



sector development plan, albuquerque, n.m.

**CITY of ALBUQUERQUE
SEVENTH COUNCIL**

COUNCIL BILL NO. R-2 ENACTMENT NO. 217-1985

SPONSORED BY: PATRICK J. BACA (by request of department)

RESOLUTION

ADOPTING THE RIVERVIEW NEIGHBORHOOD SECTOR DEVELOPMENT PLAN.

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 New Mexico; and

WHEREAS, the Council recognizes the need for Sector Development Plans to guide City, County, and other agencies and individuals to ensure orderly development and effective utilization of resources; and

WHEREAS, the Riverview area as shown and described in the attached text (Exhibit A) needs a plan to assure coherent development; and

WHEREAS, the Environmental Planning Commission in its advisory role on all matters related to planning, zoning, and environmental protection has recommended approval of the Riverview Neighborhood Sector Development Plan at a public hearing on November 7, 1985.

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

Section I. The Riverview Neighborhood Sector Development Plan, attached hereto, is hereby adopted as a Rank III Plan, consistent with and leading to the implementation of the Northwest Mesa Area Plan, as amended. Only Appendices A, B, and E, in Volume 2 are approved for inclusion as informational for distribution with the

Underscored Material - New
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1 plan.

2 Section 2. All development activities within the plan area,
3 including those of the public and private sector, shall be guided by
4 the Riverview Neighborhood Sector Development Plan.


5 Section 3. The zoning as shown in the attached Riverview
6 Neighborhood Sector Development Plan, is hereby adopted as a
7 constituent part of the City Zoning Code for properties within the
8 City of Albuquerque at the time of adoption of the Riverview
9 Neighborhood Sector Development Plan.

10 PASSED AND ADOPTED THIS 16th DAY OF DECEMBER, 1985.

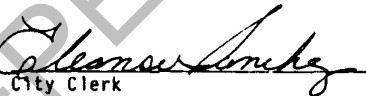
11 BY A VOTE OF 9 FOR AND 0 AGAINST.

12
13 
14 VINCENT E. GRIEGO, President
15 City Council

16 APPROVED THIS 20th DAY OF Dec, 1985.

17
18 
19 KEN SCHULTZ, Mayor
20 City of Albuquerque

21 ATTEST:

22
23 
24 City Clerk

CITY OF ALBUQUERQUE DEVELOPMENT REVIEW BOARD

I HEREBY CERTIFY THAT THIS DOCUMENT (SD-85-10/DRB-85-317) IS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE ENVIRONMENTAL PLANNING COMMISSION ON NOVEMBER 7, 1985 AND THE APPROVAL OF THE CITY COUNCIL ON DECEMBER 16, 1985.

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PARKS AND RECREATION DEPARTMENT

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DATE

Jon E. Edgeland
WATER UTILITIES DEPARTMENT

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Robert A. Fournier
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Richard Dineen
CITY PLANNER, PLANNING DIVISION

1-21-86
DATE

AMENDMENTS TO THE RIVERVIEW SECTOR PLAN

DECEMBER, 1986

The Riverview Sector Plan as published December, 1986 was amended by the City of Albuquerque Environmental Planning Commission on April 21, 1994, Case Z-94-61.

The following pages of the Sector Plan were amended and those pages were revised accordingly and are attached hereto:

Amended pages: 3.17, 4.2, 4.3, 4.4, 4.7, 4.11, 4.12, 4.13, 5.1 and 5.3

case numbers: CITY OF ALBUQUERQUE SD—85-10 AND DRB-85-317
ACCOMPANYING REQUESTS AX-85-10 AND Z-85-51
APPROVED FOR BOUNDARIES BY THE CITY E.P.C. ON MAY 28, 1985

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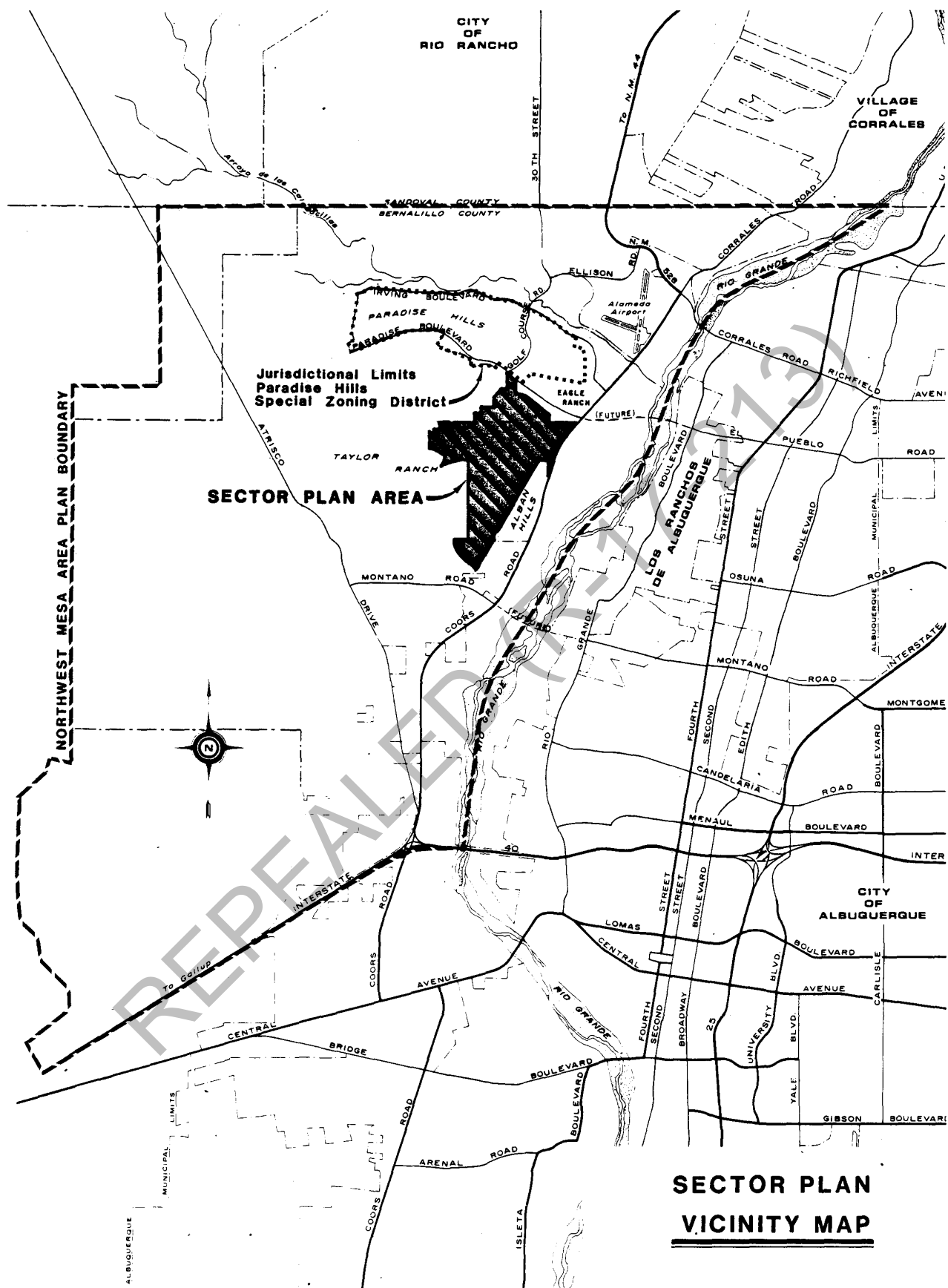
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Chapter One

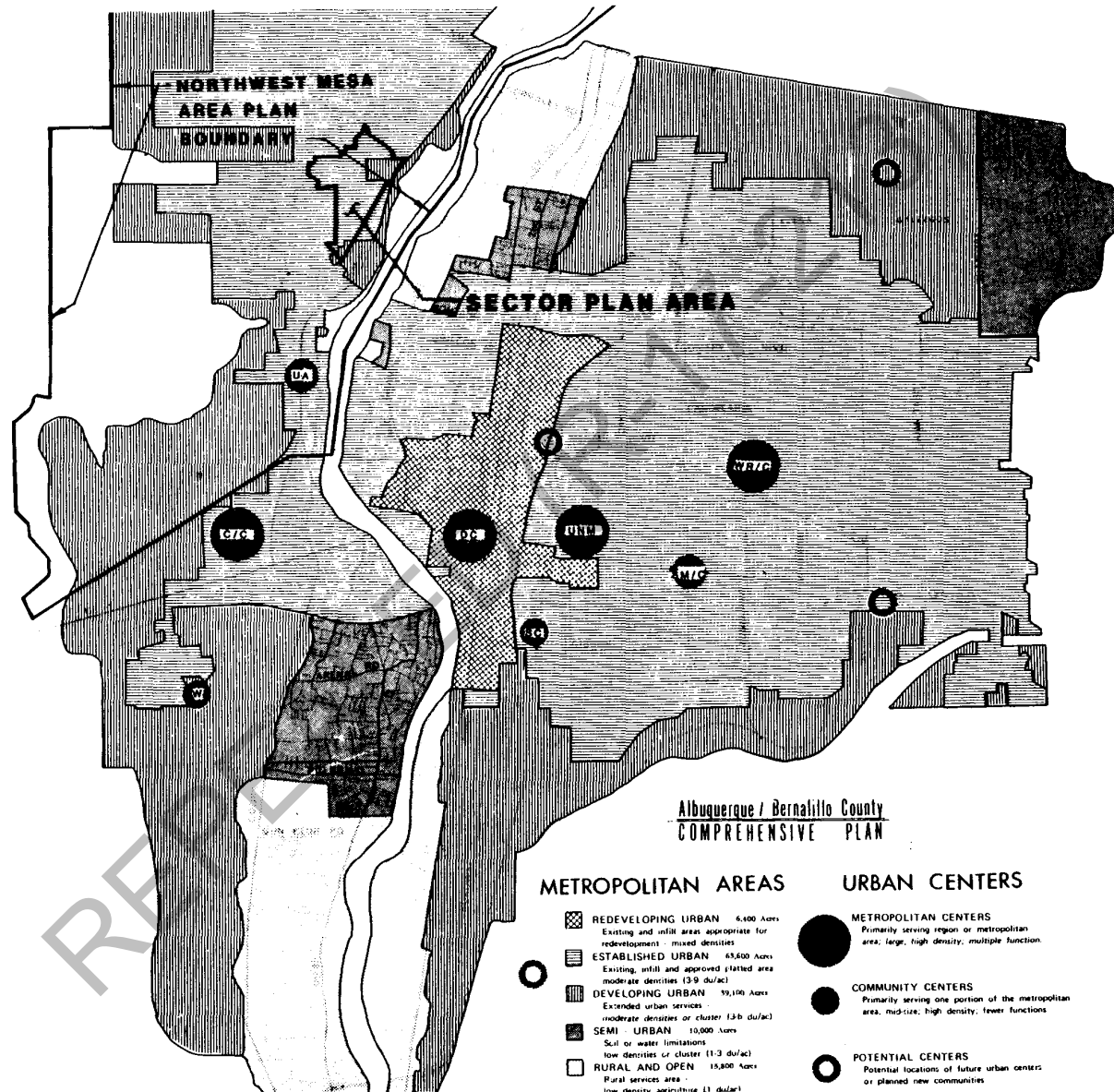
BACKGROUND, LOCATION
AND DEMOGRAPHIC
CHARACTERISTICS



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SECTOR PLAN LOCATION

ILLUSTRATION NO. 1



PRINCIPAL USES IN DESIGNATED URBAN CENTERS

- DOWNTOWN CORE**
 - Government
 - Regional Offices
 - Finance
 - Commercial
 - Residential
- WINROCK/ CORONADO**
 - Commercial
 - Office
 - Residential
- UNIVERSITY OF NEW MEXICO**
 - Educational
 - Residential
 - Medical
 - Tech Services
- CORRIS/CENTRAL**
 - Light Industrial
 - Commercial
 - Residential
- UNIVERSITY OF ALBUQUERQUE**
 - Education
 - Residential
 - Tech Services
 - Commercial
- WESTPARK**
 - Commercial
 - Light Industrial
 - Residential
- SOUTH CAMPUS**
 - Sports Center
 - Research
 - Light Industrial
 - Residential
- SAN MATEO/CENTRAL**
 - Office
 - Commercial
 - Residential



APPROVED: APRIL, 1976

A. GEOGRAPHICAL LOCATION AND PRECEDENT PLANS

This sector plan encompasses approximately 804 acres of vacant incorporated and unincorporated land on the Northwest Mesa. The incorporated land area includes undeveloped portions of Taylor Ranch and Eagle Ranch and the Zuris-Mann tract on the west side of Coors Road, south of Paradise Boulevard. The unincorporated area consists of the Piedras Marcadas dam site and approximately 369 acres known as the Hughes Estate. The plan area is within the boundaries of the Albuquerque/Bernalillo County Comprehensive Plan, the basic long range City policy for development of the Albuquerque Metropolitan Area. The area also is within the boundaries of the Northwest Mesa Area Plan, the Rank 2 plan that sets forth standards for land use, utility and public facility development. This Sector Plan is a Rank 3 plan that sets forth guidelines for development of the area in accordance with the goals and objectives of the Comprehensive Plan, the Northwest Mesa Area Plan, the Facility Plan for Arroyos and the Coors Corridor Plan. The geographical relationship of the sector plan area to the boundaries of the Comprehensive Plan and the Northwest Mesa Plan is shown in Illustration 1.

B. ADJACENT LAND USES

The sector plan area is bordered on the east by Coors Road and the Alban Hills subdivision; on the south by the Taylor Ranch subdivision; on the west by developed residential subdivisions of Taylor Ranch and the platted, undeveloped subdivisions of Volcano Cliffs and Paradise Valley; and on the north by portions of Paradise Valley, Paradise Boulevard and the lands of R.J. Schaefer et al.

Existing residential developments bordering the site include the Alban Hills subdivision, consisting of single family detached homes on 3 to 6 acre semi-improved lots to the east and the suburban subdivisions of Homestead Hills of Taylor Ranch to the west. An apartment project is under construction on a Taylor Ranch tract to the south of the site.

Adjacent non-residential uses include the Southwest Indian Polytechnical Institute (SIPI) east of the site; a community shopping area at the Coors/Montano intersection to the southeast, office and commercial areas in Taylor Ranch to the south and west, and the J.C. Penny facility and other non-residential developments to the north. An approved regional shopping site (Viehmann Martin), along Paradise Boulevard between Eagle Ranch and Coors Roads, abuts the northeast corner of the site.

C. POPULATION, HOUSING AND EMPLOYMENT CHARACTERISTICS

The plan area contains portions of Census Tracts 47.03 and 47.04. In 1980, the respective population of these tracts was 7,241 and 7,651. The plan area also is in portions of City Planning Information Areas (PIA) 11 and 12.

The plan area is in one of the fastest growing areas in Bernalillo County. In 1970, the County's population was 318,774, with 3,640 residing in planning areas 11 and 12, and 1,208 in Census Tracts 47.03 and 47.04. By 1980, population had increased to 419,700 in the County, 13,030 in the planning areas; and 14,892 in the Census Tracts. The percentage increase in the Census Tracts (1132.8%) was the highest in the County.

The County will continue to experience significant growth during the next several decades. According to projections by the University of New Mexico's Bureau of Business and Economic Research (BBER), Bernalillo County's population will increase from 419,700 in 1980 to 625,900 in the year 2000. During the same period, neighboring Sandoval County will increase from 34,799 to 59,100*. Most of Sandoval's population increase will result from growth in Rio Rancho and Corrales.

TABLE 1: Projected Population Growth, 1980-2000 (BBER)

County	1980	1990	2000	Increase 1980-2000	% Increase
Bernalillo	419,700	539,000	625,900	206,200	49.1
Sandoval	34,799	48,600	59,100	24,301	69.8*
Total	454,499	588,100	685,000	230,501	50.7

An increase in housing units will accompany the projected population increase. The New Mexico State University Center for Real Estate and Land Resource Research has prepared an estimate based upon the BBER projections. The Center's estimates that housing units need to increase from 174,412 in 1980 to 224,572 in 1990 to keep pace with anticipated population growth in Bernalillo County and Sandoval County.

* Population projections for Rio Rancho are contested by that municipality as too conservative.

TABLE 2: Estimated New Housing Units Required, 1980-1990

<u>County</u>	<u>1980</u>	<u>1990</u>	<u>Required 1980-1990</u>
Bernalillo	162,126	207,486	45,360
Sandoval	12,286	17,086	4,800
Total	174,412	224,572	50,160

Jobs in this 2-county area also will increase during this period. Employment in Bernalillo County rose from 108,331 in 1970 to 182,720 in 1980 and is projected to rise to 315,900 in 2000. Sandoval County employment, which grew from 2,335 in 1970 to 4,059 in 1980, is projected to increase to 6,820 in 2000.

TABLE 3: Projected Employment Growth, 1980-2000 (BBER)

<u>County</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>Increase 1980-2000</u>	<u>% Increase</u>
Bernalillo	108,331	182,720	252,350	315,900	133,180	72.9
Sandoval	2,335	4,059	5,450	6,820	2,761	68.0*
Total	110,666	186,779	257,800	322,720	135,921	72.8

* Population projections for Rio Rancho are contested by that municipality as too conservative.

The completion of the planned Rio Grande bridges and the diminishing quantities of developable land within the City east of the River suggest that the Northwest Mesa area will absorb larger shares of growth within the Comprehensive Plan area. Projections by the Middle Rio Grande Council of Governments (COG) indicate that over 27% of population and employment growth in the Albuquerque Urban Area will occur in the Northwest Mesa Plan area.*

These projections (COG) extend the Bureau of Business and Economic Research's year 2000 estimates to the year 2010 and then allocate growth according to the most probable land use scenario. This scenario was based upon Comprehensive Plan growth policies and consensus of knowledgeable government and private sector representatives on the most likely pattern of growth.

The COG forecast concluded that population in the Albuquerque Urban Area would increase from 424,624 in 1980 to 758,624 by the year 2010, an increase of 334,000, or 78.7%. 92,936 or 27.8% of this growth was expected to occur within the Northwest Mesa.

* Middle Rio Grande Council of Governments, "Year 2010 Socio Economic Forecast" (December, 1982). Although the projections are based on the Bureau of Business and Economic Research estimates, they cover a slightly different geographical area. BBER's projections cover entire counties. COG's cover those parts of Sandoval and Bernalillo County that comprise the Albuquerque Urban Area.

TABLE 4: Socio-Economic Forecast Population Projections, 1980-2010 (COG)

	<u>1980</u>	<u>2010</u>	<u>Increase 1980-2010</u>	<u>% of Total Increase</u>
Albuquerque Urban Area	424,624	758,624	334,000	100.0
Northwest Mesa	<u>38,120</u>	<u>131,058</u>	<u>92,936</u>	<u>27.8</u>
Balance of Urban Area	386,504	627,566	241,064	72.2

The Socio-Economic Forecast projected that the Albuquerque Urban Area would have an employment increase of 188,690. Employment in the Northwest Mesa Plan area was expected to increase from 5,920 to 56,544, a increase equal to 26.8% of the total projected growth in the urban area. By the year 2010, jobs in the Northwest Mesa Plan area would account for 15.4% of all employment in the urban area, compared to 3.3% in 1980.

TABLE 5: Socio-Economic Forecast Employment Projections, 1980-2010 (COG)

	<u>1980</u>	<u>2010</u>	<u>Increase 1980-2010</u>	<u>% of Total Increase</u>
Albuquerque Urban Area	179,511	368,201	188,690	100.0
Northwest Mesa Plan Area	<u>5,290</u>	<u>56,544</u>	<u>50,624</u>	<u>26.8</u>
Balance of Urban Area	173,591	311,657	138,066	73.2

A more detailed discussion of these projections relative to this sector plan is included in Appendix A.

Chapter Two
DEVELOPMENT
ISSUES



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A. COMPREHENSIVE PLAN POLICIES

Most of the plan area is designated "Established Urban" by the Albuquerque/Bernalillo County Comprehensive Plan. This designation means that urban services could be provided to the area to accommodate densities of 6-9 units per acre as an appropriate range for all development.

A small portion of the site adjacent to Coors Road and the Piedras Marcadas Dam is designated "Developing Urban". This designation means that development of 3-6 units per acre is appropriate for an overall development objective and higher density projects are possible with a Sector Plan and open space dedications.

Development within the area is to be guided by the following policies of the Comprehensive Plan:

1. Urban and Rural Form Policies

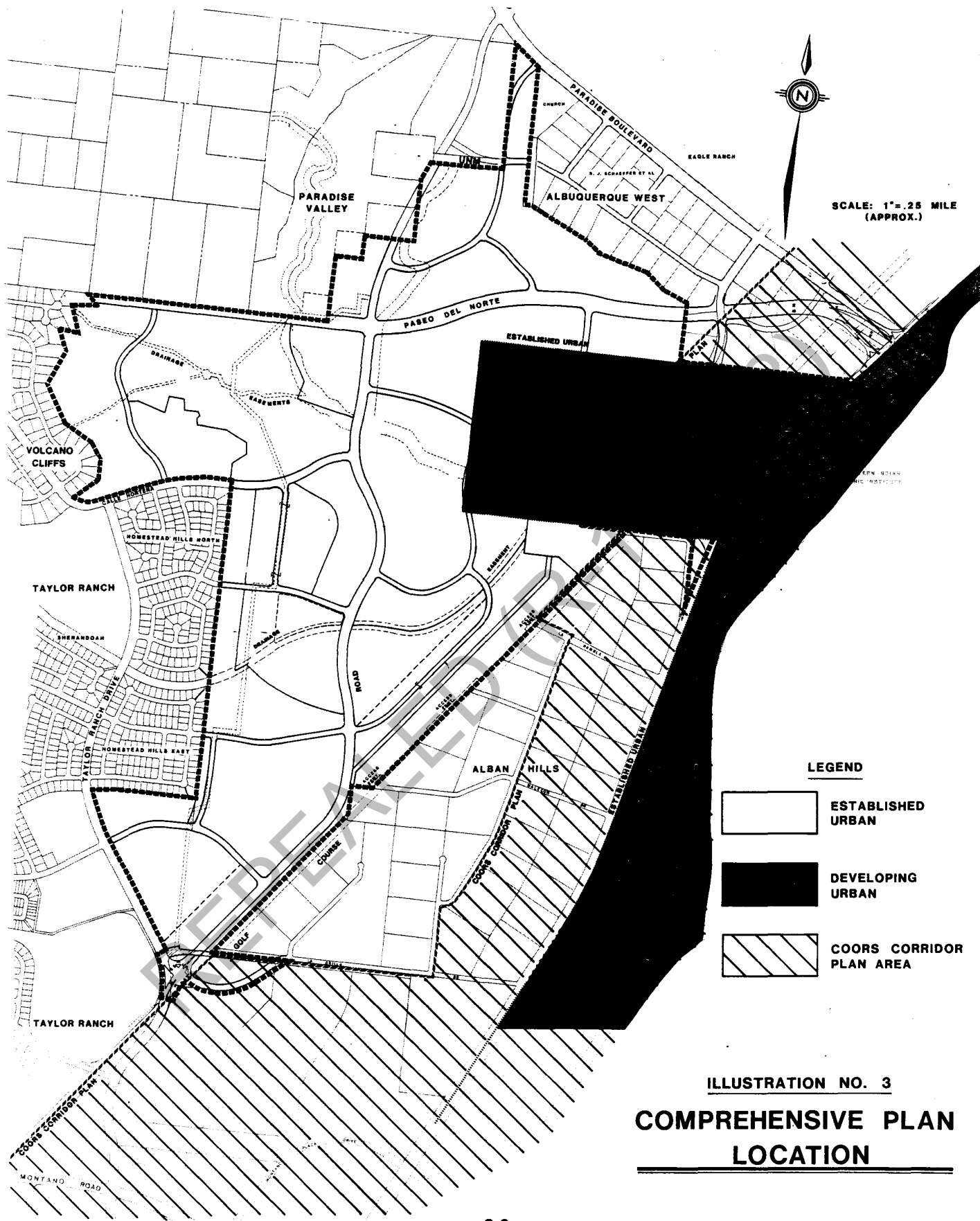
- 1g. Create a multi-purpose network of recreational trails along the arroyos.

2. Urban Area Policies

- 2d. In developing urban areas, cluster housing to provide a variety of housing types, larger shared open spaces and houses fronting on pedestrian ways or bikeways.
- 2e. Neighborhood physical design in developing urban areas shall conform to topographical features and include bikeways integrated into the development.
- 2f. Higher density housing should be mixed with single family housing under carefully planned area developments to ensure compatibility.
- 2h. Patterns and types of employment shall be sited to complement residential uses.
- 2m. Quality architectural design shall be encouraged in all new development. Architectural styles and principles appropriate to the region shall be encouraged.

3. Open Area Policies

- 4a. Park facilities will be located within one half mile of every home.
- 4c. Open Space design at the neighborhood level should tie into community open space where appropriate to create an open space network.



4. Circulation Policies

- 5a. Reduction of travel needs through mixing of residential, commercial, light industrial and educational activities.
- 5d. Commercial activities in established urban areas shall generally be limited to existing commercial zoning.
- 5f. Manufacturing activities shall be located as follows to reduce amounts of traffic generated: (1) convenient to rail, air, or truck facilities to minimize necessity for intra-city movement of goods and services; (2) provided with access via mass transit; (3) light industry, convenient to residential areas, where appropriate, to minimize commuting distance.

5. Air Quality Policies

- 1b. Pollution, bearing particulates (during construction) shall be minimized.

6. Water Policies

- 2b. Conservation measures shall be adopted for connections using over 2,000 gallons per day.
- 2c. Maximum absorption of rainfall shall be encouraged.

7. Energy Policies

- 3b. Land use planning shall maximize potential for energy conservation.

B. NORTHWEST MESA PLAN POLICIES

The Northwest Mesa Area Plan is the official guide to the implementation of the Comprehensive Plan on the Northwest Mesa. The Northwest Mesa Plan sets forth the following recommendations for implementation.

1. Urban Area Policies

- (a) Free standing industrial development may be appropriate if landscaping lot size and set back standards are applied.
- (b) Housing densities shall be the Comprehensive Plan categories shown for the area.

2. Open Space Area Policies

- (a) Development of Piedras Marcadas Canyon as a regional park.
- (b) Establishment of pedestrian trail system linking Piedras Marcadas Canyon, Petroglyph Park, Rinconada Canyon and other major developed open space areas.

3. Circulation Policies

- (a) Locate neighborhood shopping centers within various planned neighborhoods approximately one mile apart to offer a shopping pattern which encourages reduction in automobile travel.
- (b) Identify, locate and develop park and ride lots and take other measures to encourage car pooling and discourage one person car travel.
- (c) Encourage "campus type" light manufacturing and assembly facilities to locate in areas well related to residential areas and adequately served by transit.

C. OTHER PLANS AND POLICIES

1. Facility Plan for Arroyos (Pending Adoption)

The Facility Plan for Arroyos, a Rank 2 plan, provides policies and design guidelines relative to implementing the Comprehensive Plan goal of creating a multi-purpose network of recreational trails and open space along the arroyos and appropriate irrigation ditches. The plan designates the Piedras Marcadas Arroyo as a Major Open Space link and provides guidelines for suitable arroyo channel treatment, and design guidelines regarding orientation, access and landscaping for adjacent development. Detailed implementation plans (arroyo corridors) are called for but have not been prepared.

2. Coors Corridor Plan

The Coors Corridor Plan, a Rank 3 plan, sets forth policy and guidelines for the design of Coors Road as a limited access roadway to function efficiently as a major north-south arterial for the Northwest Mesa area. The plan provides guidelines for design of adjacent areas and implementation of transportation improvements. It also identifies potential public view sites. The portion of the plan area within the Coors Corridor is shown in Illustration 3.

D. CONSISTENCY WITH PLAN POLICIES

The Metropolitan Areas and Urban Centers Plan sets forth two development objectives for the City and its designated Established and Developing Urban Areas. The first objective is to accommodate a substantial portion of growth in the established urban areas as opposed to continued expansion of City boundaries. The intent of this strategy is to promote a more efficient use of land, and reduce travel and service needs, thereby conserving energy and improving air quality. A secondary benefit of this is the provision of more economical utilities and other public services.

The second objective is to encourage more moderate development on land designated as developing urban. Such land is considered suitable for urbanization in terms of natural resource capabilities and urban service potential. Higher densities with open space dedications are acceptable on land with suitable locational and site characteristics if they are consistent with the urban area policies for developing urban areas.

The Comprehensive Plan has identified two urban centers on the west side north of Central Avenue. Additional land outside these urban centers has been zoned for non-residential uses.

This sector plan is consistent with the objectives, policies and recommendations of the Comprehensive Plan and Northwest Mesa Area Plan in the following respects:

1. Urban Area Policies

In both the developing and established urban areas, the plan provides for cluster housing and a variety of housing types within a compatible, well-planned environment. Residential development within the developing urban area will have housing densities within the comprehensive plan guidelines. Neighborhood physical design in the developing urban area is sensitive to the topographical features of the site. Quality architectural development will be encouraged in the developing and established urban portions of the site. Private design controls regulating non-residential development will encourage utilization of indigenous architectural styles and landscaping treatments. Residential projects adjacent to Taylor Ranch and Alban Hills will have additional limitations on building height and intensity to further protect established residential neighborhoods.

2. Open Area Policies

The plan provides for a park within one half mile of all the proposed residential areas and near the existing Homestead Hills Subdivision in Taylor Ranch. The plan also provides for dedication of open space, including a trail system providing linkages from the plan area to the Bosque, Piedras Marcadas Canyon, Petroglyph Park, Rinconada Canyon and other major developed open space areas. This trail system and the proposed joint-use of the Piedras Marcadas Arroyo will further the Northwest Mesa Plan objective of developing the Piedras Marcadas Canyon as a regional park. It also will help implement the Bikeways Master Plan objective, providing bike trails parallel to Coors Road and along the Piedras Marcadas Arroyo. A proposed view site can be accommodated within a mixed-use concept for land areas near the dam with the potential for additional recreation, park and ride lots and passive use areas. This also would implement the Coors Corridor Plan objective of preserving views.

3. Circulation Policies

The plan provides for a mix of residential and non residential activities within its boundaries. The proximity of these activities will produce a level of self sufficiency that will reduce demand for external travel. The proposed park and ride facility will help promote car pooling and use of public transit.

The non-residential uses are well related to existing and proposed residential areas and have excellent access to public transportation due to their proximity to existing and planned arterial streets. As recommended by the Northwest Mesa Area Plan, the plan provides neighborhood commercial opportunities approximately one mile from existing commercial zoning in Taylor Ranch. The industrial park zoning designation for proposed office uses will help ensure that non-residential areas are appropriately landscaped and developed, requiring site plans prior to building permits.

E. PROJECT SUMMARY NARRATIVE

The plan requests a mixed use rezoning and the development of office, industrial, commercial and residential uses of varying intensities. The proposed office and industrial uses will be placed in an industrial park zone to ensure that developments are appropriately designed, landscaped and compatible with adjacent land uses. Zoning for residential units allows densities of 0.5 to 24 units/acre. "Probable" gross density* for the area will be approximately 6.0 units/acre and is approximately the same number of dwelling units allowed under current zoning. Maximum density, after full build out, could be approximately 6.5 units/acre.

In addition, a park and trail system providing linkages to recreational areas outside the plan area will be provided.

The plan accompanies annexation, rezoning and initial zoning petitions for the Hughes Estate portion. The annexation petition (AX-85-10; Z85-51) was submitted to the City in April, 1985. Rezoning is requested for most of the Taylor Ranch and Eagle Ranch portions of the plan. After sector plan approval, roads, public rights-of-way and recreational areas will be dedicated through bulk land subdivision, subsequent subdivision plat maps and by the site development plan review process required for SU and IP zones.

* See also Chapter 5 Table 13, for calculations of minimum, probable, and maximum densities. Sector plan densities are based on gross acreages and total plan intensities include the A.M.A.F.C.A. dam property (803 acres, total).

Chapter Three

EXISTING

CONDITIONS



sector development plan, albuquerque, n.m.

A. PHYSICAL CHARACTERISTICS

1. Natural and Historic Features

As shown in Illustration 4, the plan area is within the slopes and terraces geographic division of the Northwest Mesa Area Plan.

The Piedras Marcadas Arroyo and portions of its northern and western branches flow through the site. The Piedras Marcadas Dam, an AMAFCA flood control facility, is located along the eastern border of the site north of the Alban Hills subdivision. This facility retains storm water discharge from the Piedras Marcadas watershed. The Piedras Marcadas Canyon and the volcanic escarpment are west of the plan area.

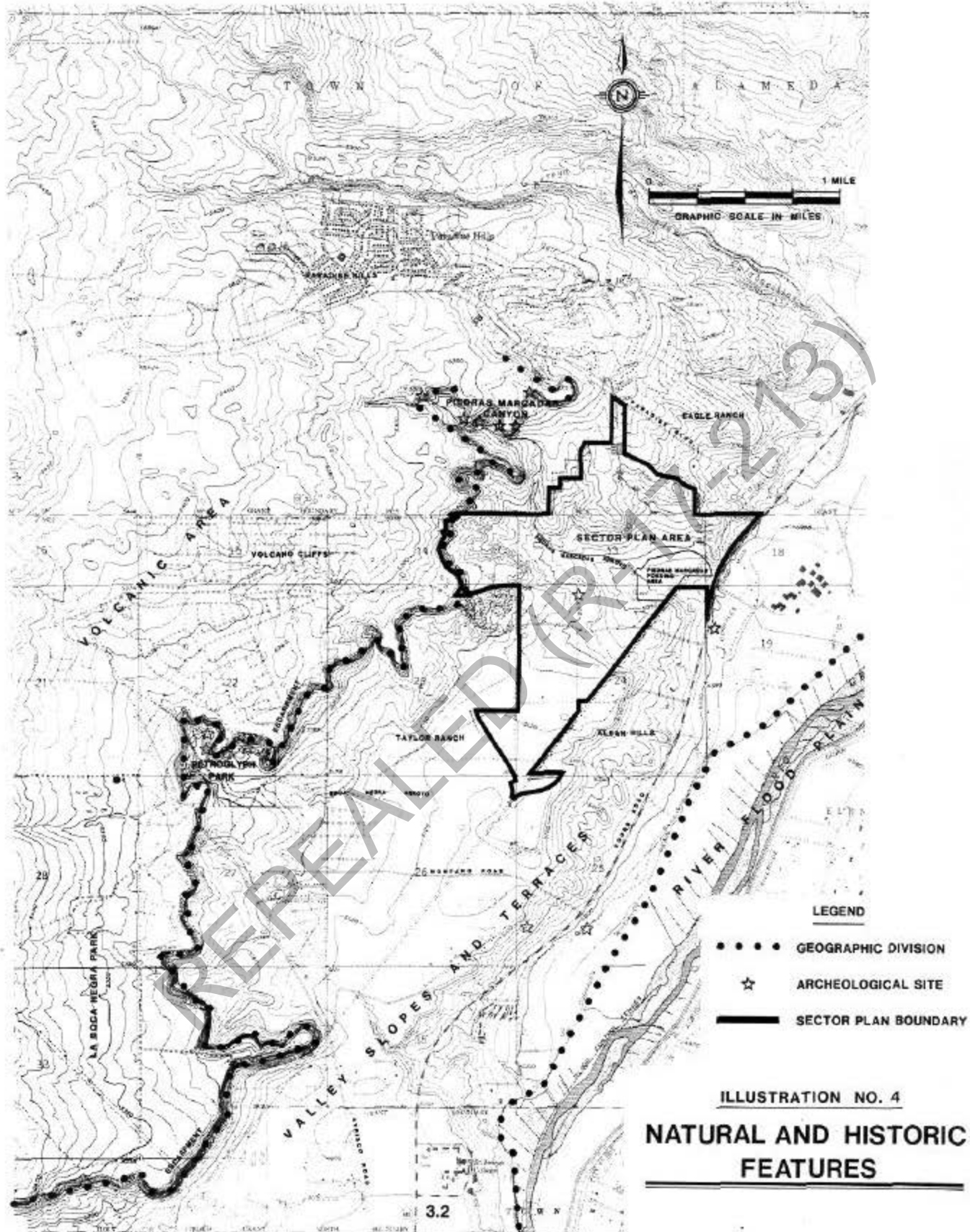
There are several recorded archaeological sites adjacent to the Plan area. These include: The Mann site, located east of Coors Road across from Alban Hills; two sites east of Coors Road near the Montano Road Intersection and a number of sites, mostly petroglyph panels, in the Piedras Marcadas Canyon northwest of the Plan area. Within the plan area, there are some petroglyphs on an outcrop of basalt boulders south of the Piedras Marcadas Arroyo. The relative significance of the petroglyphs is under study.

Onsite archaeological surveys have been conducted within the Taylor Ranch and Eagle Ranch portions of the plan area and have been mitigated. A review for sites within the Paseo del Norte Corridor was made during preparation of the Environmental Impact Statement for the North Valley River Crossing.

2. Topography and Slopes

The area generally slopes downward from its western boundary toward Coors Road. Slopes are below 5% in the southern portion of the site and in the vicinity of the Piedras Marcadas Dam. Slopes on the remaining portion of the site are generally 5-9%. Areas with slopes in excess of 9% are noted on Illustration 5.

Surface drainage of the land north and east of the Piedras Marcadas Dam flows southeast toward Coors Road and the Corrales Riverside Drain (extension). Small portions of natural watersheds, at the southeasterly perimeter, drain toward Coors Road through Alban Hills. The rest of the plan area flows naturally to the Piedras Marcadas Arroyo.



3. Views and Vistas

Views from the site to the west are of the developed portions of Taylor Ranch and the escarpment. Views to the north are of an undulating terrain with the escarpment as a backdrop. Views from the site to the east and south are spectacular long distance views of the Sandias, the Manzano mountains, and the City of Albuquerque. The Coors Corridor Plan identifies a potential public viewing site adjacent to the Piedras Marcadas dam and establishes design guidelines for development within the Coors Corridor to protect these views to the east.

Development for those portions of the sector plan area within the Coors Corridor will comply with the Coors Corridor Plan guidelines. In addition, this sector plan includes design controls to mitigate development impacts adjacent to developed portions of Taylor Ranch (Chapter 6).

4. Wind Patterns

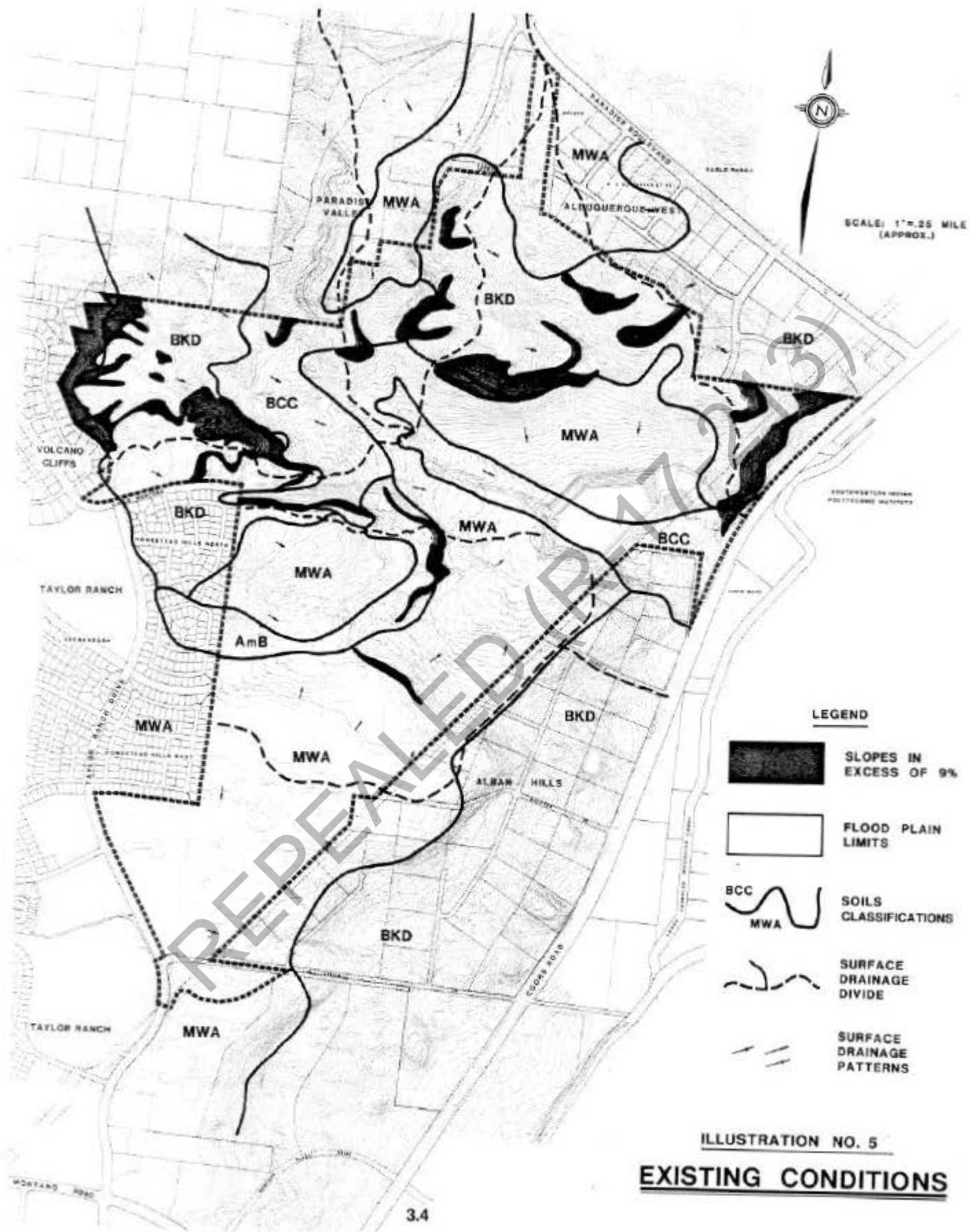
The major summer air circulation is a southeasterly to southerly flow from the Gulf of Mexico. The major winter circulation pattern is from the west and northwest. During the spring, the area is subject to occasional high intensity winds, usually from the west and northwest. During this 'windy season', the area is prone to soil blowing hazards, especially during construction. Measures that will be used to minimize this potential hazard are described in Appendix C.

5. Air Quality

The sector plan area, like all of Bernalillo County, exceeds the National Ambient Air Quality 8 hour standards for carbon monoxide. The plan area is located within an attainment area for total suspended particulates, according to the State of New Mexico's Implementation Plan for the Attainment and Maintenance of National Ambient Air Quality Standards. Development is required to conform to the State Implementation Plan policies for control of carbon monoxide and suspended particles.

6. Soils

Generalized soils associations, taken from the Bernalillo County Soils Survey (U.S.D.A., Soils Conservation Service, 1977), are shown on Illustration 5. These classifications do not indicate soil conditions that would preclude prudent development. Depth to rock borings have been surveyed along the Paseo del Norte alignment and no underlying strata was found.



Interpretations taken from the U.S.D.A. Study include:

- (a) BKD BLUEPOINT-KOKAN ASSOCIATION
BCC BLUEPOINT LOAMY FINE SAND, 1-9% slopes

The Bluepoint soils have high permeability, slow surface runoff and low shrink-swell potential. They are suitable for development with few limitations for buildings and streets. They are a particularly good source of road fill. Shallow excavations are subject to caving, and water erosion is moderate to severe.

- (b) MWA MADUREZ-WINK ASSOCIATION, 1-7% slopes

The Madurez soil is well drained, with moderate permeability, slow surface runoff and low shrink-swell potential. It is a suitable soil for development with few limitations for excavation, buildings and roads. The potential hazard of soil blowing is moderate to severe and care must be exercised during construction.

- (c) AmB-ALAMEDA SANDY LOAM, 0-5% slopes

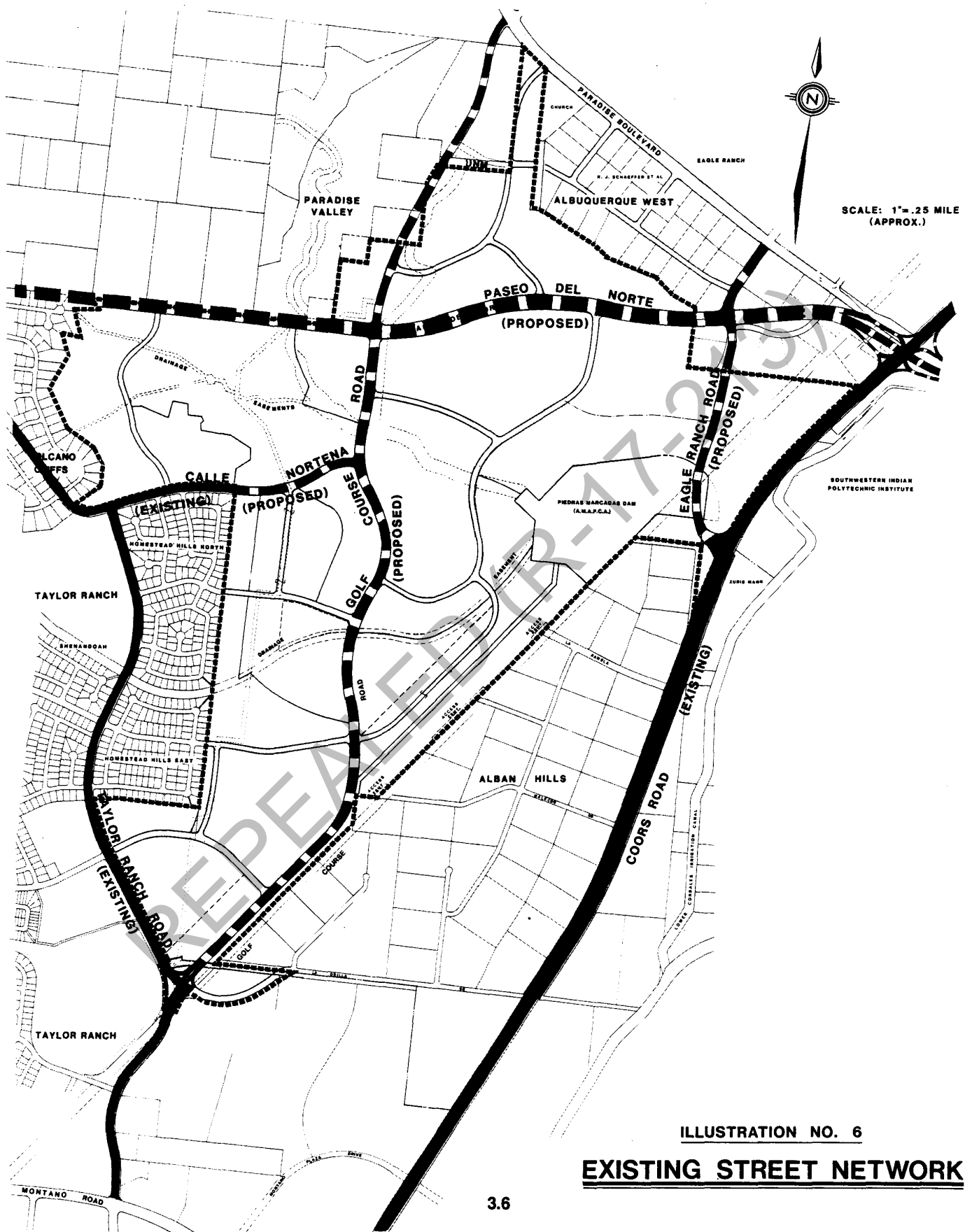
The Alameda soil is level to undulating and found on old basalt flows. Basalt rock outcroppings and Akela soils may lay over 10-30% of this area. Permeability is moderate, surface runoff medium and shrink-swell potential low. Soil blowing hazard is moderate to severe and water erosion hazard slight. The soil has severe limitations for road fill and building construction. This soil is generally limited to the area shown on Illustration 5.

Proposed covenants and property conveyances will encourage each site developer to investigate their purchased area for site-specific soils studies and advised development practice.

7. Vegetative Cover

Vegetation within the plan area belongs to Native Plant Communities 2, 3 and 4 as described in the Bernalillo County Soils Survey. These communities normally cover 15% of the soil surface. They are mainly grasses, mixed with some shrubs and annual plants. Plant growth is more dense along the Piedras Marcadas Arroyo.

The grasses comprise about 75% of the total vegetation by weight, the shrubs 15% and the annuals 10%. Dominant grasses are Black Gramma, Bush Muhly and Indian Rice Grass. Dominant shrubs are Apache Plume, Fourwing Saltbush and Sand Sagebrush. Annuals include Fiddleneck, Indian Paintbrush, Lambs Quarters and Tansy Mustard.



If these plant communities are disturbed, annuals and shrubs become more predominant and cactus increase significantly. In addition, the hazard of soil blowing increases.

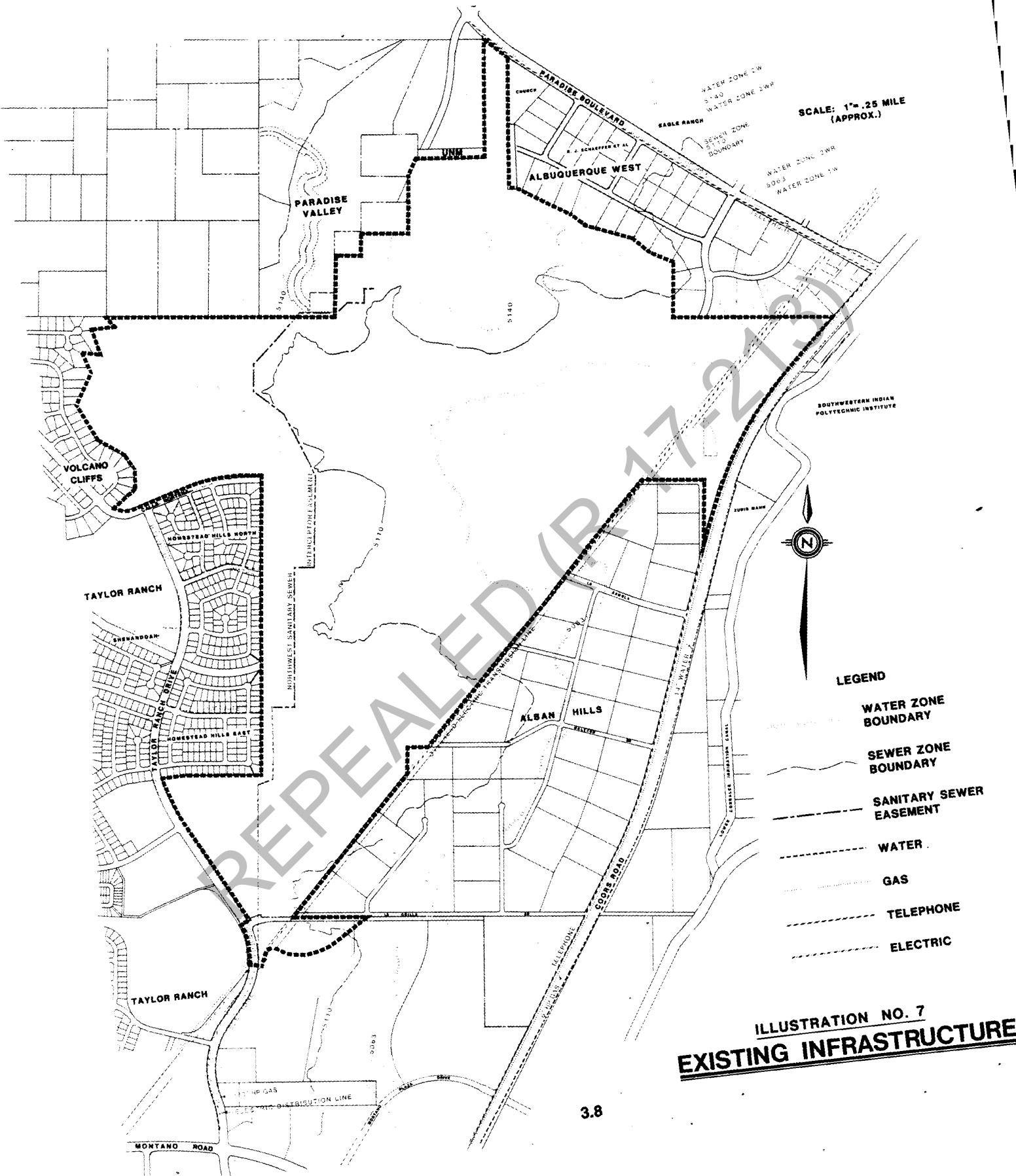
8. Flood Plains

The Piedras Marcadas Arroyo and portions of its branches flows through the north and northwestern portions of the plan area. The arroyo is a drainage conveyance for both on and offsite flows and is susceptible to periodic flooding. The 100 year flood plain boundary as defined by F.E.M.A. is shown in Illustration 5.

B. STREET NETWORK

As indicated in Illustration 6, the Plan area is well served by an existing and planned network of principal and minor arterials that, when completed as projected by the Long Range Major Street Plan will provide efficient access to all parts of the region. These streets include:

1. Coors Road - an existing principal north-south arterial that forms a portion of the plan area's eastern boundary. This facility is the major north-south transportation artery on the West Side and future access limitations and development is governed by the Coors Corridor plan (156' min. R/W, limited access, 8 lane median divided as planned).
2. Paseo Del Norte - a planned principal, access limited, east-west arterial. This road will pass through the northern portion of the site, providing direct access to the Paseo Del Norte Bridge and connections west to the planned West Mesa airport and east to Tramway Boulevard. (156' min. R/W, limited access, 6 lane median divided as planned).
3. Eagle Ranch Road - a planned minor north-south arterial that will extend through the site in a northwest direction from Coors Road to Paradise Boulevard, with further connections to Irving Boulevard and the Seven Bar area. (86' min. R/W, 4 lane with turning lane and raised median portions).
4. Golf Course Road - a planned minor north-south arterial connecting Taylor Ranch Drive to Paradise Boulevard, with further connections north into Rio Rancho. (106' min. R/W, 4 lane median divided as planned).
5. Taylor Ranch Drive - a existing 106' minor arterial connecting Montano Road to Calle Nortena, programmed to be reduced in classification to a collector roadway facility. (existing R/W retained, residential driveways prohibited).



6. Calle Nortena - a collector street connecting Taylor Ranch Drive with Golf Course Road. Calle Nortena is partially improved east of Taylor Ranch Drive. At the western boundary of the plan area, Calle Nortena will connect to platted roads in the Volcano Cliffs subdivision. (68' min. R/W, residential driveways prohibited).
7. La Orilla Road - a collector street connecting Taylor Ranch Drive to Coors (existing 100' R/W).
8. Bikeways and Bikelanes - The Bikeway Master Plan designates facilities which can be met by the proposed trail system and street network. However, it has been expressed that the Coors Road corridor facilities should be approximated by bike trails/lanes located parallel to, but removed from that roadway (this plan). Also, Golf Course Road is stated to contain a 106' right-of-way where 86' is the requirement per the subdivision ordinance. For a six-lane street facility, this additional width could accommodate bike laneage in addition to the proposed trail system. Taylor Ranch Drive (existing alignment) also provides surplus right-of-way opportunities within the existing 106' (68' normally required for collector roadways).

C. PUBLIC FACILITIES AND SERVICES

1. Water

The City of Albuquerque, through its Water Utilities Department, provides water and sewer service to most of the area. New Mexico Utilities, Inc. is franchised by the County of Bernalillo and regulated by the N.M. Public Service Commission to provide service to lands north of the Alameda grant line.

The Plan area is located within Water Pressure Zones 1W, 2W and 2WR of the Volcano and Corrales Trunks. Existing master plan water lines and adjacent facilities are shown in Illustration 7. The site will initially receive water from the Volcano Zone 2W reservoir which now has two wells in service and a third under construction.

A primary reservoir and Zone 1W pump station are planned east of Coors Road and south of La Orilla Drive. A Zone 1W reservoir and Zone 2W/2WR pump station are planned for a site north of Montano Road and east of Atrisco Drive. Water from these planned facilities will be available to developments within the plan area.

2. Sewer

A northwest sanitary sewer interceptor (facility plan line number 305/306) will extend through the site as shown in Illustration 7. This interceptor will service lands west of the 5110 foot elevation line by gravity flow. The necessary easements for this line will be granted through a bulk land subdivision plat map for the plan area. Sewerage from the remaining parts of the area will be routed through the plan area to the northeast portion of the area and then routed to the Lower West Side interceptor line east of Coors Road (facility number 308).

3. Drainage Facilities

The existing offsite and onsite surface drainage patterns pose no significant development constraint.

Offsite considerations are minimal. To the west of the site, the developed lands in Taylor Ranch drain to the South and Middle Branches of the Piedras Marcadas Arroyo via existing streets and drainage easements. The undeveloped property in the Volcano Cliffs subdivision to the west and the Paradise Valley Subdivision to the northwest drain to the dam through the main or middle branches of the Piedras Marcadas Arroyo. The properties to the northeast of the site drain into the proposed Eagle Ranch storm sewer. The properties to the east and south are downstream of the plan area.

Most of the plan area's on-site drainage will flow to the Piedras Marcadas Dam through drainage conveyances and/or floodways to be dedicated at time of bulk land platting. The Piedras Marcadas drainage way is designated for joint recreational use in the Facility Plan for Arroyos. Drainage improvements within these areas will follow the design guidelines of the plan, and open space linkage will be provided by the proposed trail system.

Some of the Zuris-Mann tract drains into highway culverts under Coors Road. Detention ponding may be necessary for those areas adjacent to Coors Road. The release of drainage water for this parcel is part of the current study for the North Coors Drainage Management Plan (A.M.A.F.C.A.). Several alternates (options) are available to this development area for discharge, the most probable being the utilization of the dam discharge conveyance to the Corrales Main Canal or a similar, separate conveyance (lands east of Coors Road are under Zuris-Mann ownership).

The southern 15% of the plan area drains in a southeasterly direction. Onsite detention ponds will be necessary to restrict offsite flows to historic rates of discharge. Drainage easements across adjacent property also may be necessary to provide for the conveyance of onsite flows to public drainage rights-of-way outside the plan area.

4. Gas, Electric and Telephone Services

A major Public Service Company of New Mexico transmission line runs along the eastern part of the area. Existing gas lines and telephone cables are located along Taylor Ranch Drive, Coors Road and Paradise Blvd. These three utilities can service the plan area in accordance with their respective service extension policies, when requested by development. All utilities are intended for underground installation.

5. Schools

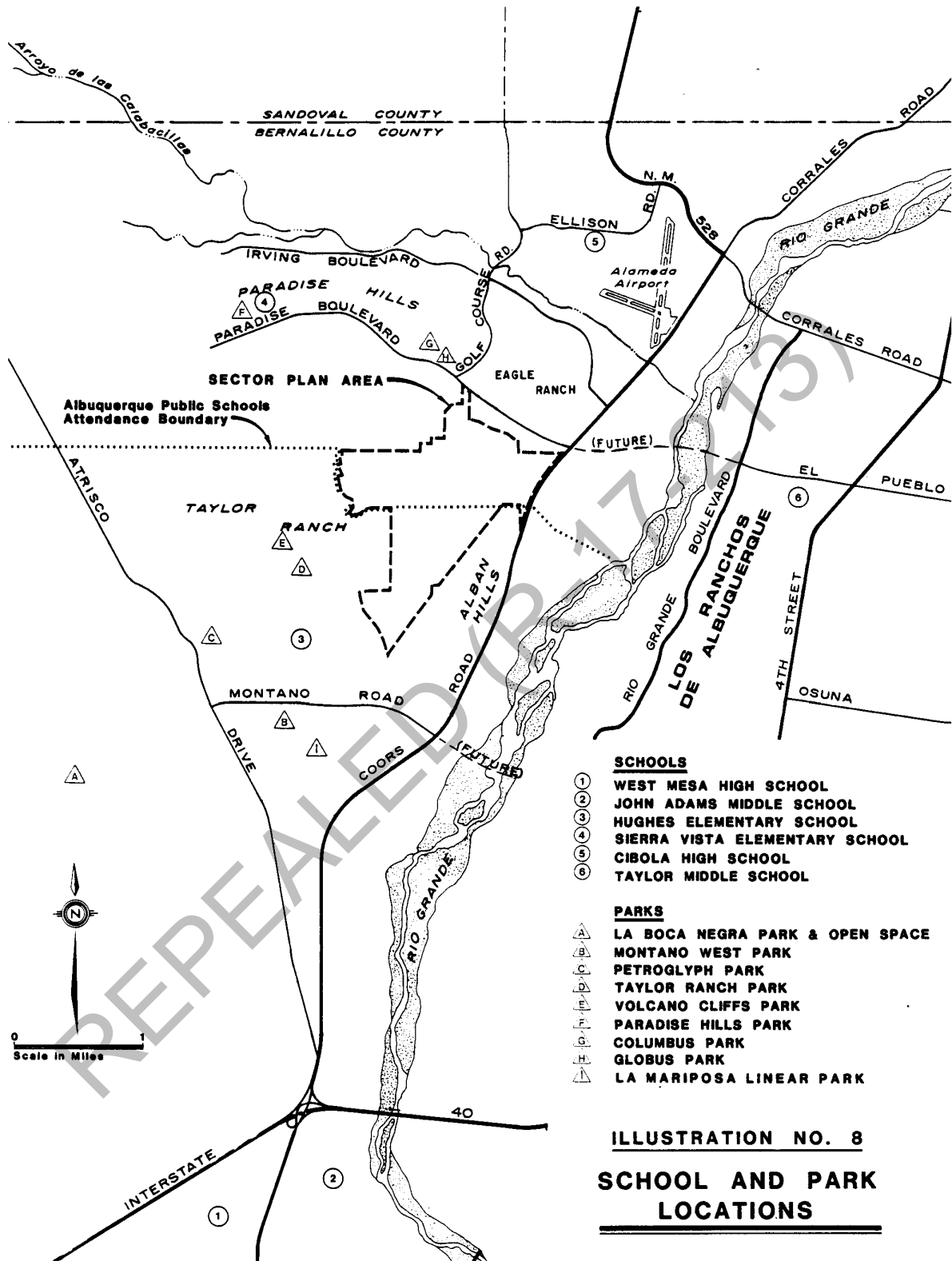
The plan area lies within the Albuquerque Public School System North Attendance Area. The Marie Hughes Elementary School, John Adams Middle School and West Mesa High School service the area south of Avenida de Jaimito. The Sierra Vista Elementary, Taylor Middle and Cibola High Schools serve the area to the north. The location of these schools are shown in Illustration 8. Only the Marie Hughes School, located in the Taylor Ranch area, is within one mile from this Sector Plan. A site for another middle school is located adjacent to Taylor Ranch Park, west of the plan area.

6. Parks and Recreational Facilities

Nine regional open space and neighborhood parks are in the vicinity of the plan area. Petroglyph Park, near the intersection of Montano Road and Atrisco Blvd. is a 75 acre open space park with picnic facilities and guided trails. Boca Negra Park, a partially developed regional park, and Volcano Cliffs Park, an open space park, are west of the site.

Montano West, a neighborhood park in the Montano West subdivision, and La Mariposa linear park are approximately one mile south of the plan area. Taylor Ranch Park, 11.5 acres, is less than one mile west of the plan area. Paradise Hills Park, a County Park with a swimming pool, is nearly two miles northwest of the plan area. Two other county facilities, Globus and Columbus Parks, are less than one mile north of the plan area.

The La Mariposa detention basin adjacent to the southwest portion of the plan area is intended for joint-use for soccer fields and recreational uses. Joint-use for recreation has also been discussed for the Piedras Marcadas detention area.



7. Transit

The area is served by an express bus route that provides peak hour commutation service along Coors from a park and ride facility lot at the Corrales Shopping Center to the downtown area. The City of Albuquerque's Transit Development Program Five Year Plan provides for the development of two additional park and ride lots as the most effective method for expanding transit services within the Northwest Mesa Plan area. Proposed areas for these park and ride facilities include Paradise Hills (near Eagle Ranch Road) and Taylor Ranch.

8. Police and Fire Services

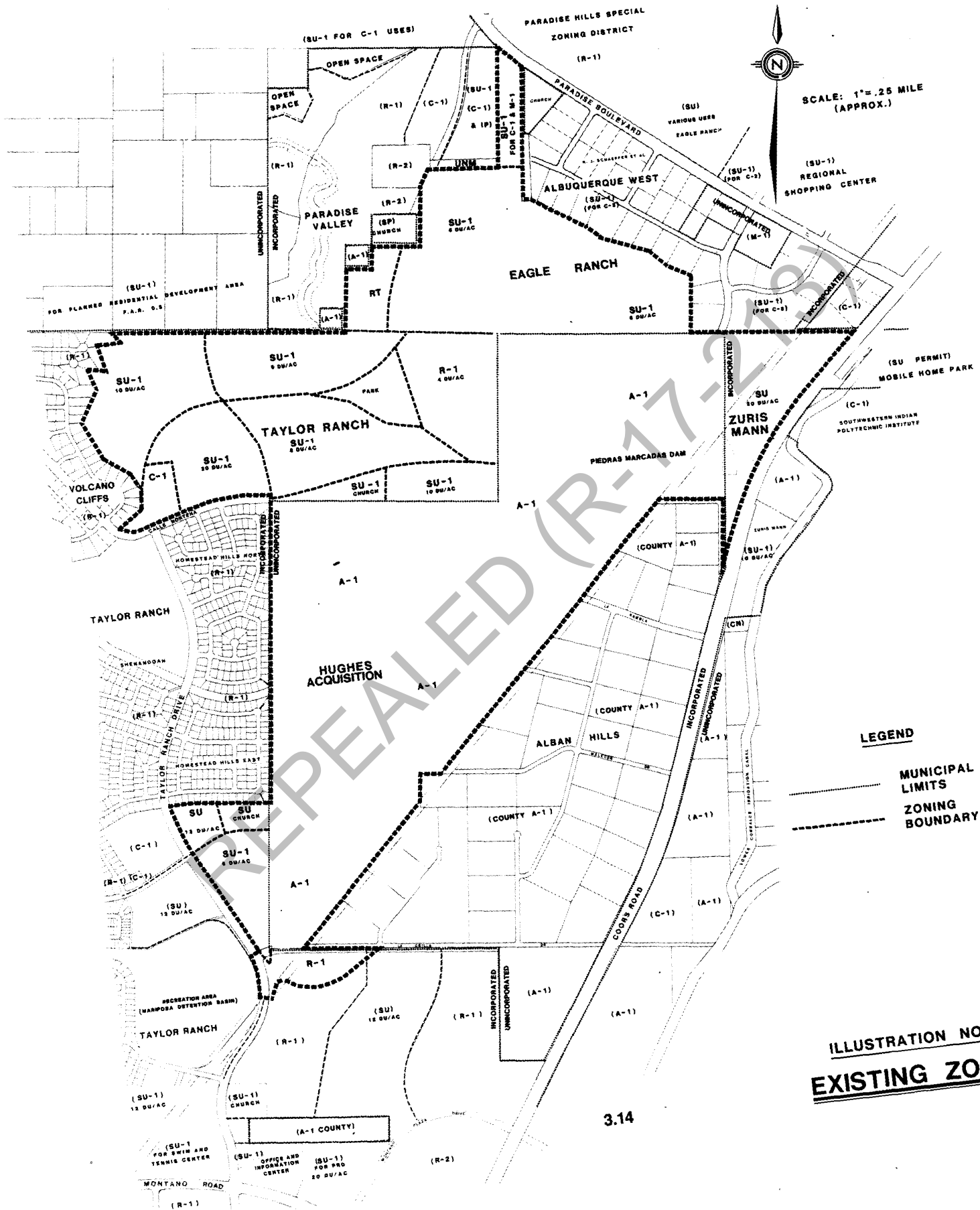
The Albuquerque Police Department provides police services to the incorporated portions of the plan area. The Bernalillo County Sheriffs office provides police patrols for the unincorporated (Hughes) portion. City fire protection is provided to the incorporated portions from Station 18, located on Taylor Ranch Drive. County fire District 7 located at Lyon and Paradise Boulevards, provides fire protection to the unincorporated areas. After annexation of the Hughes portion, the City will provide police and fire service to the entire area.

D. EXISTING ZONING

Zoning for the Eagle Ranch, Taylor Ranch and Zuris-Mann portions of the plan area were set by previous Environmental Planning Commission and City Council approvals for the Eagle Ranch Annexation, the Taylor Ranch Master Plan and annexation of the Zuris-Mann tract. Zoning for the Hughes portion is A-1, a designation typically given to unincorporated lands on the outskirts of urban development as a holding action until specific development proposals are formulated and requests for annexation and more appropriate zoning submitted.

The Eagle Ranch, Taylor Ranch and Zuris-Mann portions of the plan area are zoned primarily for residential uses at densities of ranging from 4 to 20 units per acre. 5.3 acres of commercial uses are in Taylor Ranch at the intersection of Taylor Ranch Drive and Calle Nortena. 7.3 acres of approved commercial, office and industrial uses are in Eagle Ranch. A recreational park location of approximately 7.0 acres has been approved in the Taylor Ranch portion. Several Taylor Ranch tracts have been designated for churches.

Existing zoning of the 393.3 acre portion comprising the Taylor Ranch, Eagle Ranch and Zuris-Mann portions of the plan area would permit 3,311 dwelling units at average density of 8.4 dwelling units per acre. The existing A-1 zoning on the 369.8 acres of the Hughes portion of the plan does not set an explicit limit on total number of dwelling units allowed. However, assuming a 20% land utilization loss resulting from subdivision and the provision of urban services (permitting single family detached houses on 6,000 square foot lots), existing zoning provides a conservative development potential of approximately 4 units per acre, or a total of 1,479 dwellings on the Hughes Estate portion.



SCALE: 1" = .25 MILE
(APPROX.)

LEGEND

— MUNICIPAL LIMITS

- - - ZONING BOUNDARY

ILLUSTRATION NO. 9
EXISTING ZONING

This existing zoning for all portions of the plan area would permit approximately 4,790 units, or 6.3 units per acre*. Development at this density would result in a population of 12,324, supported by 26.3 acres of office, church, industrial and commercial zoning within the plan area boundaries. 7.0 acres were designated for parklands.

While the existing zoning of 33.3 acres of non-residential land include Commercial C-1 and M1/C2 mixed uses, the development intensity would be approximately 145,000 square feet of non-residential buildings.

TABLE 6: Units Estimated Under Existing Zoning

<u>Zoning</u>	<u>Acreage</u>	<u>Units Projected</u>
1. <u>Eagle Ranch</u>		
RT	9.8	79
SU-1 (8 DU/AC)	107.9	570
SU-1 (M-1 and C-2)	7.3	0
2. <u>Taylor Ranch</u>		
R-1 (4.5 DU/AC)	33.0	149
SU-1 (6 DU/AC)	46.0	276
SU-1 (8 DU/AC)	34.1	273
SU-1 (10 DU/AC)	53.7	537
SU-1 (12 DU/AC)	10.4	125
SU-1 (20 DU/AC)	28.5	570
C-1	5.3	0
SU-1 (Church)	13.7	0
Park	7.0	0
3. <u>Zuris-Mann</u>		
SU-1 (20 DU/AC)	36.6	732
4. <u>Hughes Estate</u>		
A-1 (4/AC)	<u>369.8</u>	<u>1,479</u>
	763.1	4,790

* Excluding the area within the boundaries of the Piedras Mercedes Dam improvements.

E. COMPREHENSIVE PLAN GROWTH SCENARIOS

Growth on the west side of the City has lagged far behind growth on the east side. The Northwest Mesa Area Plan states that two of the major reasons for the West Side's slower rate of development are:

- ° Relatively difficult transportation connections to the rest of the City.
- ° Scarcity of available jobs and commercial facilities within easy access to residential areas the Northwest Mesa's residential areas.

The completion of the Paseo del Norte River Crossing will improve travel between the Northwest Mesa and the rest of the City. The bridge and the diminishing supply of easily developable land on the east side will spur development on the West Side, causing it to absorb increasing percentages directions of Albuquerque's growth. This growth can take several paths with different effects upon the City. These alternate directions are the market forces growth scenario and the Comprehensive Plan scenario.

If growth follows the direction of market forces, it would continue the current trend of utilizing primarily vacant land in the Northeast Heights, with additional growth occurring at the outer edges of existing development, particularly in areas with adequate transportation access and utilities. Since there is little remaining Established Urban vacant land in the Northeast Heights, continuation of this trend would increase the proportions of growth in the Developing Urban areas. The areas that would absorb much of this growth are the Northeast Heights, north of Academy and east of Eubank, (particularly the Academy-Eubank-Tramway Sector Plan Area) and the west side. These areas could absorb a large share of the City's growth. However, the lower density allowances and detached open space requirements of the Developing Urban area would result in less intensive uses and more land utilization than required for similar amounts of growth within Established Urban Areas.

The Comprehensive Plan scenario would direct larger percentages of growth into Established Urban areas in accordance with the Comprehensive Plan's Urban Area policies. Vacant land in the Established Urban areas, particularly on the Northwest Mesa, would be utilized more rapidly, resulting in higher densities and more efficient land utilization. It would create a more compact urban form, reduce sprawl and facilitate implementation of more comprehensive plan policies, particularly those relating to growth, environment and quality of life.

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This scenario can not occur without land use decisions that encourage development in the Established urban areas, particularly within the Northwest Mesa Area Plan boundary. the Paseo Del Norte river crossing will improve travel access, one of the two constraints to development in the Northwest Mesa. However, the second impediment identified by the Northwest Mesa Area Plan remains.

There is still a scarcity of jobs in close proximity to the Established Urban Areas of the Northwest Mesa Plan Area. Travel-time access, as differentiated from physical (platted and planned) access may become an additional barrier as growth and congestion increase.

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~~The sector plan area provides an excellent opportunity to address the second impediment. Its location at an entrance to the Paseo Del Norte Bridge gives it excellent potential as a site for job generating uses with good physical access to all parts of the city. Such an employment center would encourage growth on the west side, particularly in the nearby established urban areas. While the employment center would result in a slight shift of projected employment from other parts of Albuquerque to the sector plan area, such a shift would help attain the Northwest Mesa Area Plan's goal of greater economic self sufficiency for the west side.~~

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~~One should also look at the employment projections within the Superzone (Superzone 6 in particular) that are a component of the COG 2010 forecasts. Analyzing the actual development south of Montano Road, the Westland properties (now Laurelwood residential) and the Monolithic Memories plant (lower than expected intensity for the Albuquerque University Sector Plan) have reduced the non-residential land supply available at the time of the socio-economic delphi group projections. The Superzone 6 estimate of 12,776 employment in 2010 may only be achievable with this Sector Plan.~~

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~~With the appropriate land use designations, the sector plan for this area can help the City attain its Comprehensive Plan objective of directing greater proportions of growth to established Urban Areas with vacant land appropriate for urban facilities and services and where protection of viable neighborhoods can be ensured. This sector plan seeks to direct growth away from the market forces scenario and toward the comprehensive plan scenario. It recommends the land uses that will best meet that objective.~~

Added
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"It was initially felt that the sector plan area, given its easy access to the Paseo Del Norte Bridge would provide a good location for an employment center. However, subsequent restrictions limiting the Paseo Bridge to 5-ton vehicles virtually eliminated the market potential for business park uses. As of February, 1994 only 25 of the 513 industrially zoned areas north of I-40 and west of the Rio Grande had been developed. New IP activity has primarily located in Rio Rancho and in the Atrisco Business Park south of I-40. Further, the bulk of the sector plan area has been developed at lower residential densities than those allowed by the plan. The likely locations for IP uses--north of Irving and south of I-40--help the City attain its comprehensive Plan objective of directing greater proportions of growth to Established urban areas and protection of viable established neighborhoods."

Chapter Four

PLAN

PROPOSALS



sector development plan, albuquerque, n.m.

A. DEVELOPMENT SCENARIO

The following pages in this chapter will recite the transportation, land use, zoning and specific proposals contained in the Sector Development Plan application. These conditions are the "fixed" elements - conditions which follow the zoning and code enforcement regulations of the City. Other aspects of these developers' intentions cannot be fixed, at this time, because of the limiting nature of zoning approvals. However, the following scenario of development, as a hypothetical example, will be expressed to assist the City and interested citizens in envisioning the development.

1. Zoning and mixed-use allowances, residential

As stated in the Comprehensive Plan analysis, the intent of the requested zoning is to create self-sufficiency within a planned environment. Since there are no "planned unit development" districts allowed within the City Codes, we must use the Sector Plan as the flexible planning tool and create zoning designations on a parcel specific basis to accomplish the plan.

The residential component of the requested zoning is approximately the same population and dwelling unit count, as a maximum, which is allowed by the current zoning. The arrangement and designations for these residential uses are intended to facilitate integration with the non-residential uses for the business park (IP zoning) for a planned development effect.

We foresee the R-1 and R-T zonings, near the existing Taylor Ranch communities, to develop as typical Albuquerque subdivisions. These areas will be subdivided and processed in a conventional fashion within the governing restrictions imposed by this plan for certain areas of height limitations, setbacks, etc.

The area of proposed 2-acre lotting near Alban Hills will be subdivided and developed in a fashion resembling the Alban Hills neighborhood. Special exceptions are requested to allow for access and urban services limitations, creating an extension of the estate-sized lots that can be marketed for owner-directed house siting, lot utilization and generous freedom for site design.

Areas zoned for SU (Special Use), residential, are intended for sale to developers. The design of these areas are encouraged to be undertaken as distinct "projects", with additional public review based on the SU process. Hopefully, the distinction in allowed intensities will result in project plans and designs incorporating common landscaping themes, shared access and entry designs and uniformity of appearance.

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Residential zonings of R-T and R-2 uses in the rougher terrain near the northwesterly portion of the site is expected to result in subdivisions and projects which can capitalize on the arroyo/trail system and with the lot sizes allowed, the RT areas can be efficiently and attractively designed with the undulating terrain, sensitive earthmoving programs and view preservation. Portions abutting the escarpment slopes will not be platted into lots, but reserved for future City dedication.

The r-2 areas which "weave" into the non-residential areas are situated on higher terraces and in some cases, "straddle" the natural arroyo systems. The purpose in this orientation is to encourage apartment developments which look inwardly, to the arroyos, and capitalize on the pedestrian opportunities created by the trail system planning. Increased setbacks from Paseo Del Norte will be encouraged in the site plan review (architectural control committee, by covenant) but the amount is dependent on the vertical and horizontal separations in the roadway design.

2. ~~Non-residential, mixed use environment~~

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~~Clearly, this is the "heart" of this sector plan. Not only do the proposed zonings fulfill the self-sufficiency of the plan area, but they are intended to create a "special" atmosphere as well.~~

~~This area is intended to be a "first quality" business park, predominantly oriented towards office, warehousing and "high tech" fabrication markets. These types of developments traditionally place strong emphasis on landscaping and structural design. Typically, building coverages of any site do not exceed 50-60% and all sites are required to devote 20% or more to "finished" landscaping. Structural plans are reviewed for design quality in conformance with design guidelines. Median treatments are usually landscaped and maintained by one or more of the users fronting those streets and common maintenance agreements cover parking areas, signage and amenities for employees. Uniform sign controls and guidelines are developed along common "themes" and restricted for size and placement.~~

3. ~~Non-residential, probably uses~~

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~~It is too premature to show specific users on the IP properties. However, we have used a hypothetical mix of users to estimate traffic impacts (Chapter 5) allowed under the IP zoning designation. At this time, our "best guess" at usage is as follows:~~

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TABLE 7: Probably Business Park Uses

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Use	S.I.C. Codes	Percentage of Non-Res. Acreage
Neighborhood commercial, retail facilities	52 through 86	4%
Neighborhood commercial, restaurant facilities	58	2%
Hotel, restaurant and associated retail in IP zone	581, 592, 594, 599, 701	6%
Light manufacturing and fabrication	17, 20, 22, 23, 25, 26, 27, 30, 34, 35, 36, 37, 39, 46, 47, 50, 51	45%
Medical offices, retail/ wholesale medical supplies and treatment facilities	80, 8	5%
Research facilities and offices related to light manufacturing and warehousing complexes	27, 28, 36, 38, 45, 48, 50, 51, 73, 508	20%
Freestanding office structures and associated retail outlets	43, 48, 60, 61, 62, 63, 64, 67, 73, 81, 86, 89	16%
Churches and institutional (government) facilities (not in IP zoning area)	83, 866	2%

"High technology, which is to be emphasized in the business park area, involves especially industries described by the following three digit Standard Industrial Classifications (of the U.S. Department of Commerce): Drugs (SIC 283); ordinance and accessories (SIC 348); office computing and accounting machines (SIC 357); electrical and electronic machinery, equipment, and supplies (includes establishment engaged in manufacturing of machinery and apparatus for generation, storage, transmission, transformation, and utilization of electrical energy (SIC 361-367, 369); guides missiles and space vehicles and parts (SIC 376); miscellaneous transportation equipment (SIC 379); measuring, analyzing, and controlling instruments, photographic, medical, and optical goods; watches and clocks. (SIC 381-387)."

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4. ~~Retail Commercial~~

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~~A site is designated for C-1 commercial zoning (18.2 acres, parcel H-9) and is intended to be a services related retail shopping area, primarily oriented towards the business park employees. We would expect up to one third (6 acres) to be utilized in a restaurant environment. Tenants offering office supplies, equipment (computer related), fast service dry cleaning, and convenience foods are expected to compliment a grocery anchor tenant.~~

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~~Other limited retail commercial is allowed under the IP zoning, and as "incidental retailing of related goods and incidental service or repair". This is envisioned to be located within office structures (ground floor conveniences) or associated with an industrial user (office/showroom/ service). No freestanding retail only stores are expected in the IP zone areas.~~

Added
EPC Action
April 21, 1994
Case Z-94-61

"A site is designated for commercial zoning. Parcel H-9 (13.9 acres) is located at the southwest corner of Golf Course Road and Paseo Del Norte. Its C-1 zoning allows a grocery anchor tenant, convenience foods, restaurants, and other usual retail and service uses."

5. Standards for Site Development

After adoption of this plan by the Environmental Planning Commission and the City Council, the sponsors will prepare a development plan for the business park area. This development plan (master plan) shall incorporate a master grading plan which shall clearly illustrate that upon completion of grading, there remains no objectional abrupt grade changes and the master grading plan shall address the treatment and environmental impact of grade changes.

In addition to the provisions of this Sector Plan, development within the business park will be subject to supplementary design guidelines and covenants similar to those proposed in this plan. These private controls shall be subordinate to the public review process. Approval of all Site Development Plans, subdivision plat maps and development permits will be by the City of Albuquerque in accordance with their established policies. All Site development plans will:

- respect topography after mass grading necessary to facilitate Paseo Del Norte and related transportation systems,
- coordinate site plans and landscaping with adjacent sites,
- utilize native vegetation in formal landscaping treatments,
- utilize shared parking and access where practical,
- make design of fencing, enclosures and other accessory site features compatible with design of main buildings,
- screen trash receptacles, storage areas and utility boxes from public view,

- ° orient buildings for maximum feasible solar accessibility and views,
- ° encourage earth tone building colors,
- ° development in areas impacted by cultural resources (petroglyphs) in Parcel H-17 shall be sensitive to their preservation by grading, setback, easements or other means (unless purchased as a public area).

At the site plan approval stage for commercial or planned residential development, or at the subdivision approval stage for developments not requiring site plan approval, the approving public body shall require a grading plan which shall clearly illustrate that upon completion of the grading there remain no abrupt grade changes, excepting those grades which currently exist in their natural condition and the grading plan shall address the treatment and environmental impact of grade changes.

Sites within the Coors Corridor Plan area must follow the design guidelines of that plan. Development sites that abut the Piedras Marcadas Arroyo are under the jurisdiction of the Facility Plan for Arroyos or subsequent arroyo corridor plan for the Piedras Marcadas Arroyo.

Certain residential tracts adjacent to existing homes in Homestead Hills, Alban Hills and the proposed two-acre lotting area are subject to restrictions in height, setback and building intensity. These limitations are described in Chapter 6 (mitigations 2, 3 and 4).

B. TRANSPORTATION

The roadways indicated on Plate 1 (see folded maps at end of report) consist of (1) alignments of arterial and collector streets recommended by the Transportation Coordinating Committee and adopted by the Urban Transportation Policy Planning Board for inclusion in the Long Range Major Street Plan and (2) a system of local streets and collector street extensions that provide efficient internal circulation and access. These roads will allow conventional transit to efficiently use the existing street network to achieve the objectives of the Comprehensive Plan and subordinate Transit Development Program.

These streets are:

1. Coors Road, a primary arterial and the major north-south thoroughfare on the West Mesa, borders the site on the east. This road provides north-south linkages to all points between I-40 and N.M. 528. (156' min. R/W, access limited).

2. Paseo Del Norte, a planned limited access, principal arterial crosses through the site. Upon completion, this road will provide an east-west link between the Double Eagle airport, the river crossing and Tramway Boulevard. (156' min.). At-grade intersections with medians open are proposed at Eagle Ranch, Golf Course and a point approximately 1/2 mile west of Golf Course Road. The specific locations must be approved by the City. The major local street shown between Golf Course and Eagle Ranch Roads will allow right turns only until a median opening becomes necessary to relieve operational pressures (City Traffic Engineer).
3. Eagle Ranch Road, a minor arterial, providing a north-south link between Coors Road and Paradise Boulevard and Irving Boulevard, with future connections to Route 528. (86' min. R/W) In the segment between Paseo Del Norte and Coors, a 4 lane roadway is anticipated with a raised median for that portion not within the emergency spillway of the Piedras Marcadas Dam.
4. Golf Course Road, a minor arterial, providing a continuous north south link (via realigned Taylor Ranch Drive) between Montano Road and 30th Street in Rio Rancho. (106' min. R/W north and south of Paseo del Norte).
5. Taylor Ranch Drive, a collector Street, providing a north-south connection between Calle Nortena and Montano Road. (106' R/W in place).
6. Calle Nortena, a collector street, providing an east-west link between Taylor Ranch Drive and Golf Course Road. (68' min. R/W).
7. La Orilla, a collector street, extending east from the intersection of Taylor Ranch Drive and Golf Course Road to Coors Road. A realignment is necessary due to Golf Course Road/Taylor Ranch Drive intersection. Thirty-two feet of existing right-of-way may be maintained for an equestrian and pedestrian trail, replacing that portion now dedicated as a 100 foot road right-of-way, for both the road and trail facilities. (68' min. R/W required for roadway purposes).
8. A collector road connecting Taylor Ranch Drive and Golf Course Road as an extension the existing, platted right-of-way of Homestead Circle. (68' min. R/W). Since this facility is not identified on the Long Range Major Street Plan, dedication of additional right-of-way for this facility is at the sponsor's discretion.
9. A system of major local roads providing efficient internal circulation and access to collector and arterial roads. (60' min., driveways discouraged).
10. Proposed bike facilities are shown on Plate 1 (folded map), and include provisions for extensions beyond the Sector Plan area to routes described in the bikeway master plan. These locations are subject to approval by the Transportation Department and must be submitted to the T.C.C. for bikeway plan amendment.

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A bulk land plat is to be processed after this plan's approval and will include rights of way dedications for major roads, bikeways and intersections (within the ownerships of this plan's sponsors and excluding previously dedicated segments). Street improvements will be installed in accordance with City policy or sooner pending negotiated agreements. Portions of the trail system will be constructed by the developer. A listing of proposed improvements and responsibilities is included with this plan.

C. PROPOSED LAND USES

The recommended locations of the proposed land uses take into account the influences of the existing and proposed transportation arteries as approved by the Long Range Major Street Plan, the impact of adjacent land uses, and the physical characteristics of the site.

1. Non-Residential Uses

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~~Designations for employment-generating non-residential uses in a business park setting are appropriate for locations south of paradise Blvd., along Paseo Del Norte between Golf Course Road and Eagle Ranch Road. These four arterials will provide easy access between the non-residential areas and other parts of the sector plan area and other parts of the region. These streets may have the capacity to absorb the traffic volumes of the likely users of the designated employment center by shifting the directional desire lines during peak hour periods.*~~

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~~A location at the southwest portion of the intersection of Paseo Del Norte and golf Course road is appropriate for commercial uses. The commercial area's location, with frontage on two arterial roads, will provide residents and employees of the sector plan area with retail services in a very accessible location. The proximity of the business park will make the commercial area a very attractive location for business-related retail services, such as office supply shops and printers, as well as neighborhood commercial facilities. The uses allowed in the proposed neighborhood shopping center will serve the daily retail needs of people living or working in its service area. These uses are distinct from the heavy commercial uses (SU-1 for C-3 and regional Shopping Center) allowed on other commercially zoned property to the north and east.~~

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"Designations for employment-generating non-residential uses are appropriate for the intersection of Paseo Del Norte and golf Course Road. These arterials will provide easy access between the non-residential areas and other parts of the sector plan area and other parts of the region. These were designed to accommodate sector plan intensities of 5125 dwellings, 307 acres of IP uses, and 18 acres of commercial uses. They should be able to accommodate revised sector plan intensities of 3481 (or fewer) dwellings, 22 acres of IP uses, and 13 acres of commercial uses."

A relocated area for a church (from previous Taylor Ranch zoning) is appropriate at La Orilla Road and Golf Course Road. This location not only serves the intent of non-commercial uses proximate to Alban Hills, but also assists in view preservation and drainage control for the area residual to the La Orilla road realignment. A proposed trail link will further separate this use from Lot 9, Alban Hills (50' width, previous half-street dedication).

*Initial Vehicle/Capacity ratios from C.O.G., unpublished, corresponding to Technical Memo 100.

TABLE 8: Non-Residential Land Uses

Use	Gross Acreage	Type of Development
Office/Industrial	307.2 Acres	Business Park, with primary focus on office development, showroom warehousing, light manufacturing and assembly. Additional Service area includes airport-related service not normally located at the aviation facility.
Commercial	18.2 Acres	Neighborhood Commercial Shopping. The service radius of 1 mile includes the business park and the majority of residential densities in the plan.
SU-1	8.1 Acres	Church and related facilities.

2. Residential Uses

The areas contiguous or adjacent to significant non-residential areas are designated for higher density residential uses. Densities for these parcels are expected to average 16-24 units per net acre as allowed under R-2 zoning. Two mixed density residential parcels that are adjacent to Alban Hills will allow only lower intensities within 300 feet of their easterly property lines (R-T intensities) with the balance allowing R-2 intensities.

These sites will be zoned SU-1 (requiring further site plan submittals). This technique is preferred over zoning of R-T for a strip portion of these land acreages. Specifically zoned areas may be detrimental to quality development opportunities (i.e. platting configurations mandated by the shape of zoned parcels). The SU designation requires site plan review and it is hoped that a single developer can develop the R-T intensity areas in harmony with the balance of the tract (landforms and roadways defining the tract).

All multi-family and townhouse parcels will support the non-residential uses and gradually transition to the existing low density areas in decreasing intensities radiating from the major non-residential areas. The areas immediately contiguous to the multi-family areas are designated for moderate intensity zoning or equivalent SU restrictions.

The land bordering existing subdivisions in Taylor Ranch and Volcano Cliffs will have single family detached, patio home and townhouse residential uses at densities no more than R-T allowances, further controlled by some specific limitations. (See Chapter 6, Mitigation).

An area bordering the Alban Hills Subdivision is designated for single family detached homes on 2 acre lots and is compatible with those in Alban Hills. These lots will be accessible only through the Alban Hills Subdivision. This area of large lots, in addition to a proposed trail system, will provide a buffer between the area Alban Hills and the more intensive land uses in the rest of the plan area.

TABLE 9: Residential Land Uses

Use	Acres	Type of Development
Very Low Density	25.7	Single Family detached units (0.5 DU/AC)
Low Density	83.0	Single Family detached units (3-6 DU/AC)
Medium Density	108.8	Single Family attached Townhouse or patio units, (6-10 DU/AC)
Mixed Density	79.1	Townhouse or multi-family units (16 DU/AC Averaged)
High Density	127.7	Multi-family units (16-24 DU/AC)

3. Recreational Uses

The final land use is recreational. The potential requirement of 13-14 acres for park development consists of approximately 5 acres of trail along the plan area's eastern boundary adjacent to Alban Hills, and a neighborhood park of approximately 8-9 acres at location to be selected by the Parks and Recreation Department, west of Golf Course Road. This sector plan indicates a desired location that is easily accessible to prospective residents of the Sector Plan Area and to residents of the developed portions of Taylor Ranch. Additionally, the Parks and Recreation Department and its Open Space Division have indicated a desire to construct facilities within the detention area of the Piedras Marcadas dam, together with open space/recreational opportunities within the designated trail system.

D. ZONING REQUESTED

1. Description

Initial zoning is requested for all tracts within the Hughes portion of the plan. Rezoning is requested for most of the Taylor Ranch and Eagle Ranch portions of the plan. No rezoning of the Zuris-Mann tract is required because the EPC in November, 1984 approved SU residential zoning (20 DU/Ac.) for that property. The zoning requested for each parcel is indicated on Plate 2 and summarized in Table 10.

Chapter 5, Plan Impacts, further describes the methodology for these calculations and tabulates the aggregate totals for each zone category. Parcel designations are outlined on Plate 2 (fold-out map).

2. Special Use Parcels (not previously zoned)

In conformance with the Environmental Planning Commission's resolution on Special Use/Residential zones, the following specific designations are recommended:

PARCEL H-19, 40.7 Acres: SU-1 for Drainage, Open Space and Recreational Development, including bikeways and trails (This is the Piedras Marcadas dam property and Alban Hills buffer trail).

PARCEL H-24, 43.1 Acres: SU-1 for a Planned Residential Development not to exceed 664 dwelling units. The easterly 300' restricted to R-T zone building heights and intensities.

PARCEL H-28, 36.0 Acres: SU-1 for a Planned Residential Development not to exceed 643 dwelling units. The easterly 300' restricted to R-T zone building heights and intensities.

PARCEL H-29, 8.1 Acres: SU-1 for Church and related facilities

PARCEL H-7, 30.5 Acres SU-1 for RT type uses. After dedication of approx. 9 Ac. at escarpment, density not to exceed 10 units per acre or 210 D.U. maximum.

PARCEL H-8, 69.5 Acres SU-1 for Planned Residential Development not to exceed 20 units per acre.

PARCEL H-13, 15.4 Acres SU-1 for RT type uses, not to exceed 10 units per acre.

PARCELS H1-H-6, H-10, H-11, H-17, H-18 and H-23, 307.2 Acres SU-1 for IP uses, excluding bottling plant, cold storage, golf course or golf driving range, railroad r/w, gasoline or oil sales, auto washing or repair.

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TABLE 10: Proposed Zoning (by Parcel)

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Parcel No.	Proposed Zoning	Gross (1) Acres	Est. Max. DU's Anticipated (2)
H-1	SU-1 for IP (5)	1.5	N/A
H-2	SU-1 for IP (5)	5.8	N/A
H-3	SU-1 for IP (5)	29.4	N/A
H-4	SU-1 for IP (5)	20.1	N/A
H-5	SU-1 for IP (5)	22.4	N/A
H-6	SU-1 for IP (5)	9.8	N/A
H-7	SU-1 for RT	30.5	210 (6)
H-8	SU-1, PRD, 20 DU/AC	69.5	1380
H-9	C-1	18.2	N/A
H-10	SU-1 for IP (5)	59.8	N/A
H-11	SU-1 for IP (5)	69.0	N/A
H-12	SU-1, PRD, 20 DU/AC	36.6	732 (Zuris-Mann)
H-13	SU-1 for RT	15.4	154
H-14	R-1	6.9	35
H-15	R-T	24.2	194
H-16	R-2	21.6	467
H-17	SU-1 for IP (5)	57.9	N/A
H-18	SU-1 for IP (5)	16.8	N/A
H-19	SU/Drain. & Rec. (3)	40.7	N/A
H-20	RO-1	4.4	2
H-21	R-1	27.1	138
H-22	R-T	28.5	164 (4)
H-23	SU-1 for IP (5)	14.7	N/A
H-24	SU-1 for PRD	43.1	664
H-25	RO-2	21.3	10
H-26	R-1	49.0	250
H-27	R-5	10.2	82
H-28	SU-1 for PRD	36.0	643
H-29	SU-1 for Church	8.1	N/A
H-30	RO-1	5.3	N/A
TOTAL		803.8 (3)	5125

- 1) ——— Gross acres include all internal and abutting streets and land that subsequently may be dedicated for parks, trails and open space.
- 2) ——— Maximum dwelling units anticipated is taken from Table 13, Chapter 5 and represents the best estimate, at this time, of land losses to street rights of way, park dedication and assuming conventional construction practices, at a high intensity on parcels intended for straight zoning (R-1, R-T and r-2).
- 3) ——— Total of 803.8 Acres includes Piedras Marcadas dam site (Parcel H-10). The dam site is under condemnation for A.M.A.F.C.A. purchase and has therefore not been included in density calculations in the text. Total acres minus the dam is 768.1 Acres.
- 4) ——— 8.0 Acre preferred park location (deducted). Add 64 dwelling units if alternate location offsite is selected.
- 5) ——— The following uses permissive in the IP zone are prohibited in this plan: bottling plant, cold storage plant, golf course or golf driving range, railroad right of way and incidental facilities, gasoline or oil or liquified gas sales, automobile repairing and automobile washing.
- 6) ——— Estimated open space dedication of approximately 8 acres at the base of the escarpment.

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Added EPC Action, April 21, 1994 APRIL 1994 REVISION TO TABLE 10, DATED FEBRUARY, 1988

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Parcel No.	Sector Plan Zoning	Proposed Zoning	Sector Plan Gross Acres	Revised Gross Acres Replatted	Current Max DU's	Platted/Proposed DU's thru 2/24/94	Comments
H- 1	SU-1 for IP	RLT	1.5	1.2429	N/A	6	
H- 2	SU-1 for IP	RLT	5.8	6.0291	N/A	34	
H- 3	SU-1 for IP		29.4	*****16.1896 5.2000	N/A N/A	101 N/A	Note 1
H- 4	SU-1 for IP		20.1	*****25.1122	N/A	157	Note 1
H- 5	SU-1 for IP		22.4	*****14.7232 9.4000	N/A N/A	92 N/A	Note 1
H- 6	SU-1 for IP		9.8	8.7701	N/A	N/A	
H- 7	SU-1 for RT		30.5	14.1246 18.3720	N/A (OS) 210	N/A (OS) 40	
H- 8	RLT		69.5	*****11.4577 *****49.6368	832	50 200	H-8A H-8B
H- 9	C-1		18.2	13.8876	N/A	N/A	
H-10	RLT		59.8	*****44.9661	270	270	
H-11	RLT		69.0	*****39.7833 *****31.4490	548	239 188	H-11A H-11B
H-12	SU-1 for PRD (20 ac.)		36.6	34.7302	732	694	Note 2
H-13	SU-1 for RT		15.4	29.9636	154	112	
H-14	R-1		6.9	6.7463	35	32	
H-15	RT		24.2	26.3067	194	150	
H-16	R-2		21.6	14.4621	467	55	
H-17	SU-1 for PRD RLT		57.9	*16.1546 *17.8586 *12.2996 *****17.2761	N/A (OS) 310	N/A 67 121 74	H-17A-1A H-17A-1B1 H-17A-1B2 H-17B
H-18	RLT		16.8	**13.6770	N/A	80	H-18A
H-19	SU for Drain/Rec		40.7	40.7366	N/A	N/A	
H-20	RO-1		4.4	4.2317	2	2	
H-21	R-1		27.1	48.0000	138	109	
H-22	RT		28.5	8.8800 9.4060	164 N/A (Park)	42 N/A	
H-23	SU-1 for PRD		14.7	Combined in H-17A-1B1	N/A	N/A	
H-24	RLT		43.1	****14.7986 **** 8.5847 ****16.0237	401	60 30 86	H-24A H-24B H-24C-1
H-25	RO-2		21.3	20.0228	10	10	
H-26	R-1		49.0	42.2752	250	196	
H-27	RT		10.2	9.3826	82	62	
H-28	RLT		36.0	***36.8628	190	162	
H-29	SU-1 for Church		8.1	6.7224	N/A	N/A	
H-30	RO-1		5.3	6.2244	N/A (Trail)	N/A	
TOTALS			803.8	771.9705	4989	3521	

Note 1: Maximum 350 dwellings on three parcels; distribution of dwellings may be different.

Note 2: Zuris-Mann property.

- * Zone changed from SU-1/IP to SU-1/PRD June 20, 1991 EPC w/310 DU, now planned for 188 DU
- ** Zone changed from SU-1/IP to RLT June 20, 1991 EPC w/90 DU, now planned for 80 DU
- *** Zone changed from SU-1/PRD to RLT June 20, 1991 EPC w/190 DU (from 643 DU), now planned for 162 DU
- **** Zone changed from SU-1/PRD to RLT October 17, 1991 EPC w/401 DU, now planned for 176 DU
- ***** Zone changed from SU-1/PRD to RLT September 10, 1992 EPC w/832 DU, now planned for 250 DU
- ***** Zone changed from SU-1/IP to RLT September 10, 1992 EPC w/548 DU
- ***** Zone changed from SU-1/IP to RLT November 19, 1992 w/270 DU
- ***** Zone changed from SU-1/IP to RLT August 20, 1993 w/350 DU

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3. Reasons for Requesting Zone Changes

The proposed zoning is recommended in response to recent changes that affect existing and proposed land uses in the area. In light of these changed conditions, some zone designations are proposed that will facilitate development consistent with the objectives of the Comprehensive Plan. Some of the conditions that have a significant effect on land use and zoning within the sector plan area are:

- a) Pending completion of the Paseo Del Norte River Crossing.
- b) Alignment of Paseo Del Norte through a portion of plan area currently zoned for low and moderate density residential uses.
- c) Changes to the Long Range Major Street Plan affecting Eagle Ranch Road, connection of Taylor Ranch Drive to Golf Course Road, and downgrading of Calle Nortena from minor arterial to collector status.
- d) Proposed realignment of La Orilla and preliminary design of its intersection with Taylor Ranch Drive and Golf Course Road.
- e) Shift in housing market conditions placing more emphasis on higher density units and less on single family detached units.
- ~~f) Reduction in amount of vacant land for office and industrial uses due to annexation and rezoning of Albuquerque West and areas in Superzone 6 (PIA 3 and 10).~~
- f) The pending completion of the West Mesa Airport and its potential employment linkages to the sector plan area.
- g) Sentiments expressed at the E.P.C. hearing on this Plan's boundaries and content.
- ~~i) Recent meetings and dialogue with the associations and residents representing Alban Hills, Taylor Ranch and the Homestead Hills property owners.~~

Actions taken by the Environmental Planning Commission in rezoning property in the plan area from SU-1 for IP to residential zone categories.

The above conditions and attitudes make most of the existing zoning within the sector plan area inappropriate. The recommended zoning is necessary to respond to the changed conditions and facilitate development that will help attain the Comprehensive Plan's goals and policies. The justifications for the recommended zone changes (as required by Resolution 270-1980) are provided in the following section.

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4. Justification for Proposed Zone Changes

(a) Business and Industrial Park (SU-1 for IP): 307.2 Acres

The area is bordered by Eagle Ranch Road on the east, Golf Course Road on the west, paradise Blvd. on the north and the Taylor Ranch drainage conveyance on the south. Paseo Del Norte crosses the area in an east-west direction. Current zoning is primarily moderate density residential (4-10 units per acre) and County A-1, with approximately 7.3 acres of M-1 and commercial uses. This zoning was in effect before the revisions in the Long Range Major Street Plan provided for the current alignments for Paseo Del Norte, Golf Course Road and Eagle Ranch Road. It also was in effect before the Albuquerque West Subdivision was rezoned to permit heavy commercial (SU-1 for C-3 uses) facilities not associated with residential uses. These changes in transportation and adjacent land uses made the low density residential uses inappropriate.

The area is best suited for an employment generating use. The proposed business park would be a very attractive setting for firms seeking locations to expand or diversify. Such firms seek a well planned environment, a high visibility location near major roads and a growing labor base. The proposed business park location has all these characteristics.

The site is large enough for an integrated business park providing a variety of uses that will let the employees stay on site for most of their needs, thereby reducing travel. The site can draw on the rapidly growing West Side labor force that is now dependent on jobs east of the river. It also can provide a business location with direct access to the West Mesa Airport.

The Economic and Market Analysis of Gruen Gruen & Associates (Appendix A) discusses in detail the competitive locational advantages of the site. It also describes a number of ways the proposed business park can attain the Comprehensive Plan goals of attracting new growth to Established Urban Areas, expanding job opportunities in the Albuquerque Area and improving self sufficiency within the Northwest Mesa Plan Area by reducing COG's projected year 2010 population/employment ration from 2.9 to 2.3.

(b) Commercial (C-1): 18.2 Acres

The proposed commercial area is located at the southwest corner of the intersection of Golf Course road and Paseo Del Norte, north of the Piedras Marcadas Arroyo and east of north branch of the Piedras Marcadas Arroyo. Current zoning designates this site for park and residential uses (SU-1) of up to 6 units per acre. This zone designation was in effect before revisions to the Long Range Major Street Plan setting the alignments for Golf Course Road and Paseo Del Norte.

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The Taylor Ranch Master Plan provided for 5.3 acres of C-1 zoning at the intersection of Taylor Ranch Drive and Calle Nortena when these streets were programmed for extension to Coors Road and Golf Course Road respectively. However, the construction of the Piedras Marcadas Dam and an alternate connection of Golf Course Road to Taylor Ranch Drive at La Orilla caused deletion of the scheduled extensions of Taylor Ranch Drive and Calle Nortena from the Long Range Major Street Plan. The existing commercial site was thus made less accessible and attractive. Relocation of the commercial site to the area shown in the sector plan would provide a location with better access and proximity to more intensive development. It will help attain the comprehensive plan goal of reducing travel demand through a better mixing of uses. Relocation also will increase the distance between the sector plan commercial area and the existing neighborhood commercial at Taylor Ranch Drive and Homestead Circle to the one mile spacing standard recommended by the Northwest Mesa Area Plan.

For this plan, the new commercial center also will replace the 7.3 acres (Parcels H-1 and H-2) located at Paradise Boulevard and currently zoned SU for C-2 and M-1 uses by the Eagle Ranch Master Plan, (12.6 acres total existing commercial acreage in sector plan area)*.

The Northwest Mesa Area Plan indicates a location for "neighborhood commercial" west of Coors Road with one-mile approximate spacing. As mentioned, this location serves the locational criteria but may contradict the size limitations for neighborhood centers.²⁾ The Northwest Mesa Area Plan recites a neighborhood scale as "3-10 acres; 30,000 - 100,000 sq. ft. G.L.A.; with up to 50% additional commercial ... to hold retail and service activities which more typically locate on small sites, in strips or other dispersed locations".

The text from which these criteria were excerpted also states that ... (this table) "compares the characteristics of the three major types of shopping centers. Numbers shown in the table must be regarded only as convenient indicators for defining the various types of centers; the basis elements of any center may change because of the need to adapt to the characteristics of the trade area, including the nature of the competition, population density, and income levels."³⁾

* Additionally, the rezoning for City annexation of Eagle Ranch on 12/83 eliminated 7.8 acres approved by Paradise Hills.

- 1) Northwest Mesa Area Plan, City Planning Division, adopted 12/11/80; Figure 9 and text.
- 2) i.b.i.d., Figure 10 and text.
- 3) Shopping Center Development Handbook, Urban Land Institute, 1977; pg. 7 (emphasis added).

Although the site size is 18.7 acres as opposed to 15 acres for neighborhood centers (including the 50% peripheral allowance), it is requested that the type of center remain in conformance to the Northwest Mesa Area Plan as neighborhood but a justification for the larger size is now proposed for the following reasons:

- 1) The site itself is bounded by topographic (Piedras Marcadas Arroyo) and urban (roadways) features which would make a division (by zoning) imprudent; and,
- 2) The trade area, as allowed for in the U.L.I. text, is now part of a neighborhood service radius which will incorporate increased residential intensities and the business park concept (1 mile radius); and,
- 3) The net useable site, after deductions for the arroyo right-of-way, will approximate the .15 acres recommended.

(c) Multi-Family (R-2 and SU-1 for PRD) Uses: 91.1 Acres

These proposed zones are comprised of two areas west of Golf Course Road contiguous to the IP and C-1 areas. Current zoning of the area is for residential uses of 4-10 units per acre. This area is not appropriately zoned in the context of this sector plan.

The changed conditions that led to the recommendations for IP and C-1 zoning suggest that the area should be rezoned to provide a buffer of higher density residential uses between the non-residential and medium density residential areas.

These zoning designations will further the Comprehensive Plan Policy of encouraging higher density housing in planned development areas in a way that protects established neighborhoods.

(d) Multi-Family Uses (SU-1, 20 units/acre): 36.6 Acres

The Zuris-Mann Tract (Parcel H-12) was given this zone designation by the Environmental Planning Commission in November, 1984. No zone change is required for this parcel.

(e) Planned Residential Developments (SU, mixed intensities): 79.1 Acres

The realignment of the intersection of Golf Course Road and Taylor Ranch Drive will place a 36 acre parcel (H-28) at an intersection that will support heavy concentrations of activity. The Parcel also is serviced by a collector street on its northern and eastern boundary and an arterial on the western boundary. These traffic influences and the proximity of Taylor Ranch parcels with commercial (Tract 28) and high density residential (Tract 26A) uses, initially suggested that densities on this

parcel should be increased to R-2 standards. Also, a 43.1 acre parcel (H-24), located between Golf Course Road and the Piedras Marcadas dam, separates the newly created RA-1 area near Alban Hills from the IP zoning. This parcel was also initially suggested for R-2 standards.

The Alban Hills association and resident meetings, and the E.P.C. public hearing (on boundaries) clearly indicated that R-2 zoning is not appropriate adjacent to the existing Alban Hills area (County A-1) or the newly created buffer of 2-acre lots (RA-1, City), even though there will be the physical buffer of the trail system and prohibited vehicular access. The indication was that R-T zoning would be more acceptable.

The R-T zoning created a dilemma for this plan's sponsors. How could adequate R-T zoning provide an adequate "buffer" without prematurely directing an un-imaginative subdivision pattern? A typical "tier" of development of 110' lots served by a 50' street would result in a 270'-300' strip of R-T zoning that would provide a buffer; however, zoning a 300' strip would almost mandate a single strip of multiple driveways or a series of culs-de-sac with 6-8 lots on each).

To resolve this dilemma, this Sector Plan and accompanying zoning request will place both tracts under an SU-1 zone for Planned Residential Development. The easternmost 300', closest to RA-1 and A-1 adjacent zoning, will be limited to R-T building intensities and building height. The balance of each parcel will be limited to R-2 intensities and height.

While this may still result in a R-T style subdivision, we feel that this will encourage a single developer to integrate two intensities of development, hopefully inwardly and use common access areas. The placement of primary entrances to the west of the adjacent low intensity zoning will be encouraged.

The SU site plan requirements, also allow for further public discussion of the physical arrangement of buildings, streets and elevations.

(f) Medium Density Residential (R-T and SU-1) Uses: 108.8 Acres

These areas are located between the high density residential areas and existing and proposed low density residential areas. These areas are included primarily in the Hughes portion of the plan area where they provide a transition between proposed low-density residential areas adjacent to Homestead Hills and higher density uses along Golf Course Road.

In the Taylor Ranch portion of the plan, this zoning designation is proposed for 45.9 acres north of Calle Nortena and east of Volcano Cliffs. Current zoning for this area is for commercial (C-1) and residential uses of 10 and 20 units per acre. Due to the Long Range Major Street Plan amendments that downgraded Taylor Ranch Drive and Calle Nortena, a down zoning of this entire area is appropriate.

(g) Low Density Residential (R-1): 83.0 Acres

The lands proposed for R-1 zoning are between the existing low density residential uses and the proposed moderate density uses (R-T). These lands are now zoned A-1. The proposed zoning designation would permit densities comparable to those currently allowed where water and sewer facilities are available.

(h) Very Low Density Residential (RO-1 and RO-2): 25.7 Acres

The properties that are east of Golf Course Road and south of the Piedras Marcadas Dam and abut the existing Alban Hills Development are designated for low density uses. The area near the northwest portion of Alban Hills will be restricted to single family detached homes with a minimum lot size of two acres. The proposed zoning will reduce the density to below the level allowed under existing County A-1 allowances. The lower density will better attain the Comprehensive Plan objective of protecting established low density neighborhoods from higher densities in planned developments.

(i) Church (SU-1): 8.1 Acres

The proposed church site is located east of the Golf Course Road and north of La Orilla, on the southern border of Alban Hills. The site is now zoned R-1. The redesign of the Golf Course Road - La Orilla - Taylor Ranch Drive intersection and existing easements make it impractical to build single family homes on this site. Relocation of the approved church site in Taylor Ranch to this area will provide a more feasible, low intensity use and assist in view preservation for Lot 9, Alban Hills.

(j) Park and Open Space Areas (RA-1):

Since all properties must have zoning, a RA-1 designation is given to the area (Parcel H-30) to be used for that portion of the trail system adjacent to Alban Hills. The other areas proposed for park and open space dedication are included in the residential acreages zoned. These areas will be dedicated to the City of Albuquerque through a bulk land subdivision plat that will be recorded after approval of this plan, annexation of the unincorporated portions of the plan area, establishment of zoning, and conveyance by specific deed.

(k) **Drainage Facilities, Recreation and Open Space (SU): 40.7 Acres**

The Piedras Marcadas Dam site (Parcel H-19), is designated as a drainage facility with potential joint use for recreation and open space uses. Because of this potential and the competing suggestions for park and ride, recreation, open space, vista parking and the prime use, drainage control - the SU designation will require site plan review and public hearing.

E. PARKS AND OPEN SPACE

1. Parkland Requirements

The City's park dedication ordinance contains a park requirement of 170 square feet per single family or townhouse dwelling unit, and 85 square feet per multi-family dwelling unit. This requirement may be met through land dedication or cash-in-lieu of land. In addition, park development fees are paid at the time of building permit.

Since the actual, final park size is determined by actual units on subdivision plats or site plans, the size/space calculations in a Sector Plan must represent realistic intensities of development as well as commitments for locations and minimum sizes.

At the planner's "probable" intensities assuming all townhouse or single family units (170 sq. ft./DU requirement), the owner's requirement would be:

Zuris-Mann,	640 D.U.	=	2.5 Acres
Bellamah, (B.C.D.)	4138 D.U.	=	16.1 Acres
<hr/>			
Total,	4778 D.U.	=	18.6 Acres
			(Recreational Parkland)

* See also Chapter 5, Table 13

At the planner's "maximum" intensities (assuming R-2 zoning as apartments), the requirement would be:

Zuris-Mann,	732 D.U.	=	1.4 Acres
Bellamah,	1510 D.U. @ 170	=	5.9 Acres
	3006 D.U. @ 85	=	5.9 Acres
<hr/>			
Total,	5248 D.U.	=	13.2 Acres

The parkland commitment (size and location) used for dedicated lands was determined assuming the credit would accrue to the development of B.C.D. properties (not parcel H-12, Zuris-Mann), unless property was purchased from B.C.D. for developments by others. The Zuris-Mann portion may elect cash-in-lieu or an alternate site dedication, east of Coors Road. Should this be elected, the range of park size requirements within this Sector Plan would be 11.8 Acres - 16.1 Acres (B.C.D. portion).

2. Parkland Commitment

Previous Park and Recreation Department comments have addressed their concerns for:

- (a) at least 5 acres for a recreation park, located west of Golf Course Road and conforming to the 1/2 mile spacing standard for residential areas;
- (b) the potential for parkland credits to apply for developed, irrigated and maintained trail systems providing that a), above, is guaranteed;
- (c) the potential for additional recreation, open space and multiple use within the A.M.A.F.C.A. dam properties, pending their approval and subsequent agreement, and
- (d) the development of open space trails and open space links in accordance with the Facility Plan for Arroyos.

Accordingly, this plan commits to:

- (a) Dedicate, with platting, a minimum of 8.0 acres for active recreation parkland (neighborhood) accruing to development of B.C.D. properties at a location west of Golf Course Road and preferably at a location indicated on Plates 1 and 2 (fold-out maps). This site is preferred because of stated homeowner preferences. With the development of the internal streets, the site would access Golf Course Road with a minimum frontage. This location and size is subject to the Park and Recreation Department's visual inspection and determination of suitability.
- (b) Dedicate, by platting, approximately 5 acres (B.C.D. properties) for the trail system segment between the Piedras Marcadas dam and the intersection of Golf Course Road with Taylor Ranch Drive and La Orilla Road.
- (c) Construct that portion of the trail system detailed in b) above with a pedestrian/bikeway path (in lieu of one sidewalk where adjacent to Golf Course Road) and provide for an equestrian pathway. This development portion will comply with the Parks and Recreation Department preferred design and include landscaping, landscape irrigation, earthen berm, fencing replacement and an agreement to maintain for a period not to exceed three years from installation.

Any park requirements above the 13 minimum acres will be met through alternatives permitted by current policy. These options include additional dedications at the preferred location or at alternate locations acceptable to Parks and Recreation Department (2) cash-in-lieu payments or (3) physical development expenditures which may be credited to land dedication.

3. Detached Open Space Requirement:

A portion of the Plan area (Parcel H-12), previously zoned as SU-1 (20 DU/AC) lies within the Developing Urban portion of this Sector Plan. The revised (1984) requirement for open space in this designation is 2400 sq. ft. per dwelling unit, 500 sq. ft. of which must be associated with the actual unit. The remaining deficient open space (1900 sq. ft. per unit) may be associated with amenities within the site, or may be dedicated by deed or easement as detached open space. Preliminary estimates indicate a maximum of 32 acres could be required at the most intense configurations of development on the affected properties, a "probable" requirement would be 10-15 acres.

The required amount of open space will be provided in the following priority:

4. Open Space Commitment:

- (a) After development studies and engineering analysis, an area near the lower escarpment slopes (Parcel H-7) will be reserved for City dedication for open space. This area is subject to City acceptance and could approximate up to 9 acres of preserved land. Should this area be acceptable, the open space credits would accrue to the Zuris-Mann parcel.

- (b) Dedication of the land along the Piedras Marcadas Arroyo.

This area (approximately 8-10 acres) is within the Piedras Marcadas Arroyo (trail system) as recommended in the Facility Plan for Arroyos, under current study.

The proposed treatment of the arroyo will leave portions in its natural or semi-natural state (if approved by City Hydrologist). A study which delineates the area beyond the 100 year floodplain which may be susceptible to future arroyo meander (prudent construction limits) has been submitted to the City for review.¹⁾

1) Simons-Li & Associates. Aggradation/Degradation study for the Piedras Marcadas Arroyo (under contract).

The area between the prudent construction limits and the required right of way for a hypothetical, improved channel will be deducted as detached open space and credited to the requirements for development of the Zuris-Mann parcel. This area could approximate 8 - 10 acres of open space, depending on the Corridor Study and approvals of engineering treatment for the arroyo.

The sponsors of this plan are proceeding to develop a Corridor Plan for the Piedras Marcadas Arroyo and intend to submit these concepts and refined acreage calculations prior to the development of the Zuris-Mann area site plans (which require the open space calculations).

- (b) Other open space (detached requirement) accruing to the Zuris-Mann development:

Should the amount of major arroyo open space and escarpment open space be insufficient for the requirements of Parcel H-12 the following additional locations may be used:

- (1) That portion at the southerly end of the Parcel H-12 "triangle" (south of Eagle Ranch Road, as proposed) which lies adjacent to Coors Blvd. Should this area be offered, Zuris-Mann may desire to use it, in part, to satisfy on-site drainage retention for their development. In lieu of the acceptability for joint-use and satisfaction of the total requirement; and/or,
- (2) Dedication or comparable encumbrances of properties lying east of Coors Blvd. now owned by Zuris-Mann. Should these areas be offered (and accepted) the land area requirement would be construed as benefitting this Sector Plan's obligation.

5. Trail System

The park and trail dedication shown on Plate 3 (fold-out maps) will provide an important pedestrian link to other recreation sites on the West Mesa. Location of the trail dedication near the PNM easement is in accordance with the City's current trail system plans. The trail will be anchored at the southern end by the recreation area in Taylor Ranch ¹⁾ and at the northern end by the Piedras Marcadas ponding area ²⁾. A connection to Coors Road near the dam will facilitate a future link to the nearby archaeological site east of Coors Road. This connection will cross Coors at the Eagle Ranch interchange unless the City provides for a grade separated crossing. In the future there may be trail connections along the Main and Middle branches of the Piedras Marcadas Arroyo to Petroglyph Park, Piedras Marcadas Canyon, and the Escarpment Trail System.

- 1) The impoundment of the La Mariposa facility, when constructed for recreational use.
- 2) Desired by the Park and Recreation Department for future joint use.

A connection to the Rio Grande Bosque could be accomplished by utilizing the suggested agreement for La Orilla Road right-of-way. La Orilla, normally requiring a right-of-way of 68 feet for a collector road width, has been designated for a 100 foot width anticipating an adjacent trail.

Pending an approved sector plan, the sponsor agrees to build a portion of the trail, as identified in Chapter 6, according to City Standards, and install landscaping and irrigation within the trail corridor. The sponsor also agrees to assume responsibility for maintenance for three years from construction. The acreages included in the trail dedication are to be in lieu of conventional park space as committed to in the preceding subsection. A total park dedication of 13 acres includes the 8 acre conventional recreation park south of Calle Nortena, west of Golf Course Road.

The trail corridor through the Hughes Estate will be a minimum of 40 feet wide and run partially along the eastern property line adjacent to the realigned Golf Course Road. A portion will diverge from the adjacent street right-of-way and provide a buffer between the 2 acre lotting concept created next to Alban Hills. The corridor will include landscaping, low-maintenance, and possibly an equestrian trail landscaping and a berming treatment to mitigate traffic effects and a bike trail. Natural and gravel ground covers are recommended to replace sod and high-maintenance plant materials.

6. Treatment of Piedras Marcadas Arroyo

As mentioned earlier, the sponsors of this document endorse the provisions of the "Facility Plan for Arroyos", a Rank 2 Plan that establishes design guidelines for arroyo improvements. This plan identifies the Piedras Marcadas Arroyo, as a Major Open Space Link, Priority One.

Facility Plan Policy 4 discusses parklands and open space associated with Open Space Link Trails. It recommends a minimum 20-foot easement for trail development and possible landscaping on at least one side of the channel, outside of the 100-year floodplain. This 20-foot area, if dedicated to the City, shall be eligible for either open space credit in the Developing Urban area, or park dedication credit. The actual amount of land area to be credited as dedicated park land will be determined by the City on a case-by-case basis. Specific right-of-way requirements for each Major Open Space Link will be determined through the corridor planning process.

This Sector Plan process will identify these areas before the recommended Corridor Plan process for the Piedras Marcadas Arroyo begins.

What is presently shown on the Land Use Map (Plate 1) is an easement location conforming to the natural arroyo limits as suggested by Mr. Tom Mann (drainage report, A.M.A.F.C.A.) and is approximately 150' in width. This area (before considering any parkland dedications) together with narrower easements in the upper reaches, would yield approximately 13 Acres, a portion of which will be dedicated as detached open space (see subsection 4, this chapter).

Should additional land areas be required adjacent to the identified easements, they will be oriented next to the arroyo with selected locations for parking, access and physical improvements enlarged as necessary to accommodate the design guideline recommendations of the Facility Plan.

7. Archaeological Sites

Parcel H-17 contains some petroglyphs located on an isolated basalt outcropping. The relative significance of these petroglyphs is under study. The sponsor will hold the property off the market for six months to let the City decide if it wants to purchase the site. If the City wishes to acquire the petroglyph area, the sponsor is willing to sell the City the land for its appraised value.

8. Park and Ride Location

Parcel H-20, near the spillway of the Piedras Marcadas Dam, has been mentioned as a possible park and ride location. The suitability of this area is contingent on transportation concerns and ultimate design integration with Eagle Ranch Road, Coors Blvd. frontage road, trail system crossing Coors and the Coors Corridor scenic view area. If the City wishes to acquire this tract, the sponsor (owner) is willing to give the City one-year to decide (12/86). The owner will then negotiate for the sale to the City at its appraised value or trade with the City for comparable value elsewhere (approx. 4.4 acres).

Chapter Five

PLAN

IMPACTS



sector development plan, albuquerque, n.m.

SECTOR PLAN AMENDMENT, EPC ACTION APRIL 21, 1994 - CASE Z-94-61

The proposed land uses for the area, as shown on Plate 1 (fold-out maps), provide a basis for estimating expected residential units, population, non-residential space, employment and traffic. Actual building allowances are established in the requested zoning. These estimates are provided for: (1) a minimum estimate based on low utilization of the land use allowances; (2) a probable estimate, based on maximum gross acreage basis, and (3) a maximum estimate, based on the high utilization allowances, normal construction practice and an estimate for land losses to roads and parks. It is anticipated that the probable extent of land utilization after full build out will be comparable to the middle estimate.

A. HOUSING

At full build out, the sector plan area could have a range of 3724 to 5248 units, or a plan density of between 4.9 units per acre and 6.9 units per acre¹⁾. Both of these densities are within the Comprehensive Plan standards for established and developing urban areas. The probably number of units will 6.3 units per gross developable area¹⁾. The numbers of units anticipated within each dwelling unit category are on Table 12, and the methodology for estimating on Table 13.

B. POPULATION

Appendix A (Gruen Gruen & Associates) projects the anticipated 4778 dwelling units to contain a resident population of 12,293 persons. This compares with the existing zoning allowing for 4790 dwelling units and a population of 12,324.

TABLE 11: Riverview Sector Plan Population Summary 2

Deleted
EPC Action
April 21, 1994
Case Z-94-61

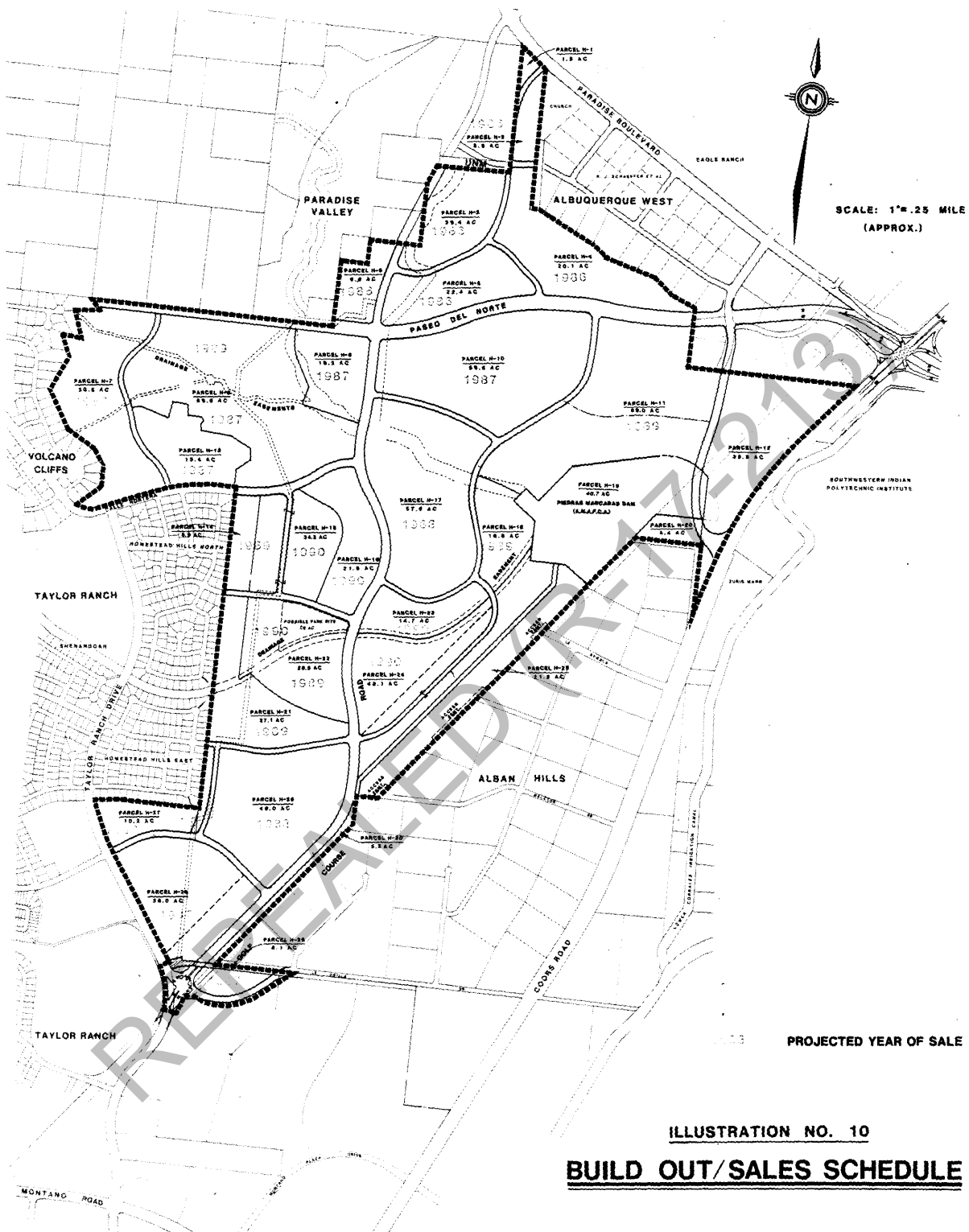
	<u>Current Zoning</u>	<u>Proposed Zoning</u>
Number of Dwelling Units	4,790	4,778
Number of Households	4,598	4,587
Number of Residents	12,324	12,293

Added
EPC Action
April 21, 1994
Case Z-94-61

	<u>1985 Zoning</u>	<u>Amended Zoning April, 1994</u>
<u>Number of Dwelling Units</u>	<u>5,125</u>	<u>3,521</u>
<u>Number of Households</u>	<u>4,920</u>	<u>3,380</u>
<u>Number of Residents</u>	<u>13,186</u>	<u>9,058</u>

It is anticipated that the buildout schedule for the properties in the plan (Illustration 10) will begin in 1986 and continue through 1990 (year of development or year of sale). The population density could conceivably be attained by the year 1995. The Demographic Projections for the City of Albuquerque, (Southwest Land Research, 1985) projects for 1995 an increase of 17,431 population in P.I.A.s 11 and 12, the location of the planning boundaries. However, most of the residential portions of this project are in P.I.A. 11, projected for 7,222 increase (1985-1995).

- 1) Assumes 763 developable acres, excluding A.M.A.F.C.A. site.
- 2) Assumes four percent residential vacancy rate and 2.68 persons per household.



SECTOR PLAN AMENDMENT, EPC ACTION APRIL 21, 1994 - CASE Z-94-61

TABLE 12: Proposed Zoning (by Parcel)

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EPC Action
April 21, 1994
Case Z-94-61

Parcel No.	Proposed Zoning	Gross (1) Acres	Est. Max. DU's Anticipated (2)
H-1	SU-1 for IP (5)	1.5	N/A
H-2	SU-1 for IP (5)	5.8	N/A
H-3	SU-1 for IP (5)	29.4	N/A
H-4	SU-1 for IP (5)	20.1	N/A
H-5	SU-1 for IP (5)	22.4	N/A
H-6	SU-1 for IP (5)	9.8	N/A
H-7	SU-1 for RT	30.5	210 (6)
H-8	SU-1, PRD, 20 DU/AC	69.5	1380
H-9	C-1	18.2	N/A
H-10	SU-1 for IP (5)	59.8	N/A
H-11	SU-1 for IP (5)	69.0	N/A
H-12	SU-1, PRD, 20 DU/AC	36.6	732 (Zuris-Mann)
H-13	SU-1 for RT	15.4	154
H-14	R-1	6.9	35
H-15	R-T	24.2	194
H-16	R-2	21.6	467
H-17	SU-1 for IP (5)	57.9	N/A
H-18	SU-1 for IP (5)	16.8	N/A
H-19	SU/Drain. & Rec. (3)	40.7	N/A
H-20	RO-1	4.4	2
H-21	R-1	27.1	138
H-22	R-T	28.5	164 (4)
H-23	SU-1 for IP (5)	14.7	N/A
H-24	SU-1 for PRD	43.1	664
H-25	RO-2	21.3	10
H-26	R-1	49.0	250
H-27	R-5	10.2	82
H-28	SU-1 for PRD	36.0	643
H-29	SU-1 for Church	8.1	N/A
H-30	RO-1	5.3	N/A
TOTAL		803.8 (3)	5125

- 1) ——— Gross acres include all internal and abutting streets and land that subsequently may be dedicated for parks, trails and open space.
- 2) ——— Maximum dwelling units anticipated is taken from Table 13, Chapter 5 and represents the best estimate, at this time, of land losses to street rights of way, park dedication and assuming conventional construction practices, at a high intensity on parcels intended for straight zoning (R-1, R-T and r-2).
- 3) ——— Total of 803.8 Acres includes Piedras Marcadas dam site (Parcel H-10). The dam site is under condemnation for A.M.A.F.C.A. purchase and has therefore not been included in density calculations in the text. Total acres minus the dam is 768.1 Acres.
- 4) ——— 8.0 Acre preferred park location (deducted). Add 64 dwelling units if alternate location offsite is selected.

SECTOR PLAN AMENDMENT, CPC ACTION APRIL 21, 1994 - CASE Z-94-61

Added EPC Action April 21, 1994

Case Z-94-61

APRIL 1994 REVISION TO TABLE 12 (APRIL 1993) AND PLANNING DEPARTMENT TABLE (FEBRUARY 1988)

DWELLINGS				GROSS ACRES/SECTOR PLAN			RESULTING ACRES/BULK LAND PLATTING PREVIOUS AND PROPOSED		
PARCEL NO.	SECTOR PLAN 1985	RESULTING ZONING/ PLATTING 1988-93	PROPOSED CHANGES 1994	RESIDENTIAL	OTHER	SU/IP	RESIDENTIAL	OTHER	SU/IP
H-1*****			6			1.5	1.2429		
H-2*****			34			5.8	6.0291		
H-3*****		101	none			29.4	16.1896	5.2000	
H-4*****		157	none			20.1	25.1122		
H-5*****		92	none			22.4	14.7232	9.4000	
H-6			none			9.8			8.7701
H-7	210	40	none	30.5			18.3720	(oe) 14.1246	
H-8*****	1380	50 200	none none	69.5			11.4577 49.6368		
H-9			none		(C-1) 18.2			13.8876	
H-10*****		270	none			59.8	44.9661		
H-11*****		239 188	none none			69.0	39.7833 31.4490		
H-12	732	694	none	36.6			34.7302		
H-13	154	112	none	15.4			29.9636		
H-14	35	32	none	6.9			6.7463		
H-15	194	150	none	24.2			26.3067		
H-16	467	55	none	21.6			14.4621		
H-17*		141	none none			57.9	17.8586 12.2996	(oe) 16.1546	
H-17B*****		121	none				17.2761		
H-18**		80	none			16.8	13.6770		
H-19			none		(Rec) 40.7			40.7366	
H-20	2	2	none	4.4			4.2317		
H-21	138	109	none	27.1			48.0000		
H-22	164	42	none	28.5			8.8800		
H-23 (H-17A-1)			none			14.7	ed with H-17A-1B1		
H-24****	664	176	none	43.1			39.4070		
H-25	10	10	none	21.3			20.0228		
H-26	250	196	none	49.0			42.2752		
H-27	82	62	none	10.2			9.3826		
H-28***	643	162	none	36.0			36.8628		
H-29			none		(Church) 8.1			6.7224	
H-30			none		(Trail) 5.3			6.2244	
TOTALS	5125	3481	40	424.3	72.3	307.2	641.3442	112.4502	8.7701

- * Zone changed from SU-1/IP to SU-1/PRD June 20, 1991 EPC w/310 DU; now planned for 188 DU
- ** Zone changed from SU-1/IP to RLT June 20, 1991 EPC w/90 DU (from 643 DU); now planned for 80 DU
- *** Zone changed from SU-1/PRD to RLT June 20, 1991 EPC w/190 DU; now planned for 162 DU
- **** Zone changed from SU-1/PRD to RLT October 17, 1991 EPC w/401 DU; now planned for 176 DU
- ***** Zone changed from SU-1/PRD to RLT September 10, 1992 EPC w/832 DU; now planned for 250 DU
- ***** Zone changed from SU-1/IP to RLT September 10, 1992 EPC w/548 DU
- ***** Zone changed from SU-1/IP to RLT November 19, 1992 EPC w/270 DU
- ***** Zone changed from SU-1/IP to RLT w/350 DU and C-2 w/14.6 acres
- ***** Proposed zone change from SU-1/IP to RL w/40 DU

TABLE 13: Residential Impact Assumptions

	Gross Acreages 1)	Planner's Minimum Development Expectancy	Planner's Probable Development Maximum	Maximum Estimates by Zoning 3) (allowing for future street dedications and preferred park location)
Very Low (RO-1 & 2)	25.7 AC	@0.5 DU/AC = 13 DU	@0.5 DU/AC = 13 DU	No Street Loss = 13.0 DU access from Alban Hills roads)
Low (R-1)	83.0 AC	@3.0 DU/AC = 249 DU	@4.5 DU/AC = 374 DU	15% land loss to streets, and balance at 6 DU/AC = 423 DU
Medium (RT & SU-1)	108.8 AC	@6.0 DU/AC = 653 DU	@8.0 DU/AC = 870 DU	20% land loss to streets, park loss at 8 AC, balance at @10 DU/AC = 806 DU
High (R-2 & SU-1)	91.1 AC	@14.0 DU/AC = 1275 DU	@18.0 DU/AC = 1640 DU	10% land loss to streets (multi-site) and balance net @24 DU/AC = 1967 DU
SU 20 DU/AC (Zuris-Mann, Parcel H-12)	36.6 AC	@14.0 DU/AC = 512 DU	@18.0 DU/AC = 658 DU	7.8 Ac. loss to PNM, streets and detention 732 (allowed @20/AC)
SU for mixed use Parcel H-28 (36.0 AC)	12.0 AC (RT) 24.0 AC (R-2)	@6.0 DU/AC = 72 DU @18.0 DU/AC = 432 DU	@8.0 DU/AC = 96 DU @20.0 DU/AC = 480 DU (16.0 DU/AC Averaged) 576 DU	R-T area at 20% loss, balance @10 DU/AC = 96 DU R-2 area @5% loss, balance @24 DU/AC = 547 DU 643 DU TOTAL
SU for mixed use Parcel H-24 (43.1 AC)	21.5 AC (RT) 21.6 AC (R-2)	@6.0 DU/AC = 129 DU @18.0 DU/AC = 389 DU	@10.0 DU/AC = 215 DU @20.0 DU/AC = 432 DU (15.0 DU/AC Averaged) 647 DU	R-T area @20% loss, balance @10 DU/AC = 172 DU R-2 area @5% loss, balance @24 DU/AC = 492 DU 664 DU TOTAL
	423.3 AC (residential)	Probable Residential Minimum 3724 DU	Probable Residential Maximum 4778 DU	Maximum Possible By Zoning and Normal Development Practice 5248 DU
Net 2) Density using 474 AC		8.8 DU/AC	11.3 DU/AC	12.2 DU/AC
Gross Density using 763 Ac. (Dam excluded)		4.9 DU/AC	6.3 DU/AC	6.9 DU/AC
Gross Density using 803 Ac. (Dam included)		4.6 DU/AC	6.0 DU/AC	6.5 DU/AC

1) Gross Acreage represents the total land area, including the street rights-of-way and acreages underneath proposed park and trail systems (excluding AMAFCA properties).

2) Net density, overall, using gross parcels for residential zonings, only.

3) Normal construction practice under zoning, maximizing site design for street efficiencies.

C. COMMERCIAL, OFFICE AND INDUSTRIAL SPACE

The proposed zonings will establish three types of non-residential land use.

TABLE 14: Non-Residential Zoning Summary

<u>Proposed Zoning</u>	<u>Gross Acreage</u>	<u>Type of Development</u>
C-1	18.2 Acres	Neighborhood Commercial Shopping with an allowance made for a higher-than-normal site size. The service radius of 1 mile includes the business park and the majority of residential densities in the plan. At a F.A.R. of 0.2, this site could accommodate up to 158,558 sq. ft.
SU-1 for IP	307.2 Acres	Business Park, with primary focus on office development, showroom warehousing, light manufacturing and assembly. Additional Service area includes airport-related services not normally located at the aviation facility. The plan includes the establishment of architectural, landscaping and site development controls.
SU-1	8.1 Acres	Church and related facilities.

Appendix A (Gruen Gruen + Associates) projects the Business Park development to rival few other business/industrial complexes available in the City of Albuquerque. The Journal Center is the closest physical comparison to what is envisioned.

The attractiveness of the Park could generate approximately 40% of its employment as relocation to the region and the draw the remaining jobs from other City areas without adversely impacting projected employment elsewhere. A significant position is stated for increasing the employment base west of the Rio Grande, by approximately 2% of the 2010 projections, thereby relieving transportation dependency on cross river home-to-work traffic.

D. EMPLOYMENT

Appendix A explains further the estimated range of commercial and office/industrial impacts resulting from the development. If the development provides commercial and office/industrial uses comparable to those currently under construction in the Albuquerque area, the development could provide 158,558 sq. ft. of commercial space and 4,014,490 sq. ft. of office and industrial space. Based on established current employment generation standards for leasable space, this would result in 10,282 jobs.

E. TRANSPORTATION

1. Traffic Generation

The estimated daily traffic volume listed in Table 15 is based on trip generation standards published by the Institute of Transportation Engineers (ITE) for the anticipated land uses. Over one-half of the trips are attributable to the anticipated non-residential uses which border on, or have direct access to, the four arterials serving the plan area.

2. Trip Distribution

The traffic analysis by Mr. Fred Pearson of Gruen and Associates is incorporated in this plan (Appendix B). This study concluded that the projected transportation system for the near arterial and collector streets for the COG horizon year of 2010 will not be exacerbated.

"The distribution of future employment-related Riverview trips was based on projected metropolitan area population distribution and distance from Riverview, assuming that these trips and the corresponding jobs are new to the metropolitan area. More than half of the additional Riverview trips would begin and end west of the Rio Grande, even though only about one-third of the future population will live west of the Rio Grande. This distribution indicates that the proposed mix of land uses in the Riverview Sector Plan will help relieve peak hour, peak direction traffic congestion in critical commuter corridors including river crossings and the Coors Corridor."

The specific developer commitments for additional rights-of-way, construction elements of intersections, participation in regional solutions and on-site implementation and control were included in Mr. Pearson's analysis.

TABLE 15: Daily Traffic Generation (Trip Ends)

Land Use	Dwellings or Square Footage	Trip Rate	Daily Trips
Very Low Residential	13 D.U.	10.0 per D.U.	130
Low Residential	374 D.U.	10.0 per D.U.	3,740
Medium Residential	870 D.U.	6.6 per D.U.	5,742
High Residential	2,299 D.U.	6.1 per D.U.	14,024
Mixed Residential	1,223 D.U.	7.8 per D.U.	9,539
Neighborhood Commercial	158,560 S.F.	66.7/1000 S.F. (1)	10,576
Research Park	4,014,490 S.F. 9,990 employees	2.4/employee (2)	23,976
Total Daily Trips			67,727

Source: Trip Generation, Third Edition, ITE, 1982

NOTES:

- (1) Neighborhood commercial uses are anticipated to serve primarily local community needs including retail and food services.
- (2) Research Park trip generation is composed primarily of work trips, which draw heavily upon the large resident labor force projected to live in Riverview and the remainder of the Northwest Mesa by the year 2010. Work trips generated by these Northwest Mesa residents travelling to and from jobs in Riverview will generally not impose any additional traffic upon river crossings.
- (3) Estimated non-residential uses (hypothetical):

Use	Acres	Building	F.A.R.
Neighborhood Commercial	18.2	158,500 S.F.	.20
Restaurant, Hotel and related C-2 uses	20.0	261,400 S.F.	.30
Light Manufacturing/Warehouse	160.0	1,270,367 S.F.	.18
Medical Offices	17.0	296,200 S.F.	.40
Offices/Research Facilities	56.0	1,219,660 S.F.	.50
Other Professional Offices	54.0	1,176,100 S.F.	.50
Church	8.0	52,200 S.F.	.15

It is an intuitive conclusion that 1) if the residential population (by zoning) remains the same, and 2) if a greater proportion of home-to-work trips are located west of the river because of the plan; then the peak hour directions at critical arterials will be relieved. Also, the "capture" of that portion of the commuter traffic normally leaving the Northwest Mesa, by locating employment near a residential center, will promote west side independence from east side jobs. Gruen Gruen + Associates predict 3.0 people-per-west-side-job in 2010 versus 3.3 people-per-job without the development.

3. Public Transit

Development within the area will help the City acquire a park and ride facility along Eagle Ranch Road (dam, joint-use location) or a parking/transit center near Paseo Del Norte in the proposed Business Park. These facilities will provide an effective way of extending transit services to existing and planned employment centers, in accordance with the Northwest Mesa Area Plan and the Transit Development Program.

The City of Albuquerque Transit Authority (SUNTRAN) has been contacted for size and locational criteria for these proposals. The two concepts are preliminary. The first is influenced by the proposed park-and-ride facility in Seven-Bar and any designs for the Piedras Marcadas Dam location (Coors Corridor plan, A.M.A.F.C.A. approved and Park and Recreation Department compatibility). Chapter 4, preceding, sets forth a reservation on the sale of this land until the City determines its suitability (Section E.8).

The second concept involves voluntary efforts by major industrial users for over-sizing surface parking at locations where transit destination stops are identified. This concept may also be integrated with the open space trail access points recommended in the Facility Plan for Arroyos (City Planning Division, 6/85).

4. Bikeways

The developers can conform with the bikeways master plan for identified bike lanes within the street facilities. This will include the Taylor Ranch Drive corridor which, when replaced with Golf Course Road, will have a surplus of right-of-way and paving. Also, one major local or collector street, running in an east-west direction to the Homestead Hills Subdivisions may serve as a bike lane link to the arroyo trail system. Where practical, and to relieve vehicle/bicycle interface, the open space trails and the open space link trail paralleling Coors Road is intended to be designed to serve as a bicycle/pedestrian path. This will require wider than normal trail paving (12') but it is an expressed desire to relocate the Coors Road bike corridor to an adjacent system.

This linkage can be continued through portions of the Piedras Marcadas open space trail and other trail portions as indicated on the Bikeway Master Plan. It is intended that this trail system and street rights-of-way as stated will fulfill bikeway requirements.

F. PLANNED INFRASTRUCTURE

Plate 4 (fold-out map) shows the location of planned water and sewer facilities.

1. Water

Developments within this planning area will receive water from Zone 2W wells and reservoir until completion of planned zone 1W facilities. The system lies within both the Corrales Trunk and Volcano Trunk system areas.

The on-site master plan lines required to serve the development sector plan area at ultimate build-out are shown in Plate 4. These lines will be constructed in accordance with standard City expansion policies as the associated roadways are constructed or as serviceability dictates, whichever occurs first. A large percentage of the system needed to serve the area lies outside of the sector plan boundary. The offsite portion consists of approximately 12,000 linear feet of 14", 16", 20", and 24" line to the west of the plan area. The developer recognizes that sizes, lengths, and numbers of master plan lines as provided by the City's analyses to date are preliminary, and final figures may change when these analyses are refined. Governing extension policy shall apply to the construction of all on site and off site water mains.

The City Water Utilities Department has agreed to cooperate by identifying those minimum distribution facilities which will serve the targeted market areas in the time frames projected by the developer. The Sector Plan areas will serviced by the existing Volcano Cliffs reservoir and future master plan Volcano Cliffs reservoir, pump stations and production facilities. The availability statement issued for the Zuris-Mann Parcel (9/84) must be updated. The City has tentatively agreed to service for those parcels scheduled for development by the end of 1987 (Illustration No. 10). After that time additional production (and possibly reservoir) facilities will be needed. City policies for financing and extensions will be followed and include:

- 1) Placement in the City C.I.P. program in those cases in which timing will permit.
- 2) Negotiation between the Developer and City W.U.D. for those facilities which must be constructed prior to availability of C.I.P. funds.

2. Sewer

Sanitary sewer service will be provided by means of connection into one of two City of Albuquerque interceptor sewers. All land at or above elevation 5110 (approximate criteria) will service into the Northwest Mesa Interceptor Sewer which is currently built or programmed for construction as far north as Paseo del Norte.

Waste water from the remainder of the property must be routed east to the existing City Interceptor sewer located between Coors Road and the Rio Grande. It will be necessary to bore beneath Coors Road for this sewer, and the outfall reach between Coors Road and the interceptor may require the acquisition of easements from landowners who are not sector plan participants. Planning for this outfall has already begun by the firm of Andrews, Asbury & Roberts on behalf of Zuris and Mann.

In lieu of successful acquisition of a preferred routing easement, an existing easement located south of the Thunderbird Mobile Home Park could suffice. However, this location will limit the service area and require reconstruction costs.

3. Parks and Recreation

The proposed park and open space facilities within the plan area will include (a) a community wide park; (b) a neighborhood park and (c) a trail system with linkages to major open space and recreational areas on the Northwest Mesa. The installation of improvements within these recreational areas will help implement the open space policies of the Comprehensive Plan

The community park is proposed by Parks and Recreation Department to be within the Piedras Marcadas Dam. This facility may be joint-use with park-and-ride, open space trails and arroyo access. All improvements must be in accordance with A.M.A.F.C.A. approvals. Early discussions for facilities include tennis courts, soccer fields and shelters (located above the basin). A.M.A.F.C.A. service access will be maintained and the primacy of drainage and flood control functions will be assured.

The 8 acre (minimum) neighborhood park will be west of Golf Course Road. The preferred location is accessible to current residents of Taylor Ranch and future residents of the plan area. The park location is within one half mile of nearly all the sector plan's residential areas, in accordance with Comprehensive Plan policy. Plates 1 and 2 show a preferred location in a triangular area (Parcel H-22) with a local street, an arterial street and a drainage way forming three boundaries. R-T proposed zoning would abut the site to the west. Should this location not be acceptable, alternate sites have been discussed immediately east of Homestead Hills, on Calle Nortena.

The trail system will link the Mariposa recreation facility in Taylor Ranch with the community park area within the Piedras Marcadas Dam. Extensions of the trail through the detached open space provided along the Piedras Marcadas Arroyo will provide additional connections to Piedras Marcadas Canyon, with ties to the Escarpment Trail System.

Access to the archaeological site east of Coors Road and to the Bosque can be attained by a joint-use design east of the dam, where Eagle Ranch Road intersects Coors. Plate 1 and 3 (fold-out maps) indicate the linkages possible with this concept. The connections provided by the trail system will help attain the Comprehensive Plan objective of providing linkages to major open space and recreational areas.

4. Schools

An approximate rate of student generation per housing unit¹⁾ in an area which does not include higher residential concentrations is 0.19 for elementary school age students, 0.06 for middle school age students and 0.03 for high school age students. The residential units proposed for the sector plan area should not exceed these rates due to the proportion of multi-family units. However, if these rates are applied to the projected residential units, then the sector plan would generate 910 elementary school students, 290 middle school students and 140 high school students, for a total of 1,340 students. A comparison with 1970 census distributions by housing type would result in a higher estimate of 2,140 total school impact²⁾.

The Albuquerque Public School (A.P.S.) System is planning on building a new elementary school in Rio Rancho or in the 7-Bar area. This school will probably open after January, 1987. When it is ready to open, APS will modify boundaries for elementary schools on the west side. The school district also may change its high school and middle school boundaries to adjust for high student growth at West Mesa High School and John Adams Middle School.

The school district is currently preparing its five year Capital Improvements Program. This program will address the need for additional schools on the Northwest Mesa. The School Board will probably adopt its CIP program in late 1985. Actual sites would be chosen at a later date.

1) Based on Environmental Impact Statement (Draft), Taylor Ranch, (U.S. Dept. of H.U.D., 1977) Historic student attendance by residential units, North attendance area, A.P.S.

2) Robert Burchell and David Listokin, The Fiscal Impact Handbook, (Center for Urban Policy Research, 1978).

Specific site selection, by A.P.S., is by direct acquisition from the landowner. If a site is selected within the sector plan area, the necessary size, location and configuration can be accommodated within the residential areas south of Paseo del Norte, west of Golf Course Road (minimum road crossings from Taylor Ranch residential areas). To date, no site(s) has been identified.

5. Other Utilities

No impediments have been identified that would cause service extensions by P.N.M., Mountain Bell, or the Gas Company of New Mexico to be atypical from their normal policies.

G. DRAINAGE MANAGEMENT AND FLOOD CONTROL

1. Conceptual Drainage Management and Grading Plan

A Conceptual Grading and Drainage Plan was prepared and submitted to the City Hydrologist independent from this Sector Plan.

A significant grading operation is required to complete the Paseo del Norte, Golf Course Road and Eagle Ranch Road arterials to vertical design standards. Approximately 1.8 million cubic yards of earth is expected to be moved and compacted north of Calle Nortena and the Piedras Marcadas dam. Also, Golf Course Road, adjacent to Alban Hills, will be depressed approximately 2.5 to 4 feet and an earthen, landscaped berm will be constructed east of the trail system (approx. 7' high). This construction will be subject to the City Environmental Health Dust Control Ordinance (Appendix C).

On-site Drainage patterns are generally toward the Piedras Marcadas detention facility (A.M.A.F.C.A.) and no on-site detention for this watershed is envisioned. Completion of the Homestead Hills drainage channel to the dam will be accomplished. A smaller drainage area near the southerly quarter of the project will require detention and conveyance to the Coors Road/Corrales Riverside Drain (extension).

The Zuris-Mann discharges, which are below the Piedras Marcadas detention facilities, are proposed for a detention facility south of Eagle Ranch Road (triangular portion of Parcel H-12). Options for discharges are recited in Chapter 6.

2. Arroyo Treatment

In accordance with the Facility Plan for Arroyos (City Planning Division, 6/85) the middle branch of the Piedras Marcadas arroyo upstream toward the petroglyph area and the main stem of that arroyo to the detention area is to be a "natural" treatment, with adjacent joint-use for open space trails.

A separate aggradation/degradation study has been commissioned by this sponsor with Simons-Li and Associates of Ft. Collins, Colorado. This study will define "potential meander", or lines of prudent construction outside of the 100 yr. floodplain. The limits of this prudent construction area will be granted to A.M.A.F.C.A. for flood control purposes, with the area between the floodplain and these limits identified for multiple-use as City open space and trail rights. Permanent foundations on property within prudent construction limits will be prohibited.

The "natural" treatment approach is the targeted objective for the arroyos so indicated in this plan.

In the event that the referenced Simons & Li Study does not produce results which are acceptable to both the sponsors and the City Engineer's office, this plan is not intended to preclude the adoption of any other optional arroyo treatments as outlined in the Arroyo Facilities Plan for those arroyos targeted for "natural" treatment.

In accordance with the Facility Plan, a hypothetical channel will be deducted from the land area and this difference in acreage credited towards detached open space requirements for the Zuris-Mann parcel (Parcel H-12).

Revegetation, access points and design guidelines of the Facility Plan and any ensuing Arroyo Corridor Study will be accomplished by adjacent site development.

3. Joint Use of Drainage Facilities

In addition to Piedras Marcadas Arroyo joint-use (for trail and open space), several proposals have been recommended for joint-use of the Piedras Marcadas detention facility.

For the area west of the dam:

- 1) park-and-ride facility
- 2) active recreation facilities (soccer and tennis)
- 3) open space/bikeway trail linkages

For the area of the dam and to Coors Road:

- 1) Eagle Ranch Road (spillway location)
- 2) Open Space trail and bikeway connection to area east of Coors (archaeological site)
- 3) park-and-ride facility (satellite)
- 4) Open Space trail access point
- 5) detention of private stormwater (Zuris-Mann)
- 6) view overlook and rest area (Coors Corridor Plan).

Since most of these intentions involve complex agreements between owners and joint agencies, it cannot be specifically stated which will occur. The developer/sponsors of this plan encourage all of the above and feel it is incumbent on a designer, (possibly from the Parks and Recreation Department), to propose a physical integration of these facilities so that negotiations can proceed.

Because of the status of the land condemnation, the private sector cannot undertake a lead role at this time.

H. ENVIRONMENTAL IMPACT

1. Air Quality (Dust)

The area within the proposed alignments for Paseo del Norte and Eagle Ranch Road will require extensive earth moving. It is estimated that 1.8 million cubic yards of cut and fill are needed to obtain street gradients that match City specifications for major and minor arterial streets. This grading will result in significant vegetation loss that will increase the hazard of blowing soil. Measures to revegetate disturbed areas during and after construction will be taken to mitigate this potential hazard. These measures are described in detail in Appendix C.

2. Auto Emissions

Traffic caused by development may increase carbon monoxide levels within the plan area. However, the initial conclusions by the two principal study consultants indicate that while total vehicles attributed to the planning area will increase¹⁾ the percentage of total west side vehicles dependent on the arterial system and river crossings will decrease (2010 forecast year projections).²⁾

Since auto emissions are greatest at idle and low, intermittent speeds related to traffic congestion, the opportunity to generate traffic flows opposite to peak-hour directional loading may improve the emission dispersal affecting the region.

Additionally, the developers are committed to mitigate turning movement delays caused by the development by constructed improvements, right-of-way and public transportation elements of the street and site design (see Chapter 6). Further limitations on arterial access points and improved intersection merging will allow for increased vehicular speeds and efficient street light timing.

1) Gruen Gruen + Associates. Economic and Market Impacts. Appendix "A"; and Gruen Associates. Initial Traffic Analysis. Appendix "B".

2) Population base remains the same as current zoning. employment increases by 10,077 jobs.

3. Other Impacts

Noise abatement for Golf Course Road, near Alban Hills, will be accomplished by roadway depression and an earthen berm. Adequate slope easements for the ultimate roadway section will be provided. Paseo del Norte design is underway in conjunction with the New Mexico State Highway Department (review west of Coors interchange).

All site development will follow the standards set forth in the City's Development Process Manual. Adherence to these standards, and conditions established by governmental review, will mitigate any flood hazard, geologic hazard or soil conditions unfavorable to development.

REPEALED (R-17-213)

Chapter Six

PLAN IMPLEMENTATION

AND MITIGATION



sector development plan, albuquerque, n.m.

A. PLAN IMPLEMENTATION

The implementation and commitments for construction elements shown in this plan are specifically contingent on the zoning and land use allowances proposed. The economic return from development of these uses is the justification for extraordinary implementation offers.

1. Development Schedule

The developer's schedule for land sales or subdivision is shown in Illustration 10. This schedule provides for a five year timetable. Full build out will occur in approximately 15 years. However, it is anticipated that all necessary infrastructure to support development of the entire plan area will be in place prior to the schedule identified on Illustration 10.

2. Bulk Land Subdivision

Concurrent with the required City reviews of this plan, a bulk land subdivision plat will be submitted to the Development Review Board for approval. This plat will be recorded as soon as practical after approval of this sector plan.

The bulk land plat will depict and dedicate:

- 1) All major street rights-of-way,
- 2) All parcels identified in this plan,
- 3) All drainage easements identified in the Conceptual Grading and Drainage Report,
- 4) Pertinent survey data, monumentation and survey ties.

Further, upon approval of the transportation mitigation elements and Simons-Li Study:

- 5) Extraordinary rights-of-way for street intersections,
- 6) Realignment geometry and partial vacation for La Orilla Road,
- 7) Open Space trail elements adjacent to Alban Hills platting,
- 8) Alban Hills extension of 2 acre lotting and access easements,
- 9) Easement reservations for other potential transportation elements (bus bays, acceleration/deceleration lanes, etc., to be dedicated later, pending traffic engineering).
- 10) The right-of-way, to A.M.A.F.C.A., for the Piedras Marcadas floodplain and prudent construction limits,
- 11) The easement on portions of the A.M.A.F.C.A. right-of-way for City Open Space and trail purposes,
- 12) Easement dedications for identified major utility sites (reservoirs, wells and masterplan facilities).

In accordance with City requirements for bulk land subdivisions, financial guarantees of certain subdivision improvements may be waived. However, subsequent approval of development permits will require construction or financial guarantees for installation of those improvements not covered by the bulk land plat.

3. Co-Improvement Agreements

Through co-improvement agreements, B.C.D. will obligate all land purchasers to participate in the construction costs of improvements to their properties as the project needs of adjacent owners dictate. These agreements provide that any purchaser who needs offsite improvements to complete his project can require other owners to pay a proportionate share of the construction improvements. For example, if the purchaser of Parcel H-17 required the improvement of Golf Course Road north to Paseo del Norte, the owners of Parcels H-8, H-9, H-10 and H-16 would, upon notification, have to pay pro-rata shares for the costs of all improvements required by the City for development.

These agreements ensure that improvements will be installed as needed by development. Improvement costs will be shared on an equitable basis, thereby eliminating the need for one owner to initiate development by providing financial guarantees for extensive offsite improvements that also benefit adjacent owners.

By requiring all owners to participate in the construction of the full sections of street common street frontages, (or approved half sections required by City), the agreement will provide for the installation of improvements in advance of City requirements.

4. Installation of Improvements

(a) Streets

(1) Paseo del Norte and Eagle Ranch Road

One of the sponsors (B.C.D.) of this plan is willing to construct, at its own expense and in advance of customary adjacent development requirements, an initial two lane cross-section of Paseo del Norte from Eagle Ranch Road to a point west of Golf Course Road at the base of the escarpment and those portions of Eagle Ranch Road within the plan area. The other sponsor (Zuris-Mann) is willing to impose cost participation (or requirement) obligations for remaining, portions of Eagle Ranch Road in their plan area for any subsequent purchasers.

The developers have completed preliminary grading and design plans for their proposed alignments for these design plans for the proposed alignments. Early roadway construction will include drainage crossing structures and will be requested for future C.I.P. reimbursement, (if City obligation). Early roadway construction may include future turning movement improvements (pending identification of design requirements and necessary timing).

City approval of these alignments are in conjunction with a City commitment for complementary construction of Golf Course Road from Paseo del Norte to Paradise Boulevard and construction of Eagle Ranch Road north of Zuris-Mann to Paradise Blvd. We will begin final design and seek approval of a subdivision improvements agreement by Spring, 1986. Road construction could commence immediately after execution of the agreement and could be completed to coincide with the completion of the Paseo del Norte river crossing and Coors Road interchange.

Adjacent owners have indicated agreement to dedicate the necessary right-of-way for Paseo del Norte from the interchange limits to Eagle Ranch Road and for Eagle Ranch Road north to Paradise Blvd. They also have agreed to cost participation in the construction of these two facilities. Alignment, right-of-way acquisition and construction of Paseo del Norte west of the base of the escarpment to Paseo del Volcan will be the responsibility of the City. The City will determine the alignment in cooperation with the Urban Transportation Planning Policy Board. The City will acquire the right-of-way and fund construction, in accordance with its established policies, beyond the ownership limits of this plan's sponsors.

(2) Intersection of La Orilla, Taylor Ranch Drive and Golf Course Road:

Preliminary designs for this intersection, together with corresponding trails, buffers, easements and vacations have been reviewed by the Traffic Engineer. Certain centerline radii waivers (from the D.P.M. criteria) will be requested from the Development Review Board, together with their concurrence with the design.

Upon approval of the requisite rights-of-way for turning lanes, principal street alignment and adjacent trails/easements, a plat of vacation and dedication will be processed. This plat may coincide with the City design review of the construction plans for Golf Course road, the trail, berm and landscaping. This is anticipated for 1986 processing.

Physical construction will occur with adjacent development of the corner parcel H-28 (SU review requirement) or earlier if development to the north requires the Golf Course Road extension.

(3) Golf Course Road:

Similar to Paseo del Norte and Eagle Ranch Road, the transportation analysis of this sector plan may identify extraordinary rights-of-way above the 106' required (for turning movements and intersections). The bulk land plat following approval of this plan (1985-86) or subsequent plats will dedicate those identified lands.

Further, should any new requirement be identified before development, critical parcels at the intersections with Paseo del Norte and La Orilla/Taylor Ranch Drive will be zoned to require site plan review (IP and SU-1, respectively). This will allow for future modifications.

By means of a co-improvement agreement, the land sales will bind purchasers to participation of necessary construction as their project needs, or City requirements, dictate. Should early development occur on this road, the segment between Paseo del Norte and La Orilla/Taylor Ranch could be implemented in advance of conventional, adjacent-only construction, including turning movement improvements.

That portion of Golf Course Road, adjacent to Alban Hills and the trail system, will be constructed as a unit. Since no access is allowed to Alban Hills, that portion will be completed at its full section (4 lane requirement) with the development of adjacent parcel(s) to the west.

(4) Other Streets

All other streets within the plan will be constructed according to City policy and D.P.M. criteria, with adjacent development plans and subdivisions.

Exceptions would be additional rights-of-way and traffic mitigation elements resultant from other studies (see Appendix B). These elements would be an extraordinary requirement imposed on the adjacent developer, primarily envisioned for IP properties, and administered by the Site Plan review or construction engineering plan review process.

(5) Off-site Construction Obligations

Traffic mitigation could conceivably extend beyond the ownership limits of this plan's sponsors.

If a specific element is identified by the transportation consultant and equitably proportioned for increased traffic congestion or movement attributable to this plan (above development allowed by current zoning) this plan's sponsors will consider participation in that mitigation element's cost.

A condition to this commitment is that it is incumbent on the City to devise an equitable proportionment of costs to other owners/users so that off-site costs, resultant from predicted impacts, can be fairly shared, including allocation for regional users.

(6) Park and Ride Facility

Depending on the approvals, agreement and specific design review for the indicated location (Eagle Ranch Road/dam facility) the park and ride location is indeterminant. Should the Eagle Ranch Road location be selected, the sponsors will cooperate for purchase, access and complementary development (to the extent their lands are utilized, if at all).

The sponsor (owner) will hold this site for one year (12/86) to allow the City to determine the desirability for purchase. If desired, the site will be offered at appraised value or trade for comparable worth at another City property. The use of site will be subject to site plan review and approved uses by the sponsor.

(7) Bus Bays

All purchasers for non-residential properties will be encouraged to use the policy for their construction of bus bays (in consideration for relaxed parking space requirements).

(8) Street Trees

In addition to privately imposed landscaping required (by covenant) and other city policies (parking lot buffer landscaping), the Street Tree Ordinance (8.5 R.O. 1974) and Environmental Planning Commission Resolution SPR-82-2 are in effect and an obligation for developments adjacent to major streets.

The proposal for a landscaped trail, adjacent to the east right-of-way for Golf Course Road is intended to satisfy this provision, for that portion of the Golf Course Road obligations (east R/W requirement).

(b) Water System

- (1) Installation of master planned water lines (on-site and off-site) required to service the properties will be made as required by the City by one of the following methods:

- ° Placement in the C.I.P. program, if timing permits.
- ° Construction per the adopted water and sanitary sewer extension policies if lines are required in advance of the C.I.P. process.

The portion of the system within the Sector Plan boundary will be constructed per the extension policies as the associated roadways are constructed or serviceability dictates, whichever comes first. Local distribution lines will be installed with each subdivision or site development plan.

- (2) This Sector Plan does not replace or change any City of Albuquerque policy for financing or installation of facilities.

(c) Sewer System

Sewer extensions will follow approved City policies in a fashion similar to the water system with the following exceptions:

- (1) The Northwest Mesa Interceptor Sewer, to Paseo del Norte, is already programmed and will be constructed shortly after the bulk land subdivision plat (which conveys easements and rights-of-way) is recorded.
- (2) The outfall sewer east of Coors Road may require negotiation with the S.I.P.I. (Bureau of Indian Affairs) or condemnation of other private property for unwilling ownerships. Chapter 5 outlines the current efforts for decision on the alignment(s) and the alternate location adjacent to the Thunderbird Mobile Home Park (less desirable).
- (3) The R0-2 zoned, 2 acre lots created adjacent to Alban Hills will not be served by public sewer.

(d) Drainage System

City drainage policy and required construction associated with each development phase will apply.

After crossing Paseo del Norte it is proposed that the Piedras Marcadas Arroyo will be "improved" only up to its junction with the Middle Branch, while the Middle Branch itself will remain unimproved. The South Branch (westerly) may be upgraded to a concrete lined section with appurtenant access road. Where applicable, drainage construction elements will occur in conjunction with the associated roadway improvements and mass grading. It is proposed that those arroyo reaches which are slated for no improvement will be left in their natural conditions to the greatest extent possible (as approved by A.M.A.F.C.A., the City, and in accordance with the Facility Plan for Arroyos and City Hydrologist's approval).

The target plan as shown on Plate 5 for subcatchments H6, I, and R designates three detention ponds draining beneath Coors Road and into the Corrales High Canal. This approach is based upon A.M.A.F.C.A.'s current plans to upgrade the Canal for drainage purposes. By illustrating this approach the sponsors do not intend to preclude the consolidation of these three ponding basins into one centralized facility provided physical feasibility can be demonstrated. As interim solutions, until the A.M.A.F.C.A. improvements are finalized and placed into service, the sponsors propose that any one of the following options be adoptable at the land owner's discretion as a basis upon which development can proceed:

- (1) Full retention of the 100 year - 6 hour developed runoff volumes.
- (2) Detention of developed runoff and release of impounded flows at a 24 hour - release flow rate into the outfall of the principle spillway of the Piedras Marcadas Dam or dam conveyance to the High Canal (future construction).
- (2A) Detention pond release into the Corrales High Canal by separate conveyance.
- (3) Detention of developed runoff and release via pump and forcemain into the Piedras Marcadas impoundment basin itself - pumping rates to be based upon the most cost effective combination of land and infrastructure costs.

(e) Trail System

The Piedras Marcadas Arroyo trail will follow the Simons-Li Study's lines of prudent construction. It will be constructed by the City in accordance with the Facility Plan for Arroyos and Capital Improvements Programming by the Parks and Recreation Department.

The trail system linking the Piedras Marcadas dam site to La Grilla Road, because it is also a mitigation element, will be constructed by the developer(s) in conjunction with:

- 1) Initial Golf Course Road construction, and,
- 2) Project development adjacent to that portion which departs from Golf Course Road.

The construction will include the trail (for bicycle and pedestrian use), an equestrian area (level, graded area adjacent of the asphalt), an earthen berm, replacement property fencing (if affected) and a landscaping/irrigation installation in accordance with the Park and Recreation Department's design, subject to approval of both parties.

Conditions of acceptance (by the City) will include the developer's maintenance of the trail and landscaping for a period of three years.

The City will be responsible for design, construction and maintenance of all other portions of trail, including crossings of Coors and Golf Course Road.

(f) Other Improvements

All other public improvements (street trees, street lights, etc.) will be constructed with each development phase and in accordance with City policy.

Parkland construction, unless offered by a developer in lieu of park acreage requirements or fee reduction, is the obligation of the City. The developers of this sector plan propose to dedicate a minimum of 8 acres in a recreation site location and approximately 5 acres in the trail link portion (Piedras Marcadas to La Grilla Road), as approved by the Park and Recreation Department.

In addition, private improvements and site design will be enforced requiring architectural approval by this plan's sponsors and restrictive covenants.

B. PLAN MITIGATIONS

Because of identified adverse or potentially adverse effects of proposed development on existing residential areas transportation systems, the developers propose mitigation by the following techniques:

IMPACT #1 Sensitivity of Alban Hills existing large lot zoning (3-6 Acre lots) to new development at urban intensities.

Mitigation #1a. - The trail system, used as a buffer, will include an earthen berm (adjacent to Golf Course Road) and be at least 40 feet in width. The trail system will be landscaped and maintained concurrent with adjacent construction and will replace property line fencing (if disturbed).

Mitigation #1b. - Golf Course Road, where adjacent to Alban Hills, will be depressed to alleviate noise effects. The roadway is estimated to be 2.5 to 4.0 feet lower than adjacent development grades.

Mitigation #1c. - No vehicular movement from newly developed areas will access Alban Hills roadways or lot areas.

IMPACT #2 High Density Zoning is inappropriate in proximity to County A-1 or City R0-2 zoning.

Mitigation #2a. - A tier of minimum 2 acre lots will be created under City R0-2 zoning (water service only) extending from the Piedras Marcadas Dam to a projection of El Malecon Drive.

Mitigation #2b. - by SU zoning enforcement, land within 300 feet of the 2 acre lot area limits or the existing Alban Hills lots will be restricted to R-T (townhouse) height and building intensities.

IMPACT #3 Views to the east from existing residences in Homestead Hills East Subdivision, Block 7, Lots 1-9, Block 1, Lots 19-24 and in Homestead Hills North Subdivision, Lots 6-18, 19, 21 and 26-36 will be blocked.

Mitigation #3a. - R-1, detached residential zoning will be relocated (from initial concept) to create an area of at least 280 feet (measured perpendicular), adjacent to those lots, and further limited to height of structures and setbacks.

Mitigation #3b. - All lots created directly abutting (or adjacent to) those impacted properties will be limited to a building height of 15 feet (1 story); and,

Mitigation #3c. - The minimum setback (rear or side yard) adjacent to the impacted lots will be increased to 35 feet.

IMPACT #4 Views to the south from existing residences in Homestead Hills East Subdivision, Block 7, lots 9-24 will be blocked.

Mitigation #4a. - Existing multi-family zoning will be replaced with townhouse (RT) zoning, and,

Mitigation #4b. - the minimum setback (rear or side yard) adjacent to the impacted lots will be increased to 35 feet.

IMPACT #5 Existing multi-family zoning in Taylor Ranch, Tract 22A, (at Taylor Ranch Drive and the powerlines) was proposed to be rezoned and expanded with R-2 zoning. The Homeowner's Association felt the appearance and location of structures to be important to their community.

Mitigation #5 - Request that the rezoning and new zoning be SU-1, Planned Residential Development, requiring further site development plan review.

IMPACT #6 Views to the north from Homestead Hills North Subdivision, adjacent to Calle Nortena, be protected.

Mitigation #6 - None. Since the area is currently a gravel operation and scheduled for mass regrading and since rear-yard views are separated by a 68' collector road right-of-way, it was felt that further restrictions would be premature.

Specific development designs (in progress) may reserve the lower escarpment slopes for conveyance to the City as detached open space (up to 9 Acres).

IMPACT #7 Construction practice, particularly mass grading, will create excessive airborne particulates.

Mitigation #7 - The developer will adhere to guidelines set forth by the City's Environmental Health Department and as detailed in Appendix E.

IMPACT #8 Traffic congestion and diminished automobile circulation will result from the employment center.

Mitigation #8a. - The developer(s) will dedicate increased rights-of-way and improve (or cause improvements) at intersections for turning movements, acceleration/deceleration lanes at critical entrances and other land or construction commitments identified in the transportation consultant's comparison with the C.O.G. 2010 forecast year computer model (reanalysis). Dedications will be in accordance with the Traffic Engineer's approved design(s) at no City cost.

Mitigation #8b. - One of the developers (BCD) has proposed agreements to the City whereby its responsibilities for major roadway construction will be accelerated and exceed normal obligations to cause earliest possible construction for Paseo del Norte from the Coors Interchange to the base of the escarpment and Eagle Ranch Road from Coors Parkway to Paradise Hills Boulevard.

BCD will also require a co-improvement agreement from purchasers to cause Golf Course Road to be constructed at an appropriate time, either commensurate with adjacent development or sooner, as a viable connection to Paseo del Norte from Montano Road.

IMPACT #9 The employment center on Paseo del Norte will increase large truck traffic over the river crossing.

Mitigation #9. - None. The existing E.I.S. for the river crossing prohibits large trucks and the physical design and posting will enforce. This business park concept does not rely on truck traffic from the East on arterials not already established as truck routes. Coors Road, the Bernalillo/I-25 interchange and the Coors/I-40 interchange are the predicted truck corridor nodes. Other principal truck traffic is anticipated to be routed westerly, to service and distribution facilities associated with the West Mesa, Double Eagle II airport.

IMPACT #10 Development within the IP zone will endanger the petroglyphs on the outcrop of basalt boulders in Parcel H-17.

Mitigation #10: The sponsor will make the area of petroglyphs available for purchase for a period of six months if public access is to be accommodated. If public access is not necessary, the sponsor's development plan and subsequent site plans will be sensitive to the resource and indicate building setbacks, grading measures and site design to avoid obliteration.

IMPACT #11 Air pollution may exceed minimum ambient standards if periods of congestion occur. Increased vehicular speeds on the street network would reduce this possibility.

Mitigation #11a. - The sponsor will provide right of way on Golf Course Road to accommodate up to 6 lanes and double left-turn median with intersection flaring and turning requirements (with partial bikeway).

Mitigation #11b. - On property owned by sponsor on Montano Rd., recommended right of way for turning movements and deceleration will be granted.

Mitigation #11c. - On all streets, the bulk land plat will dedicate identified turning, deceleration, acceleration and other design features for improvement of traffic speeds.

ECONOMIC AND MARKET IMPACTS

This report and subsequent follow-on work has been commissioned to address market effects of the sector plan and to relate to transportation/traffic estimates and their mitigation (Appendix B).

Originally intended to survey the proposed plan for comprehensive plan objectives and to review socioeconomic data recently published, the analysis brings to light probable changes of conditions important to city representatives:

- Population changes, compared to existing zoning, are negligible.
- Employment projections are on scale with west-side self-sufficiency concepts.
- The employment component will lower the ratio of people to jobs west of the river from 3.3 to 3.0 (year 2010). It will lower the ratio in the northwest mesa area plan from 2.9 to 2.3.
- The percentage of jobs projected for 2010 will be increased by 1% west of the river, and decreased 1% east of the river because of the plan.
- The northwest mesa share of total employment would increase 3% and the concentration near arterials west of the river would decrease average home-to-work travel times for westside residents. With counter-flow traffic at peak hours, the plan may reduce the average home-to-work travel times for the Albuquerque urban area.



**ECONOMIC AND MARKET IMPACTS
OF THE PROPOSED RIVERVIEW SECTOR PLAN**

**A Report to
Bellamah Community Development**

**by
GRUEN GRUEN + ASSOCIATES**

July 1985

C537



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CHAPTER I
SOCIOECONOMIC FORECAST OF THE
ALBUQUERQUE URBAN AREA

In October 1983, MRGCOG published a Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area Volume II: Superzone Allocations. The document contains forecasts of population and employment for 22 superzones, shown in Figure I-1, comprising the Albuquerque Urban Area.* These forecasts were developed primarily to provide projections of future land use and travel patterns. This chapter presents an overview of these forecasts and discusses the implications of the forecasts for growth east and west of the Rio Grande as well as for the Northwest Mesa.

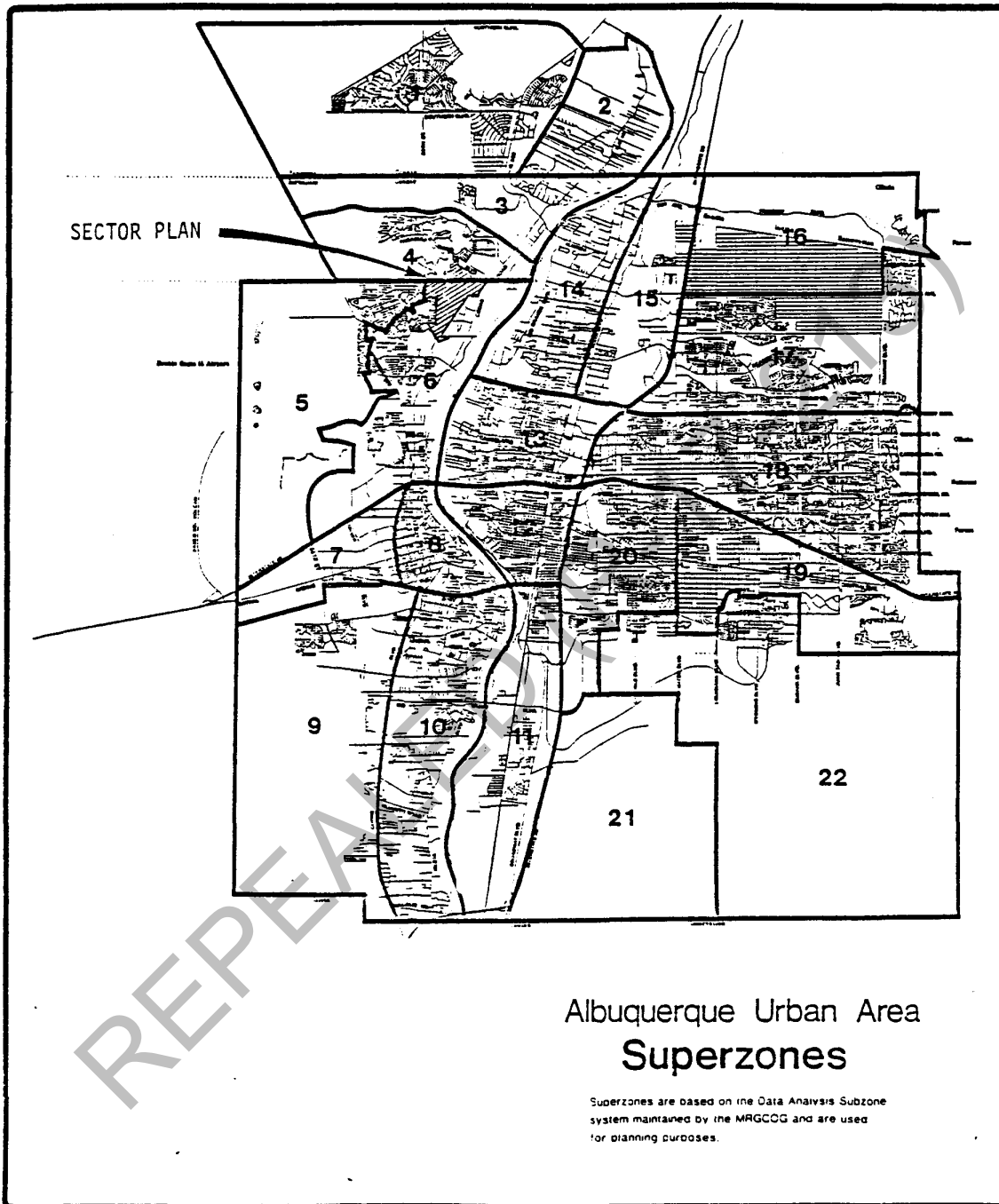
Population

Table 1 shows that the number of persons in the Albuquerque Urban Area is forecast to increase from 424,624 in 1980 to 758,622 in 2010. This increase of 333,998 persons over the 30-year period corresponds to a 1.95 percent compound annual growth rate. The number of persons living west of the Rio Grande, however, is forecast to

*The Riverview sector plan area is located in superzones 4 and 6. The Northwest Mesa includes superzones 3, 4, 5 and 6. The west side of the Rio Grande includes superzones 1 through 10.



FIGURE 1



12/82

Table 1

**Overview of Year 2010 Socioeconomic Projections
by Middle Rio Grande Council of Governments**

	Albuquerque Urban Area	West of Rio Grande	Northwest Mesa Area
Population			
1980	424,624	92,201	13,881
2010	758,622	264,792	98,258
Compound Annual Growth Rate	1.95%	3.58%	6.74%
Employment			
1980	179,511	11,064	2,420
2010	368,201	79,718	34,152
Compound Annual Growth Rate	2.42%	6.80%	9.22%
Population/Jobs Ratios			
1980	2.37	8.33	5.74
2010	2.06	3.32	2.88

Sources: Middle Rio Grande Council of Governments of New Mexico, *Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations*; Gruen Gruen + Associates.



increase almost twice as fast. MRGCOG forecasts the number of persons living in areas west of the river, including Rio Rancho, to increase from 92,201 in 1980 to 264,792 in 2010. This increase of 172,591 persons corresponds to a compound annual growth rate of 3.58 percent.

Population in the Northwest Mesa is expected to grow even more rapidly than population of the west side as a whole. MRGCOG forecasts the number of persons living in the Northwest Mesa to increase from 13,881 in 1980 to 98,258 in 2010. This increase corresponds to a 6.74 percent compound annual growth rate.

The percentage of the population living west of the Rio Grande is forecast to increase from 22 percent in 1980 to 35 percent in 2010. Correspondingly, the percentage of the population living east of the Rio Grande is forecast to decrease from 78 percent in 1980 to 65 percent in 2010. The percentage of the Albuquerque population living in the Northwest Mesa is forecast to increase from 3 to 13 percent.

Employment

Table 1 also shows the forecasts of employment growth in the three areas. Employment in the Albuquerque Urban Area is forecast to increase from 179,511 in 1980 to 368,201 in 2010; a compound annual growth rate of 2.42 percent. Employment west of the river is forecast to



increase at a compound annual growth rate of 6.80 percent; from 11,064 in 1980 to 79,718 in 2010.

Employment, like population, is expected to grow more rapidly in the Northwest Mesa than on the west side of the Rio Grande as a whole. Employment in the Northwest Mesa is forecast to increase from only 2,420 jobs in 1980 to 34,152 in 2010; a compound annual growth rate of 9.22 percent.

Employment west of the Rio Grande is forecast to increase from 6 percent in 1980 to 22 percent of total employment in the Albuquerque Urban Area in 2010. Employment on the east side of the river is forecast to decline from 94 percent to 78 percent of total employment in 2010. The percentage of total employment in the Northwest Mesa is forecast to increase from just over one percent in 1980 to nine percent by 2010.

SELF-SUFFICIENCY AND THE RATIO OF POPULATION TO EMPLOYMENT

Indications of the relative economic self-sufficiency of the Albuquerque Urban Area, the west side and the Northwest Mesa can be suggested by their respective ratios of population to employment. The ratio of population to employment in the Albuquerque Urban Area, in 1980, was 2.37. In other words, there were 2.37 persons for every job in the area. While the ratio for the west side as a whole, in 1980, was 8.33, it was only 5.74 in the Northwest Mesa. This difference reflects the fact that while



the west side as a whole has not yet become as strong an attractor of jobs as population, the Northwest Mesa is slightly further along the road toward self-sufficiency.

MRGCOG forecasts employment in all three areas discussed above to grow faster than population. As a result the ratio of population to employment in these areas declines between 1980 and 2010. Because employment in the Albuquerque Urban Area as a whole is forecast to grow only slightly faster than population, the ratio of population to employment declines only to 2.06 by 2010. The ratio on the west side, however, declines from 8.33 in 1980, to 3.32 in 2010, and the ratio for the Northwest Mesa declines from 5.74 to 2.88. The substantial employment growth forecast for both of these areas is an indication that both the west side as a whole and the Northwest Mesa are slated to become important centers of employment activity.



CHAPTER II

ESTIMATED POPULATION AND EMPLOYMENT FOR THE RIVERVIEW SECTOR PLAN

ESTIMATED NUMBER OF DWELLING UNITS

Table 2 shows the estimated residential zoning intensity of the Riverview sector plan area given current and proposed zoning. It shows, for each type of proposed residential zoning, the number of acres, the probable number of dwelling units per acre and the estimated number of dwelling units at build-out. The residential zoning intensity under current zoning is estimated to be 4,790 dwelling units. The residential zoning intensity under proposed zoning is estimated to be 4,778 dwelling units. The estimates presented in this chapter should not be considered precise forecasts of future levels of population and employment in the Riverview sector. Numbers are not rounded to facilitate their review.

ESTIMATED NUMBER OF SQUARE FEET OF BUILDING SPACE

Table 3 shows the estimated square feet of building space at build-out and the employment capacity of the Riverview sector according to current and proposed zoning. The plan proposes that 307.2 acres be zoned IP and 18.2 acres be zoned C-1. By applying expected building floor area ratios (FAR's) to these acreages, the number of square feet of building space was estimated.

The average FAR for buildings built on IP-zoned land is expected to be 0.3. An FAR of 0.3 will yield 4,014,490 square feet of building space on 307.2 acres of IP-zoned land. The average FAR for buildings built on C-1-zoned





TABLE 2

ESTIMATED RESIDENTIAL INTENSITIES*

Density	Proposed Zoning			Current Zoning			
	Dwelling* Units/Acre	Number of Acres	Number of Dwelling Units	Dwelling Units/Acre	Number of Acres	Number of Dwelling Units	Maximum Allowed
Very Low (RA-2)	0.5	25.7	13				
Low (R-1)	4.5	83.0	374	4.5	33.0	149	149
Medium (RT)	8.0	108.8	870	8.0	9.8	78	79
High (R-2)	18.0	127.7	2,298				
Special-Use (SU)*	16.0	36.0	576				
Special-Use (SU)*	15.0	43.1	647				
Special-Use (SU)				20.0	65.1	1,302	1,302
Special-Use (SU)				12.0	10.4	125	125
Special-Use (SU)				10.0	53.7	537	537
Special-Use (SU)				8.0	142.0	1,136**	843**
Special-Use (SU)				6.0	46.0	276	276
County A-1 (holding zone)				4.0	369.8	1,479	1,479
RESIDENTIAL SUBTOTAL		424.3	4,778		729.8		4,790
Non-Residential Acreage		338.8			33.3		
PROJECT ACREAGE		763.1			763.1		

* The number of dwelling units projected for proposed zoning is taken from the report. Within SU areas proposed for two development intensities, the allowances were averaged.

** Certain Eagle Ranch parcels contain a use allowance for each parcel and a total allowance for the aggregate. The total allowance is used for this comparison.

Sources: Community Sciences Corporation; Gruen Gruen
+ Associates.

TABLE 3**EMPLOYMENT ESTIMATES****PROPOSED ZONING:**

<u>Zoning</u>	<u>Acres</u>	<u>Floor Area Ratio</u>	<u>Square Feet</u>	<u>Square Feet Per Employee</u>	<u>Estimated Employment Capacity</u>
IP	307.2	0.3	4,014,490	402	9,986
C-1	18.2	0.2	158,558	536	296
TOTAL	325.4		4,173,048		10,282

CURRENT ZONING:

<u>Zoning</u>	<u>Acres</u>	<u>Floor Area Ratio</u>	<u>Square Feet</u>	<u>Square Feet Per Employee</u>	<u>Estimated Employment Capacity</u>
C-2/M-1	7.3	0.2	63,598	536	119
C-1	5.3	0.2	46,174	536	86
TOTAL	12.6		109,771		205

Sources: Community Sciences Corporation; Gruen Gruen + Associates

* Floor Area Ratios, as used in this analysis, are based on planner's estimates for conservative impact. For example, the Institute of Transportation Engineer's informational manual for Trip Generation, Second edition, 1979, cites Industrial classifications (ITE Code 100) for a F.A.R. of 0.25. Since the IP zone allows multiple uses, a F.A.R. of 0.30 is representative.

Sources: Community Sciences Corporation;
Gruen Gruen + Associates.



Gruen Gruen + Associates

land is expected to be 0.2. This FAR will yield 158,558 square feet of building space on 18.2 acres of C-1-zoned land.

Only 12.6 acres are currently zoned for commercial use. with an average FAR of 0.2, 12.6 acres will yield only 109,771 square feet of building space.

ESTIMATED EMPLOYMENT

By applying average employment densities to the estimates of building space, the employment capacity of the Riverview sector was estimated. Table 3 shows that the average employment density in buildings on IP-zoned land is expected to be 402 square feet per employee. This employment density is based on the assumption that the IP-zoned building space will be devoted in equal proportions to office, research and development, light industrial and commercial service space uses. The average employment density in buildings on C-1-zoned land is expected to be 536 square feet per employee. This employment density is based on the assumption that most of the C-1-zoned building space will be devoted to retailing activities.

The employment capacity of the 307.2 acres proposed for IP-zoning is estimated to be 9,986 employees. The employment capacity of the 18.2 acres proposed for C-1 zoning is 296 employees. The total employment capacity of the Riverview sector is estimated to be 10,282 employees. The employment capacity of the Riverview sector under current zoning is only 205 employees.



ESTIMATED RESIDENT POPULATION

Table 4 presents summary statistics on the holding capacity of the Riverview sector. Assuming a 4 percent residential vacancy rate, a rate considered sufficient to allow for mobility and choice in the housing market, the Riverview sector can accommodate, under proposed zoning at build-out, 4,587 households. With an average of 2.68 persons per household, the resident population of the Riverview sector, at build-out, is estimated to be 12,293 persons. As compared with the existing zoning, the holding capacity under proposed zoning is 11 households and 31 persons less.

ESTIMATED RETAIL EMPLOYMENT

Of the estimated 10,282 persons employed in the Riverview sector at build-out under proposed zoning, 247 are expected to be employed in retail establishments. This estimate is based on the assumption that approximately 10,000 local employees and 4,600 households can support about 130,000 square feet of retail tenancies.



Table 4

Summary*

	<u>Current Zoning</u>	<u>Proposed Zoning</u>
Number of Dwelling Units	4,790	4,778
Number of Households	4,598	4,587
Number of Residents	12,324	12,293
Total Employment	205	10,282
Retail Employment	205	247

(current zoning allows 12.6Ac. C-1 and M-1/C-2)

*Assumes four percent residential vacancy rate and 2.68 persons per household. Retail employment based on amount of retail space that can be supported by local employees and residents. The projected number of dwelling units is the mean of the allowed range of land-use intensities.

The current MRGCOG Socioeconomic forecasts for the year 2010 show anticipated employment in Superzones 4 and 6 to be 20,065. The estimate of 12,293 does not consider, for this summary, that land areas available for employment in 1982 (date of study) may be currently available or occupied by uses and projects of a lesser intensity than envisioned, e.g. Laurelwood residential near I-40 and the Monolithic Memories campus style.

Sources: U.S. Department of Commerce, Bureau of the Census, Population Projections Division; Community Sciences Corporation; Gruen Gruen + Associates.



CHAPTER III

POTENTIAL IMPACT OF THE RIVERVIEW SECTOR PLAN ON EMPLOYMENT AND POPULATION GROWTH

THE IMPORTANCE OF SERVING THE HIGH GROWTH SERVICE AND HIGH-TECH INDUSTRIES

Strong Nations Do Make Quiche

It has jestingly been said that "strong nations don't make quiche". But, indeed they do. All advanced industrial economies have been losing manufacturing - particularly "smokestack" jobs. Only the United States, however, has shown an ability to generate new jobs. "While the four largest European countries had a net loss in total civilian employment between 1970 and 1982, the United States economy expanded by almost 21 million jobs, or 26.5 percent."¹ In 1960, of the 54,189,000 nonfarm jobs, 20,434,000, or 38 percent, were goods-producing and 33,755,000, or 62 percent, service-producing. In 1982, of the 89,630,000 nonfarm jobs, 23,882,000, or 27 percent, were goods-producing while 65,748,000, or 73 percent, were service-producing. Thus, while goods-producing jobs increased by about three million in absolute numbers between 1960 and 1982 the goods-producing sectors have not served as the primary engine driving the American economy for many years.

¹ Income and Jobs: USA - Diagnosing the Reality, George Sternlieb and James Hughes, 1984, p. xiii.



While many service jobs are lower-paying, e.g., employment in the visitor and food service industries, the service-providing sectors span a wide range of heterogeneous activities, many of which are both high growth and high earning sectors. Between 1973 and 1982, business services had a net gain of 1.4 million jobs. At the forefront of these increases are legal, computer and data processing services.

The steady demise in smokestack jobs has partially been offset by the strength of the so-called high-tech industries. Silicon Valley, California, considered by many to be the birthplace of the high-tech electronics and chip industry, has spurred the development of second and third tier locations within the United States. Additionally, an increasing share of the actual fabrication is being shipped to the Far East because of the availability of very low cost labor. First tier high-tech can be defined as those companies or company divisions whose workforce is predominantly higher level management and research. The Silicon Valley, along with the North Carolina Golden Triangle and the Boston 128 Corridor, are all repositories of first tier research and development.

Second tier high-tech firms are those in which the bulk of employees are in the middle income ranges and employment consists primarily of middle level engineers and technicians. The third tier has a greater proportion of fabrication and assembly workers and, thus, requires a significant pool of lower-wage-rate personnel.



**NEW MEXICO, A GOOD LOCATION FOR
SECOND AND THIRD TIER HIGH-TECH**

New Mexico, along with Colorado, Arizona, Texas, Oregon and Washington, serves as a good second and third tier high-tech location. Lower-wage and non-wage costs, in combination with an attractive living environment, provide incentives for those firms seeking locations in which to expand and/or diversify. Some of the more important site criteria considered by such firms are the competitive price or rental rate for land in a well-planned business park or employment center, a high visibility location near a major freeway, a major residential population base and a competitive housing supply, lower-priced electric rates and a welcoming political environment.² Albuquerque can offer all these incentives along with a climate and geography that can provide the type of desirable life style sought by the engineers and technicians that serve as the backbone of the second tier firms. It also can provide the relatively lower-wage-rate labor pool needed by the third tier firms.

**THE RIVERVIEW SECTOR'S PROPOSED INDUSTRIAL SITE
IS OF SUFFICIENT SCALE TO PROVIDE A LARGE
INTEGRATED BUSINESS PARK**

The almost 300 acres designated for industrial use in the Riverview Sector Plan are of sufficient scale to provide

² Bay Area Corporation Locational Survey, prepared by Gruen Gruen + Associates, in cooperation with The Bay Area Council, 1984, p. 9.



a desirable location for a well-integrated business park. Today's modern park, in addition to good site planning and on-site recreational amenities, offers other employee-directed uses such as restaurants and commercial tenancies of the types that are being proposed in the River-view Sector Plan. Thus, the indigenous work force can remain on-site for the majority of its daytime needs; a situation which encourages higher productivity at the same time that it reduces the costs that are associated with the generation of increased trips.

The existence of such parks is necessary if high-tech firms are to be attracted to a region. For example, it is extremely likely that the City of Denver's growth in second tier high-tech would not have been what it was without the Denver Tech Center or a similar activity center. It is almost the old question of which comes first, the chicken or the egg. In this instance, neither the overall attractiveness of greater Albuquerque or the existence of a well-planned business park are sufficient by themselves to attract a high proportion of second and third tier firms to the region. Together, though, the growth rate of such employment is likely to be far higher than the city would attract in the absence of a major well-planned business park or the existence of a major park at a location without the many advantages that Albuquerque has to offer.

COMPARATIVE ADVANTAGES OF THE RIVERVIEW SECTOR LOCATION

In addition to the factors making Albuquerque an attractive location for second and third tier high-tech



activity, the 300-acre business/industrial park proposed for development in the Riverview sector possesses locational advantages that will make it desirable to high-tech growth firms. These site-specific comparative advantages include a large and growing labor base, direct access to the planned West Mesa Airport and convenient access for industrial traffic.

THE GROWING LABOR BASE ON THE WEST

The labor base available to firms considering locating in the Northwest Mesa is one of the biggest advantages the Riverview sector has over potentially-competing sites in other sectors of the Albuquerque area. The population of Rio Rancho, for example, quadrupled from 5,000 to 20,000 between 1977 and 1980. There are, as well, over 92,000 persons living west of the Rio Grande and all signs indicate that population growth on the west will be more rapid than the overall average for the Albuquerque region for years to come. While growth in Rio Rancho is likely to slow in the coming years, the area provides to the Northwest Mesa a very large potential workforce. AMREP indicates that 75 to 80 percent of the persons buying homes there are 40 years or younger.³ Young families, often comprised of two full-time workers, are likely to absorb much of the job growth that the west has the ability to attract.

³ Interview with Mr. Jim Colgrove of AMREP Southwest, June 25, 1985.



SHORTER COMMUTE TIMES FOR PERSONS WORKING ON THE WEST SIDE

Another advantage of the Northwest Mesa location is the relative absence of traffic congestion encountered by persons not commuting across the bridges to the east. While persons living on the west side of the Rio Grande do encounter traffic congestion as they cross the river enroute to employment centers on the east, current traffic patterns on the west side are such that the Riverview sector can be reached in approximately 15 minutes or less from most areas on the west side of the river. Additionally, while it may take as long as 15 minutes during peak morning commute times just to cross certain bridges from the west to the east, traffic moving east to west in the morning is much less congested. Therefore, in at least the near future, the Riverview location can provide employment opportunities to persons living almost anywhere in the Albuquerque area.

DIRECT ACCESS TO THE PLANNED WEST MESA AIRPORT

Another advantage of the Riverview sector location is its proximity to the planned West Mesa Airport. Not only will this general aviation airport be within a very short distance from the Riverview sector area, but one of the primary access roads leading into the airport will be Paseo Del Norte which, when built, will run through the middle of the Riverview sector area. This access will provide businesses located in and persons working and living in the Riverview area as well as persons visiting the area with access to general aviation services.



REASONABLE TRUCK ACCESS

Because the Riverview sector will, if developed as proposed, be the location of a variety of commercial, light industrial, manufacturing and R&D activities, it is likely that access to the site by trucks and other forms of industrial traffic will be an important consideration in the minds of potential tenants. Access by industrial traffic coming from the east, south or west is likely to be by way of I-25 and/or I-40 and Coors Road. Trucks coming into Albuquerque from the north are likely to avoid the bridge crossings because of congestion as well as to avoid the residential areas that lie between the Riverview sector and the east side of some of the bridges.

TIMING IS OF THE ESSENCE

Finally, it is important to point out that planning for the Riverview sector is far enough along that potential tenants and building developers of the proposed 300-acre industrial/business park have already begun to consider the opportunities that the Riverview sector offers to high-tech firms and other types of employers. This interest suggests that the location provides a site that can be developed into a business park competitive with existing centers of employment within the Albuquerque area and even with comparable high-tech centers in other regions of the country. The interest in the site that has already been expressed is also an indication that if the plan is approved, then construction of the planned



extensions to existing roads and new roads and infrastructure may actually begin within the next few years. This short time horizon provides the Riverview location with the advantage of being seen as a credible and immediate alternative for potential tenants and developers alike.

THE MAXIMIZATION OF LAND USE CHOICES AND ECONOMIC OPPORTUNITIES

Competitive Land Markets

The comprehensive plan calls for ". . . variety and maximum choice in housing, work areas and life styles . . ." (pg. 4). It also calls for the encouragement of employment growth to ". . . reduce the number of unemployed and raise median family income at least to the national urban level" (pg. 31). The maintenance of a competitive land market for all land uses and viable commercial and industrial agglomerations is a necessary condition for the achievement of both of the aforementioned goals of The Albuquerque/Bernalillo County Comprehensive Plan Policies Plan.

Competition for all land uses is needed to keep land costs from escalating due to shortages caused by public policies. During the 1970's and early 1980's, dramatic examples of what can happen when land markets cease to be competitive was provided by the rise of housing prices in areas such as the San Francisco Bay Area after environmental and other concerns encouraged zoning and other



land use policies that restricted the availability of land for housing - particularly for higher-density housing. During the decade of the 1970's, under these restrictions, housing prices in the Bay Area climbed much faster than they did in other areas of the United States where residential land markets remained relatively competitive. Albuquerque's ability to provide housing at prices that are in line with, or often below, those available in other regions of the County is to no small extent the result of the City's success in maintaining a relatively competitive residential land market.

Estimates of developable residential and nonresidential vacant land prepared with reliance on data from the Middle Rio Grande Council of Governments of New Mexico, and presented in Table 5, suggest that Albuquerque's supply of potentially-developable residential lands is large enough to permit competitive conditions to be preserved. Also, for two reasons the approval of the proposed Riverview Sector Plan will not materially reduce the availability of land for residential lands. First, the proposed plan reduces the 56,730 acres of residential development capacity estimated by MRGCOG by less than one-half of 1 percent. Second, the proposed Riverview Sector Plan increase residential densities so as to permit the development of only 12 less dwelling units than would be allowed under current zoning.

In terms of total potentially-developable acreage the supply of nonresidential land is also sufficient to



**TABLE 5****Development Capacity of the Albuquerque Urban Area**

	<u>Population Capacity</u>	<u>Employment Capacity</u>
1980 Development Capacity (acres)*	56,730	33,280
Persons per Acre**	15.0	13.45
1980 Per Capita Population and Employment Development Capacity	850,950	454,879
MRGCOG Population and Employment Growth Forecast: 1980-2010***	291,296	140,434
Annual Average Growth in Population and Employment	9,710	4,681
Years of Land Supply at 1980-2010 Growth Rate	88	97

* This is the 1980 development capacity as calculated by the Middle Rio Grande Council of Governments of New Mexico (MRGCOG). Figures exclude Rio Rancho, Corrales and the five activity centers identified by MRGCOG.

** The employment density is a weighted average of industrial and non-industrial employment capacity as estimated by MRGCOG.

*** Population and employment growth in the Albuquerque Urban Area excluding Rio Rancho, Corrales and the five activity centers.

Sources: Middle Rio Grande Council of Governments of New Mexico, *Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations*; Gruen Gruen + Associates.

encourage competitive land markets for decades into the future. But, relatively little of the land designated for potential development into nonresidential uses consists of parcels that can be developed into large well-integrated business parks. The potential for the development of activity centers of this type is not great. If the proposed Riverview Sector Plan is approved the development of a needed large-scale employment activity center will be encouraged. Such development is not only needed as an economic option for Albuquerque and the Northwest Mesa, but to encourage quality and price competition among would-be developers of all such activity centers in Albuquerque.

**The Safeguard of Infrastructure
Planning and Commitment**

As land developers compete for users there is sometimes the danger that attempts to cut costs will result in infrastructure shortages that wind up on the doorsteps of the community's treasury. To avoid this fiscal danger development must proceed with the provision of needed infrastructure that is paid for or soundly financed. The proposed Riverview Sector Plan requires the developers to pay for all internal infrastructure needed by the project. In addition, the applicant stands ready to pay his fair share of all the external infrastructure, the need for which will be partially induced by the development. These commitments to assist in the construction of off-site improvements will speed the construction of the needed transport link to the airport.



ESTIMATED POPULATION AND EMPLOYMENT IMPACTS OF PROPOSED RIVERVIEW PLAN

Tables 6 and 7 present forecasts of population and employment for the year 2010 by superzone under the assumption that the proposed Riverview Sector Plan is approved and developed. These same tables also present the 2010 forecasts of population and employment by superzone developed by MRGCOG. The differences between these two estimates provide a quantitative approximation of the effect the development of the proposed plan will have on the size and distribution of population and employment. The Riverview sector is located in superzones 4 and 6.

Additional Growth in the Albuquerque Urban Area

Development of the Riverview sector is likely to attract employment growth to the Albuquerque region in excess of that forecast by MRGCOG because of the unique nature of the planned business/industrial park. At this time there are no high quality campus-like business/industrial parks of this scale in the Albuquerque area. While some may be planned and built in future years, development of the Riverview sector is likely to preclude similar additional development elsewhere in the region in the next 10 to 20 years.

Population

Because the net effect of the proposed residential zoning is a decrease in the residential holding capacity of the



TABLE 6

**Estimated 2010 Population in the Albuquerque Urban Area
With Current and Proposed Riverview Sector Zoning, by Superzone**

<u>Superzone</u>	<u>1980 Population</u>	<u>Estimated 2010 Population</u>	
		<u>With Riverview Sector Current Zoning</u>	<u>Proposed Zoning</u>
East of Rio Grande			
11	7,326	11,504	11,504
12	22,276	26,150	26,150
13	24,979	38,967	38,967
14	15,399	32,625	32,625
15	3,770	5,609	5,609
16	698	9,687	9,687
17	46,589	115,548	115,548
18	112,018	125,682	125,682
19	48,997	68,928	68,928
20	42,987	47,994	47,994
21	32	3,136	3,136
22	7,352	8,000	8,000
Total for East	332,423	493,830	493,830
West of Rio Grande			
1	10,131	38,399	38,399
2	3,593	5,925	5,925
3	1,134	15,732	15,732
4*	5,096	27,103	27,103
5	0	1,851	1,851
6*	7,651	53,572	53,572
7	2,366	6,429	6,429
8	21,875	26,371	26,371
9	9,321	43,398	43,398
10	31,034	46,012	46,012
Total for West	92,201	264,792	264,792
GRAND TOTAL	424,624	758,622	758,622
Northwest Mesa Area**	13,881	98,258	98,258

* The Riverview sector is located in Superzones 4 and 6.

** The Northwest Mesa Area includes Superzones, 3, 4, 5 and 6.

Sources: Middle Rio Grande Council of Governments of New Mexico,
*Year 2010 Socioeconomic Forecast for the Albuquerque Urban
Area, Volume II: Superzone Allocations*; Community Sciences
Corporation; Gruen Gruen + Associates.



TABLE 7

**Estimated 2010 Employment in the Albuquerque Urban Area
With Current and Proposed Riverview Sector Zoning, by Superzone**

	<u>Estimated 2010 Employment</u>		
<u>Superzone</u>	<u>1980 Employment</u>	<u>Current Zoning</u>	<u>With Riverview Sector Proposed Zoning</u>
East of Rio Grande			
11	5,597	16,452	16,104
12	29,326	48,801	48,177
13	8,531	11,852	11,746
14	3,690	9,728	9,535
15	6,046	28,834	28,104
16	357	7,758	7,521
17	9,714	21,633	21,251
18	39,542	55,347	54,841
19	19,314	24,771	24,596
20	27,030	36,930	36,613
21	0	2,377	2,301
22	19,300	24,000	23,849
Total for East	168,447	288,483	284,638
West of Rio Grande			
1	1,205	4,636	4,527
2	330	364	362
3	470	9,807	9,507
4*	810	7,289	9,700***
5	0	4,280	4,143
6*	1,140	12,776	19,860***
7	1,162	19,488	18,916
8	1,874	2,914	2,881
9	423	8,198	7,949
10	3,187	9,966	9,749
Total for West	11,064	79,718	87,594
GRAND TOTAL	179,511	368,201	372,232
Northwest Mesa Area**	2,420	34,152	43,210

* The Riverview sector is located in Superzones 4 and 6.

** The Northwest Mesa Area includes Superzones 3, 4, 5 and 6.

*** Superzones 4 & 6 were not analyzed to determine if land areas available in 1982 are currently available for employment uses.

Sources: Middle Rio Grande Council of Governments of New Mexico,
Year 2010 Socioeconomic Forecast for the Albuquerque Urban
Area, Volume II: Superzone Allocations; Community Sciences
Corporation; Gruen Gruen + Associates.



Riverview sector of only 11 households, or approximately 31 persons, approval of the Riverview Sector Plan is not expected to have a significant impact on population growth in the Northwest Mesa nor in the two superzones in which the Riverview sector is located. The distribution and rate of population growth in the Albuquerque Urban Area, therefore, is likely to be unaffected by approval of the plan. Table 6 reflects this assumption by showing an alternative 2010 population forecast that is identical to the forecast developed by MRGCOG which, with respect to superzones 4 and 6, considered the current zoning of area covered by the Riverview Sector Plan.

Employment

Development of the alternative employment forecast is based on two assumptions. First, because of the nature of the planned business/industrial park and its likely markets, it is assumed that 40 percent of the additional employment growth in the Riverview sector will come from outside the Albuquerque Urban Area. The difference in total employment between the MRGCOG forecast and the alternative forecast is equal to 40 percent of the additional employment capacity of the Riverview sector at build-out.

Table 7 shows that employment in the Albuquerque Urban Area in 2010 is forecast to be 4,031 jobs higher if the Riverview Sector Plan is approved.



Alternative Distribution of Growth to Superzones

The second assumption is that the remaining 60 percent of additional employment growth in the Riverview sector will come from other locations in the Albuquerque Urban Area. In other words, 60 percent of the additional employment growth in the Riverview sector is growth diverted from each of the 22 superzones in the Albuquerque Urban Area. This alternative distribution assumes that growth is diverted from each of the 22 superzones in proportion to the share of employment growth that MRGCOG forecast each superzone to receive.

Improved Self-Sufficiency West of the Rio Grande and In the Northwest Mesa

Because the Riverview sector is in the Northwest Mesa and because the majority of employment is east of the Rio Grande, approval of the Riverview Sector Plan would bring the east and the west more into balance and improve the self-sufficiency of the Northwest Mesa as well as the entire west side of the Albuquerque area.

Table 8 shows that, according to MRGCOG, the area west of the Rio Grande would have, by 2010, 22 percent of the employment in the Albuquerque Urban Area. Because the effect of the proportionate reduction in employment growth in each superzone is to divert some growth from the east to the west, the alternative forecasts indicate that, by 2010, the west would have 24 percent of total employment in the Albuquerque Urban Area. The MRGCOG





TABLE 8

Estimated 2010 Employment in the Albuquerque Urban Area with Current and Proposed Riverview Zoning, by Superzone

Superzone	Growth in Total Employment by Superzone Forecast by MRGCOG* Assumes Current Zoning of the Riverview Sector						Alternative Forecast Assuming Riverview Sector is Rezoned**				
	1980 Estimated Employment	Percent of Total Employment	Projected Increase in Employment	Percent Share of Growth	2010 Projected Employment	Percent of Total Employment	Increase/ Decrease in Employment Growth	Revised Distribution of Employment Growth	Percent of Growth	Revised 2010 Projected Employment	Revised Percent of Total Employment
East of Rio Grande											
11	5,597	3%	10,855	6%	16,452	4%	-337	10,518	5%	16,104	4%
12	29,326	16%	19,475	10%	48,801	13%	-604	18,871	10%	48,177	13%
13	8,531	5%	3,321	2%	11,852	3%	-103	3,218	2%	11,746	3%
14	3,690	2%	6,038	3%	9,728	3%	-187	5,851	3%	9,535	3%
15	6,046	3%	22,788	12%	28,834	8%	-707	22,081	11%	28,104	8%
16	357	0%	7,401	4%	7,758	2%	-230	7,171	4%	7,521	2%
17	9,714	5%	11,919	6%	21,633	6%	-370	11,549	6%	21,251	6%
18	39,542	22%	15,805	8%	55,347	15%	-490	15,315	8%	54,841	15%
19	19,314	11%	5,457	3%	24,771	7%	-169	5,288	3%	24,596	7%
20	27,030	15%	9,900	5%	36,930	10%	-307	9,593	5%	36,613	10%
21	0	0%	2,377	1%	2,377	1%	-74	2,303	1%	2,301	1%
22	19,300	11%	4,700	2%	24,000	7%	-146	4,554	2%	23,849	6%
Total for East	168,447	94%	120,036	64%	288,483	78%	-3,725	116,311	60%	284,638	77%
West of Rio Grande											
1	1,205	1%	3,431	2%	4,636	1%	-106	3,325	2%	4,527	1%
2	330	0%	34	0%	364	0%	-1	33	0%	362	0%
3	470	0%	9,337	5%	9,807	3%	-290	9,047	5%	9,507	3%
4***	810	0%	6,479	3%	7,289	2%	2,336	8,815	5%	9,700	3%
5	0	0%	4,280	2%	4,280	1%	-133	4,147	2%	4,143	1%
6***	1,140	1%	11,636	6%	12,776	3%	6,860	18,496	10%	19,860	5%
7	1,625	1%	17,863	9%	19,488	5%	-554	17,309	9%	18,916	5%
8	1,874	1%	1,040	1%	2,914	1%	-32	1,008	1%	2,881	1%
9	423	0%	7,775	4%	8,198	2%	-241	7,534	4%	7,949	2%
10	3,187	2%	6,779	4%	9,966	3%	-210	6,569	3%	9,749	3%
Total for West	11,064	6%	68,654	36%	79,718	22%	7,628	76,282	40%	87,594	23%
GRAND TOTAL	179,511	100%	188,690	100%	368,201	100%	3,903	192,593	100%	372,232	100%
Northwest Mesa Area****	2,420	1%	31,732	17%	34,152	9%	8,774	40,506	21%	372,232	12%

* Middle Rio Grande Council of Governments of New Mexico.

** Based on the assumption that 40% of the additional 10,077 persons employed in the sector, at build-out, are immigrants to the region.

*** The Riverview sector is located in Superzones 4 and 6.

**** The Northwest Mesa Area includes Superzones 3, 4, 5 and 6.

Sources: Middle Rio Grande Council of Governments of New Mexico, *Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations*; Community Sciences Corporation; Gruen Gruen + Associates.

forecast indicates that, in 2010, 9 percent of all employment and 13 percent of total population would be located in the Northwest Mesa. The alternative forecast indicates, however, that if the Riverview Sector Plan is approved the Northwest Mesa's share of total employment, in 2010, would increase to 12 percent. Table 9 presents a final summary of the two forecasts.

Approval of the Riverview Sector Plan will also contribute to improved self-sufficiency on the west side and especially in the Northwest Mesa. While MRGCOG forecasts the ratio of population to employment west of the Rio Grande, in 2010, to be 3.32, development of the Riverview sector would lower that ratio to 3.03. Development of the Riverview sector would lower the ratio in the Northwest Mesa from 2.88, as forecast by MRGCOG, to 2.29.





TABLE 9

**Summary of 2010 Population and Employment Forecasts for the Albuquerque Urban Area
with Current and Proposed Riverview Sector Zoning**

	Estimated 2010 Population				Estimated 2010 Employment			
	Current Zoning		With Riverview Sector Proposed Zoning		Current Zoning		With Riverview Sector Proposed Zoning	
	#	%	#	%	#	%	#	%
East of Rio Grande	493,830	65%	493,830	65%	288,483	78%	284,638	77%
West of Rio Grande	264,792	35%	264,792	35%	79,718	22%	87,594	23%
Albuquerque Urban Area	758,622	100%	758,622	100%	368,201	100%	372,232	100%
Northwest Mesa Area	98,258	13%	98,258	13%	34,152	9%	43,210	12%

Sources: Middle Rio Grande Council of Governments of New Mexico, *Year 2010 Socioeconomic Forecast for the Albuquerque Urban Area, Volume II: Superzone Allocations*; Community Sciences Corporation; Gruen Gruen + Associates.

CHAPTER IV

POTENTIAL IMPACT OF THE RIVERVIEW SECTOR PLAN ON THE SELF-SUFFICIENCY OF THE WEST AND NORTHWEST MESA

SELF-SUFFICIENCY DEFINED

It is clear that the impact of the Rio Grande on the socioeconomic issues facing Albuquerque should not be underestimated. The concept of "self-sufficiency" discussed in both the Albuquerque/Bernalillo County Comprehensive Plan Policies Plan and the Northwest Mesa Area Plan is, in a historic sense, a function of the presence of the Rio Grande itself.

The concept of self-sufficiency is one that addresses the goals of achieving housing and employment opportunities located so as to utilize transportation infrastructure efficiently and to maximize the quality of life and economic opportunities for Albuquerque households.

FOCUS ON THE WEST AND NORTHWEST MESA

Because the majority of past development in Albuquerque has been east of the river, the focus on the need to develop self-sufficiency must be directed toward the area west of the Rio Grande and its subareas such as the Northwest Mesa.



The wide expanse of the West Mesa presents a virtually unlimited opportunity for development of numerous "planned new satellite communities" as called for in the Comprehensive Plan. These communities will not stand alone as isolated satellites but will be woven together as parts of a larger regional socioeconomic environment.

The notion of satellite communities is one that identifies the desirability of providing the widest economically-possible range of employment, recreational, retail, and residential choices and at the same time preserving the unique cultural identities prevailing in the Albuquerque region. The Northwest Mesa itself is an area that can provide a broad range of opportunities without appearing as simply an appendage to the already developed areas east of the Rio Grande. Both the Rio Grande and the geography of the Northwest Mesa place it in a position to develop its own unique identity as well as its own subregional economy.

The Northwest Mesa Area Plan discusses the fact that development of the Northwest Mesa has slowed because of the scarcity of employment opportunities and commercial facilities within close proximity and easy access to residential areas. It is recognized that neither the Northwest Mesa nor the west, in general, have achieved their maximum potential for self-sufficiency.



MEASURES OF SELF-SUFFICIENCY

A good measure of the relative self-sufficiency of areas within the Albuquerque region is the average time that persons spend commuting from their homes to places of employment.

Table 10 presents data on the work-trip travel time distribution for all employed persons living in Albuquerque, employed persons living east of the Rio Grande, employed persons living west of the Rio Grande and employed persons living in the Northwest Mesa. The table shows, for each area, the number of persons commuting alternative lengths of time, the percent of employed persons commuting that length of time and the median commute time.

The median commute time for employed persons living west of the Rio Grande is significantly higher than it is for persons living east of the Rio Grande. The table shows that while the median commute time of all employed persons living in Albuquerque is 18 minutes, the median for persons living west of the Rio Grande and for persons living in the Northwest Mesa is 23 minutes. The median commute time for persons living on the west is 28 percent longer than the median commute time for all Albuquerque workers and 35 percent longer than the median (17 minutes) for workers living on the east side of the Rio Grande.





TABLE 10

Work-Trip Travel Time Distribution

<u>Number of Minutes</u>	<u>Albuquerque</u>		<u>East of Rio Grande</u>		<u>West of Rio Grande</u>		<u>Northwest Mesa</u>	
	<u>Number of Persons</u>	<u>Percent of Persons</u>	<u>Number of Persons</u>	<u>Percent of Persons</u>	<u>Number of Persons</u>	<u>Percent of Persons</u>	<u>Number of Persons</u>	<u>Percent of Persons</u>
0-4	5,249	3%	4,640	3%	609	2%	228	4%
5-9	21,245	12%	19,270	13%	1,975	7%	133	2%
10-14	31,922	18%	28,556	19%	3,366	11%	1,221	20%
15-19	43,390	24%	37,452	25%	5,938	20%	2,326	38%
20-29	47,316	27%	37,685	25%	9,631	32%	1,215	20%
30-44	21,595	12%	15,077	10%	6,518	22%	508	8%
45-59	2,514	1%	1,849	1%	665	2%	452	7%
60 +	4,395	2%	3,269	2%	1,126	4%	37	1%
TOTAL	177,626	100%	147,798	100%	29,828	100%	6,120	100%
Median Number of Minutes*	18		17		23		23	

* Calculation of median commute time assumes an even distribution of commuters within each trip length category.

Sources: U.S. Bureau of the Census, 1980 U.S. Census; City of Albuquerque Municipal Development Department Planning Division; Gruen Gruen + Associates.

THE IMPORTANCE OF EMPLOYMENT OPPORTUNITIES

If a sufficient range of employment opportunities were to become available to persons living on the west side of Albuquerque and in the Northwest Mesa in close proximity to their homes then the time and cost of commuting could be reduced greatly. A reduction in the amount of time and money individuals must devote to commuting to and from work would both improve the quality of life for those individuals and lessen the demand for and strain on transportation systems throughout Albuquerque. While the planned addition of two bridges will, at least temporarily, help reduce congestion on all bridges, a complementary approach to increasing transportation capacity is the reduction of transport demands by the encouragement of the development of additional and larger employment centers in communities on the west side of the Rio Grande.

OPPORTUNITIES PRESENTED BY THE RIVERVIEW SECTOR PLAN

While forecasts of growth on the west present a picture of what the area may be like at some point in the future, they are based on perceptions of the capacity for development and the experiences and trends of the past. The Riverview Sector Plan presents an immediate opportunity for realization of a part of that perceived capacity for development.



At this point in time, the proposed 300-acre high quality business/industrial park is a unique approach to the creation of employment centers on the west. While there are plans for the development of smaller office/commercial and light industrial complexes and regional shopping centers the north and south ends of the West Mesa, the notion of a large self-contained business and residential community is one unmatched elsewhere in the west.

The additional and alternative zoning proposed in the Riverview Sector Plan will allow for the development of an employment center that may accommodate as many as 10,000 jobs. This capacity, however, is not one created at the expense of residential capacity. The Riverview sector itself will provide potential residents with a diverse array of competitive housing choices that are further expanded by the proximity of other residential developments in the Northwest Mesa. The attractiveness of housing opportunities in Rio Rancho is apparent as well.

While the Riverview Sector Plan is not a cure-all for the Northwest Mesa nor the west in general, it does represent an immediate opportunity to move the west further along the road to self-sufficiency by creating an employment center that will not only provide new job opportunities to current residents of Albuquerque but will enhance the comparative economic advantages of the region.



THE IMPACT OF IMPROVED SELF-SUFFICIENCY ON THE WEST

Along with the increasing vigor in human activity that development of communities and concentrations of employment will bring to the west will come increasing traffic volumes and the concomitant need to develop plans for mitigating them. Forecasts of likely employment and population growth between now and the early years of the 21st century should not be viewed as forewarnings of unmitigatable traffic problems. They should, however, be used as guides for planning the necessary improvements to transportation systems and other infrastructure and to provide a framework for deciding what portions of the costs associated with growth are to be the onus of the public and what portions are to be borne by developers of housing, community and regional shopping centers and employment centers.

While growth on the west is very likely to be accompanied by increased human activity and traffic volumes, successful encouragement of the types of growth that will contribute to improved self-sufficiency is also likely to lead to a more efficient use of transportation systems and infrastructure.

One of the goals of self-sufficiency that has been clearly articulated is the reduction of cross-river commuting and the traffic congestion it causes. This goal is one that can be achieved through the encouragement of the development of employment centers on the west



in close proximity to existing and planned residential areas and through public and private planning that recognizes the need for placement of commercial services, cultural activities and medical and educational facilities in appropriate locations on the west.

Achievement of self-sufficiency on the west will not inhibit the regional integration of the east and the west that currently exists but will improve the quality of life of persons living and working on either side of the river by reducing the need for persons living on the west to travel east to satisfy their economic and social needs.



INITIAL TRAFFIC ANALYSIS

This report was commissioned to analyze the impact of the proposed land uses upon the adjacent arterial and collector streets for the COG horizon year 2010.

The analysis concluded that the proposed mix of land uses will help relieve peak hour, peak direction traffic congestion in critical commuter corridors including river crossings and the Coors corridor. It also recommended mitigation measures to ensure that the adjacent system will have sufficient capacity to accommodate projected demand.

The commitment, by the sector plan applicants, is to dedicate appropriate right-of-way, per the public policy, and to agree to dedicate additional right-of-way that is indicated by these studies for intersections and turning movement design at the same time. Further, construction elements of necessary mitigation will be addressed simultaneously with adjacent development or participation in multi-party responsibilities will be assured.



INITIAL TRAFFIC ANALYSIS
RIVERVIEW SECTOR PLAN

REPEALED (R-17-213)

INTRODUCTION

The Sector Plan includes approximately 764* acres of vacant land on the Northwest Mesa, located west of Coors Road and the Alban Hills subdivision and south of Paradise Boulevard. Most of the Plan area is designated as "Established Urban" by the Albuquerque/Bernalillo County Comprehensive Plan. This designation means that urban services could be provided to the area to accommodate densities of 6-9 units per acre.

The Sector Plan provides a mixed-use development of industrial, commercial and residential uses of varying intensities. Most of the non-residential areas will be placed in an industrial park zone to ensure that developments are appropriately designed, landscaped and compatible with adjacent land uses. Average residential density, after full-build out, will be approximately 6.0 units/acre. A park and trail system providing linkages to recreational areas outside the plan area will be provided.

The Sector Plan provides for:

- A mix of residential and non-residential activities within its boundaries. The proximity of these activities will produce a level of self-sufficiency that will reduce demand for external travel.
- A variety of housing types within a compatible, well-planned environment.
- Dedication of open space, including a trail system providing links to the Bosque area, Piedras Marcadas Arroyo and Petroglyph Park.

*763.1 Acres in developable acreage, 803 Acres in total plan area inclusive of AMAFCA detention basin.

Table 1 summarizes the land uses proposed in the Sector Plan.

TABLE 1
PROPOSED LAND USES

<u>Land Use</u>	<u>Acres</u>	<u>Zoning</u>
Very Low Density Residential	25.7	RA-1
Low Density Residential	83.0	R-1
Medium Density Residential	108.8	RT
High Density Residential	91.1	R-2
High Density Residential	36.6	SU
Mixed Density Residential	79.1	SU
Commercial	18.2	C-1
Research Park	307.2	IP
Church	8.1	SU

A probable total of 4,778 dwelling units is envisioned in the Plan at build-out.

EXISTING CONDITIONS

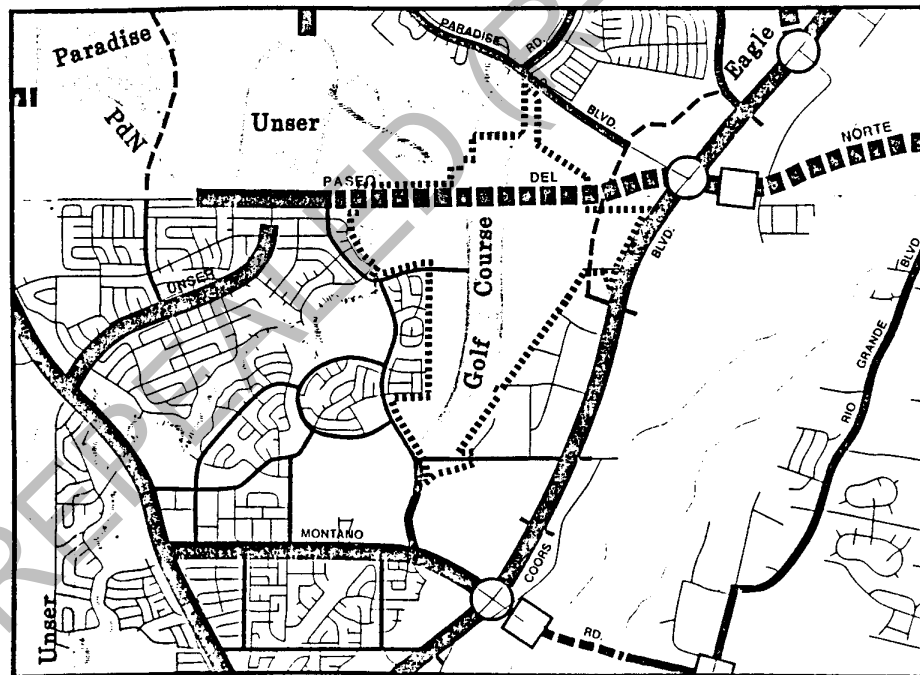
The Sector Plan is partially zoned and presently vacant. Residential development borders portions of the site. Adjacent non-residential uses include the Southwest Indian Polytechnical Institute east of Coors Road and office and commercial areas in Taylor Ranch and along Paradise Boulevard. Existing roadways serving the area include Coors Road, Paradise Boulevard, Taylor Ranch Drive and Montano Road.

FUTURE TRANSPORTATION SYSTEM

The Sector Plan will be accessible from all parts of the region by means of the planned Long-Range Major Street Plan. Major streets include:

- Coors Road - Principal Arterial
- Paseo del Norte - Principal Arterial
- Montano Road - Principal Arterial
- Golf Course Road - Minor Arterial
- Eagle Ranch Road - Collector

Figure 1 illustrates the planned major street system in this area as reflected in the latest revision (Resolution 85-7). The proposed Sector Plan is consistent with this planned major street system.



5/85

..... Sector Plan Area

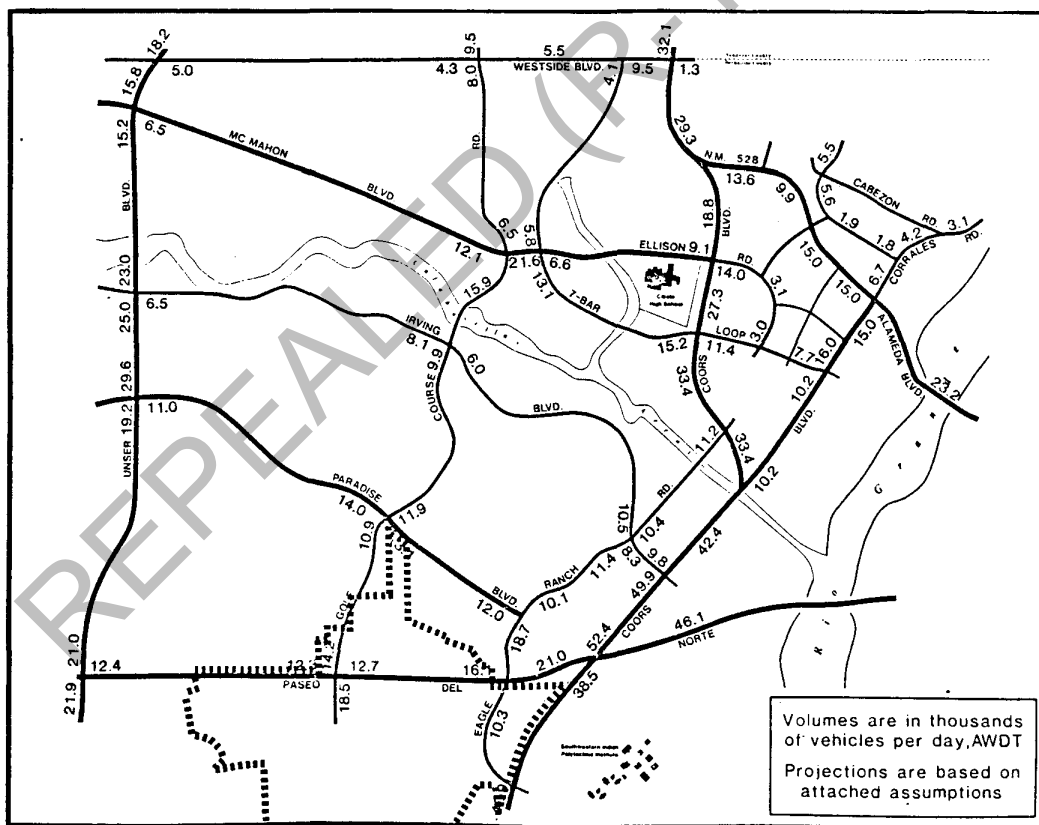
**Long Range Major Street Plan Section
Showing Resolution 85-7
Modifications**

Figure 1

NORTHWEST MESA TRAFFIC PROJECTIONS

Traffic volumes in the Sector Plan area will reflect both regional and local patterns of travel for work, shopping, business, social and recreational purposes. Regional traffic patterns are projected and updated by the Middle Rio Grande Council of Governments (MRGCOG).

The most recent set of traffic projections for the Northwest Mesa is contained in the Northwest Activity Center Transportation Study, Progress Report No. 1, prepared by the Council of Governments in July 1985. Although focused on the proposed Northwest Activity Center area north of Paseo del Norte, the MRGCOG study provides a starting point for evaluating future traffic levels in the Hughes Sector Plan area. Figure 2 illustrates the MRGCOG projected year 2010 daily traffic volumes.



The MRGCOG study concluded that the network shown in Figure 2 "represents a workable plan with no serious congestion within the study area indicated. All roadways appear to operate at Level of Service D or better, with most at LOS C or better." South of the Northwest Activity Center study area, the unadjusted MRGCOG traffic projections for Taylor Ranch Drive and Montano Road appear to be within the planned capacity of these facilities.

Table 2 summarizes MRGCOG regional traffic forecasts for other major access roadways. The river crossings from I-40 north were projected to be overloaded, as was Coors Boulevard north of I-40, based on the MRGCOG capacity criteria. These forecast volumes and capacities, modified as appropriate to reflect Hughes Sector Plan development, will be reviewed as part of the detailed Sector Plan traffic analysis.

TABLE 2
YEAR 2010 TRAFFIC FORECASTS AND VOLUME-TO-CAPACITY RATIOS
FOR SELECTED ROADWAYS

<u>Street</u>	<u>Segment</u>	<u>Unadjusted 2010 Volume</u>	<u>Volume/ Capacity Ratio</u>
Coors Blvd.	North of I-40	78,000	1.4
Unser Blvd.	North of I-40	44,000	0.8
Montano Rd.	Rio Grande Bridge	27,000	1.4
Paseo del Norte	Rio Grande Bridge	46,000	1.1
Alameda Blvd.	Rio Grande Bridge	23,000	1.5
Rio Grande Blvd.	South of Alameda Blvd.	10,000	0.7
Taylor Ranch Rd.	North of Montano Rd.	19,000	0.9
I-25	North of I-40	121,000	1.0
I-25	South of I-40	133,000	1.1
I-40	Rio Grande Bridge	108,000	1.0
I-40	West of I-25	116,000	0.8
I-40	East of I-25	127,000	0.9

Source: Northwest Activity Center Transportation Study, Progress Report
No. 1, MRGCOG, July, 1985.

FUTURE SECTOR PLAN DEVELOPMENT

The Hughes Sector Plan proposes a land use pattern that differs from the development assumptions reflected in the current MRGCOG year 2010 socioeconomic data set. As a result, Sector Plan traffic projections will differ from the MRGCOG projections described in the preceding Section. The two sets of socioeconomic projections are compared in Table 3.

TABLE 3
COMPARISON OF YEAR 2010 SOCIOECONOMIC PROJECTIONS

AREA	YEAR 2010 POPULATION			YEAR 2010 EMPLOYMENT		
	MRGCOG Projection	Alternative Projection*	Difference	MRGCOG Projection	Alternative Projection*	Difference
MRGCOG Superzones 4 and 6 (includes Riverview Sector Plan)	80,675	80,675	—	20,065	29,560	+ 9,495
Remainder West of Rio Grande	184,117	184,117	—	59,653	58,034	— 1,619
Remainder East of Rio Grande	493,830	493,830	—	288,483	284,638	— 3,845
Total Region	758,622	758,622	—	368,201	372,232	+ 4,031

*With Riverview Sector Plan.
Source: Gruen Gruen + Associates.

Total projected population with the Hughes Sector Plan is the same as anticipated under MRGCOG year 2010 projections, while employment projections are greater than the MRGCOG estimates. Year 2010 employment projections with the Hughes Sector Plan indicate a total of **29,560** jobs in Superzones 4 and 6. Approximately 40percent of the increased Superzone employment reflects new jobs attracted to the Albuquerque region as a result of the unique nature of the planned development, while 60percent are reallocated from other parts of the region, primarily from areas east of the Rio Grande.

The projected reallocation and shift of regional employment from east to west of the Rio Grande due to the proposed Hughes Sector Plan development is expected to reduce critical cross-river travel demands, and improve levels of traffic service due to the better balance between jobs and resident labor force on the Northwest Mesa. The effect of increased regional employment levels due to the Hughes Sector Plan will be an increase in regional traffic and economic development, providing that the balance of the Superzone employment forecasts materialize. The combined traffic effects of both shifted and increased employment levels can best be assessed with a regional traffic model incorporating the anticipated Sector Plan development. It is therefore recommended that an updated traffic forecast be prepared utilizing the MRGCOG traffic model to project future traffic volumes by major street segments, based on anticipated Sector Plan development.

PRELIMINARY ASSESSMENT OF SECTOR PLAN TRAFFIC

Table 4 summarizes projected year 2010 Sector Plan holding capacities and estimated daily trips. An increase of approximately 32,200 daily trips is anticipated at buildout, compared to the latest MRGCOG year 2010 projections. Preliminary evaluation indicates that the planned arterial roadway system serving the area will have sufficient total capacity to accommodate the additional trips. Segment-by-segment traffic model projections will be needed as recommended above to assess volume versus capacity for individual system links and determine whether specific traffic mitigation measures are required.

TABLE 4

SOCIOECONOMIC PROJECTIONS FOR RIVERVIEW SECTOR PLAN AREA

	<u>MRGCOG Year 2010 Projections</u>	<u>Current Zoning Allowances</u>	<u>Riverview Sector Plan Projected</u>
Dwelling Units	4,367	4,790	4,778*
Employment	1,090	205	10,282*
Estimated Daily Trips**	32,419	32,290	65,465

* Source: Gruen Gruen + Associates.

** Gruen Associates' preliminary estimates, based on average 6.6 trip ends per dwelling unit per day and 3.3 trip ends per job. Source: *Trip Generation, Third Edition*, Institute of Transportation Engineers, 1982.

MITIGATION MEASURES

The proposed Sector Plan incorporates measures to mitigate traffic impacts upon established residential neighborhoods:

- Previously designated arterial streets passing through existing neighborhoods have been reclassified or relocated to minimize traffic impacts (portion of Taylor Ranch Drive replaced by Golf Course Road, Calle Nortena reclassified down to Collector).
- The Sector Plan circulation system has been designed to minimize connections between existing local streets in Taylor Ranch and Alban Hills which could be used by through traffic attempting to bypass congestion on arterial routes.
- Principal Arterial, Minor Arterial and Collector routes within the Sector Plan will be planned to accommodate the ultimate rights-of-way and cross sections needed to accommodate projected future traffic. Where necessary, additional width for turning lanes will be planned on approaches to major intersections.
- Additional specific mitigation measures will be developed based on the segment-by-segment analysis of traffic volume versus capacity indicated in the previous section.

**TRAFFIC ANALYSIS
PROPOSED RIVERVIEW SECTOR PLAN**

Prepared by
Gruen Associates
for
Bellamah Community Development
October, 1985

SUMMARY OF TRAFFIC ANALYSIS **RIVERVIEW SECTOR PLAN**

Proposed Land Uses and Traffic Generation

The Riverview Sector Plan provides for a total of 4,779 residential dwelling units, approximately 158,000 square feet of neighborhood commercial, and 4,014,000 square feet of research park (IP) containing approximately 10,000 employees (Table 1). The proposed Sector Plan provides a balanced mix of residential, employment and commercial opportunities to minimize the need for long-distance cross-river commuting. Total daily trip generation is estimated at approximately 67,700 trips based on national standards (Table 2).

Comparison with MRGCOG Projections

The Riverview Sector Plan projections are generally comparable to approved MRGCOG projections for the year 2010 in total residential dwelling units and retail employment (Table 3). The Sector Plan provides for approximately 9,200 additional jobs in the proposed IP zone compared to the MRGCOG projections. If these jobs were new to the Albuquerque area and thus increased total metropolitan area employment levels as assumed in the following analysis, a corresponding increase in trips would be anticipated. However, if these Riverview jobs represent a reallocation of employment opportunities which would have occurred elsewhere in the metropolitan area, trips would simply be shifted from other areas and peak hour directional traffic flows would become more balanced.

Traffic Distribution

The distribution of future employment-related Riverview trips was based on projected metropolitan area population distribution and distance from Riverview, assuming that these trips and the corresponding jobs are new to the metropolitan area. More than half of the additional Riverview trips would begin and end west of the Rio Grande, even though only about one-third of the future population will live west of the Rio Grande. This distribution indicates that the proposed mix of land uses in the Riverview Sector Plan will help to relieve peak hour, peak direction traffic congestion in critical commuter corridors including river crossings and the Coors corridor.

Traffic Assignments

The proposed Riverview jobs, if simply shifted from other employment centers in the region, would not increase total trips in the metropolitan area. Even if the Riverview jobs were new to the

metropolitan area as assumed in the following analysis, they would add very little traffic in the peak commuter directions east and south of the Sector Plan area, since the major Riverview industrial traffic movements will be in the light direction, opposite to the dominant commuter flows for the metropolitan area.

Figures 1, 2 & 3 summarize projected PM peak hour directional traffic with and without the Riverview industrial development. Riverview traffic entering the industrial area during the PM peak hour will be a small part of the total Riverview traffic, since approximately 90% of PM peak hour industrial traffic is outbound traffic. Outbound traffic leaving the Riverview industrial area during the PM peak hour would increase volumes in the light direction (off-peak direction flow) on the bridges and Coors Boulevard, and would thus achieve a more balanced and efficient peak hour directional distribution. In general, sufficient capacity will be available to accommodate these projected volumes, subject to the following conditions.

Lane Volumes and Capacities

Figure 4 summarizes projected PM peak hour traffic volumes and capacities per lane, including Riverview traffic. The following per-lane capacity estimates were used, adapted from Table 4, Northwest Activity Center Transportation Study, Progress Report No. 1, MRGCOG:

- River Crossings (access controlled) 1750 vehicle/lane/hour
- Expressways (Coors, Unser, Paseo del Norte) 1100 vehicle/lane/hour
- Other Principal Arterials (Montano Road) 800 vehicle/lane/hour
- Minor Arterials (Golf Course Road) 700 vehicle/lane/hour

The planned adjacent major street system will have sufficient capacity to accommodate the projected demand, with the exception of Golf Course Road which shows demands of 765 to 970 vehicles/lane/hour and a capacity of 700 vehicles/lane/hour. Mitigation of these impacts on Golf Course Road is recommended as described below and as summarized in Table 4 and Figures 5 and 6.

Golf Course Road, Paseo del Norte to Montano Road

Establish right-of-way which can accommodate an ultimate cross section providing six through lanes and left turn lanes where needed to accommodate full development Riverview peak hour traffic.

Golf Course Road – Montano Road Intersection

Develop intersection layout to serve heavy southbound to eastbound turning movements and the reverse movements. Provide four lanes southbound (including dual left turns) and three lanes northbound on the north leg. Provide four lanes westbound (including right turn lane) and three lanes eastbound on the east leg.

Montano Road East of Golf Course Road (Taylor Ranch) to Coors

Provide six through lanes and control access, driveways, local street intersections and median breaks between Taylor Ranch and Coors. Design the Coors - Montano interchange to accommodate heavy turning movements through southwest quadrant (see discussion of impact on interchanges).

Golf Course Road – Paseo del Norte Intersection

Develop three lane approaches plus left turn lanes on all legs of this intersection, plus additional northbound right turn lane. Transition from three lanes to two lanes in each direction along Golf Course Road north of Paseo del Norte.

Paseo del Norte – Major Local Road Intersection

Modify local road alignments shown in Sector Plan and combine the two "tee" intersections which lack median breaks to achieve one full 4-way signalized intersection with median break. This will be necessary to provide good left turn access to and from Paseo del Norte via major local road to serve industrial employment centers in the Riverview Sector Plan. These heavy left turns would otherwise tend to overload the Paseo del Norte-Golf Course Road intersection.

Paseo del Norte – Coors Interchange

This interchange is presently planned as a grade-separated Urban Interchange with free flow through movements along Paseo del Norte and one at-grade signalized intersection on Coors providing dual left turn lanes on all approaches. Projected Paseo del Norte daily traffic is 26,000 to 50,000, while projected Coors daily

traffic is 47,000 to 53,000 (source: MRGCOG). Projected travel demand is very heavy through the northeast quadrant of this interchange. As presently designed, this interchange is constrained by lack of sufficient left turn capacity to carry projected southbound a.m. peak hour left turn demand at an acceptable level of service. However, the projected p.m. peak hour level of service is acceptable, assuming that sufficient storage length and capacity will be provided in the westbound free right turn lane approaching Coors.

Riverview traffic will utilize this interchange primarily for grade-separated east-west through movements, with some supplemental turning movements through the southwest and northwest quadrants. Riverview p.m. peak hour work-related traffic will be in the light direction and is expected to occur slightly earlier than other peak hour cross-river traffic flows, thus minimizing any traffic impacts on river crossing. As a result, Riverview IP traffic is not expected to have any adverse impacts upon the design or operation of the Paseo del Norte-Coors interchange.

Montano Road - Coors Interchange

A grade-separated Urban Interchange has been proposed for this key location, with free-flow movement along Coors and one signalized intersection provided on Montano. Coors is projected to carry 56,000 to 61,000 vehicles per day, while a four-lane Montano would carry 13,000 to 25,000 ADT, based on interchange projections by Wilson & Co.

Riverside IP traffic is not expected to have adverse impacts on design or operation of this interchange. Riverview IP traffic will be in the light direction (westbound in a.m., eastbound in p.m. peak hour), and the planned four lanes for through traffic along Montano through the interchange area will have sufficient reserve capacity to accommodate projected traffic (v/c ratios of 0.19 and 0.47 are projected by Wilson & Company.) P.M. peak hour IP traffic will produce heavy eastbound to southbound right turn demand for which a free-flow right turn lane will be needed. In the morning peak hour, IP traffic will produce heavy northbound to westbound left turn demand. Dual left turn lanes will be needed for this movement. The preliminary interchange design concept prepared by Wilson & Company provides both of these features.

TABLE 1: Proposed Land Uses Riverview Sector Plan

Land Use Type & Density		Zoning	Acres	D.U. Per Acre	D.U. or S.F.
Very Low Residential		RA-1	25.7	0.5	13 D.U.
Low Residential		R-1	83.0	4.5	374 D.U.
Medium Residential		RT	108.8	8.0	870 D.U.
High Residential		R-2	91.1	18.0	1,640 D.U.
High Residential	Parcel H-12	SU	36.6	18.0	659 D.U.
Mixed Residential	Parcel H-28	RT	12.0	8.0	96 D.U.
		R-2	24.0	20.0	480 D.U.
	Parcel H-24	RT	21.5	10.0	215 D.U.
		R-2	21.6	20.0	432 D.U.
					4,779 D.U.
Neighborhood Commercial			18.2	0.2 FAR	158,560 S.F. (300 employees)
Research Park			307.2	0.3 FAR	4,014,490 S.F. (9,990 employees)

TABLE 2: Estimated Daily Traffic Generation Riverview Sector Plan

<u>Land Use</u>	<u>D.U. or S.F.</u>	<u>Trip Rate</u>	<u>Daily Trips</u>
Very Low Residential	13 D.U.	10.0/D.U.	130
Low Residential	374 D.U.	10.0/D.U.	3,740
Medium Residential	870 D.U.	6.6/D.U.	5,742
High Residential	2,299 D.U.	6.1/D.U.	14,024
Mixed Residential	1,223 D.U.	7.8/D.U.	9,539
Neighborhood Commercial	158,560 S.F.	66.7/1,000 S.F.	10,576 ⁽¹⁾
Research Park	4,014,490 S.F. 9,990 employees	2.4/employee	<u>23,976⁽²⁾</u> <u>67,727</u>

Source: Trip Generation, Third Edition, Institute of Transportation Engineers, 1982

⁽¹⁾ Neighborhood commercial uses are anticipated to serve primarily local needs including retail and food services.

⁽²⁾ Research Park trip generation is composed primarily of work trips which draw heavily upon the large resident labor force projected to live in Riverview and the remainder of the Northwest Mesa by the year 2010. Work trips generated by these Northwest Mesa residents traveling to and from jobs in Riverview will generally not impose any additional traffic upon river crossings.

TABLE 3: Socioeconomic Projections for Riverview Sector Plan Area

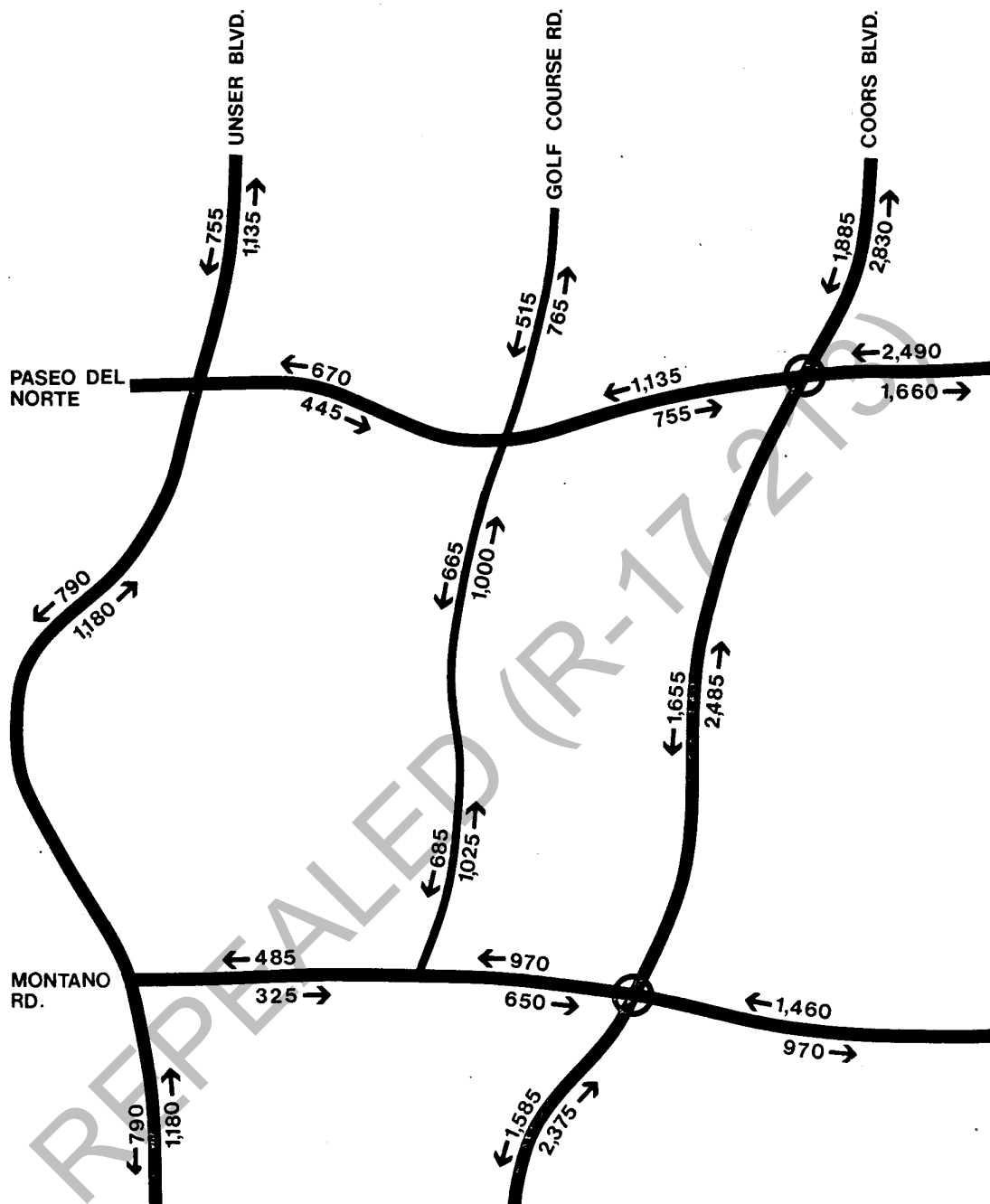
<u>Future Land Use</u>	<u>MRGCOG Year 2010 Projection</u>	<u>Riverview Sector Plan</u>	<u>Difference in Projections</u>
Dwelling Units	4,367	4,779	Nom.
Retail Employment	278	300	Nom.
Industrial Employment	812	9,990	9,178

TABLE 4: Proposed Traffic Mitigation Measures^(a) Riverview Sector Plan

Location	Number of Lanes Unmitigated (b)	Number of Lanes Mitigated (b)
Golf Course Road north of Paseo del Norte	2 NB + 2 SB	3 NB + 3 SB transition to 2 NB & 2 SB
Golf Course Road south of Paseo del Norte	3 NB + 3 SB	3 SB + 4 NB, including 1 RT
Golf Course north of Montano	3 NB + 3 SB	3 NB + 4 SB, including 2 LT
Montano east of Golf Course Road	3 EB + 3 WB	3 EB + 4 WB, including 1 RT
Montano west of Golf Course Road	2 EB + 2 WB	2 EB + 2 WB
Paseo del Norte at major local road intersections between Coors and Golf Course Road.	2 tee intersections no median breaks, and no left-turn access to IP zone via major local roads.	1 major 4-way signalized intersection, with median break and left-turn pockets.

^(a)Proposed mitigation measures are based upon preliminary evaluation of year 2010 projected traffic demands. Application of individual mitigation measures would require analysis of specific city and developer responsibilities.

^(b)Provide median left-turn lanes as required in addition to the lanes listed above.





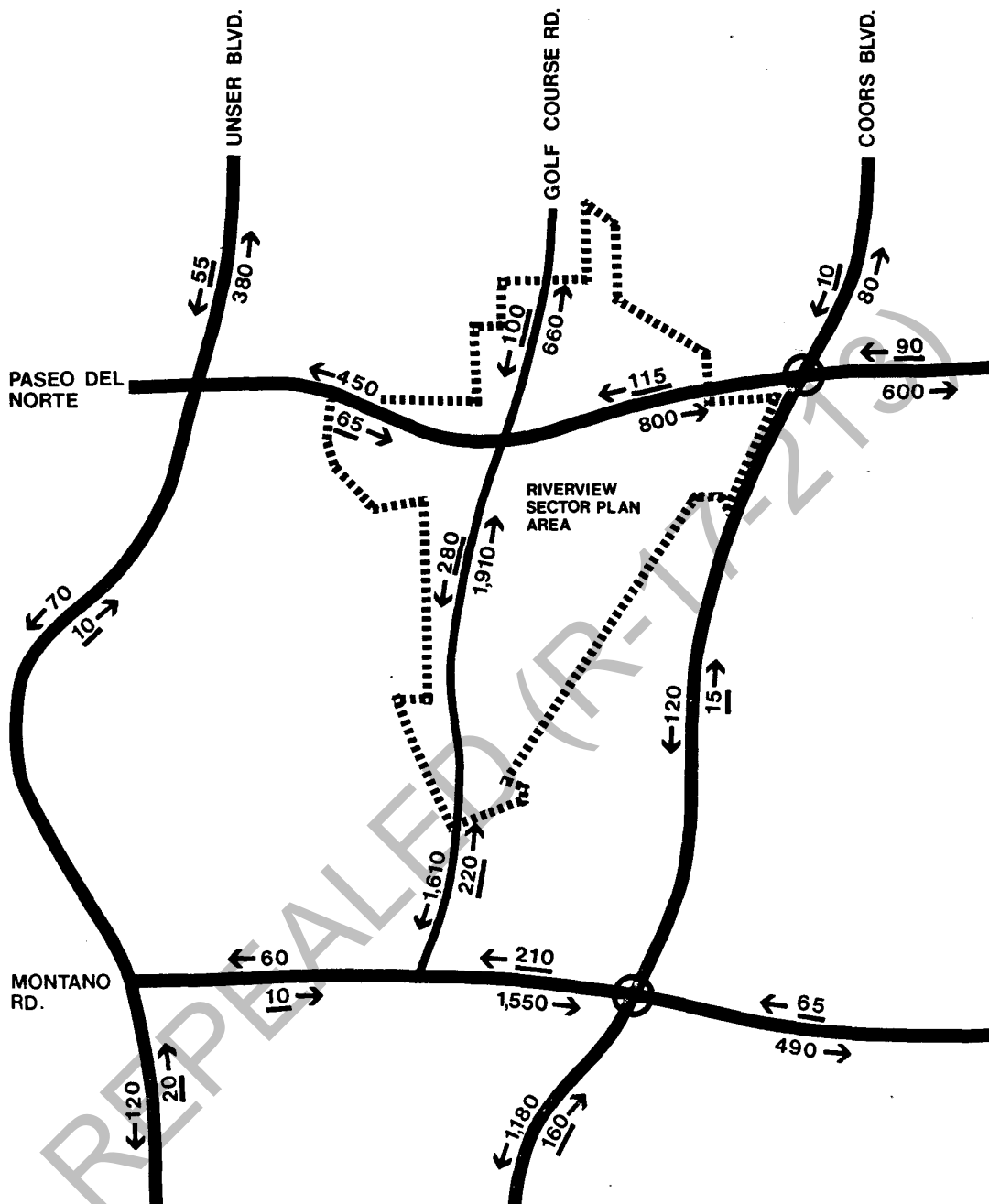
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 NOT TO SCALE
 INTERCHANGE

FIG. 1
RIVERVIEW SECTOR PLAN DEVELOPMENT

PROJECTED TRAFFIC VOLUMES WITHOUT
 ADDITIONAL RIVERVIEW TRAFFIC
 YEAR 2010 PM PEAK HOUR

*IMRGGCOG DAILY PROJECTIONS, 9% PEAK HOUR, 4 to 5 PM,
 60-40 DIRECTIONAL SPLIT
 B-19





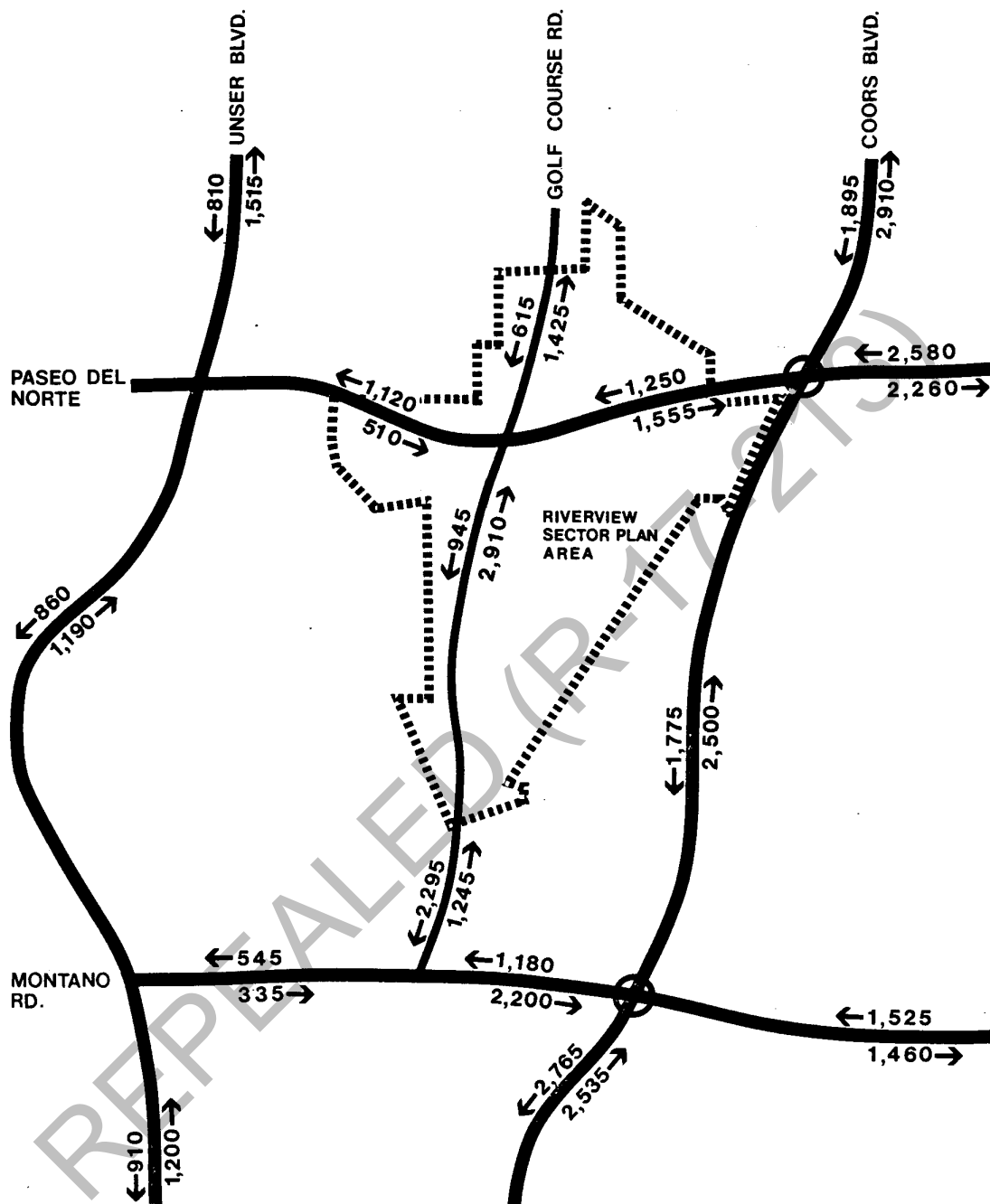
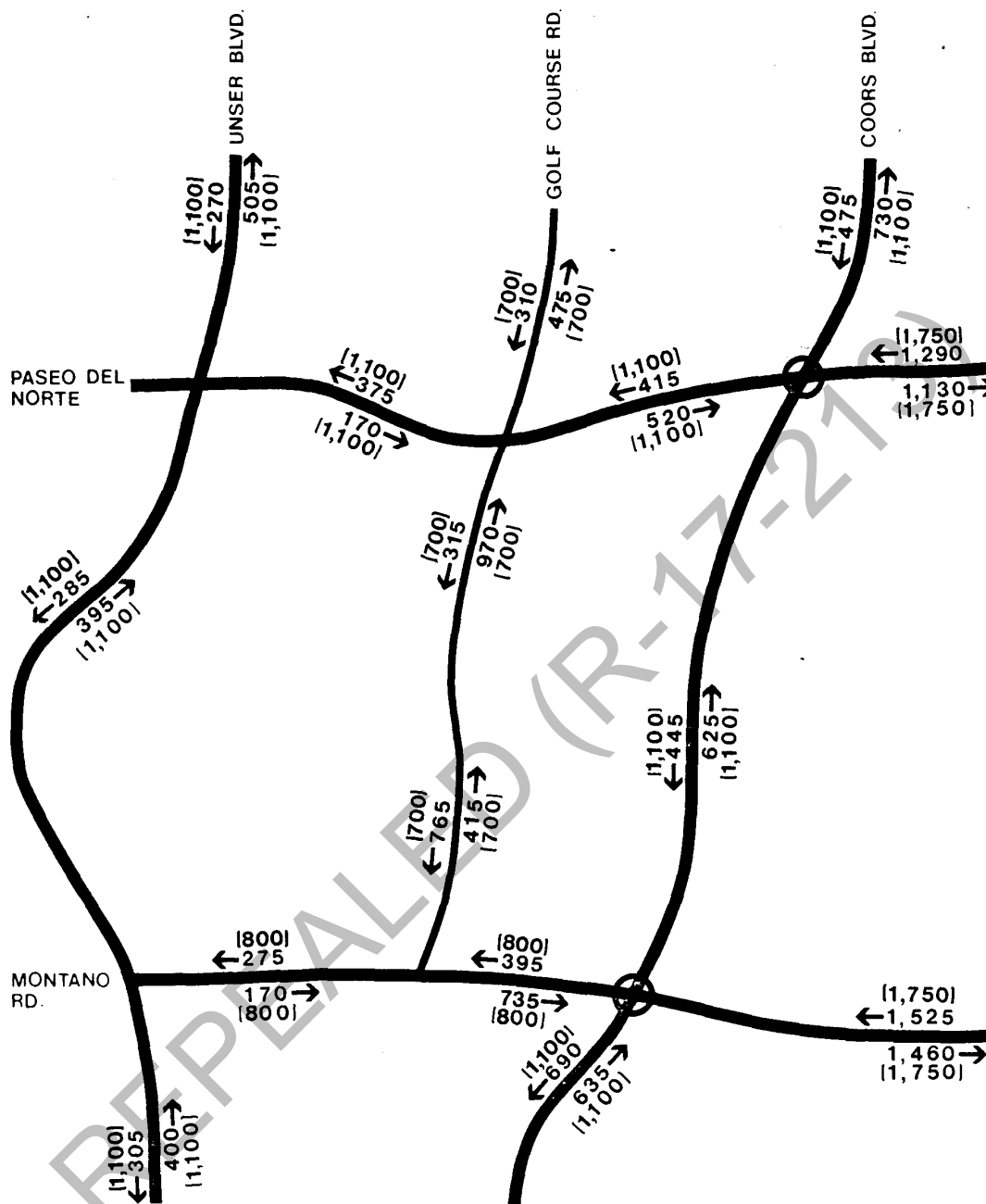

 NOT TO SCALE
 ← 000 EXITING VOLUMES
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 INTERCHANGE

FIG. 2
 RIVERVIEW SECTOR PLAN DEVELOPMENT
 RIVERVIEW ADDITIONAL TRAFFIC VOLUMES
 YEAR 2010 PM PEAK HOUR




 NOT TO SCALE
 INTERCHANGE

FIG.3
RIVERVIEW SECTOR PLAN DEVELOPMENT
 PROJECTED + RIVERVIEW ADDITIONAL TRAFFIC
 VOLUMES YEAR 2010 PM PEAK HOUR





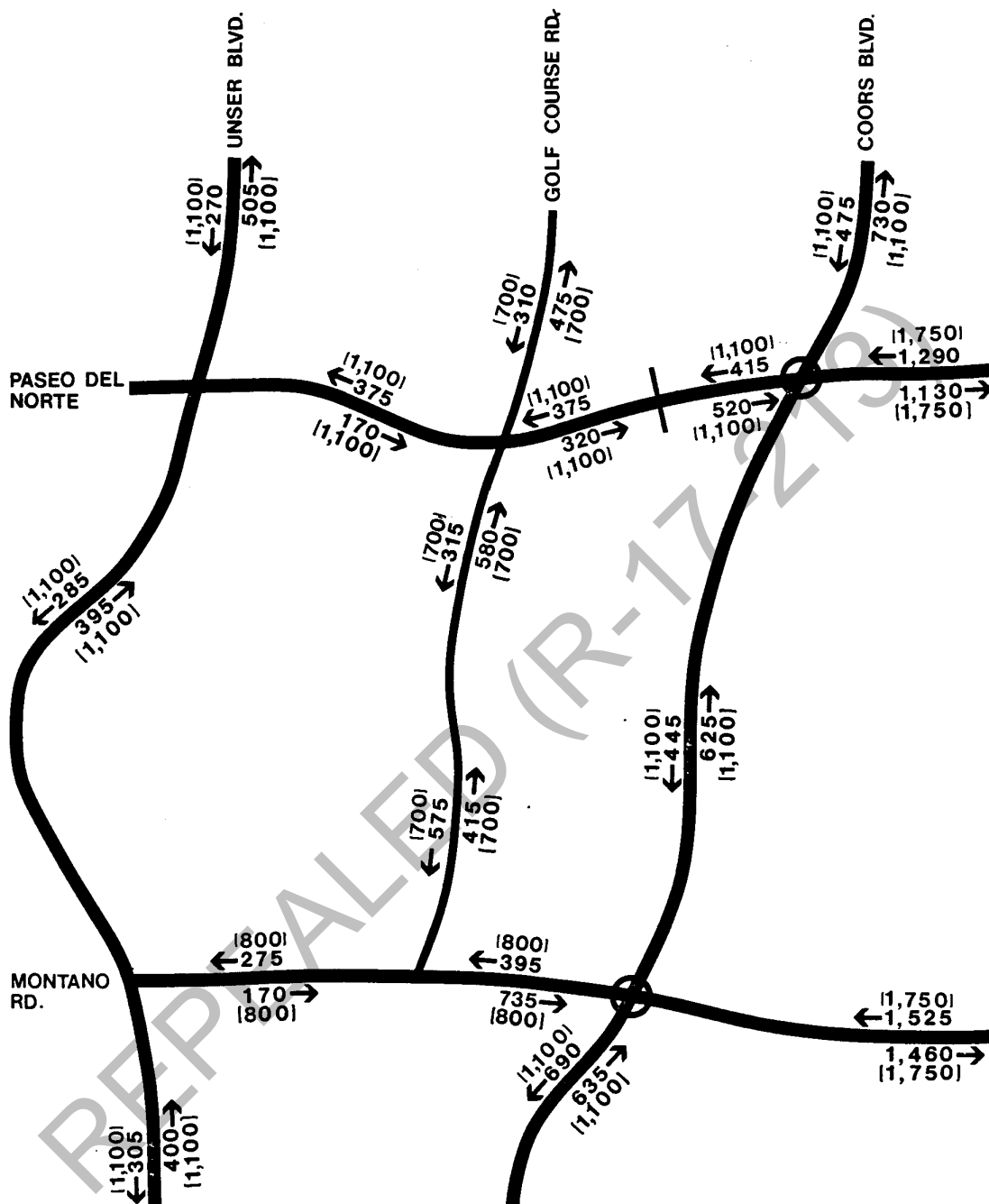
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 [0000] - CAPACITY PER LANE
 INTERCHANGE

FIG. 4
 RIVERVIEW SECTOR PLAN DEVELOPMENT
 TRAFFIC VOLUME AND CAPACITY UNMITIGATED
 YEAR 2010 PM PEAK HOUR

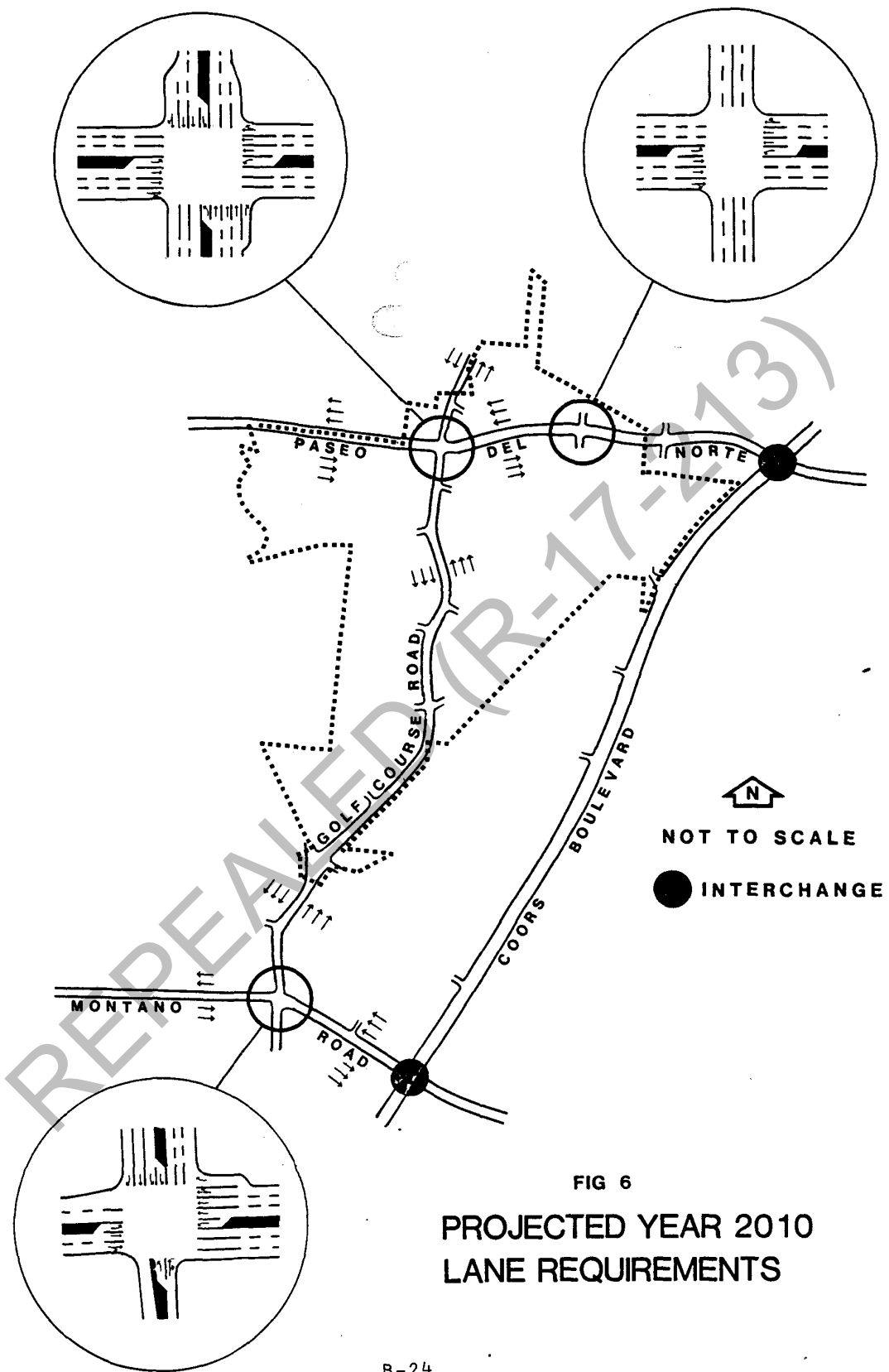



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← 0000 - VOLUME PER LANE
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 INTERCHANGE

FIG. 5
RIVERVIEW SECTOR PLAN DEVELOPMENT
 TRAFFIC VOLUME AND CAPACITY MITIGATED
 YEAR 2010 PM PEAK HOUR



AIRBORNE PARTICULATE (DUST) CONTROL

This report and excerpts from the Air Quality Board's regulations is intended to become a stated requirement in the sector plan.

Since physical construction for Paseo Del Norte and other major roads will require extensive site grading (approximately 1.8 million cubic yards), these provisions will apply to that construction contract.

Further, development of each parcel will require implementation of these provisions to suppress airborne particulates during the construction (development) phases.



DUST CONTROL

Soils in the plan area offer moderate to high potential for wind erosion and blowing dust. Location west and upwind from Coors Boulevard and the major soil disturbance accompanying Paseo del Norte construction dictate that particular attention be directed to short term (earthwork phase) dust control. The size of the area, continuing soil disturbance on a site-by-site or tract-by-tract basis and the extended build-out period dictate that the same or greater attention be paid to long term dust control.

Responsibility is determined by both control of the site and ownership. During construction, contractors and sub contractors are responsible for the application of dust control measures during their tenure on the site.

Responsibility shifts to the owner(s) after site preparation or grading is completed, during any interruption of construction or while a site or tract lies in an undeveloped condition. On sale or transfer, the new owner(s) are similarly obligated.

Albuquerque/Bernalillo Air Quality Control Regulations (Reg. #8 Particulates) and City of Albuquerque Ordinance 6-18 set forth dust control requirements (appendix C). Section 8.03.1 states that "...no person shall disturb, move or remove soil from or place soil onto more than 3/4 acre without having a permit from the Department" (City Environmental Health and Energy Department-Air Division). The "Topsoil Disturbance Permit" application (appendix C) provides for submittal of an acceptable dust control plan detailing specific dust control measures to be employed by the applicant and/or owner. In order to be acceptable to Environmental Health, such plans must include both short and long term control measures.

Potential dust sources during construction are listed on the application form. Short-term measures include but are not limited to the following:

- Watering down the area or material during actual work;
- Watering down all disturbed areas on the site at the work day and prior to non-work periods;
- Watering down all areas of fill removal or deposition, as well as haul route between the two;
- Watering down/stabilizing any stored excavated material;
- Clean up of any dirt tracked or spilled onto adjacent pavement;
- Exercise control of both construction and trespass traffic on the site

- Avoiding earthwork during windy conditions when dust suppression is particularly difficult; and
- Utilization of snow fencing or other barrier fences to confine drift sand to the site.

The major long term dust problem stems from the size of the disturbed area and the length of time between initial disturbance and full development.

Unlike soils elsewhere in the metropolitan area, soils in the Sector Plan area do not attain a stabilizing crust with the addition of water, whether from precipitation or by application. The surface is susceptible to wind erosion immediately on drying. As a consequence, stabilization by one or more physical treatments will be necessary in order to prevent blowing dust and to comply with local air quality regulations.

Acceptable long term control measures include but are limited to the following:

- Use of erosion control fencing spaced at intervals of no greater than 10 times the height of the fence;
- A progression of development from west to east in order to form an increasingly thicker buffer layer against prevailing westerly winds;
- Installation of access controls to control or prevent trespass traffic and ORV use from re-disturbing the site;
- Early construction of any perimeter fences or walls which are a component of development on a site on tract.
- Early availability of water on individual sites in order to facilitate watering down by hose.

- Stabilization of disturbed land/sites not under actual construction by February 1st of each year or within 30 days if grading and other site preparation is completed between February 1st and June 1st. Stabilization may be by means of one or more of the following methods:
 - 1 Treatment with straw or hay mulch at a rate of 1 1/2 tons per acre minimum and then crimped into the surface.
 - 2 Re-seeding with annual small grain cereal species rye, barley, etc. in combination with appropriate native grass species. This would be done in conjunction with the crimped-in straw treatment.
 - Re-vegetation by means of seeding and supplemental watering.
 - Treatment with approved dust palliative compounds.
 - Plating of slopes with 1" - 2" of crushed gravel
 - Mulching of slopes with 2" - 4" of bark wood chips or wood fiber.
 - Other methods as approved by the Air Division as a part of the dust control plan.
 - The sponsor commits to stabilize the cut and fill area associated with Paseo del Norte according to the methods recommended above. Selection of specific techniques will depend on location, slope angle and whether or not a particular portion of the area slated for future development. Excess land not intended for development will receive crimped straw or mulching and seeding in native grasses. Areas which will be developed will receive less intensive treatment, probably crimped in straw. Regardless of which stabilization method is chosen, the sponsors will maintain the area as necessary to prevent blowing dust, up to the 28 mph wind velocity parameter established in the regulations.

Sponsors further agree to convey these long term commitments to future buyers and developers.

In order to insure that the public does not experience unwarranted costs in controlling dust from sites and facilities dedicated to public use, all such lands will be stabilized prior to conveyance to the public agency receiving the land or facility.

Rights of Way or easements for public facilities or public utilities (storm drains, retention ponds, water and sewer lines etc.) will be stabilized and revegetated as a part of project construction.

LTC/yg
cc: File
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Albuquerque/Bernalillo County
Air Quality Control Board
P. O. Box 1293
Albuquerque, New Mexico 87103

Regulation No. 8. Airborne Particulate Matter.

8.01 General.

A. No person shall engage in any industrial or commercial activity without taking reasonable precaution to prevent particulate matter generated by such activity from becoming airborne.

B. No person shall discharge from any source whatsoever such quantities of airborne particulate matter which will cause injury, detriment, nuisance or annoyance to the public.

8.02 Unpaved Roads.

A. General. In the event that the density of motor vehicle traffic on unpaved roads of any kind or description exceeds the amounts stated on the following table, such roadway shall be closed to motor vehicle traffic unless the person who is the owner or operator thereof takes reasonable precautions to effectively and substantially reduce or prevent the emission of particulate matter into the atmosphere on account of such traffic:

Roadway Segment Length	Motor Vehicle Density	Frequency
Length of roadway segment in miles	Number of motor vehicles traveling on segment in a one-hour period	Number of one-hour periods in one week when density is exceeded
0 to $\frac{1}{4}$	120	1
Greater than $\frac{1}{4}$ and less than $\frac{1}{2}$	60	2
Equal to or greater than $\frac{1}{2}$	30	3

B. "Reasonable precautions" include, but are not limited to, paving, frequent watering or any other means of equal or greater effectiveness in reducing or preventing the emission of particulate matter into the atmosphere.

C. If the owner or operator of a roadway does not close the roadway permanently or temporarily, airborne particulate matter emission abatement measures shall be commenced as soon as is possible.

D. Application of Regulation to Unpaved Parking Areas.

Subsection 8.02 shall apply to unpaved areas used for the parking of
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motor vehicles. For the purpose of applying the table in Subsection 8.02A to unpaved parking areas, the area of the parking area shall be converted to a roadway length with a 32-foot width as follows:

$$\begin{array}{rcl} \text{Equivalent roadway} & & \text{Total area in square feet} \\ \text{segment length in miles} & = & \frac{\text{of parking area}}{(32) (5,280) \text{ square feet}} \quad \text{miles} \end{array}$$

8.03 Soil Disturbance

8.03.1 Except for areas zoned and used for agriculture, no person shall disturb, move or remove soil from or place soil onto more than 3/4 acre (32,670 sq. ft.) of surface area without having a valid permit in their possession from the Department.

8.03.2 The permittee shall employ means specified in the permit to prevent the escape from the site of airborne particulate matter, the opacity of which exceeds by ten (10%) percent the opacity of the surrounding airborne background particulate matter against which the emission is measured. The above opacity performance requirement shall apply to on-site wind speeds up to 28 miles per hour. Above a 28-mph wind speed no additional preventive means will be required. Emission measurements shall be made in accordance with techniques specified in Federal Test Reference Method 9, Appendix A, Part 60, 40 CFR.

8.03.3 Applications for permits shall be made on forms prescribed and provided by the Department and shall require the applicant to provide the following:

- A. Name, address and telephone number of applicant and the owner of the property on which the activity will occur.
- B. Address or location of work site.
- C. Legal description, map of work site, area (sq. ft. or acres) to be disturbed, and the U.S.D.A., Soil Conservation Service soil classification(s) of the area.
- D. Description of work to be done
- E. Beginning and ending dates of the time period during which the soil disturbance work will occur
- F. Description of expected final state of disturbed soil that will inhibit emissions of airborne particulate matter when permitted activities are complete
- G. Completion date of the overall development
- H. Detailed statement of measures to be utilized to prevent particulate matter from becoming airborne and time period during which those control measures will be used.

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- I. Other relevant information as supplied by the applicant to support the application and the means selected for airborne particulate control
 - J. Signature of person(s) responsible for applying control measures during time period of work
 - K. Signature of person(s) responsible for the overall development
- 8.03.4 The Department shall, within ten (10) days of receipt of the completed permit application, grant the permit or deny the permit.
- 8.03.5 The Department may deny a permit if:
- A. Relevant information to support the application has not been supplied to the Department.
 - B. Use of the proposed control measures would, in the Department's judgment, result in a violation of an applicable regulation of the board or would result in a violation of the State of New Mexico Air Quality Control Act.
 - C. It appears that the work to be done would not be completed within the stated time.
- 8.03.6 The granting of a permit does not relieve any person from compliance with any applicable regulation of the board or the State of New Mexico Air Quality Control Act.
- 8.03.7 It shall be considered a violation and grounds for cancelation of the permit if the work schedule, pollution prevention measures or other relevant items are substantially changed from those specified in the permit, unless the permittee has first obtained written approval of the Department.
- The Department may cancel a permit for cause upon giving ten (10) days' written notice. Such notice shall be delivered in person or be sent by certified mail to the permittee.
- 8.03.8 A person whose application has been denied or whose permit has been canceled may appeal such action to the board. The board shall consider the appeal at a public meeting within fourteen (14) days of receipt by the Department. The board at that meeting shall consider the appeal and may sustain, modify or reverse the action of the Department. In the event the board fails to act within the fourteen (14) days, the permit shall be granted or restored.

8.04 Sandblasting. No person shall conduct sand or other abrasive blasting operations without taking reasonable precautions to prevent particulate matter resulting therefor from leaving the premises upon which such work is being done. Reasonable precautions include the use of enclosures, watersprays or other means of equal effectiveness in reducing or preventing the emission of particulates.

8.05 Demolition Permits. No person shall demolish any building containing over 75,000 cubic feet of space without first obtaining a permit therefor from the Director and subsequently taking reasonable precautions to prevent particulate matter from becoming airborne on account of such activity.

Applications for permits shall be made on forms prescribed by the Director. Such forms shall require disclosure of the following:

- A. Name, address and telephone number of applicant
- B. Address or legal description of property
- C. Size of building
- D. Description of nature of work to be done
- E. Time period in which work is to be done
- F. Statement of measures to be used to control or prevent particulate matter from becoming airborne
- G. Signature of responsible person

The permit shall be issued by the Director if the application form is fully and accurately filled out as required and if it discloses that reasonable precautions will be taken to prevent particulate matter from becoming airborne.

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Environmental Health & Energy Department
Air Pollution Control Division
P.O. Box 1293
Albuquerque, New Mexico 87103

PLEASE SEE OTHER SIDE FOR ADDITIONAL INFORMATION

TOP SOIL DISTURBANCE APPLICATION/PERMIT

A. Owner: 1. Name _____
2. Address _____
3. Phone _____

B. General Contractor: 1. Name _____
2. Address _____
3. Phone _____

C. Site/Location Address: _____

D. Dimensions or area of work site _____ ft²
(.75 acre = 32,670 sq. ft)

E. Check the nature of the work to be performed below and give date and estimated duration in weeks.

Work	Date	Duration	Subcontractor
Earthmoving	_____	_____	_____
Structural	_____	_____	_____
Landscaping	_____	_____	_____
Paving	_____	_____	_____
Trenching	_____	_____	_____

F. Time period of development. Date of initial site work _____

Estimated date of completion of development _____

G. Dust Control Plan: On a separate sheet describe in detail your plan for controlling any dust that may be generated by any activity of development.

H. Signature of persons responsible for applying control measures per AQCB Reg. 8.03 during the actual time period of the initial site work stated in Section E.

Signature	Title	Date
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Signature of Person Responsible for Applying Control Measures per AQCB Reg. 8.01 during overall time period of development as stated above in Section F.

Signature	Title	Date
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PERMISSION IS GRANTED for TOPSOIL DISTURBANCE:

Signature	Title	Date
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White - Air Pollution

Yellow - Owner

Pink - Contractor

APPLICANT MUST PROVIDE THE FOLLOWING INFORMATION:

- A. Owner - Owner's name in this space.
- B. General Contractor - General Contractor's name in this space
- C. Address/Location - State the location of the work site.
- D. Dimensions of work site will include total area impacted or disturbed. Provide linear measure if trenching only.
- E. Duration of each phase of project must be given.
- F. Please provide dates as specified.
- G. Applicants are advised that the person who is in control of the site or job at any given time is responsible for dust control. This may be various contractors or the earthwork/paving contractor, general contractor and the owner. Each is responsible for the application of controls during work done by any subcontractor; either directly or by arrangement with that subcontractor. The owner or general contractor is advised that he is responsible for dust control until the development is complete or the property is sold.

Item "G" must include the name, address and phone number of the general contractors and the name and both work and off-work hour and weekend emergency phone numbers of the project manager or superintendent.

DUST CONTROL PLAN

Specific dust control measures to be applied must be listed and must include the following items:

- actual excavation or area being graded
- "fill" area or site where excavated material is stockpiled
- haul road(s) between the two
- site access roads
- interior roadways or travelways
- worker vehicle and equipment parking areas
- material fabrication and/or storage yards
- any areas of re-disturbance (trenches, paving, etc.) on the site
- roadways between site and water source
- any material spilled or carried onto adjacent pavement
- any areas disturbed or graded and left in an undeveloped condition

Applicants are advised that controls as necessary to control dust are required for each particular site.

Pursuant to AQCB Regulation No. 8, the Air Pollution Division staff may cancel a permit if the proposed dust control plan is considered inadequate or incomplete.

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