curb and the sidewalk, street tree placement will vary depending on the space available. A solution shall be selected which meets the following criteria:

1. The minimum distance between the back of curb and centerline of the tree shall be two feet;

2. The minimum distance between the centerline of the tree and the property-side edge of the sidewalk shall be four feet;

3. If divisions (a) and (b) of this division (B)(1) cannot be met simultaneously, then street trees shall be planted at least two feet beyond the property-side edge of the sidewalk.

(d) Where the sidewalk is at the curb, two planting schemes are possible:

1. If the sidewalk is less than six feet wide, the tree shall be planted at least two feet beyond the property-side edge of the sidewalk; or

2. If the sidewalk is six feet wide or wider, street trees shall be planted in cutouts in the

Article 6: Trees, Vegetation and Landscaping

sidewalk. The centerline of the tree shall be at least two feet from the back of curb, and at least four feet from the property-side edge of the sidewalk. If the remaining clear sidewalk space between the tree planter and the property-side edge of the sidewalk is less than four feet, a grate shall be used to cover the planting hole. The grate shall be of a size and design approved by the Parks and Recreation Department. In all cases, the minimum effective clear sidewalk width (including grate overlap) shall be four feet to allow for wheelchair access.

(2) Notwithstanding the standards in division (1) above, the location of street trees shall be determined by the Development Review Board if the standards of division (1) above would result in a tree being located less than eight feet from the face of the street curb. In making decisions on tree location, the Development Review Board shall balance traffic safety with the appearance of the streetscape. The Board shall consider the purposes of §§ 6-6-2-1 et seq. as well as traffic speed and other relevant traffic aspects which may impact public safety.

(C) Street trees shall be selected from the species in the Street Tree List maintained by the Parks and Recreation Department. The most appropriate species will depend upon the conditions of the particular site.

(D) Street trees shall be at 1.5 inches in caliper at the time of planting.

(E) Notwithstanding the other provisions of this section, trees planted in the public right-of-way or in easements for underground utilities should be located so as not to interfere, either at the time of installation or later, with the function of overhead and underground utility lines. Where this is not feasible in an acceptable place on the public right-of-way, street trees shall normally be planted near but off the public right-of-way. Reasonable location is the responsibility of the person preparing the street tree plan and the person planting the tree.

(F) Street trees should normally be deciduous. Adequate vertical clearance below the branches must be maintained for pedestrians, cars, and bicyclists. The minimum height to the lowest branch overhanging a sidewalk shall be seven feet; the lowest height overhanging a street shall be 14 feet. Coniferous trees may be used as street trees only when the minimum required vertical clearance over streets and sidewalks can be maintained throughout the life of the

tree and only where they will not at maturity block solar access to adjacent buildings.

(G) A mixture of at least two species of street trees should be planted in all areas to protect against the loss of all the trees due to disease, insects, or environmental conditions.
(74 Code, § 8-5-5) (Ord. 54-1981; Am. Ord. 19-1986)
Penalty, see § 1-1-99

§ 6-6-2-6 STREET TREE PROGRAMS.

(A) The Mayor shall prepare, distribute, and continue to keep available to the public a booklet or other printed material encouraging street trees, indicating recommended species, city regulations, appropriate street tree locations, and tree care.

(B) The Mayor shall, through the Capital Improvements Program, cause street trees to be planted near the street frontages of all city-owned lots, at least meeting the requirements of §§ 6-6-2-1 et seq.

(C) The Mayor shall propose to the City Council appropriate major streets for special assessment districts for the planting and maintenance of street trees. The Mayor shall designate appropriate city staff to administer such supports.

(D) Whenever a city project on the public right of way removes or kills one or more street trees, the Mayor shall replace each such tree with one of the same species in approximately the same location, unless the species or location is contrary to §§ 6-6-2-1 et seq. or to related regulations or plans, in which event each such tree shall be replaced with a tree of conforming species and location.

(74 Code, § 8-5-6) (Ord. 54-1981; Am. Ord. 19-1986; Am. Ord. 44-1989) Penalty, see § 1-1-99

§ 6-6-2-7 MORE DETAILED REGULATIONS.

Regulations detailing the provisions of §§ 6-6-2-1 et seq. should be enacted and may be amended by the Environmental Planning Commission at an advertised public hearing.

(74 Code, § 8-5-7) (Ord. 54-1981; Am. Ord. 19-1986)

§ 6-6-2-8 WAIVERS AND VARIANCES.

The Mayor, upon application of land owners, may

Albuquerque - Chapter 6: Water, Sewers and Streets

waive or modify requirements of §§ 6-6-2-1 et seq., if it is found that:

(A) Street trees would necessarily contribute to unsafe conditions on the public right-of-way;

(B) The lot frontage is sufficiently forested to be in general compliance with the intent of §§ 6-6-2-1 et seq.; or

(C) Alternative landscaping plans, in harmony with the surroundings and meeting the intent of §§ 6-6-2-1 et seq. are proposed.
(74 Code, § 8-5-8) (Ord. 54-1981; Am. Ord. 19-1986)

§ 6-6-2-9 APPEALS.

Appeals from the decision of the Mayor on requests for waivers or variances may be taken to the Environmental Planning Commission by filing written notice with the Planning Division within 15 days after the request for variance has been denied.
(74 Code, § 8-5-9) (Ord. 54-1981; Am. Ord. 19-1986)

PART 3: STREET LANDSCAPING AND MAINTENANCE

§ 6-6-3-1 DEFINITIONS.

For the purpose of §§ 6-6-3-1 et seq. the following definitions shall apply unless the context clearly indicates or requires a different meaning.

IMPROVEMENT. The installation or planting of landscaping and the installation or construction of any facilities which are appurtenant, or necessary or convenient for, the maintenance thereof, including grading, clearing, removal of debris, the installation of water, irrigation, drainage, or electrical facilities.

LANDSCAPING. Trees, shrubs, grass, ground cover, flowers, or other low-growing plants that are native or adaptable to the climatic conditions of the Albuquerque area; in addition, some natural and manufactured materials including, but not limited to, rocks, fountains, reflecting pools, works of art, screens, walls, fences, benches, and other types of street furniture.

MAINTAIN or MAINTENANCE. The furnishing of

services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement including:

(1) Repair, removal, or replacement of all or any part of any improvement.

(2) Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.

(3) The removal of trimmings, rubble [i.e., rubbish], debris, and other solid waste.

PROPERTY OWNER. Any person shown as the owner of land on the last county assessment roll; when such person is no longer the owner, then any person entitled to be shown as owner on the next county assessment roll, if such person is known to the local agency; where land is subject to a recorded written agreement of sale, any person shown therein as purchaser.

STREET. The entire width between the property lines of a public right-of-way, including medians and the divider strips, and shall include improved and unimproved streets, parkways, boulevards, avenues and alleys.
(74 Code, § 8-15-1) (Ord. 84-1978)

§ 6-6-3-2 STREET IMPROVEMENT.

The city is authorized to provide for the improvement of streets and to finance in whole or in part the cost of such improvements by creating an assessment district. In creating such an assessment district and assessing property owners, the procedures set out in Sections 3-33-11 through 3-33-23 NMSA 1978 shall be followed.
(74 Code, § 8-15-2) (Ord. 84-1978)

§ 6-6-3-3 STREET MAINTENANCE.

(A) Whenever the Governing Body [i.e., the City Council] determines that a street improvement shall be maintained in whole or in part at the expense of owners of property which abuts upon the street, the Governing Body shall determine for the ensuing calendar year:

(1) The expense of maintaining the street.

APPENDIX D

TRUCK STUDY

REPEALED (R-17-213)

CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

INTER-OFFICE CORRESPONDENCE

October 5, 1987

PLANNING
DEPARTMENT
PLANNING
REF. NO.
OCT 7 8 49 AM '87

TO: Paula Donahue, Planning Department, Principal Planner

FROM: Thomas Kennerly, Traffic Engineer/Operations, P.W.D. *Tom Kennerly*

SUBJECT: RIO GRANDE TRUCK CLASSIFICATION

Enclosed is a copy of the Vehicle Classification Study as per your request. As you can see, the number of large trucks using Rio Grande Blvd. is not excessive. Truck size restrictions have been installed on collector and minor roadways in the past when it has been found that an excessive number of large trucks are using the roadway.

Restricting large vehicles from sections of the arterial roadway network is generally not recommended. Such restrictions are usually only attempted when the movement of the large trucks interfere with the smooth movement of traffic on the roadway. Restricting truck traffic on arterial roadways such as Rio Grande requires the adjacent streets to handle the additional truck traffic. While this might not immediately have an adverse effect on streets such as 2nd Street or 4th Street, Candelaria, 12th Street, and Griegos would be required to handle all truck traffic wishing to enter the North Valley section of the City.

Because Rio Grande Blvd. is classified as an arterial and since the vehicle classification study does not indicate that a problem now exists, we cannot recommend posting truck restrictions along Rio Grande at this time.

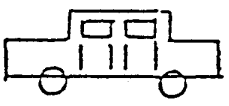
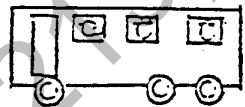
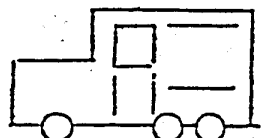
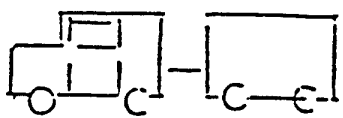
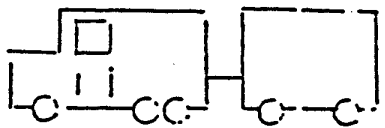
Please call, should you have any questions.

cc: Edmund G. Archuleta, Assistant Director, Public Works/Operation

Enclosure

TWK/kb

VEHICLE CLASSIFICATIONS

<u>VEHICLE TYPE</u>	<u>DESIGNATION</u>	<u>VISUAL DESCRIPTION</u>
1 Passenger Car	P-2	
2 Bus - 2 axle	B-2	
3 axle	B-3	
Trucks		
Single Unit - 2 axle	SU-2	
Single Unit - 3 axle	SU-3	
Tractor & Semi-trailer	2-S-1	
" " "	2-S-2	
" " "	3-S-2	
Truck & Trailer	2-2	
" "	3-2	

APPENDIX E
COST ESTIMATES FOR UNDERGROUNDING OVERHEAD UTILITIES

Enclosure

Introduction

Public Service Company of New Mexico (PNM) is providing the following information at the City of Albuquerque Planning Department's request to address the question of undergrounding a portion of the existing 46 kV subtransmission line and the 12.5 kV distribution line along Rio Grande Boulevard from Central Avenue to Interstate 40. It is our understanding that this information will be used in the final Rio Grande Corridor Plan to identify costs associated with undergrounding PNM's existing facilities. It must be made clear that the cost of undergrounding our existing overhead facilities will not be paid for by PNM.

In addition, PNM has addressed other alternatives to undergrounding that may meet the goals of the Plan and cost considerably less.

Rebuilding/Relocation

One possible alternative that the City of Albuquerque may consider would be to pay for rebuilding the existing facilities overhead, but with new equipment and materials -- either in the same location or re-locating nearby to a new alignment. The 46 kV subtransmission line could utilize a compact design configuration for tangent structures and retain angle structures with guying or utilize self-supporting steel structures for angles to eliminate guying, but at additional cost. The cost for rebuilding the 46 kV line is estimated at a range of \$95,000 to \$105,000 per mile. The cost for rebuilding approximately 1500 feet of the 12.5 kV distribution line is estimated at \$60,000.00 on wood poles. If an alternate route was selected, right-of-way and all the necessary approvals would have to be obtained for PNM by the City.

Undergrounding

Although subtransmission line underground installations are feasible with current technology, they are difficult and expensive to design, install, and maintain, and restoration of service is slow. Underground distribution facilities are also feasible but the conversion can create other impacts.

This information should be supplemented with the Underground Subtransmission Feasibility Study, prepared by the City of Albuquerque

Planning Department and PNM, which explains in detail the many activities that take place in order to complete underground installation of a subtransmission line.

It should also be emphasized that the following cost estimates are approximate and are based on a preliminary cost analysis. A detailed study could identify other impacts that may increase the cost.

12.5 kV Distribution Line Underground Analysis

PNM has estimated undergrounding the entire overhead line starting from the distribution substation located at Rio Grande Boulevard and Aspen and ending at Central. This distance is approximately 2,855 feet.

The cost of installing a main underground distribution line is affected by the existing infrastructure that may interfere or hamper with the installation of the new facilities. The line would need to be installed in Rio Grande Boulevard right-of-way and, if possible, on the east side of the street. Rio Grande Boulevard has a major sewer line varying from 16" to 20" in diameter and running the entire length of Rio Grande Boulevard with stub-outs to all side streets. There is a major water line located in Rio Grande Boulevard that varies from 20" to 8" in diameter. At several locations there are parallel water lines. At Mountain Road and Rio Grande Boulevard, there are three parallel water lines for approximately 700 feet. Gas lines are also located in Rio Grande Boulevard. The existence of all of these underground utilities further complicates installation and increases the cost.

The City would have to obtain easements for PNM for all equipment installed outside of street right-of-way.

There are three major three-phase customers along the east side of Rio Grande Boulevard: State Distributing, Maria Teresa Restaurant and the Sheraton Inn. The State Distributing and Maria Teresa Restaurant padmount transformers would have to be converted from a radial fed transformer to a loop fed transformer. This would require excavation and replacement of the existing single circuit underground system to a two-circuit underground system. The Maria Teresa Restaurant transformer is located approximately 100 feet from Rio Grande Boulevard and behind the restaurant. This would require extensive excavation and cost. The Sheraton Inn would also have to be tied into the distribution line, however, an underground system is already in place and would not require much conversion.

The removal of the overhead distribution line would also result in the removal of all streetlights attached to the wood poles. Aluminum streetlights could be installed as a replacement. Underground-fed

streetlights would require installation of approximately 15 streetlight bases and a 2" PVC conduit along the entire length of Rio Grande Boulevard. These lights are located in the sidewalk, and would

require the excavation of the sidewalk where it interferes with the lights on the east side of Rio Grande Boulevard.

The estimated cost of undergrounding the 12.5 kV distribution line from Aspen to Central is approximately \$630,000.00. Depending on the interpretation of applicable tax for this type of work (under the 1986 Tax Reform Act and subsequent revisions {87-82}), an additional 41.1% for Federal Taxes may be added. Please note this does not include the cost of undergrounding any Mountain Bell cable that is currently attached to the wood distribution poles.

46 kV Subtransmission Line Underground Analysis

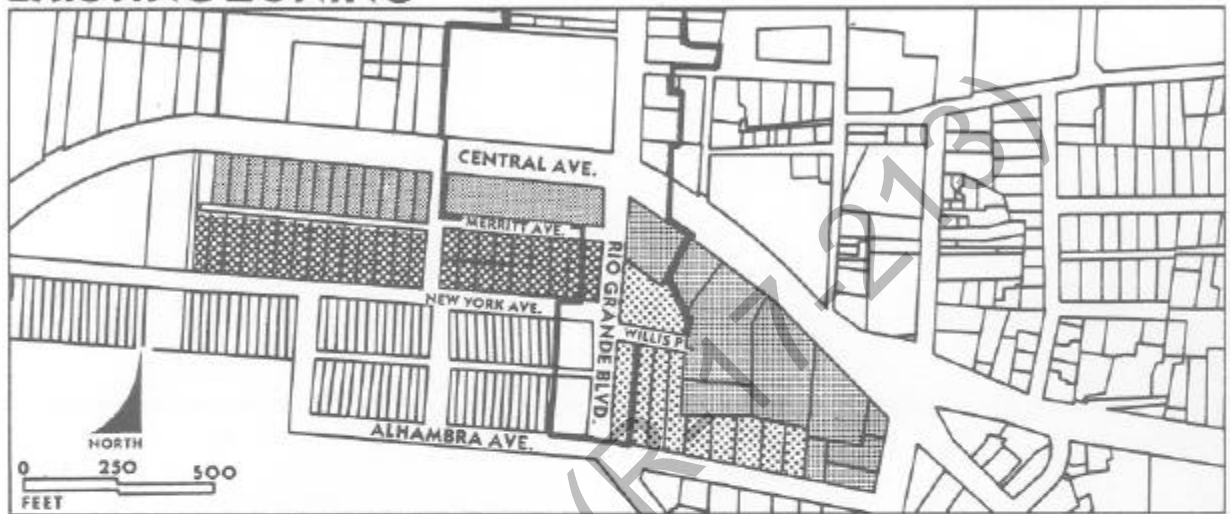
A subtransmission line underground installation is feasible with current technology; however, the cost to accomplish this is very expensive. One of two cable types, solid dielectric or high pressure oil-filled, could be used for the 46kV underground. Current estimates from Southwest Region electric utilities range in cost from 1.3 to 1.8 million dollars per mile to underground a subtransmission line using a solid dielectric cable. To install a high pressure oil-filled cable would cost approximately 2 million dollars per mile. The high cost is due to the location of underground facilities (city, rural, industrial, etc.), design criteria, and maintaining service. These underground cost estimates are for an urban location.

The 46kV underground line length along Rio Grande Boulevard is estimated to be 1/2 mile. The total underground cost would range from \$650,000 to \$900,000. Depending on the interpretation of applicable tax for this type of work (under the 1986 Tax Reform Act and subsequent revisions {87-82}), an additional 41.1% for Federal taxes may be added. It is also reasonable to state that the underground installation cost could substantially increase because of the short line length, proximity of 46kV line to a fully developed street, and whether all subsurface (underground) facilities are locatable. The majority of the construction time could be spent locating and relocating undocumented underground facilities. Other factors that can increase underground costs are mentioned in the Underground Subtransmission Feasibility Study.

APPENDIX F
EXISTING ZONING AND LAND USE MAPS

REPEALED (R-17-213)

EXISTING ZONING



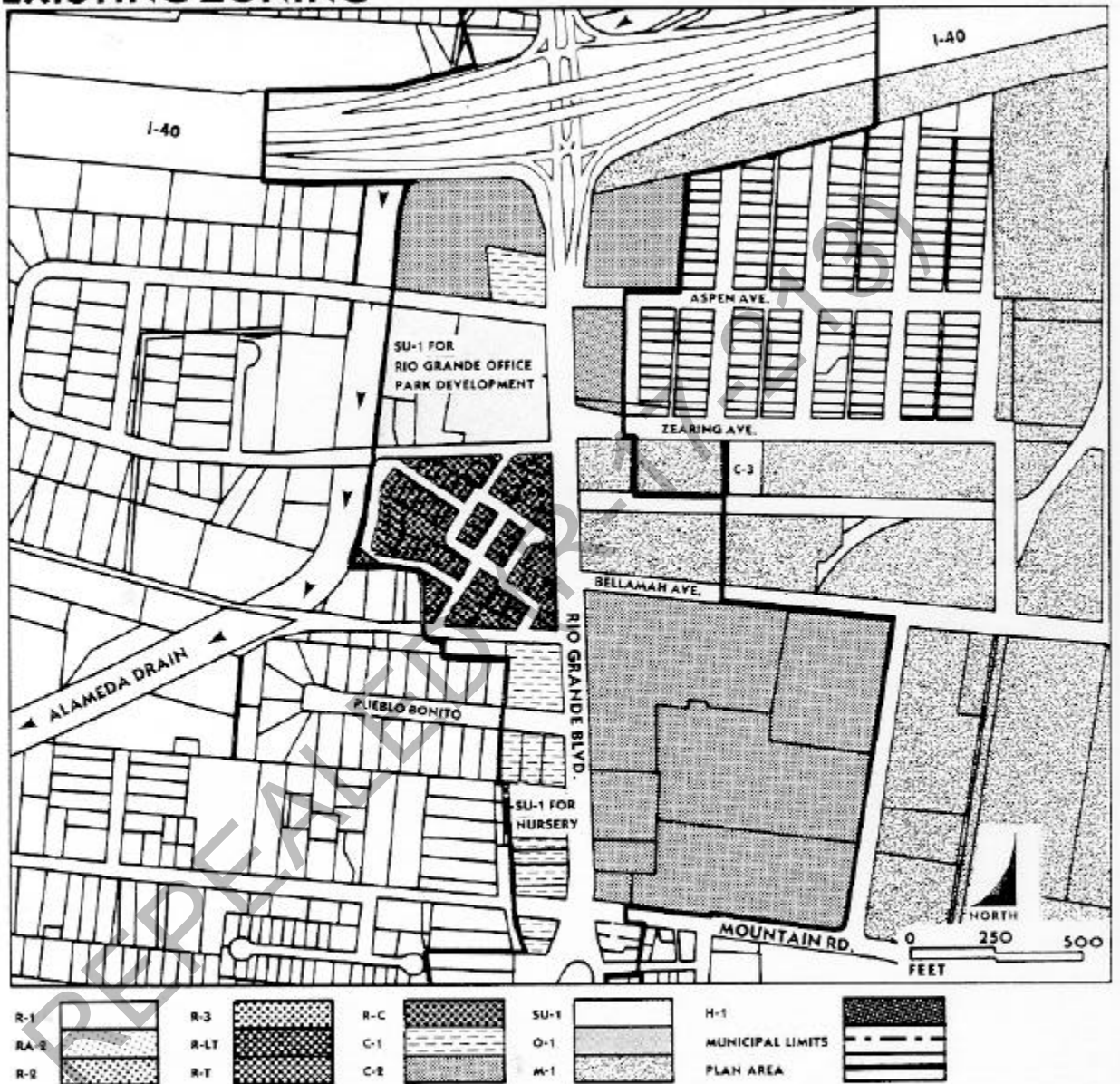
R-1		R-3		R-C		SU-1		H-1	
RA-2		R-4T		C-1		O-1		MUNICIPAL LIMITS	
R-2		R-T		C-2		M-1		PLAN AREA	

The map shows the downtown area of San Francisco, California, with the proposed location of the new San Francisco Museum of Modern Art (SFMOMA) highlighted. The map includes the following streets and landmarks:

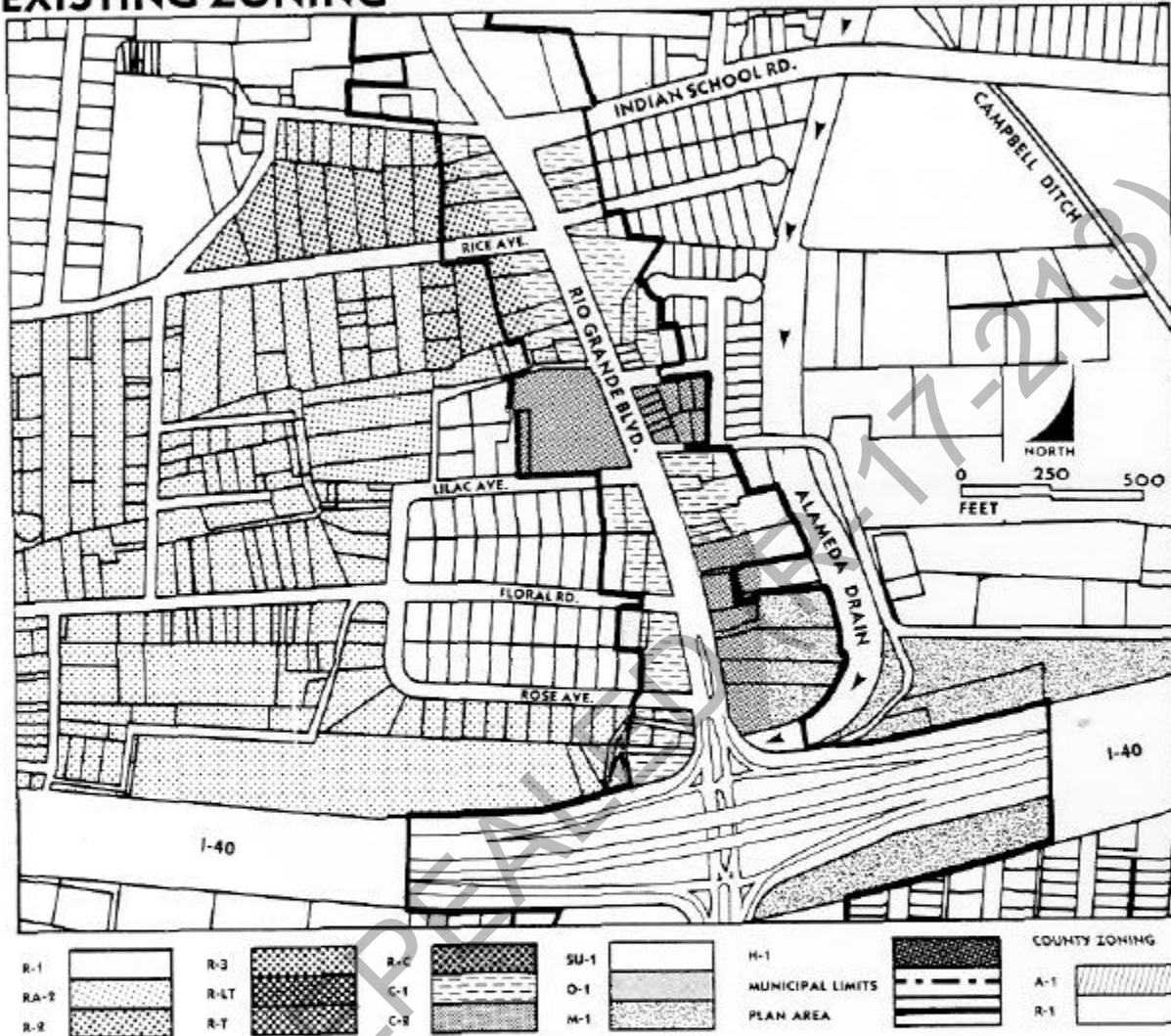
- Streets:** DORA AVE, SOTO AVE, CENTRAL AVE, RIO GRANDE BLVD, ROMERO ST, N. PLAZA ST, S. PLAZA ST, MOUNTAIN RD., CHARLEVOIX ST.
- Proposed Site:** SU-1 FOR MUSEUM, PARKING & RELATED FACILITIES (indicated by a large, dark, irregularly shaped area).
- Scale:** 0, 250, 500 FEET.
- Orientation:** NORTH (indicated by an arrow).



EXISTING ZONING



EXISTING ZONING



EXISTING ZONING



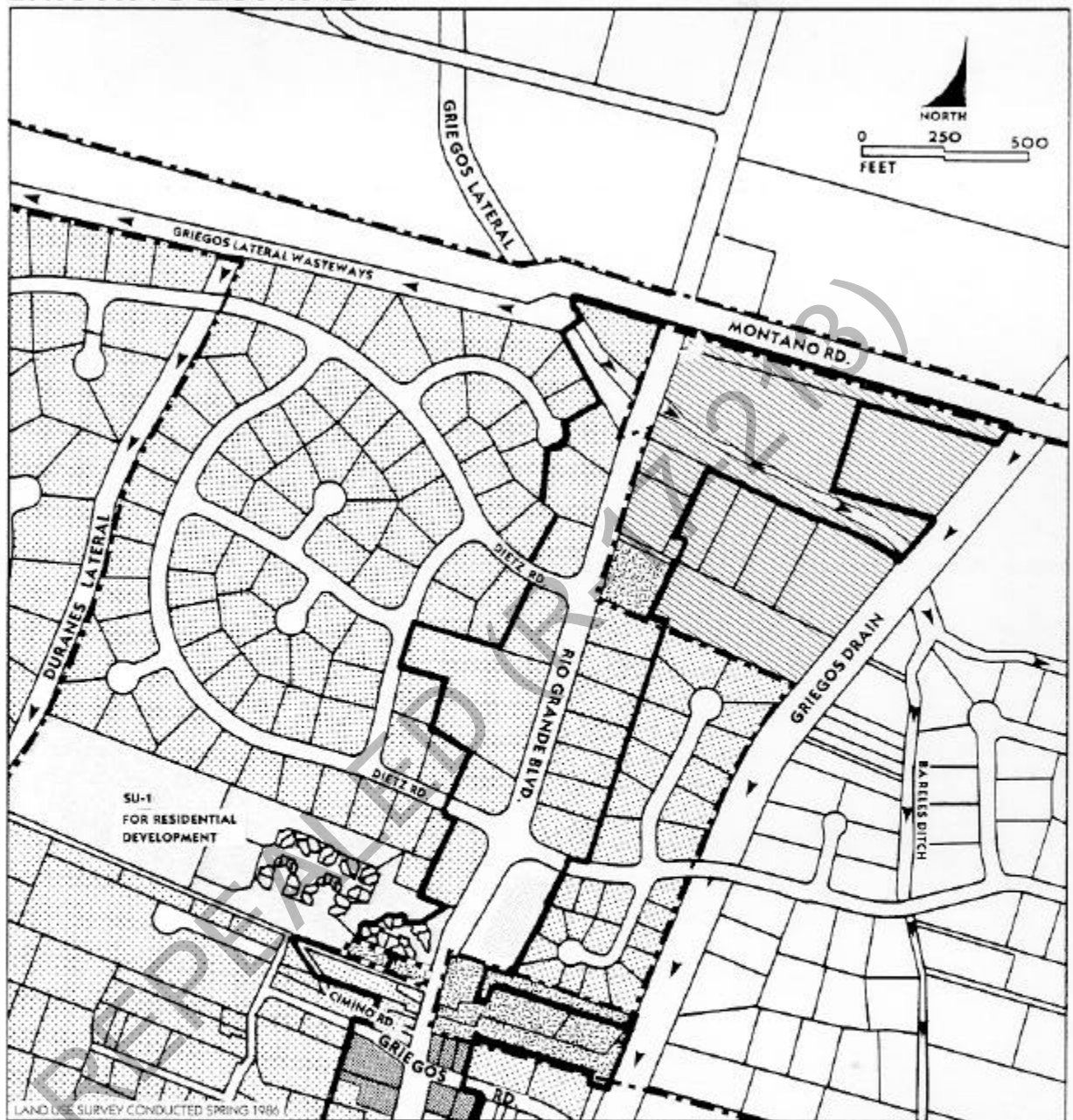
R-1	[Pattern]	R-3	[Pattern]	R-C	[Pattern]	SU-1	[Pattern]	H-1	[Pattern]
RA-2	[Pattern]	R-LT	[Pattern]	C-1	[Pattern]	O-1	[Pattern]	MUNICIPAL LIMITS	[Pattern]
R-2	[Pattern]	R-T	[Pattern]	C-2	[Pattern]	M-1	[Pattern]	PLAN AREA	[Pattern]

EXISTING ZONING

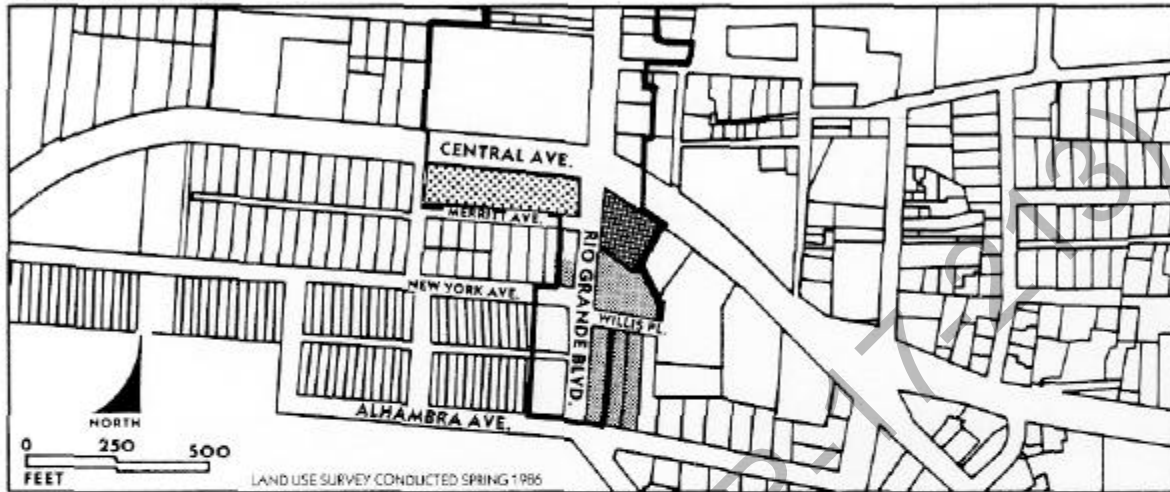


R-1	[Pattern]	R-3	[Pattern]	R-C	[Pattern]	SU-1	[Pattern]	H-1	[Pattern]
RA-2	[Pattern]	R-LT	[Pattern]	C-1	[Pattern]	D-1	[Pattern]	MUNICIPAL LIMITS	[Pattern]
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EXISTING ZONING



LAND USE

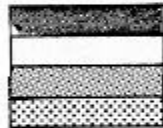


AGRICULTURAL

SINGLE FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL

COMMERCIAL SERVICE



COMMERCIAL RETAIL

PUBLIC INSTITUTIONAL

LIGHT INDUSTRIAL

VACANT



PLAN AREA



LAND USE

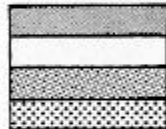


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SINGLE FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL

COMMERCIAL SERVICE

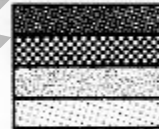


COMMERCIAL RETAIL

PUBLIC INSTITUTIONAL

LIGHT INDUSTRIAL

VACANT



PLAN AREA



LAND USE

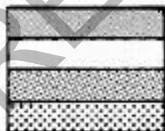


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MULTI-FAMILY RESIDENTIAL

COMMERCIAL SERVICE

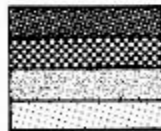


COMMERCIAL RETAIL

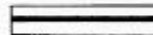
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LIGHT INDUSTRIAL

VACANT



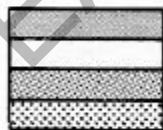
PLAN AREA



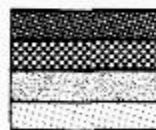
LAND USE



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MULTI-FAMILY RESIDENTIAL
COMMERCIAL SERVICE



COMMERCIAL RETAIL
PUBLIC INSTITUTIONAL
LIGHT INDUSTRIAL
VACANT



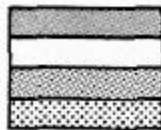
PLAN AREA



LAND USE



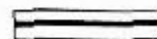
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MULTI-FAMILY RESIDENTIAL
COMMERCIAL SERVICE



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PUBLIC INSTITUTIONAL
LIGHT INDUSTRIAL
VACANT



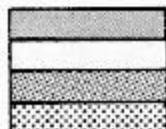
PLAN AREA



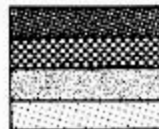
LAND USE



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SINGLE FAMILY RESIDENTIAL
MULTI-FAMILY RESIDENTIAL
COMMERCIAL SERVICE



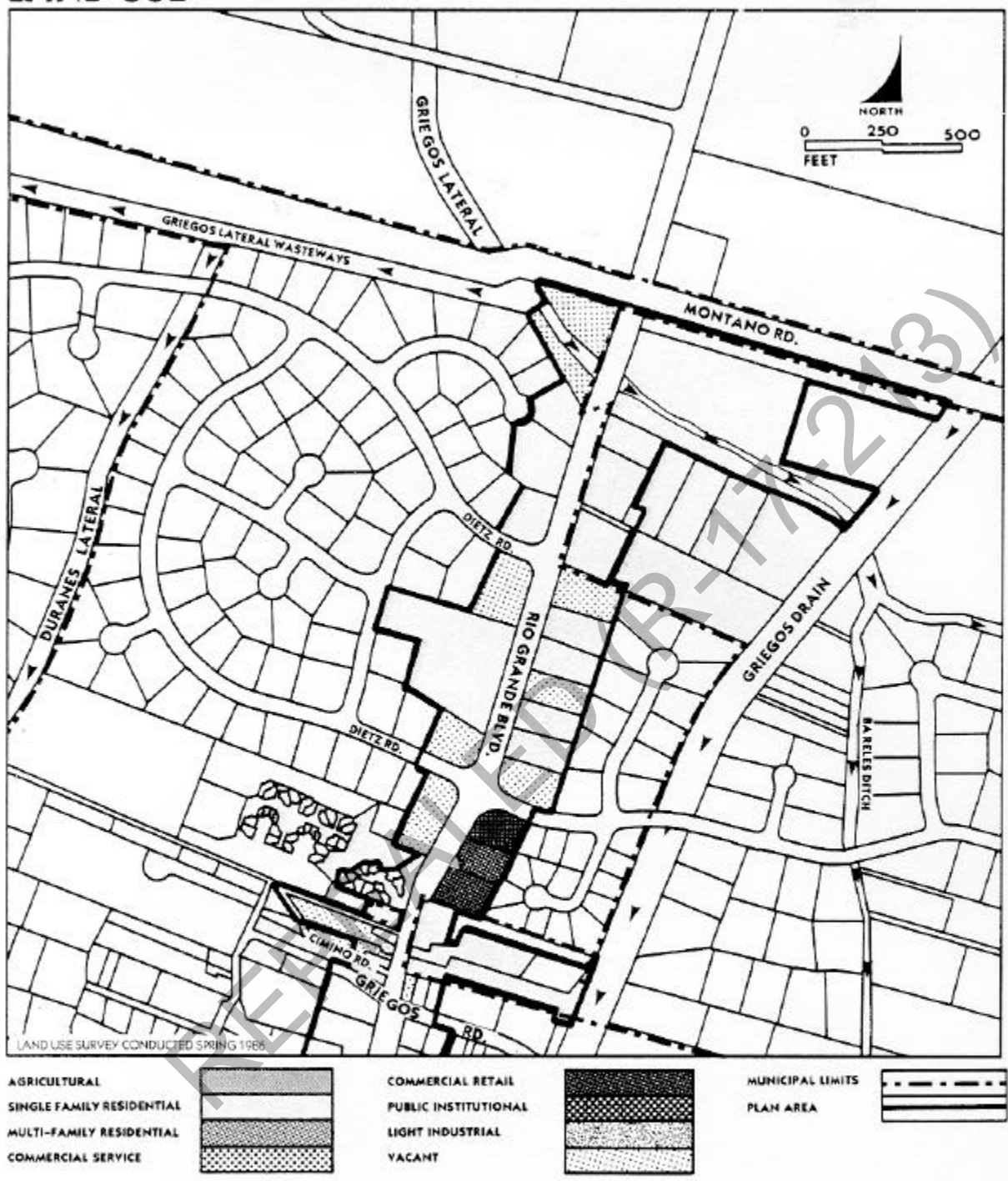
COMMERCIAL RETAIL
PUBLIC INSTITUTIONAL
LIGHT INDUSTRIAL
VACANT



PLAN AREA



LAND USE



APPENDIX G
DESIGN OVERLAY ZONE
FROM THE COMPREHENSIVE ZONING CODE

REPEALED (R-17-213)

FROM CITY OF ALBUQUERQUE COMPREHENSIVE ZONING CODE

SECTION 39.F. (Overlay Zone)

80

F. DO Design Overlay Zone:

1. General. This overlay zone may be used for areas which deserve special design guidance but do not require complete design control of development; area so zoned shall be at least 320 acres and shall meet at least two of the following three conditions:
 - a. Contain highly scenic natural features or physical setting, or have highly significant views.
 - b. Have development potential which is likely to require unusually complex coordination of flood control, transportation, open space, and urban land uses.
 - c. Have a strong role in the development of the form of the metropolitan area, arterial street corridors or critical areas near urban centers or historic zones.
2. Control. Design regulations, which control specified critical design aspects of the area, shall be adopted by the City Council in the resolution applying the Design Overlay Zone to any given area. Such regulations shall be as specific as possible so that developers and designers will have a clear indication as to what development designs are acceptable. These regulations will address specified design criteria; total design control of development is not intended. Any construction or alteration of buildings or sites which would affect the exterior appearance of any lot within the overlay zone shall be consistent with the adopted regulations. However, building demolition shall not be controlled by the regulations.
3. Advisory Design Guidelines. The City Council, the Planning Commission, or the Planning Director may promulgate advisory design guidelines to supplement the design regulations. Such guidelines need not necessarily be followed by developers, but their observance is suggested in order that development might fully achieve the design potential of the area.
4. Procedure for Individual Premises. Required design review and approval shall be by the Planning Director. Approval as to compliance with the adopted design regulations shall be certified by signature.

APPENDIX H
CORRIDOR LANDSCAPING

REPEALED (R-17-213)

CORRIDOR LANDSCAPING

The North Valley's informal landscapes contribute greatly to the character of neighborhoods adjacent to the corridor plan area and to the plan area itself. Uncultivated vegetation along ditches and in the bosque consists primarily of large cottonwood trees with high, open, coarse textured canopies and multi-trunked Russian Olive, tamarisk, willow, and elm thickets which provide seasonal interest with their bark textures and fruit. Cultivated valley landscapes include fields of grain, vineyards, fruit orchards and residential yards. Although residential landscaping varies greatly from yard to yard, informal arrangements of roses, lilacs and flowering perennials are prevalent in the North Valley.

Public right-of-way and street yard landscaping consisting of plant types listed in or similar to those listed in Appendix H will reinforce the corridor's valley identity. These plants imitate the forms, colors and textures of vegetation found along irrigation and drainage ditch banks, in the Rio Grande bosque and North Valley residential yards. Most plants listed are drought resistant, can withstand heat from asphalt and pavement and can thrive in constrained spaces.

Large trees and shrubs are recommended for large spaces (defined in plan regulation 10.D., page 37). Small trees are recommended for areas under power lines or in spaces less than ten feet wide. (See regulation 10.C., page 37.) Small shrubs are recommended for confined spaces where sight lines need to be preserved. Vines are recommended for covering chain link fencing and perennials and bulbs are recommended for areas such as medians near Interstate 40 where a big visual impact is important.

RIO GRANDE BOULEVARD CORRIDOR PLAN

PLANT LIST

	REQUIRE MODERATE IRRIGATION		REQUIRE LITTLE IRRIGATION	
	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME
LARGE TREES (over 25')	London Plane	Platanus acerifolia	Black Locust*	Robinia pseudoacacia
	Rio Grande Cottonwood	Populus wislizeni	Burr Oak	Quercus macrocarpa
SMALL TREES (up to 25')	Eastern Redbud	Cercis canadensis	Chinese Pistache	Pistacia chinensis
			Desert Willow*	Chilopsis linearis
LARGE SHRUBS (4'/under 15')	Flowering quince	Chaenomeles speciosa	Flowering Crab	Malus 'hopa'
	•Forsythia	Forsythia intermedia	Golden Rain Tree*	Koeleruteria paniculata
	•Fraser's photinia	Photinia fraseri	Honey Locust*	Gleditsia triachanthos inermis
	•Lilac	Syringa vulgaris	Japanese Pagoda*	Sophora japonica
	Rose	Rose species	Modesto ash	Fraxinus velutina 'modesto'
	•Spirea (Bridal Wreath)	Spirea prunifolia		
SMALL SHRUBS (under 4')			Crape Myrtle*	Lagerstroemia indica
			Mesquite*	Prosopis glandulosa torreyana
GROUND COVER	Mugo pine	Pinus mugo mughus	N.M. Olive*	Forestiera neomexicana
	Wintercreeper*	Euonymus fortunei	Purpleleaf plum	Prunus cerasifera
VINES			Russian Olive	Elaeagnus angustifolia
			Apache plume*	Fallugia paradoxa
			Barberry*	Berberis species
			Big Sage	Artemisia tridentata
			Bird of Paradise*	Caesalpinia gilliesii vars
			Chaste Tree	Vitexagnus castus
			Cotoneaster*	Cotoneaster fraseri
			Indian Hawthorne	Raphiolepis indica
			Nandina	Nandina domestica
			Pyracantha	Pyracantha coccinea 'Lalandei'
			Rubber Rabbitbrush*	Chrysothamnus nauseosus
			Silverberry*	Elaeagnus pungens
			Smoke Tree	Cotinus coggygia
			Spanish Broom	Spartium junceum
			Sumac*	Rhus species
			Winter Jasmine*	Jasminum nudiflorum
			Cranberry Cotoneaster	Cotoneaster apiculatus (Deciduous)
				Cotoneaster congestus (Evergreen)
			Dwarf Nandina	Nandina "purpurea dwarf"
			Shrubby Cinquefoil	Potentilla fruticosa
			Green Santolina*	Santolina greenei
			Grey Santolina*	Santolina chamaecyparissus
			Periwinkle*	Vinca major & Vinca minor
			Potentilla*	Potentilla tabernaemontani
			Rosemary*	Rosmarinus officinalis
			White Clover	Trifolium repens
			Grape Vine	Vitis species
			Honeysuckle*	Lonicera species
			Silverlace Vine	Polygonum aubertii
			Trumpet Vine*	Campsis radicans
			Virginia Creeper	Parthenocissus quinquefolia

RIO GRANDE BOULEVARD CORRIDOR PLAN PLANT LIST

	REQUIRE MODERATE IRRIGATION		REQUIRE LITTLE IRRIGATION	
	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME
PERENNIALS			•Blue Flax* - Coreopsis - Hollyhock - Larkspur* - Oxeye Daisy •Red Hot Poker •Verbena	- Linum perenne - Delphinium belladonna - Kniphofia uvaria - Verbena peruviana
ANNUALS	Pansies* Petunias*	Viola tricolor hortensis Petunia species	- Cosmos* - Four O'Clock* •Purple Aster*	- Cosmos - Mirabilis jalapa - Aster bigelovii
NATIVE GRASSES			- Blue Grama - Buffalo Grass - Galleta - Indian Ricegrass	- Bouteloua gracilis - Buchloe dactyloides - Hilaria jamesii - Oryzopsis hymenoides
BULBS			- Daffodils •Day Lily* •Iris*	- Narcissus 'king alfred' - Hemerocallis lilio asphodelus - Iris species

NOTES:

- * Plants with this designation have shown an ability to thrive in roadside environments.
- REQUIRE MODERATE IRRIGATION Plants in this category need regular watering. Drip irrigation, root irrigators and overhead sprinkler systems are all irrigation options.
- REQUIRE LITTLE IRRIGATION Plants in this category need irrigation, but could survive a periodic breakdown of an irrigation system. These plants still need to be watered until established and then watered occasionally.
- Plants with this designation are illustrated and described on the following pages.
- S Plants capable of screening. To provide a screen rapidly, plant 5 gallon shrubs (See Regulations 11.C.1 and 11.C.2 in the Design Overlay Zone of this Plan).

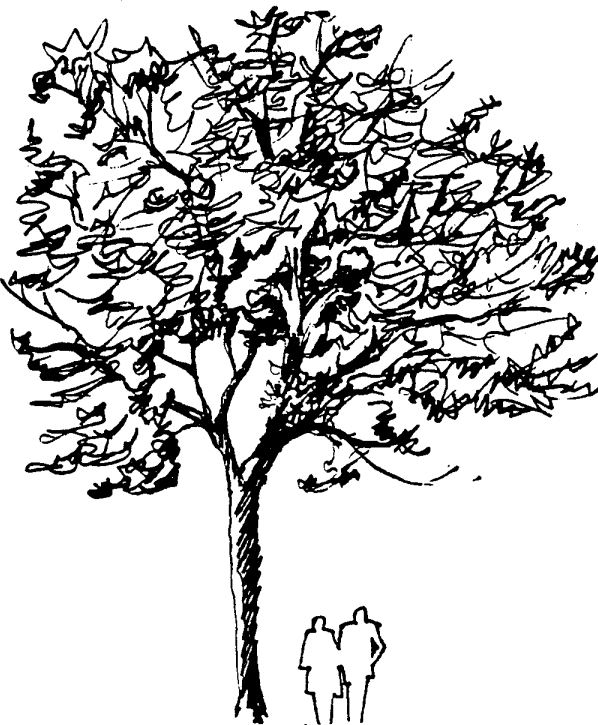
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Public Right-of-Way Landscaping Proposals

REPEALED (R-17-213)

PLANT EXAMPLES

LARGE TREES (REQUIRE MODERATE IRRIGATION)



Deciduous

Common name: London plane tree

Botanical name: *Platanus acerifolia*

Height: At least 40-70 feet

Shape: Round-headed (30-40 feet spread)

Soil: Tolerant. Prefers deep rich soils.

Sun: Part to full sun

Water: Deep periodic irrigation for best results.

Maintenance: Seasonal

Special characteristics:

- Tolerates pollution
- Decorative mottled bark
- Golden fall color
- Not tolerant of caliche
- May become chlorotic in alkaline soils.
- Good street, park or lawn tree.



Deciduous

Common name: Rio Grande cottonwood (male)

Botanical name: *Populus fremonti wislizeni*

Height: 40-80 feet

Shape: Round-headed

Soil: Tolerant. Prefers deep moist soil.

Sun: Full sun

Water: Deep irrigation

Maintenance: Little to none in open country.

Can be "messy" in home
landscapes, unless male species.

Special characteristics:

- Extensive root systems-quite invasive
- Golden fall color
- Not for city lawns or streets unless a huge open area is available.

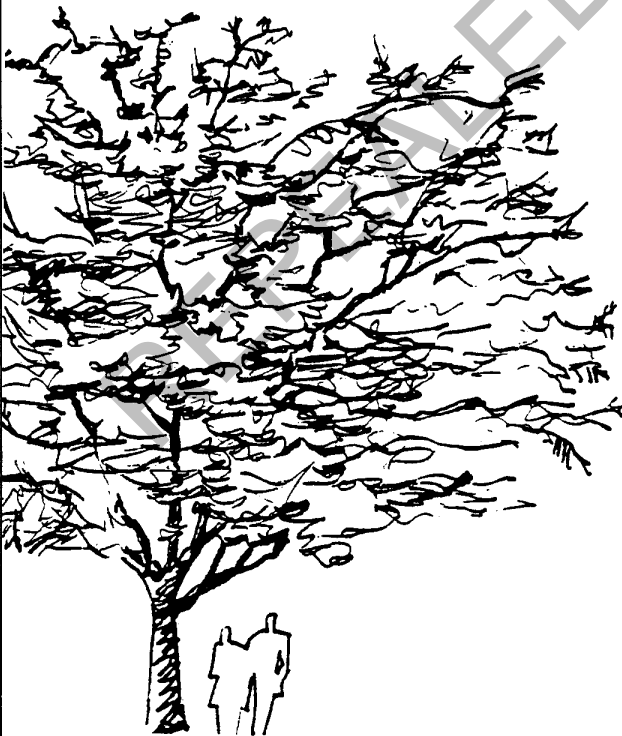
LARGE TREES (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Black locust
Botanical name: *Robinia pseudoacacia*
Growth: 35 feet
Shape: Oval
Soil: Tolerant. Best in deep moist soils.
Sun: Full sun
Water: Occasional deep soakings.
Maintenance: Seed pod litter.
Special characteristics:

- Very drought tolerant once established.
- Fast growing
- Sweetly scented white, pink and lavender flowers.
- Aggressive roots (not good in narrow strips)
- Excellent street and lawn tree.

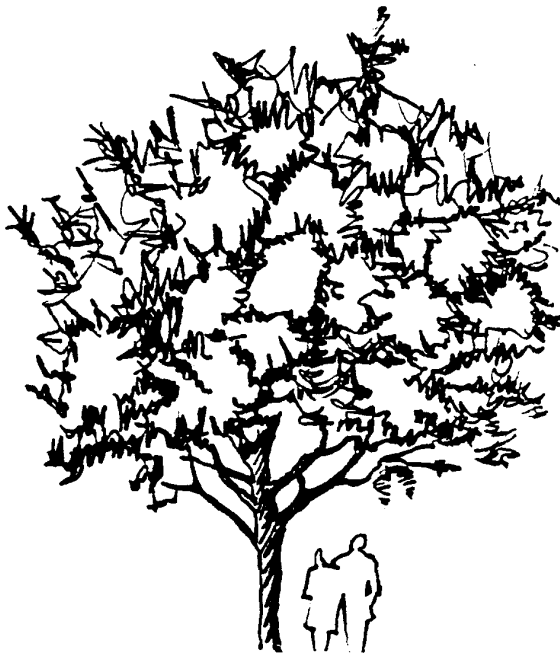


Deciduous

Common name: Chinese pistache
Botanical name: *Pistacia chinensis*
Height: 30-40 feet
Shape: Round-headed
Soil: Tolerates alkaline soils.
Sun: Part to full reflected.
Water: Moderate until established, then deep periodic soakings.
Maintenance: None to occasional
Special characteristics:

- Fall color-scarlet and orange
- Female: fruit
- Male: no litter
- Good for street, lawn or patio.

LARGE TREES (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Golden rain tree

Botanical name: *Koelreuteria paniculata*

Height: 20 to 30 feet

Shape: Round-headed

Soil: Grows best in fertile, well-drained soil.

Sun: Full

Water: Drought tolerant once established.

Maintenance: Flowers drop in fall.

Special characteristics:

- Tolerant of pollution, drought, heat, wind and alkaline soil.
- Large cluster of yellow flowers in summer.
- Chinese lantern seed pods follow flowers.
- Excellent lawn highlight, street tree and flowering shade tree.



Deciduous

Common name: Japanese pagoda

Botanical name: *Sophora japonica*

Height: 30-40 feet

Shape: Oval

Soil: Prefers well-drained soil.

Sun: Full

Water: Prefers regular irrigation but drought tolerant.

Maintenance: Prune low branches.

Special characteristics:

- Summer bloom
- Tolerant to pollution
- Excellent street and lawn tree

LARGE TREES (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Russian olive

Botanical name: *Elaeagnus angustifolia*

Height: Up to 35 feet

Shape: Multi-stemmed with rounded crown.

Soil: Adapts to most soils.

Sun: Full sun to part shade.

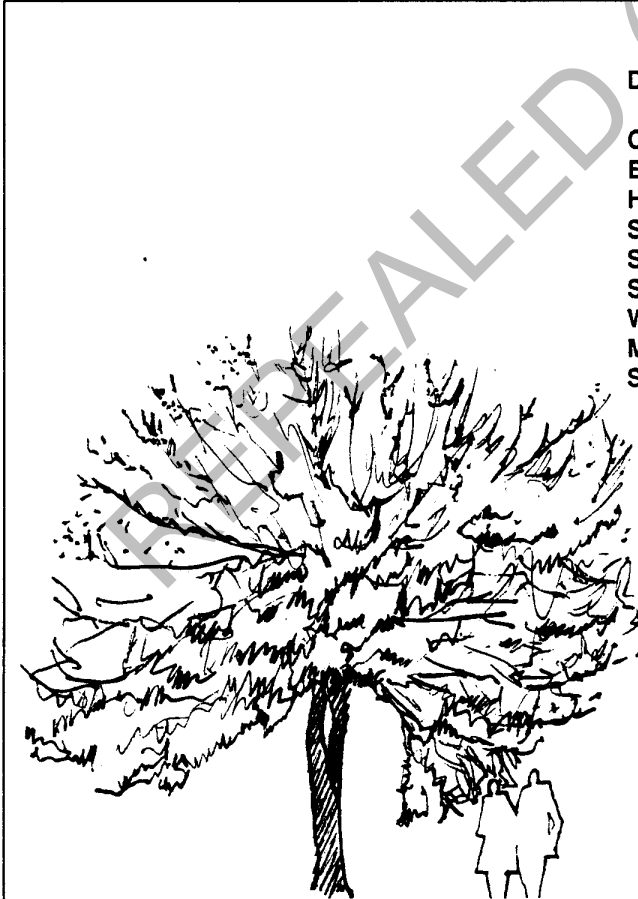
Water: Water heavily at first, drought tolerant once established.

Maintenance: Periodic pruning.

Special characteristics:

- Overall gray-green color.
- Effective windbreak, screen, barrier.
- Effective soil stabilizer along washes.

SMALL TREES (REQUIRE MODERATE IRRIGATION)



Deciduous

Common name: Redbud

Botanical name: *Cercis canadensis*

Height: Up to 25 feet

Shape: Round-headed

Soil: Needs good drainage

Sun: Part shade to full sun

Water: Moderate

Maintenance: Little but does drop seed pods.

Special characteristics:

- Spring and fall color
- Good shade tree for patio, street and lawn.

SMALL TREES (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Crape myrtle

Botanical name: *Lagerstroemia indica*

Height: Up to 15 feet as tree.

Shape: Vase shaped shrub or single trunk tree.

Soil: Prefers enriched deep soil with good drainage.

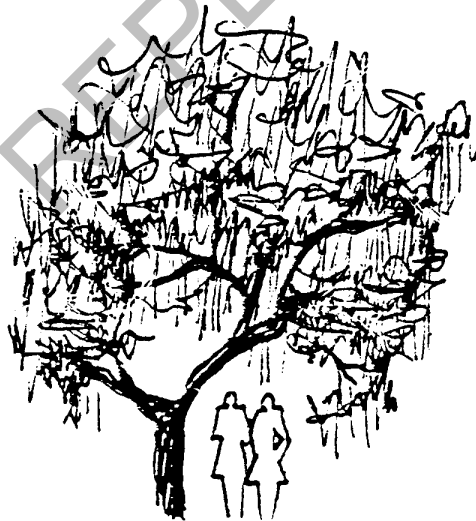
Sun: Prefers full, tolerates part shade.

Water: Best with deep irrigation.

Maintenance: Annual

Special characteristics:

- Spring and summer color
- Group or specimen tree.



Deciduous

Common name: Desert willow

Botanical name: *Chilopsis linearis*

Height: Up to 20 feet

Shape: Pendulous: Multiple trunked

Soil: Porous sandy soil but tolerant of any well drained soil.

Sun: Part shade to full or reflected.

Water: Periodic soakings

Maintenance: Pruning for tree form

Special characteristics:

- Large blossoms in summer.
- Useful windbreak, screen and erosion control or specimen.

SMALL TREES (REQUIRE LITTLE IRRIGATION)

Deciduous

Common name: Mesquite

Botanical name: *Prosopis glandulosa*

Height: Up to 20 feet

Shape: Multi-stemmed, rounded crown

Soil: Best in deep soil with high water table.

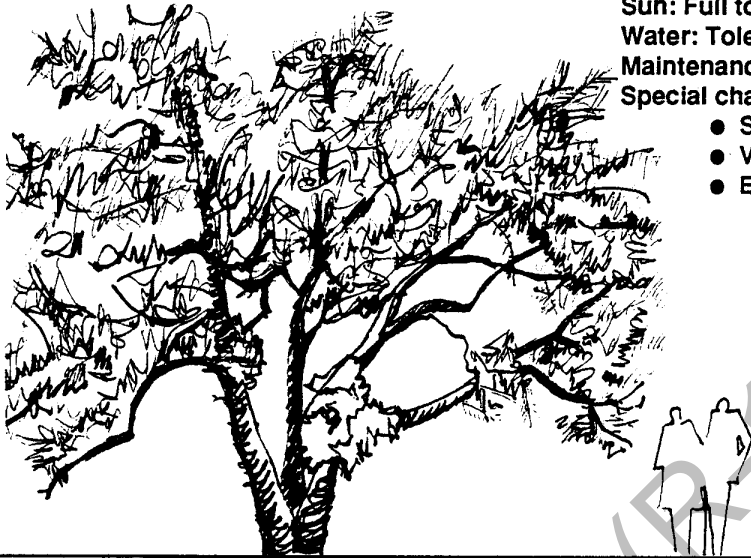
Sun: Full to reflected.

Water: Tolerant once established.

Maintenance: Little is required

Special characteristics:

- Spring color
- Very adaptable
- Effective lawn, patio or street tree.



Deciduous

Common name: New Mexico olive

Botanical name: *Forestiera neomexicana*

Height: Up to 15 feet

Shape: Multi-trunk

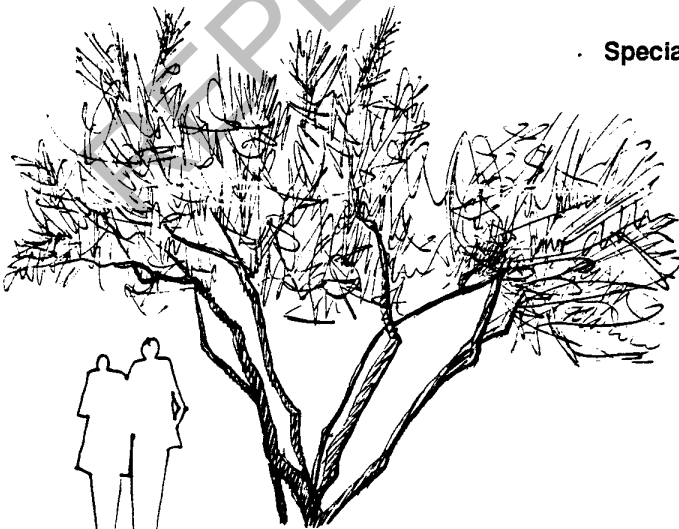
Soil: Very adaptable

Sun: Part shade-full sun

Water: 10-20 inches annual: Defoliates when stressed for moisture. Drought tolerant when established.

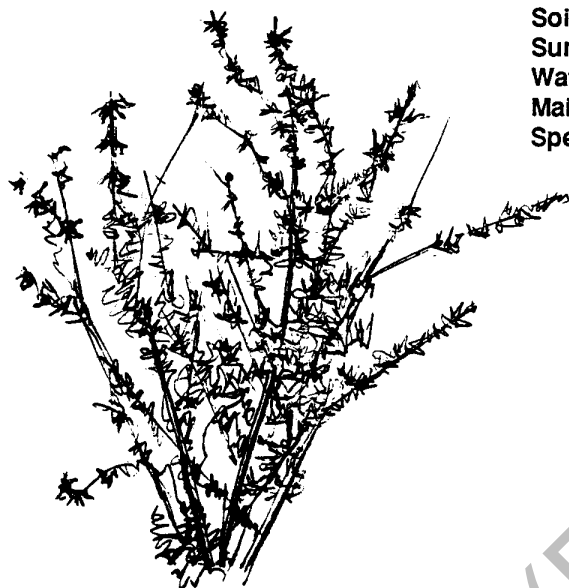
Special characteristics:

- Bright green foliage
- Effective hedge, windbreak, screen
- Effective for erosion control along washes.



LARGE SHRUBS (REQUIRE MODERATE IRRIGATION)

Deciduous



Common name: Forsythia

Botanical name: Forsythia intermedia

Height: 6-9 feet

Shape: Upright with arching branches.

Soil: Tolerates most soils

Sun: Full

Water: Moderate

Maintenance: Prune after blooming

Special characteristics:

- Early spring color brilliant yellow
- Widely used as hedge, screen or specimen plants.

Evergreen



Common name: Fraser's photinia

Botanical Name: Photinia fraseri

Height: 10 to 12 feet

Shape: Dense erect shrub

Soil: Tolerant. Alkaline soils may produce chlorosis.

Sun: Full

Water: Moderate to deep irrigation

Maintenance: Annual pruning

Special characteristics:

- New growth bright bronze-red
- White flowers in spring
- Effective screen and background plant

LARGE SHRUBS (REQUIRE MODERATE IRRIGATION)



Deciduous

Common name: Lilac

Botanical name: *Syringa vulgaris*

Height: 10-15 feet

Shape: Multi-stemmed

Soil: Prefers alkaline soils

Sun: Part to full

Water: Moderate to ample

Maintenance: Occasional trimming

Special characteristics:

- Large lavender flower clusters in spring
- Effective background plantings



Deciduous

Common name: Spirea (Bridal wreath)

Botanical name: *Spirea prunifolia*

Height: 6 feet

Shape: Upright with arching branches

Soil: Tolerates most soils

Sun: Part to full sun

Water: Moderate

Maintenance: Prune

Special characteristics:

- Spring color white
- Old fashioned look
- Used as hedge or screen

LARGE SHRUBS (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Bird of paradise

Botanical name: *Caesalpinia gilliesii*

Height: 4-6 feet (can grow to 15 feet)

Shape: Open, asymmetrical

Soil: Adapts well to most soils

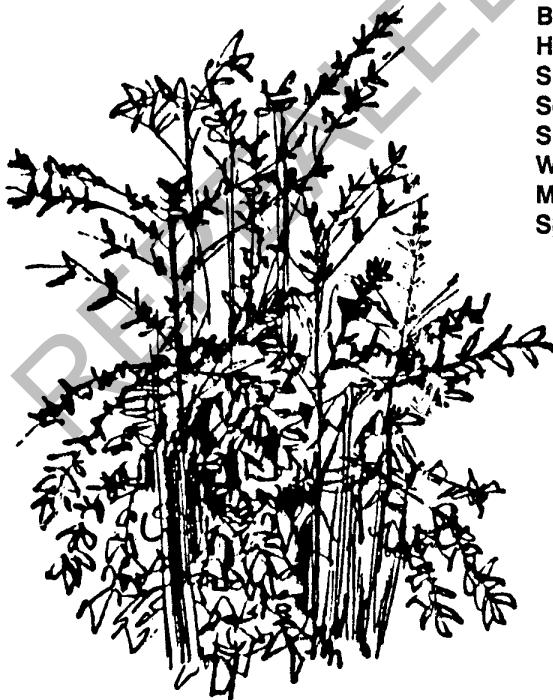
Sun: Part to full sun

Water: Drought tolerant

Maintenance: Occasional raking

Special characteristics:

- Summer bloom, exotic flowers
- Specimen plant or in masses as hedge



Deciduous

Common name: Nandina

Botanical name: *Nandina domestica*

Height: 4-6 feet

Shape: Vertical stems

Soil: Tolerant, avoid alkaline soil.

Sun: Shade to sun

Water: Adaptable

Maintenance: Little to none

Special characteristics:

- New leaves pink, scarlet in winter
- Delicate, oriental feeling
- Effective for narrow spaces (specimen or background plant)

LARGE SHRUBS (REQUIRE LITTLE IRRIGATION)



Evergreen

Common name: Chamisa or Rubber rabbitbrush

Botanical name: *Chrysothamnus nauseosus*

Height: Up to 5 feet

Shape: Multi-branched dense, round shrub.

Soil: Very adaptable

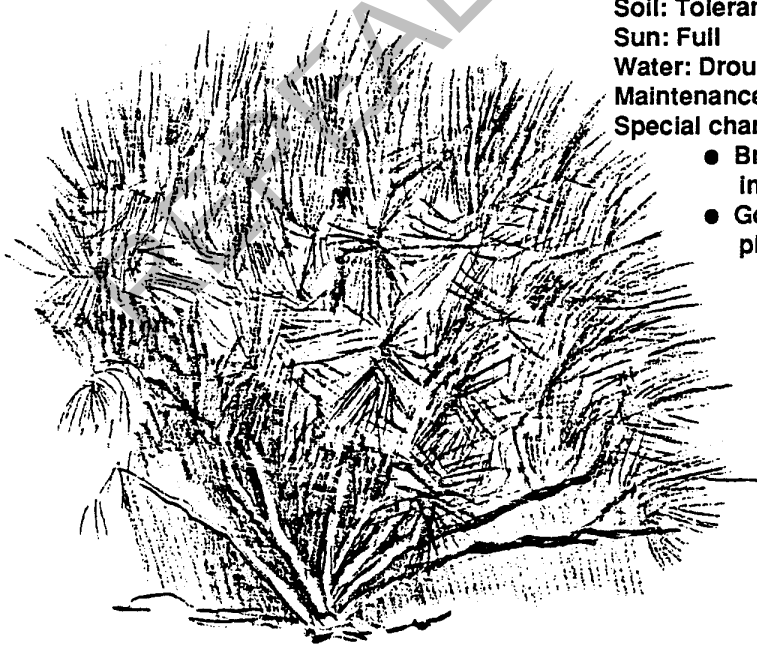
Sun: Full

Water: Drought tolerant once established.

Maintenance: Periodic pruning

Special characteristics:

- Yellow flower clusters in fall.
- Overall graygreen color.
- Useful as border, accent or mass plantings and erosion control



Evergreen

Common name: Spanish broom

Botanical name: *Spartium junceum*

Height: Up to 6-10 feet

Shape: Multi-stemmed

Soil: Tolerant

Sun: Full

Water: Drought tolerant

Maintenance: None

Special characteristics:

- Bright yellow, fragrant flowers in summer.
- Good bank cover and background plant.

SMALL SHRUBS (REQUIRE MODERATE IRRIGATION)



Evergreen

Common name: Mugo pine

Botanical name: *Pinus mugo mughus*

Height: Up to 4 feet

Shape: Pyramidal tree

Soil: Prefers deep loam but tolerant

Sun: Part shade to full sun

Water: Regular irrigation

Maintenance: Little to none

Special characteristics:

- Effective as low growing evergreen for constant color.

SMALL SHRUBS (REQUIRE LITTLE IRRIGATION)



Evergreen

Common name: Dwarf nandina

Botanical name: *Nandina "purpurea dwarf"*

Height: 12-18 inches

Shape: Small mound

Soil: Tolerant, avoid highly alkaline soil

Sun: Shade to full sun

Water: Adaptable

Maintenance: Little to none

Special characteristics:

- Deep red foliage
- Delicate, oriental feeling
- Effective for narrow spaces

GROUND COVERS (REQUIRE LITTLE IRRIGATION)



Evergreen

Common name: Grey santolina

Botanical name: *Santolina chamaecyparissus*

Height: 1-2 feet

Shape: Dense, compact mound.

Soil: Tolerant, needs good drainage.

Sun: Part, full or reflected.

Water: Moderate to occasional-drought tolerant once established.

Maintenance: Regular clipping keeps it neat.

Special characteristics:

- Unclipped plants produce yellow buttonlike flowers in summer.
- Gray foliage
- Excellent border, bank cover and ground cover.



Evergreen

Common name: Rosemary

Botanical name: *Rosmarinus officinalis*

Height: 4-6 feet

Shape: Irregular

Soil: Tolerant, needs good drainage.

Sun: Part, full or reflected.

Water: Moderate, drought resistant once established.

Maintenance: Little

Special characteristics:

- Informal aromatic plant.
- Fall, winter and spring color.
- Effective ground and bank cover.

VINES (REQUIRE LITTLE IRRIGATION)



Deciduous

Common name: Grape vine

Botanical Name: *Vitis*

Height: Up to 20 feet

Soil: Tolerant, prefers gravelly soils with good drainage.

Sun: Full

Water: Good fruit yield requires dry conditions

Maintenance: Annual pruning

Special characteristics:

- Fast growing, bold textured
- Provides winter interest, summer shade.
- Needs support
- Wall, trellis or fence cover.



Deciduous

Common name: Trumpet vine

Botanical name: *Campsis radicans*

Height: Up to 40 feet

Soil: Tolerant

Sun: Full to part

Water: Moderate, drought resistant once established.

Maintenance: Thin and prune as needed

Special characteristics:

- Vigorous climbers with 2 inch red trumpet flowers in summer.
- Needs support
- Wall, trellis or fence cover.

PERENNIALS (REQUIRE LITTLE IRRIGATION)



Perennial

Common name: Blue flax

Botanical name: *Linum perenne*

Height: 2 feet

Soil: Light well-drained soil

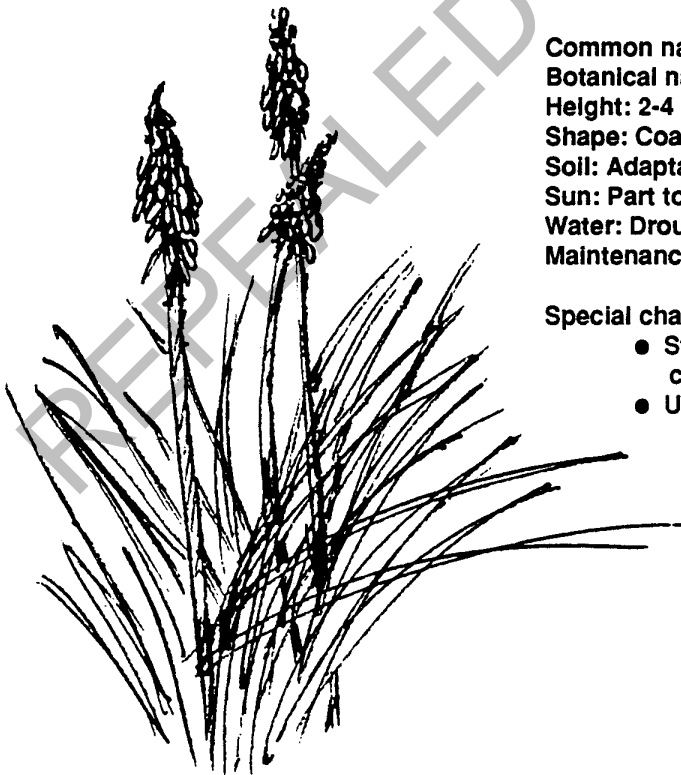
Sun: Full

Water: Drought resistant

Maintenance: None

Special characteristics:

- Blue flowers May-September
- Self-sows freely
- Summer color on slopes, borders



Perennial

Common name: Red hot poker

Botanical name: *Kniphofia uvaria*

Height: 2-4 feet

Shape: Coarse texture, grasslike clump

Soil: Adaptable

Sun: Part to full

Water: Drought tolerant

Maintenance: Trim old leaves in fall and flower stalks after bloom.

Special characteristics:

- Striking red or orange flower clusters on tall stalks.
- Useful in large borders

PERENNIALS (REQUIRE LITTLE IRRIGATION)

Perennial

Common name: Verbena

Botanical Name: *Verbena peruviana*

Height: Up to 6 inches

Shape: Flat mat

Soil: Adaptable, needs good drainage.

Sun: Part to full sun

Water: Drought tolerant, irrigate for prolific bloom.

Maintenance: Occasional trimming or replacing plants.

Special characteristics:

- Flat flower clusters lavishly cover foliage.
- Rapidly spreading ground and bank cover or edging.



ANNUALS (REQUIRE LITTLE IRRIGATION)

Native

Common name: Purple aster

Botanical name: *Machaeranthera bigelovii*

Height: Up to 3.5 feet

Soil: Vary adaptable

Sun: Full

Water: Drought tolerant

Maintenance: None

Special characteristics:

- Purple Daisy with a yellow center.
- Self-sows freely
- Summer color on slopes, waste areas.



BULBS (REQUIRE LITTLE IRRIGATION)

Bulb

Common name: Daylily

Botanical Name: Hemerocallis

Height: 2-3 feet

Soil: Tolerant

Sun: Full to part shade

Water: Adaptable

Maintenance: Fertilize, prune

Special characteristics:

- Extremely hardy
- Divide crowded plants in early spring or late fall.
- Lilylike flowers provide summer color.



Bulb

Common name: Iris

Botanical name: Iris

Height: 2-3 feet

Soil: Tolerant, needs good drainage.

Sun: Full

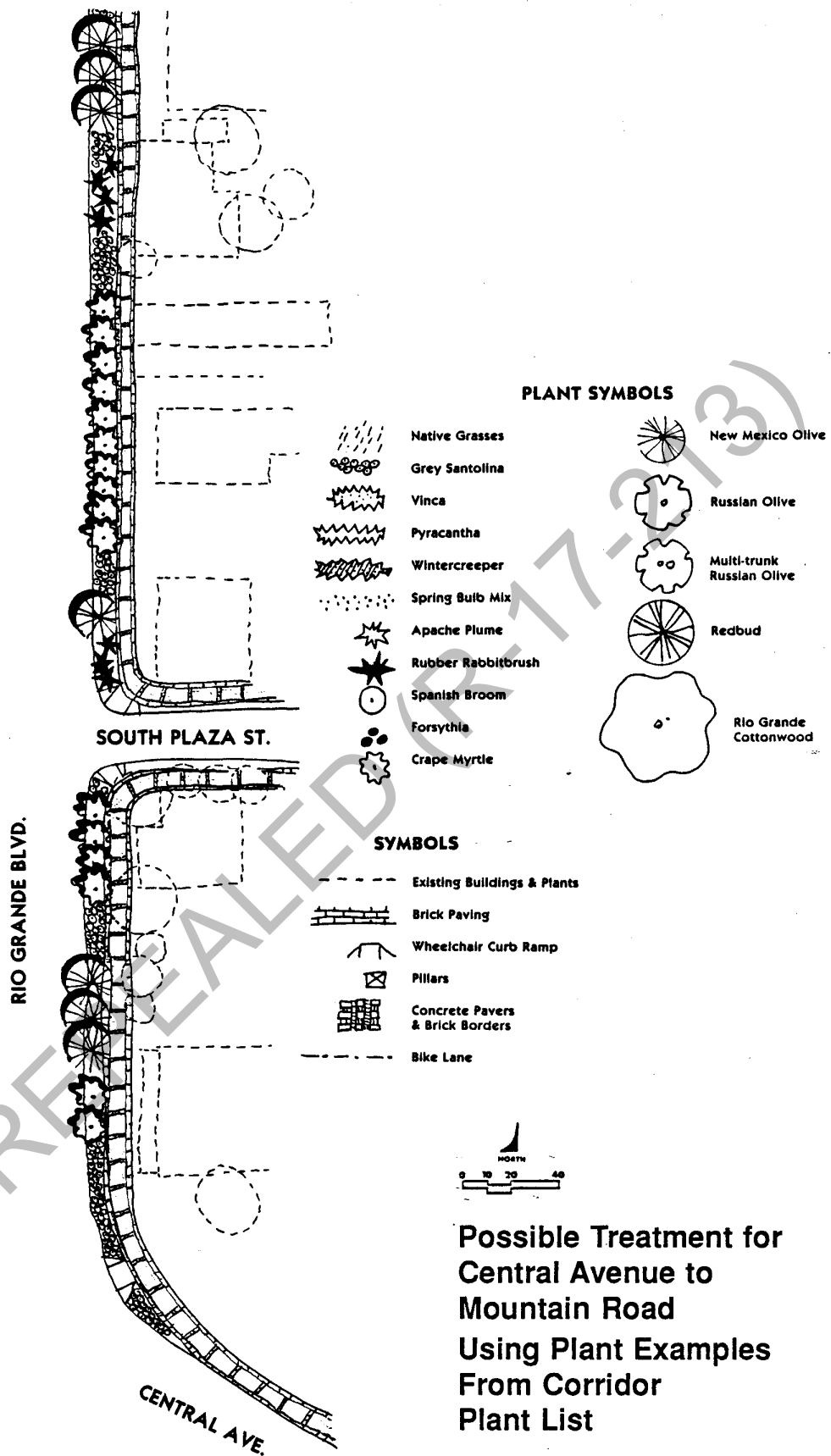
Water: Regular watering once growth begins but avoid overwatering.

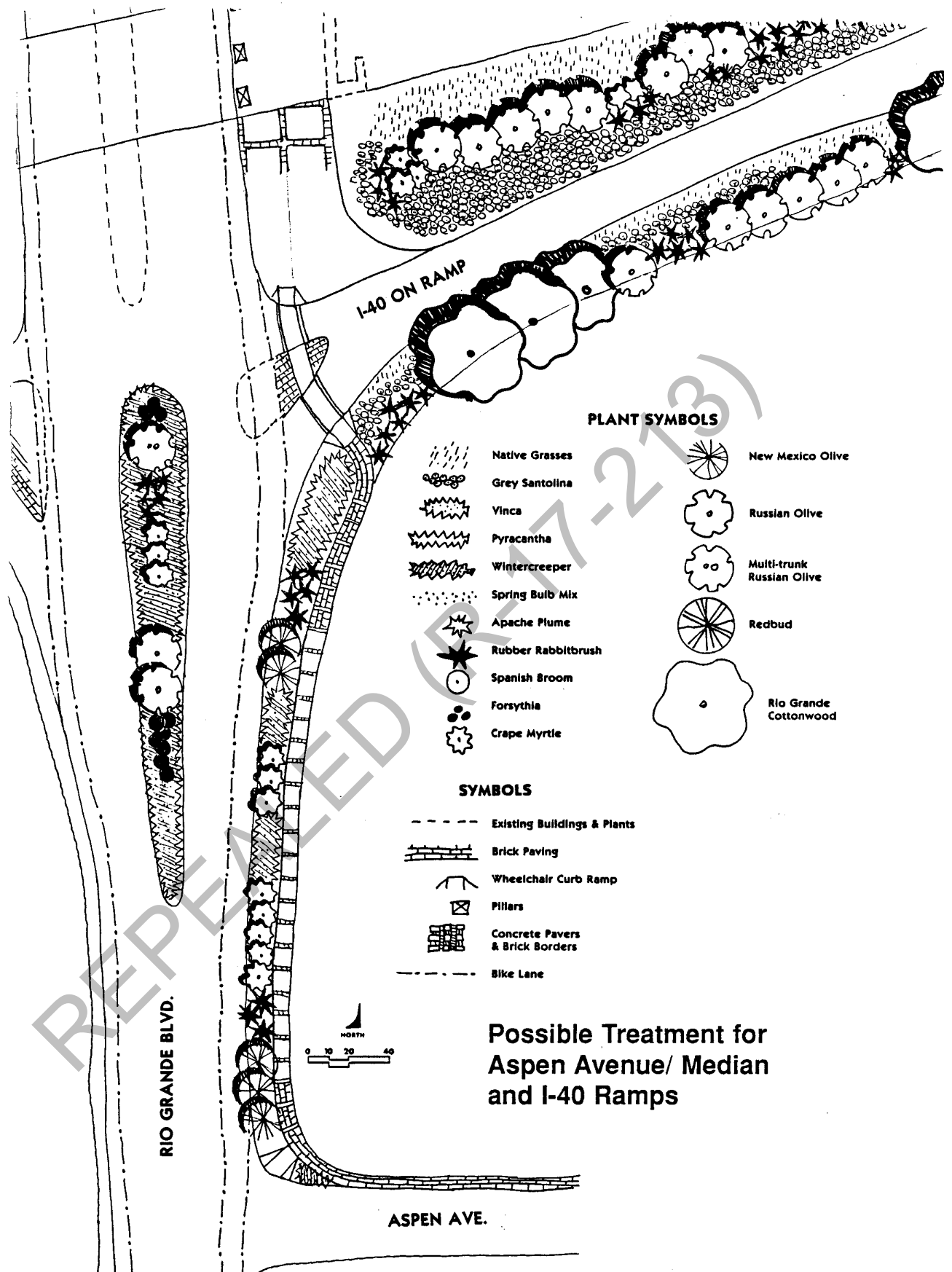
Maintenance: Fertilize and prune

Special characteristics:

- Very showy exotic flowers in spring.
- Bulbs need to be divided every few years.

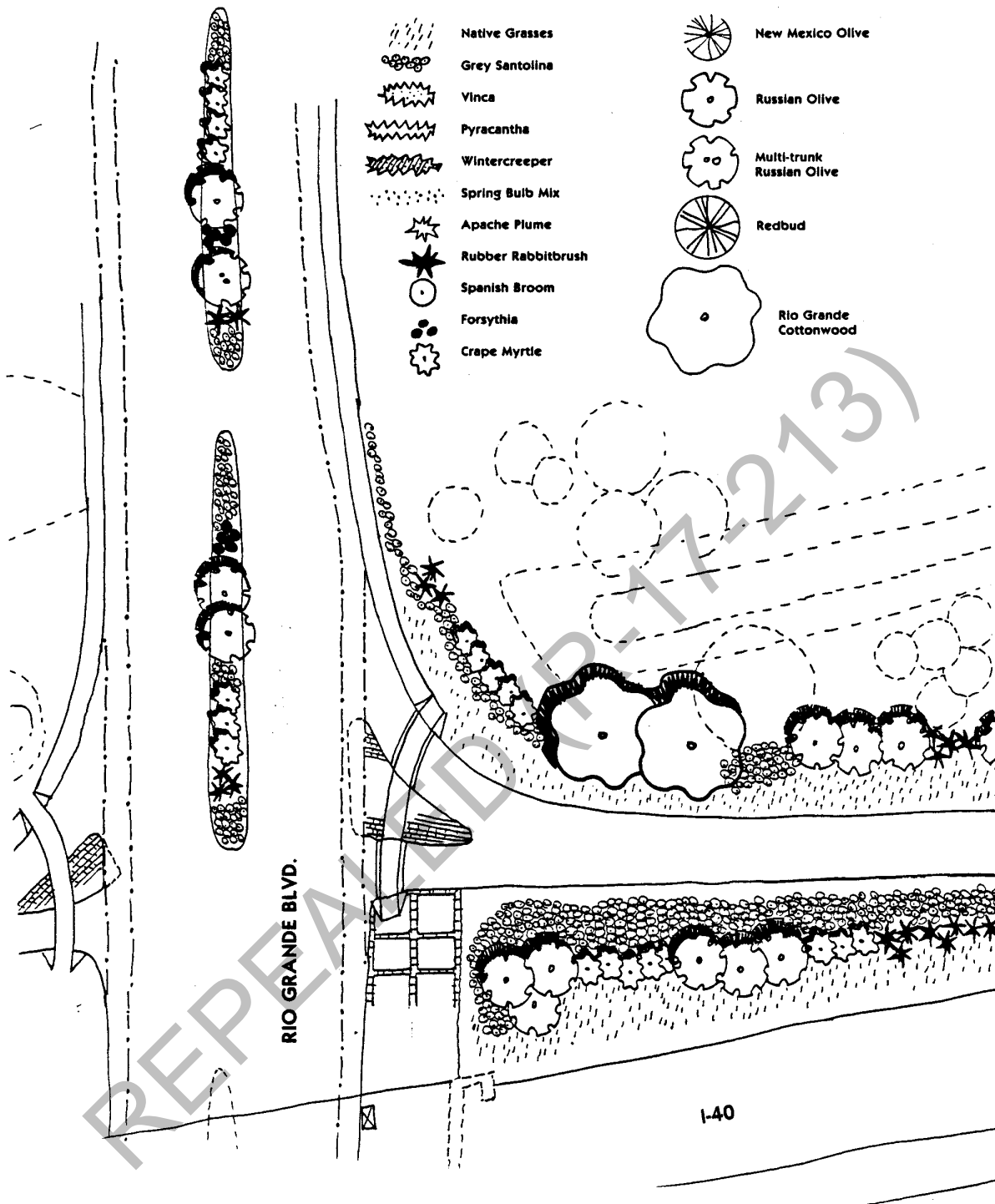






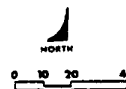
PLANT SYMBOLS

	Native Grasses		New Mexico Olive
	Grey Santolina		Russian Olive
	Vinca		Multi-trunk Russian Olive
	Pyracantha		Redbud
	Wintercreeper		Rio Grande Cottonwood
	Spring Bulb Mix		
	Apache Plume		
	Rubber Rabbitbrush		
	Spanish Broom		
	Forsythia		
	Crape Myrtle		

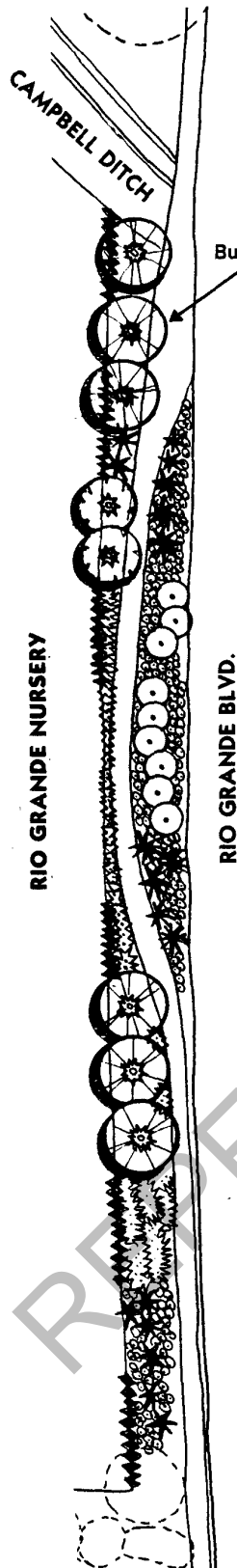


SYMBOLS

	Existing Buildings & Plants
	Brick Paving
	Wheelchair Curb Ramp
	Pillars
	Concrete Pavers & Brick Borders
	Bike Lane



Possible Treatment for
I-40 and 2 Medians

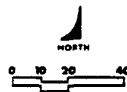


PLANT SYMBOLS

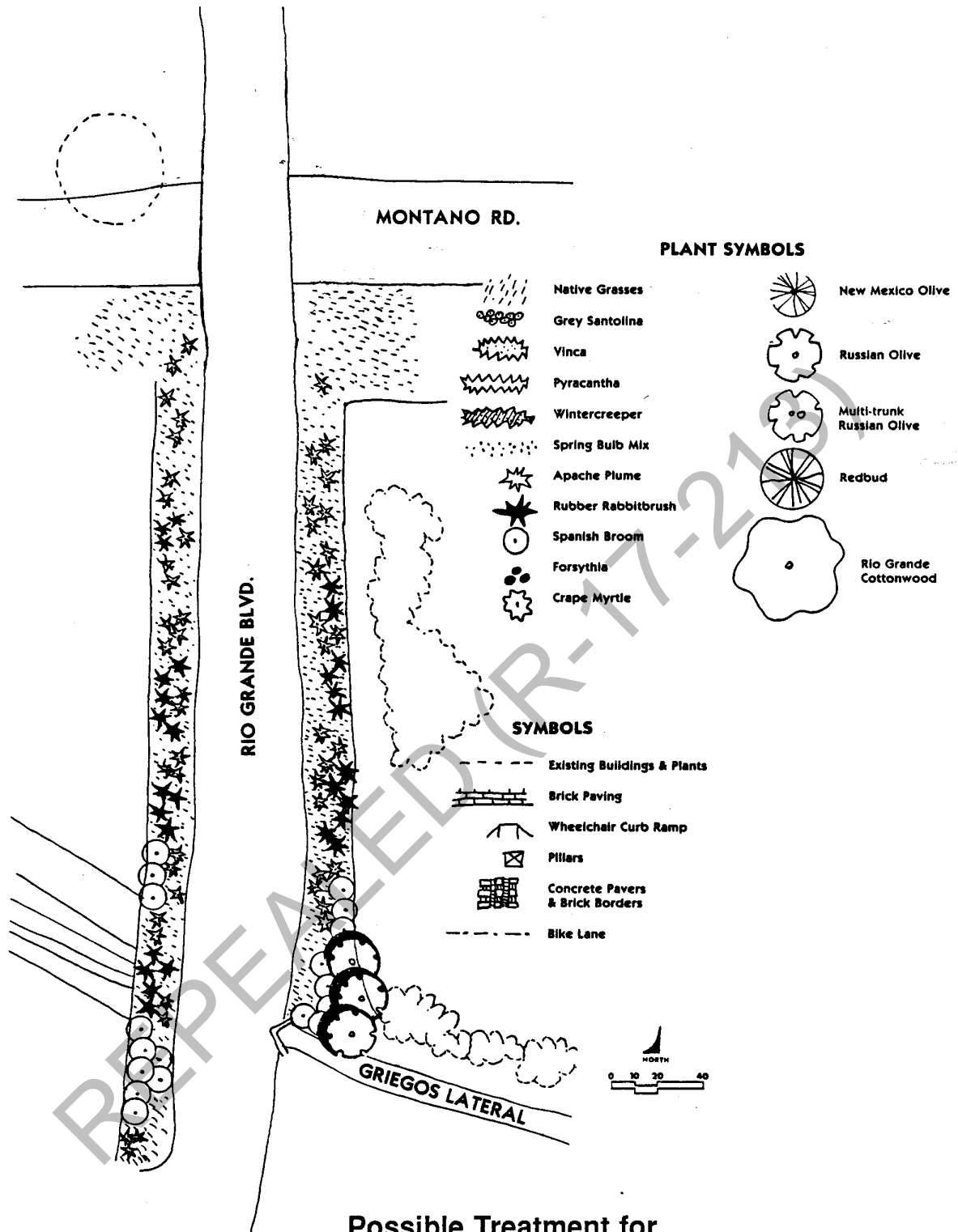
- | | | | |
|--|--------------------|--|---------------------------|
| | Native Grasses | | New Mexico Olive |
| | Grey Santoline | | Russian Olive |
| | Vinca | | Multi-trunk Russian Olive |
| | Pyracantha | | Redbud |
| | Wintercreeper | | Rio Grande Cottonwood |
| | Spring Bulb Mix | | |
| | Apache Plume | | |
| | Rubber Rabbitbrush | | |
| | Spanish Broom | | |
| | Forsythia | | |
| | Crape Myrtle | | |

SYMBOLS

- | | |
|--|---------------------------------|
| | Existing Buildings & Plants |
| | Brick Paving |
| | Wheelchair Curb Ramp |
| | Pillars |
| | Concrete Pavers & Brick Borders |
| | Bike Lane |



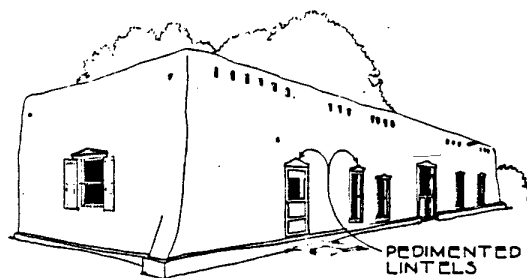
Possible Treatment for Rio Grande Nursery Frontage



**Possible Treatment for
Proposed Grade Separated Intersection
Rio Grande Blvd./ Montano Rd.**

APPENDIX I
SOUTHWESTERN ARCHITECTURAL STYLES
EXCERPTS FROM THE OLD HOUSE WORKBOOK

REPEALED (R-17-213)



Territorial

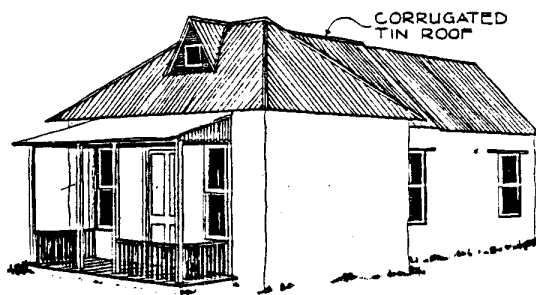
Albuquerque has no examples of styles prevalent in the Spanish Colonial and Mexican periods; houses built that early, if still in existence, have since been modified by Territorial additions. The Territorial style, developed under the American occupation, combined the local traditions of adobe building with new materials and ornamentation, and broader massing due to a different floor plan. The most characteristic features are the pedimented lintels and moldings which framed large, rectangular windows and doors in an imitation of the Greek Revival style popular in the eastern part of the country between 1820 and 1850. Brick copings along the rooflines and square portal columns with simple corbels are also common elements.

Early uses of the Territorial style continue the flat-roofed tradition of New Mexican architecture; later, particularly after 1880, pitched roofs, often sheathed in metal, became widespread since they provided better weatherproofing. The Territorial style was most popular between 1860 and 1880; later versions merge with New Mexico Vernacular forms.



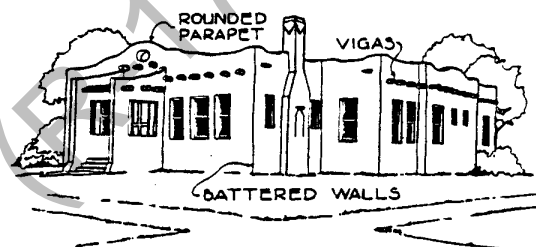
Territorial Revival

The Territorial Revival style is a natural outgrowth of the Spanish Pueblo style and is modeled on the style of adobe building fashionable during the early years of Anglo-American occupation of New Mexico. Houses are built of adobe or stuccoed to resemble it; brick copings, pedimented lintels and wooden dentil courses over large windows and doors are marks of this style. Seen more often in the North Valley than in the city center, the Territorial Revival style is most frequently used for large houses, churches and public buildings. The style has continued in popularity from 1925 to the present.



New Mexico Vernacular

While Anglo-American settlers were building Queen Anne houses or Victorian cottages, many Hispano residents of Albuquerque continued to use the adobe with which they were familiar, combining it with some elements of the new styles and materials available. Adobe construction and a pitched corrugated metal roof mark most early New Mexico Vernacular houses. Mill sawn wood ornament, wood shingled gable ends, and lathe turned porch columns give a Victorian touch to many of these houses. Later New Mexico Vernacular buildings blends into the Pueblo Revival and Southwestern Vernacular styles.

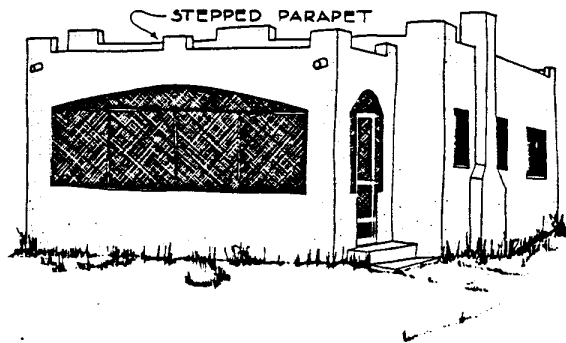


Spanish-Pueblo Revival

This style is most important in Albuquerque, not only for its widespread use, but also because the first Pueblo Revival buildings were built here on the University of New Mexico campus under the direction of President William George Tight in the years between 1906 and 1910. Modeled on the Pueblo villages of the Southwest and on the Spanish Mission churches built at these Pueblos, the style either uses adobe or imitates it by means of a stucco finish. The distinctive battered walls and rounded parapets give even small houses a sense of mass and solidity. Roofs are flat; early versions have projecting vigas (roof beams) and canales (rain gutters). Exposed wood lintels above windows are common, as are flat-roofed portales supported by round wood columns topped by corbels.

Large houses in the Spanish-Pueblo Revival style may have a rambling floor plan, enclosing one or more placitas. Earlier versions are more elaborately decorated; those Pueblo style houses built after the Second World War achieve their image largely through the use of battered walls, adobe colored stucco and recessed windows.

The Old House Workbook: Rehabilitation Guidelines for Albuquerque, text by Susan V. Dewitt and Jonathan M. Teague, Graphics by Carla Louise McConnell and Vicky T. Jacobson, Neighborhood Housing Services of Albuquerque, Albuquerque, New Mexico, 1980, pp.11, 17-19.



Southwest Vernacular

The Southwest Vernacular style is a composite of the various revival styles of the Southwest: the California Mission, the Mediterranean, the Spanish Pueblo and the Territorial Revival styles. Characteristically flat-roofed and stuccoed, many of these homes have stepped or curvilinear parapets. Used for one story houses, the Southwest Vernacular was popular between 1920 and 1950.

Most Southwest Vernacular homes are small and were built by their owners or by local contractors. Usually the plan and exterior are relatively simple in form. Their builders often incorporated one or more elements from any of the Southwestern Revival styles—for example, the protruding vigas of the Pueblo Revival or a red tile porch roof of the Mediterranean style—to add interest to the facade. These modest and attractive homes are found throughout Albuquerque neighborhoods built between the 1920s and 1960s. Perhaps more than any other style, the Southwest Vernacular contributes to the characteristic visual texture of the city.

APPENDIX J

NEW MEXICO STATE HIGHWAY DEPARTMENT PROCEDURE
FOR COOPERATIVE AND JOINT POWERS AGREEMENTS

REPEALED (R-17-213)



STATE OF NEW MEXICO
HIGHWAY DEPARTMENT
 AN EQUAL OPPORTUNITY EMPLOYER

MUNICIPAL
 DEV. DEPT.
 PLANNING DIV.

SEP 28 10 30 AM '86

TONEY ANAYA
 GOVERNOR

September 25, 1986

COMMISSION

Sosimo Padilla
 Chairman, Albuquerque

Bill Lee
 Vice-Chairman, Lovington

Emerlinda De Brine
 Secretary, Socorro

Willie V. Ortiz
 Member, Santa Fe

Chris Gallegos
 Member, Las Vegas

Edward O. Plummer
 Member, Crownpoint

DEPARTMENT

Chief Highway
 Administrator
 L. A. Larranaga

General Office
 P.O. Box 1149
 Santa Fe, N.M.
 87504-1149
 505-983-0100

District One Office
 P.O. Box 231
 Deming, N.M.
 88031-0231
 505-546-2603

District Two Office
 P.O. Box 1457
 Roswell, N.M.
 88202-1457
 505-622-8441

District Three Office
 P.O. Box 3768
 Station D
 Albuquerque, N.M.
 87109-3768
 505-841-2700

District Four Office
 P.O. Box 30
 Las Vegas, N.M.
 87701-0030
 505-425-7527

District Five Office
 P.O. Box 4127
 Coronado Station
 Santa Fe, N.M.
 87502-4127
 505-983-0221

District Six Office
 P.O. Box G
 Milan, N.M.
 87021
 505-285-6623

Ms. Paula Donahue
 Planning Department
 City of Albuquerque
 P. O. Box 1293
 Albuquerque, New Mexico 87103

Dear Ms. Donahue:

SUBJECT: Rio Grande Boulevard Corridor Plan

As per your request regarding landscaping and improvements on Rio Grande Boulevard, you will find a copy of the New Mexico State Highway Department's "Procedures for Cooperative and Joint Power Agreements", revised July 1986.

Section IV of this manual states the criteria required of all parties or entities who wish to enter into an agreement (cooperative or joint) with the NMSHD. Required first, all parties or entities shall first submit a letter of request to the respective District Engineer.

A brief summary of the letter to be submitted shall consist of the following information:

1. The location of the proposed project (preferably a map);
2. Work to be done or performed;
3. The amount of State participation requested (see Section III, paragraph 1);
4. The justification for project construction;
5. Certify that the proposed work is on or a part of a public highway and necessary for the public good and convenience and to serve the public of the municipality or county; and
6. An estimation of costs, as well as a detailed estimate of materials, labor and other direct and indirect costs.

Next, upon approval by the District Engineer, the District shall draft the applicable agreement (cooperative or joint) form, have it signed by the District Engineer and public entity and submit it along with project authorization form to the Maintenance Support Bureau for final processing.

Ms. Donahue
Page 2
September 25, 1986

Note: Maintenance Support Bureau shall oversee project costs, approval of field design and design changes, material changes and substitutions, and submission to Legal Division for agreement approval.

The District shall inform the public entity that the agreement is not legal until approved and signed by the Legal Division and the Chief Highway Administrator.

Engineering

The preliminary engineering and design required for the project shall be recommended by the District Engineer, and any expenditure for this activity shall become part of the project cost with the Department participating in the same percentage as that for construction. All construction activities shall be performed in accordance with specifications and provisions adopted by the District Engineer for the project at hand.

Funding

Allocating money for this type of project is due to the priority and importance decided upon by the District Engineer. Money is allocated per District for each fiscal year; the District Engineer reviews cooperative projects and picks according to the importance and benefit to the public.

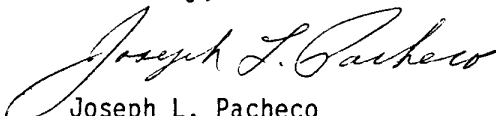
In conclusion, additional information may be obtained through the manual, highlighted for your convenience.

To submit your request for a cooperative agreement contact the District Engineer at the following address:

District 3 Engineer - Don Arp
New Mexico State Highway Department
Box 3768, Station D
Albuquerque, New Mexico 87110
Telephone: 841-2700

If you would like to ask any additional questions, contact him at the phone number shown above. Thank you.

Sincerely,


Joseph L. Pacheco
Technical Services Engineer

JLP/arm

cc: L. D. Duffy

-J-2-



City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

MAYOR
KEN SCHULTZ

CHIEF
ADMINISTRATIVE OFFICER
GENE ROMO

DEPUTY CAO
DEVELOPMENT & ENTERPRISE SERVICES
LARRY LARRANAGA

DEPUTY CAO
PUBLIC SERVICES
DAN WEAKS

July 25, 1988

Luis Dufy
State of New Mexico Highway Department
P.O. Box 1149
Santa Fe, New Mexico 87504-1149

Dear Mr. Dufy,

I look forward to the coordination of State Highway and City of Albuquerque projects at I-40 and Rio Grande Boulevard. The City of Albuquerque Parks and Recreation Department will hire a landscape architectural firm this fall with Urban Enhancement Trust Funds to design landscaping for the Rio Grande Boulevard/I-40 intersection (to include existing street medians, land adjacent to on- and off-ramps and highway slopes). Pat Westbrook (City Parks and Recreation Department) will be managing the contract. As I understand from our telephone conversation July 19th, the State of New Mexico Highway Department will hire a consultant August or September 1988 to study and redesign I-40 from Unser to 2nd Street. Construction of additional lanes from Rio Grande Boulevard to 6th Street is anticipated to begin September 1989.

Rio Grande Boulevard/I-40 intersection improvement is a key element of the Rio Grande Boulevard Corridor Plan. (See enclosed Rio Grande Boulevard Corridor Plan pp. 47, 53, 56 and 58.) Plan drafts were sent to State Highway representatives Rochelle Byars, Mil Fleig, Joe Luis Pacheco and Don Arp in May and early June, 1988. If additional drafts are needed, please let me know.

When the New Mexico State Highway Department consultants are chosen for the I-40 project please have them contact Pat Westbrook at 823-4012 and me at 768-3927 so that we may coordinate our efforts. Thank you for your consideration. I look forward to working with your office.

Sincerely,

Paula J. Donahue

Paula J. Donahue

cc: Terence Nighbert, Planning Department Director, City of Albuquerque
Cynthia Bruce, Chief of Advance Planning, City of Albuquerque
Don Arp, District Three, State of New Mexico Highway Department
Pat Westbrook, Parks and Recreation Department, City of Albuquerque

AN EQUAL OPPORTUNITY EMPLOYER

APPENDIX K
ESTIMATED PROJECT COSTS

REPEALED (R-17-213)

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 1:

ALHAMBRA STREET TO CENTRAL AVENUE

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
LANDSCAPING							
1. Plant street trees	Every 30' both sides of the street except east side between Alhambra and Willis and at Central	Approx. 825 feet or (27) 2" caliper trees. Includes planting, water meter charge, irrigation, installation and mulch	\$550-\$740@	\$14,850 to \$19,980	Public Works Department	CIP (3% land-scaping fund) private participation	**
IMPROVE PEDESTRIAN ACCESS/ENVIRONMENT							
i. Construct wheelchair curbs ramps	Alhambra Street New York Avenue Merritt Avenue Willis Place	4 2 2 2	\$2,250@ (includes removal of existing curb and gutter)	\$ 22,500	Public Works Department	CIP (5% transportation fund)	*

ESTIMATED PROJECT COSTS PLAN SUBAREA 1

\$37,350 to \$42,480
+ 9,338
\$46,688 to \$53,100
(raw construction costs)
(25% of raw construction fees added for construction contingency, design fees and testing.)

PROJECT PRIORITY

- Each * represents one of the following conditions:
 - Project will have great visual impact on the boulevard
 - Rio Grande Boulevard Plan Citizen Task Force Priority (see Appendix B)
 - Some funding already earmarked
 - Necessary for health, safety or welfare

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

CENTRAL AVENUE TO INDIAN SCHOOL ROAD EXCEPTING INTERSTATE 40 INTERCHANGE

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
REMOVE VISUAL CLUTTER/ SIDEWALK OBSTACLES							
1. Combine traffic signs. Remove excess posts.	Entire Plan Subarea				Public Works Department		**
2. Contract utilities underground cost study	Central Ave. to Interstate 40				Public Works Department PNM and U.S. West prepare Study	CIP	***
IMPROVE PEDESTRIAN ACCESS/ENVIRONMENT							
1. Construct wheel-chair curb ramps	Central Ave. 4 Soto Street 2 Hollywood Ave. 2 Dora Lane 2 Mountain Rd. 3	13	\$ 2,250@	\$29,250	Public Works Department	CIP (5% Transportation Fund)	**
	every intersection between Mountain and I-40 except Northwest Circle	16		\$36,000			**
	All intersections between I-40 and Indian School Road	16		\$36,000			*
2. Remove unused driveway curb cuts	to be determined as part of sidewalks improvements				Public Works Department	SAD/CIP (5% Transportation Fund)	*
-remove curb and gutter			\$5/lf.				
-remove drive pad			\$4.50/sq. yd.				
-install curb and gutter			\$8.50/lf.				
-install 6' sidewalk			\$12/lf.				

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

CENTRAL AVENUE TO INDIAN SCHOOL ROAD EXCEPTING INTERSTATE 40 INTERCHANGE (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
3. Remove sidewalk obstacles or widen sidewalks to 6 feet beyond obstacles	To be determined as part of sidewalk project				Utility Companies/ Public Works Dept	SAD/CIP (5% Transpor- tation Fund)	**
4. Install 6' wide concrete and brick sidewalks to re- place missing sidewalks	East side between Bellamah and Zearing (I-40- Lilac)	200 linear feet	\$12/lf. (concrete) \$4.25 sq. ft. (all brick)	\$ 2,400 to 5,100	Public Works Department	CIP/SAD (5% Transpor- tation Fund)	**
	West side (I-40-Rose)	350 linear feet	\$12/lf. (concrete) \$4.25 sq.ft. (all brick)	\$ 4,200 to 8,725			
	(Lilac-Indian School)	100 linear feet	\$12/lf. (concrete) \$4.25 sq. ft. (all brick)	\$ 1,200 to 2,550			
		950 linear feet	\$12/lf. (concrete) \$4.25 sq. ft. (all brick)	\$11,400 to 24,225			
5. Move sidewalk next to property line	Aspen to I-40 East side of Rio Grande Blvd. only 400 lf.	Replace curb and gutter Demolish existing sidewalk Install 6' side- walk	\$ 5/lf. \$ 8/lf. \$ 8/lf. \$12/lf. (concrete) \$4.25 sq ft. (brick)	\$ 2,000 \$ 3,200 \$ 3,200 \$ 4,800 to 10,200	Public Works Department	CIP (5% Transpor- tation Fund)	**
6. Vacate on-street parking to widen sidewalk and land- scape -Remove curb and gutter -Replace curb and gutter -Construct 6'wide sidewalk next to property line	Central Ave. to Mountain Rd. (east side only)	1000 lf. (all concrete) or (all brick) 6000sq'	\$ 5 lf. \$ 8 lf. \$12 lf. \$ 4.25 sq'	\$ 5,000 \$ 8,000 \$ 12,000 or 25,000	Public Works Department	SAD, CIP	***

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

CENTRAL AVENUE TO INDIAN SCHOOL ROAD EXCEPTING INTERSTATE 40 INTERCHANGE (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
7. Move bus stop to Plaza Street	1	Paint curb. Install sign, bench and trash receptacle	\$ 40@ \$ 300@ \$ 360@	\$ 40 \$ 300 \$ 360	Transit/Parking Department	CIP	*
8. Install benches	At bus stops between Central Avenue and Indian School Rd.	7	\$ 300@	\$ 2,100	Transit/Parking Department	Urban Enhance- ment or Private Donations	*
9. Install lighting for pedestrians	Central Ave. to Mountain Rd. 1,100 lf. x 2 sides of street	12' high/30' apart or 73 light standards	\$1,800@	\$131,400	Public Works Department	CIP	**
	Mountain Road to I-40 2,100 lf. x 2 sides of street	12' high lights 30' apart or 140 light standards	\$1,800@	\$252,000	Public Works Department	CIP	*
	I-40 to Indian School Road. 170 lf. x 2 sides of street	12' standards 30' apart or (114 lights)	\$1,800@	\$205,200	Public Works Department	CIP	*
10. Install additional street lighting 250 watt high pressure sodium lamp on aluminum pole or bronze "shoebox style" pole (re- quires underground wiring)	I-40 to Indian School Road	?			Public Works Department	CIP	*
		Does not include bases or underground conduit (70¢ per foot)	\$1,500 to \$2,500 (\$200-\$300)				
11. Install 6' wide median to control traffic and to serve as pedestrian island	On Rio Grande Blvd. north of Central Ave. intersection	will require studying turning move- ments			Public Works Department	CIP	**

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

CENTRAL AVENUE TO INDIAN SCHOOL ROAD EXCEPTING INTERSTATE 40 INTERCHANGE (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
12. Install pedestrian activated walk signs on existing traffic signals	either just north or just south of I-40	1	\$ 2,500 per intersection	\$ 2,500	Public Works Department	CIP	**
LANDSCAPING							
1. Plant street trees and shrubs to include: 1 1/2" water meter, shrubs, 35 trees, 5000 sq' mulch, design fee, contingency 10%, and DFM 6%	Central to Mountain Rd. (east side only)	1000 lf.	\$60/lf.	\$60,000	Public Works Department	SAD CIP/private donations Urban Enhancement Funds	**
2. Landscape between curb and new sidewalk	Aspen to I-40 East side of Rio Grande Blvd. only 400' x 6'	Landscaping to include at least 1 1/2" water meter, 85 (5 gallon) shrubs, 15 trees, 1800 sq. ft. mulch, design fee contingency 10% DFM 7.7% (irrigation and installation costs are included in planting estimates)	\$60/lf.	\$24,000	Public Works Department	Urban Enhancement Private donations	**
3. Landscape existing medians to include: 1 1/2" water meter, trees, irrigation, low growing shrubs, groundcover and mulch	just south of I-40 just north of I-40	(24' x 250') 2 medians (12' x 150') (12' x 165')	\$60/lf. \$60/lf.	\$ 15,000 \$ 9,900 9,900	Public Works Department Public Works Department	Urban Enhancement/ CIP/Big I Project matching funds CIP/private donations/ Urban Enhancement Project I/match- ings funds	*** ***

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

CENTRAL AVENUE TO INDIAN SCHOOL ROAD EXCEPTING INTERSTATE 40 INTERCHANGE (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
IMPROVE BICYCLE SAFETY							
1. Insert reflector tiles in stripe separating bicycle and traffic lane. Stripe bicycle lanes on Rio Grande Blvd. approaching and through I-40 underpass where pedestrian islands have been redesigned and underpass sidewalks have been removed.	North and southbound bike lanes Mountain to Indian School	86,000 lf. 5 per 40 or 10,750 tiles	\$2.50@ (includes installation)	\$ 26,865	Public Works Department	CIP	**
EDUCATION/COMMUNITY PRIDE							
1. Install historic information signs: Old Town	Between Central and Mountain (S. Plaza Street/Rio Grande Blvd. intersection)	(1) 9' square, double sided sand-blasted and painted redwood sign	\$40 sq. '	\$ 360	Public Works Department	Private donations/Urban Enhancement	*
Sawmill Neighborhood	East side of Rio Grande Blvd. between Aspen and I-40 or in median just south of I-40	(1) 9' sq. sign	\$40 sq. '	\$ 360	Public Works Department	Private donations/Urban Enhancement	*
Los Duranes	In median between I-40 and Indian School Road	(1) 9' sq. sign	\$40 sq. '	\$ 360	Public Works Department	Private donations/Urban Enhancement	*
2. Install Middle Rio Grande Conservancy District sign.	At Alameda Drain	(1) 9' sq. sign	\$40 sq. '	\$ 360	MRGCD		*
ESTIMATED PROJECT COSTS \$ 899,655 to \$ 939,655 (raw construction costs) PLAN SUBAREA 2 (EXCEPTING INTERSTATE 40 INTERCHANGE PROJECTS \$ 202,414 + 212,414 (25% of raw construction fees added for construction contingency, design fees and testing.)							

PLAN SUBAREA 2:

INTERSTATE 40 INTERCHANGE

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
IMPROVE PEDESTRIAN ACCESS/ENVIRONMENT	Rio Grande Blvd. under I-40				Public Works Department	CIP	***
1. Redesign and re- construct highway underpass to include:							
-Remove existing sidewalk		85 sq. yds. x 2	\$4.50/sq. yd.	\$ 765			
-Remove embankment		310 cu. yds. x 2	\$4.00/cu. yd.	\$ 2,480			
-Remove concrete apron (on slopes)		265 sq. yds. x 2	\$4.50/sq. yd.	\$ 2,385			
-8" Retaining wall		35 cu. yds x 2	\$320/cu. yd.	\$ 22,400			
-Wall footings		20 cu. yds. x 2	\$220/cu. yd.	\$ 8,800			
-Structural evacuation (fill and compact)		120 cu. yds. x 2	\$8/cu. yd.	\$ 1,920			
-Install new 8' sidewalk behind pillars		250' x 2	\$16/1f.	\$ 8,000			
-Remove curb and gutter		250' x 2	\$5/1f.	\$ 2,500			
-Replace curb and gutter		250' x 2	\$8.50/1f.	\$ 4,250			
-Pave bike lane		225 sq. yds x 2	\$20.50/sq. yd.	\$ 9,225			
-Replace catch basins		2	2,400 to re- place	\$ 4,800			
		2	\$200 to remove	400			
-18" Reinforced Concrete Pipe		20'	\$21	\$ 420			
				\$ 68,345			
-10% contingency				<u>6,835</u>			
				\$143,525			

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 2:

INTERSTATE 40 INTERCHANGE (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
2. Install lighting in underpass		250 lf. x 2 lights 30' apart or 16 to 18 light fixtures			Public Works Department	CIP	
3. Commission panels depicting Valley history for under- pass retaining walls		25 lf. x 2 sides			Public Works Department	1% for the Arts	**
4. Construct wheel- chair curb ramps	I-40 on and off ramps	8	\$ 2,250@	\$ 18,000	Public Works Department	CIP (5% Transpor- tation Fund)	**
5. Redesign and re- construct pedes- trian islands to include wheelchair access	I-40 pedestrian islands on and off ramps	4	\$ 2,250@	\$ 9,000	Public Works Department	CIP (5% Transpor- tation Fund)	**
install decorative paving		4	\$3.50 sq. ft.	\$ 8,400			
remove curb and gutter & redesign triangle to allow continuous bicycle lanes		4	\$375 triangle	\$ 1,500			
LANDSCAPING							
1. Landscape four highway slopes with trees, shrubs, groundcover and irrigation	4 slopes ad- jacent to I-40	4 retaining walls (300 lf. per slope) or 1.4 acres land- scaping per slope or 5.6 acres	\$130/lf. or \$190/lf.	\$156,000 or 228,000	Public Works Department	CIP Urban Enhancement Big I Project matching funds	***
2. Landscape flat areas adjacent to highway ramps	(4) 12' x 500' areas (.55 acres)	1 1/2" water meter, irrigation, low growing shrubs, groundcover and mulch	\$60,000/acre	\$33,000	Public Works Department	CIP Urban Enhancement private contribution	***

ESTIMATED PROJECT COSTS
PLAN SUBAREA 2 (INTER-
STATE 40 INTERCHANGE)
-K-8-

\$705,425 to \$777,425
+25%
\$881,781 to \$971,781

(all potential project
costs not included)

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 3:

INDIAN SCHOOL ROAD - GRIEGOS ROAD

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
IMPROVE PEDESTRIAN ACCESS/ENVIRONMENT							
1. Construct wheelchair curb ramps	all street intersections	45	\$2250@	\$101,250	Public Works Department	CIP	*
2. Remove unused driveway curb cuts -remove curb and gutter -remove drive pad -install curb and gutter -install 6' sidewalk	For entire plan subarea to be determined as part of sidewalk project ? \$5/1f. \$4.50/1f. \$8.50/1f. \$12/1f.				Public Works Department	CIP	**
3. Either remove obstacles or acquire additional right-of-way to make sidewalks wheelchair accessible	For entire plan subarea to be determined as part of sidewalk project ?						**
4. Construct missing sidewalks	East side Indian School Rd. to El Nido Ct. El Nido to Contreras Headingly to N Luke Circle West side Zickert to Los Anayas Los Anayas to Don Quixote Vicio to Campbell Campbell to Oro Vista	700' 250' 300' 750' 700' 100' 100'	\$12/1f. (6' wide concrete)	\$ 8,400 \$ 3,000 \$ 3,600 \$ 9,000 \$ 8,400 \$ 1,200 \$ 1,200	Public Works Department	CIP/SAD	**

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CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 3:

INDIAN SCHOOL ROAD - GRIEGOS ROAD (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
	Oro Vista to Candelaria and Irrigation ditch	300'		\$ 3,600			
	City Nursery frontage south of Cherokee Road	500'		\$ 6,000			
	Cherokee to Arbor	350'		\$ 4,200			
	Arbor to Teodoro	500'		\$ 6,000			
5. Redesign bus stop -install sidewalk -relandscape -trash receptacle -replace bench	Campbell Ditch and entire City Tree Nursery frontage	500 lf. 500 lf.	\$12/lf. \$60/lf. \$300@ \$300@	\$ 6,000 \$ 30,000 \$ 390 \$ 300	Public Works Dept. Parks & Recreation Dept. Parks & Recreation Dept. Transit Department	CIP	**
6. Install benches	Candelaria	2	\$300@	\$ 600	Transit/Parking Dept.	Urban Enhancement or Private Donations	*
7. Install additional street lighting or lighting for pedestrians							**
IMPROVE BICYCLE SAFETY							
1. Insert reflector tiles in stripe separating bike and traffic lane	North and southbound bike lanes	5 per 40 lf. 196,000 lf. or 24,500 tiles	\$2.50@	\$ 61,250	Public Works Department	CIP	*

NOTES:

Plants and irrigation from adjacent City Tree Nursery may be used to reduce costs substantially.

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 3:

INDIAN SCHOOL ROAD - GRIEGOS ROAD (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
EQUESTRIAN ACCESS							*
1. Stripe and sign equestrian crossing -install log walk- overs	Campbell Ditch	2 ?					
-stripe cross walk		80 lf.	\$3.50/lf.	\$ 280	Public Works Department	CIP	
-install equestrian sign for motorists and warning sign for equestrians		4 signs	\$80@	\$ 320	Public Works Department	CIP/ Private funds	
EDUCATION/COMMUNITY PRIDE							*
1. Install MRGCD sign	at Campbell Ditch	(1) 9 sq. ' sign	\$40 sq' double sided	\$ 360	MRGCD		
ESTIMATED PROJECT COSTS				\$255,050	(some unknown cost estimates not calculated)		
PLAN SUBAREA 3				+ 63,763	(25% of raw construction		
				\$318,813	fees added for construc- tion contingency, design fees and testing.)		

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 4:

GRIEGOS ROAD TO MONTANO ROAD

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
<u>IMPROVE PEDESTRIAN ACCESS/ENVIRONMENT</u>							
1. Pave a linear portion of road shoulder with sealed compacted crusher fines or sand and seal coated hot mix asphalt for wheelchair accessible walkways	Griegos Road to Montano Road	45,000 lf. asphalt or sand and seal coat (does not include culverts for driveways)	\$6.91/lf (1983 \$) \$5.44/lf (1986 \$)	\$310,950 or \$244,800	Public Works Department	CIP	**
<u>IMPROVE EQUESTRIAN ACCESS</u>							
1. Stripe and sign equestrian and pedestrian crossing -install log walkovers -striping -Install equestrian sign for motorists and warning sign for equestrians	Griegos Lateral	2 80 lf. 4 Signs	? \$3.50/lf. \$80@	\$ 280 \$ 320	Public Works Department	CIP CIP CIP/ Private Funds	*
<u>IMPROVE BICYCLE SAFETY</u>							
1. Insert raised reflector tiles in stripe separating bike and traffic lanes	Griegos Rd. to Griegos Lateral	5 per 40 lf. 42,000 lf. or 5250 tiles	\$2.50@	\$ 13,125	Public Works Department	CIP	*
<u>LANDSCAPING</u>							
1. Install landscaping To include: (trees, shrubs, groundcover, irrigation, and installation)	side slopes Montano River Crossing Project	.2 acres	\$60,000 per acre acre	\$ 12,000	Public Works Department	CIP 3% for Landscaping Part of Montano River Crossing Project	***

CAPITAL PROJECT IMPLEMENTATION (1988 \$'s)

PLAN SUBAREA 4:

GRIEGOS ROAD TO MONTANO ROAD (Continued)

PROJECT	LOCATIONS	APPROXIMATE # OF ITEMS, OR LINEAR FEET	APPROXIMATE COST PER UNIT	ESTIMATED COST	RESPONSIBLE AGENCY	POSSIBLE FUNDING SOURCE	PRIORITY TIMING
EDUCATION/COMMUNITY PRIDE							
1. Install MRGCD sign	Rio Grande Blvd./ Griegos Lateral intersection	(1) 9 sq.' sign double sided sand- blasted and painted redwood	40 sq'	\$ 360	MRGCD		*
ESTIMATED PROJECT COSTS							
				\$270,885 to \$337,035	(some unknown cost estimates not calculated)		
				± 67,721	(25% of raw construction fees added for construc-		
				± 84,259	tion contingency, design		
				± 421,294	fees and testing.)		
				PLAN SUBAREA 4			

(8898)

SUMMARY OF ESTIMATED CAPITAL PROJECT COSTS (1988 \$'s)

Alhambra Street to Central Avenue	\$46,688	to	\$53,100
Central Avenue to Indian School Road (except I-40 Interchange)	\$1,092,069	to	\$1,152,069
Interstate 40 Interchange	\$881,781	to	\$971,781
Indian School Road to Griegos Road	\$318,813	to	\$318,813
Griegos Road to Montano Road	<u>\$338,606</u>	to	<u>\$421,294</u>
TOTAL	\$2,677,957	TO	\$2,917,057

NOTES:

1. Estimated raw construction costs and fees for construction contingency, design and testing are included in each subarea subtotal.
2. Construction material alternatives account for ranges in cost.
3. Costs for the following projects are not included because construction design must be completed to determine cost, the extent of the project is not known at this time, or prices are not available:
 - Removing and replacing unused driveways with sidewalk, curb and gutter
 - Acquiring land for some sidewalk improvements
 - Constructing a six-foot wide median at Central Avenue and Rio Grande Boulevard
 - Installing additional street lighting between Indian School Road and Griegos Road
 - Constructing equestrian log walkovers at the Campbell Ditch and Griegos Lateral

ESTIMATED LANDSCAPING MAINTENANCE COSTS

PROJECT LOCATION	# OF ITEMS	COST PER UNIT	ANNUAL COST
<u>ALHAMBRA AVENUE TO INDIAN SCHOOL ROAD</u>			
Alhambra Ave. to Central Ave.	27 trees	25 @	\$675
Central Ave. to Mountain Rd. (east side only)	.11 acres 35 trees & shrubs	25 @	\$950
Street Medians (North and South of I-40)	.25 acres	\$2900/acre	\$725
Aspen Avenue to Interstate 40	15 trees	25 @	\$405
<u>INTERSTATE 40 INTERCHANGE</u>			
Highway Slopes and FW Areas	6.2 acres	\$2300/acre	\$14,260
<u>INDIAN SCHOOL ROAD TO MONTANO</u>			
Rio Grande Nursery Frontage	.3 acres	\$2900/acre	\$870
Montano Road/Rio Grande Blvd. grade separation	.2 acres	\$2900/acre	\$580
TOTAL ANNUAL COSTS			<u>\$18,465*</u>

- * Maintenance costs will increase with inflation and as plant materials mature. An additional 15-20% should be added to the original installation and plant material cost to cover replacement every 5 years.