

***WEST ROUTE 66  
SECTOR DEVELOPMENT PLAN***



*City of Albuquerque  
Planning Department/Planning Division*

*January 1988*

CITY OF ALBUQUERQUE

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Gene Romo, Chief Administrative Officer

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WEST ROUTE 66  
SECTOR DEVELOPMENT PLAN

## SPECIAL NOTE

On October 19, 1987, the City Council adopted both R-321 and F/S O-157. R-321 adopted the West Route 66 Sector Development Plan, and F/S O-157 annexed an area included in the above plan. The result is that all land in the West Route 66 Sector Development Plan is now in the City limits.

Portions of the text of the West Route 66 Sector Development Plan do not reflect the annexation, however, all zoning maps are accurate and reflect the adoption of Bill No. R-321 and F/S Bill No. O-157.



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1 WHEREAS, the Design Overlay Zone in the West Route 66 Sector  
2 Development Plan defines the design standards which govern site-specific  
3 development; and

4 WHEREAS, the Design Overlay Zone applies to all parcels in the Plan  
5 boundaries, and applies to new development and redevelopment on all parcels in  
6 the Plan area; and

7 WHEREAS, the implementation of the Design Overlay Zone will occur when  
8 new construction or remodeling occurs on the specific sites; and

9 WHEREAS, the text revisions apply only to Segment One in the Plan which is  
10 the area between the Rio Grande on the east and Coors Boulevard NW on the  
11 West; and

12 WHEREAS, the Environmental Planning Commission has held public hearings  
13 on the text revisions to the West Route 66 Sector Development Plan and has  
14 recommended approval of those revisions to the Plan; and

15 WHEREAS, the Council has the authority to amend Rank III Sector  
16 Development Plans.

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

19 Section 1. The West Route 66 Sector Development Plan, Design Overlay  
20 Zone, Section V, Site Design, is amended to include the following revisions and  
21 the subsequent design standards to be renumbered accordingly:

22 "(A)(8) Outside storage or display of merchandise or equipment must  
23 meet the following requirements:

24 a. Outdoor storage and merchandising is not allowed within the  
25 Central Avenue right-of-way line, including sidewalks.

26 b. All outdoor storage must be in the rear yard or side yard. No  
27 outdoor storage in the front yard is allowed.

28 Section 2. The West Route 66 Sector Development Plan, Design Overlay  
29 Zone, Section V: Design Overlay Zone, SIGNAGE, is amended to read:

30 "The intent of the signage standards is to provide for readable, attractive  
31 signs which do not dominate the streetscape along Central Avenue. However,  
32 the use of neon signs is strongly encouraged.

1 1. Signage shall be governed by the regulations of the property's  
2 underlying zone, as defined in the City Comprehensive Zoning Code.

3 2. Bonus for neon use: If a property or business owner develops an  
4 artistic neon or neon-like (fiber optic lights, etc.) sign, and provides proper  
5 documentation on the maintenance of such signs, a 20% maximum increase in  
6 size of sign may be granted by the Planning Director or his designee. This  
7 bonus may be applied to individual signs. All other applicable portions of this  
8 zoning must be agreed and adhered to in order to receive this bonus. "

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

16 Section 4. COMPILATION. This ordinance shall be incorporated in and  
17 made part of the Revised Ordinances of Albuquerque, New Mexico, 1994.

18 Section 5. EFFECTIVE DATE. This ordinance shall take effect five days  
19 after publication in full.

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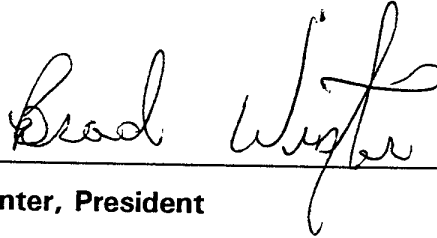
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legislation\14\ r-172csamd

1 PASSED AND ADOPTED THIS 21st DAY OF February, 2001  
2 BY A VOTE OF: 8 FOR 0 AGAINST.

3  
4 Yes: 8

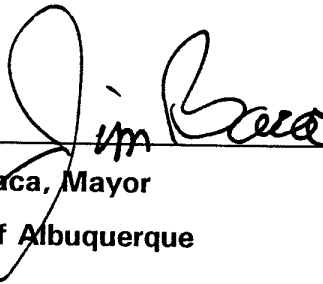
5 Excused: Baca-Hundley

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9 Brad Winter, President  
10 City Council

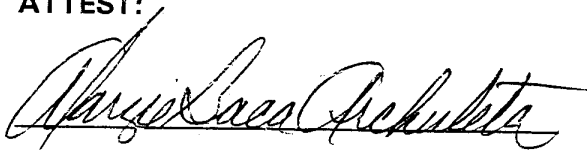
11  
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13  
14 APPROVED THIS 12<sup>th</sup> DAY OF March, 2001 <sup>RC</sup>

15  
16 Bill No. R-172cs

17 

18 Jim Baca, Mayor  
19 City of Albuquerque

20  
21 ATTEST:

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24 City Clerk

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CITY of ALBUQUERQUE  
SEVENTH COUNCIL

COUNCIL BILL NO. R-321 ENACTMENT NO. 120-1987

SPONSORED BY: Patrick J. Baca

RESOLUTION

1  
2 ADOPTING THE WEST ROUTE 66 SECTOR DEVELOPMENT PLAN AS A RANK 3  
3 SECTOR DEVELOPMENT PLAN, AMENDING THE ZONE MAP AS TO BASIC ZONES AND  
4 ADOPTING A DESIGN OVERLAY ZONE, ALL AS SPECIFIED IN THE WEST ROUTE  
5 66 SECTOR DEVELOPMENT PLAN.

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

12 WHEREAS, the Council recognizes the need for sector development  
13 plans to guide the City, County, other agencies, property owners and  
14 other individuals to ensure orderly development and effective  
15 utilization of resources; and

16 WHEREAS, the Council recognizes the need for design guidelines  
17 for development of lands adjacent to Central Avenue as well as the  
18 need for land use and design policies and guidelines; and

19 WHEREAS, the West Route 66 Sector Development Plan has been  
20 prepared with the assistance of neighborhood groups, property owners  
21 and the official planning bodies having jurisdiction over the plan  
22 area in accordance with the interests and needs of the area  
23 residents and property owners as expressed through public meetings;  
24 and

25 WHEREAS, the Planning Division has prepared a sector development  
26 plan to guide future development of the plan area by addressing

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1 requirements for public services, land use, zoning, and design  
2 standards; and

3 WHEREAS, on July 9, 1987, the Environmental Planning Commission  
4 amended the zone map as shown on Figures 24, 25, 25A, and 26 of the  
5 West Route 66 Sector Development Plan in accordance with Resolution  
6 270-1980; and

7 WHEREAS, the Environmental Planning Commission, in its advisory  
8 role on all matters related to planning, zoning and environmental  
9 protection approved and recommended the adoption of the West Route  
10 66 Sector Development Plan at a public hearing on July 7, 1987,  
11 finding the plan consistent with the provisions of the  
12 Albuquerque/Bernalillo County Comprehensive Plan, and other adopted  
13 City plans and policies; and

14 WHEREAS, in the westerly portion of this plan the proposed land  
15 use regulations will go into effect only upon annexation, which  
16 annexation will constitute a change of conditions sufficient to  
17 justify the altered land use controls which are specified; and

18 WHEREAS, this plan is a thoughtful, comprehensive response to  
19 the economic and visual problems of the West Central Corridor, and  
20 the plan and the nature of the new zoning justify a revision of  
21 zoning requirements even without changed neighborhood conditions.

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

24 Section 1. The West Route 66 Sector Development Plan, attached  
25 hereto is hereby adopted as a Rank 3 sector development plan. All  
26 development and improvement activities within the plan area shall be  
27 guided by this plan.

28 Section 2. The zone map, adopted by Section 7-14-46.C, R.O.  
29 1974 is hereby amended to reflect the rezoning specified in Figures  
30 24, 25, 25A, and 26 of the attached West Route 66 Sector Development  
31 Plan.

32 Section 3. The Design Overlay Zone, as proposed in the attached  
33 West Route 66 Sector Development Plan and recommended for adoption

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1 by the Environmental Planning Commission, is hereby mapped  
2 reflecting the boundaries shown on Figures 24, 25, and 26 of the  
3 attached West Route 66 Sector Development Plan.

4 Section 4. The design standards contained in Section V of the  
5 attached West Route 66 Sector Development Plan are hereby adopted  
6 and shall be enforced within the boundaries of the Design Overlay  
7 Zone.

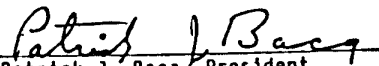
8 Section 5. The proposed Transportation Improvements as detailed  
9 on pages 50 and 51 and shown on Figure 22 of the attached plan are  
10 hereby adopted.

11 Section 6. The bikeway improvements recommended on pages 43 and  
12 45 of the attached plan are hereby recommended for adoption by the  
13 Urban Transportation Planning and Policy Board as amendments to the  
14 Bikeways Master Plan.


15 PASSED AND ADOPTED THIS 19th DAY OF October, 1987.

16 BY A VOTE OF 7 FOR AND 0 AGAINST.

17 Yes: 7  
18 Excused: Gallegos, Hill

19  
20   
21 Patrick J. Baca, President  
22 City Council

23  
24 APPROVED THIS 24<sup>th</sup> DAY OF November, 1987.

25  
26   
27 Ken Schultz, Mayor  
28 City of Albuquerque

29 ATTEST:

30  
31   
32 Sharon Sanchez  
33 City Clerk

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## EXECUTIVE SUMMARY

The West Route 66 Sector Development Plan is linear in nature, encompassing 6.63 miles of West Central Avenue from the Rio Grande to West Central's intersection with Interstate 40. The plan area is very diverse in character and for purposes of description and analysis has been divided into three segments. Segment One includes the area from the Rio Grande west to North Coors Boulevard, developed with community commercial uses; Segment Two extends from North Coors Boulevard west to approximately 106th Street, and is sparsely developed with a mixture of commercial and light industrial uses; Segment Three begins at 106th Street and extends west to Central Avenue's intersection with interstate 40. Segment Three is primarily vacant with the exception of manufacturing uses near the east end of this Segment, and there are commercial and industrial uses developed at the I-40 interchange.

The purpose of this sector development plan is to enhance the negative community image of West Central Avenue and instill community confidence in this area as a developable segment of the City. The plan specifies infrastructure requirements to complete development of the plan area. The plan also specifies land use, zoning, and design standards for future development. The existing zoning within the Plan is, in most cases, the original zoning dating to the adoption of the Comprehensive City Zoning Code in 1959. Subsequent zoning actions in the 1960's established a pattern of strip commercial and industrial zoning along West Central Avenue as it exists today.

The recommended zoning in the Plan was guided by the five following elements. The majority of the existing zoning was established 20 to 25 years ago. The changing conditions within the Plan area need to be reflected in a reevaluation of that zoning. Existing development of property (interim uses, vacant property and properties developed at a lesser intensity than zoning would allow) indicate that the existing zoning does not represent the optimum land use pattern. In regard to land adjacent to the Plan area, the zoning in the Plan area must be compatible and enhance, rather than be detrimental to the adjacent zoning. It also cannot preclude residential uses on these adjacent properties zoned for that use. Recent zone change actions have been based on updated information and have been carefully considered in the Plan's zone change recommendations. Property location and access are important factors, and zoning must reflect the land's ability to be fully developed under a specific use category.



A major objective of the Plan is to create a strong, positive, visual impression along West Central Avenue. This will affect the development quality on those properties within and adjacent to the Plan area. Existing City and County regulations governing development do not adequately address quality growth, thus a Design Overlay Zone is an adopted part of this plan to achieve cohesive and positive development. It is important to ensure that West Central Avenue serves as a prime example of Albuquerque's best effort of quality design to serve as a link between the community's major new growth areas on the north and south mesas and at the same time retaining its historical importance as Albuquerque's oldest major access route.

The West Route 66 Sector Development Plan was adopted by the City Council on October 19, 1987 (R-321).

SECTION I  
EXISTING CONDITIONS

## PLANNING PROCESS

Central Avenue is the oldest major arterial extending the entire east-west length of the City of Albuquerque. Much attention has been placed on the segments of Central Avenue from Old Town east to the Nob Hill area. West Central, however, has been left to develop, mature, and deteriorate at its own pace.

There has been a general consensus for a number of years among public officials, planning staff, and citizens that West Central Avenue has been void of any substantive planning effort. To address this planning need, the West Route 66 Sector Development Plan was initiated.

The process creating the West Route 66 Sector Development Plan included both professional staff and citizen input in order to address the infrastructure, the surrounding character of the area, and the desired visual result for West Central Avenue.

The planning process began with a general public information meeting held in October, 1986, with mailed notification to all property owners, residents, and neighborhood associations. This meeting introduced the plan to the property owners and solicited their views on issues, opportunities, and problems in the plan area. Over 50 people attended this meeting resulting in 14 people volunteering to serve on the Citizen's Advisory Committee.

The Citizen's Advisory Committee worked with staff to formulate the objectives of the plan, and the recommendations on zoning, land use, and design requirements effecting the plan area. Paralleling the Citizen's Advisory Committee process, a Technical Team comprised of planning staff and other City department staff identified on-going and proposed projects which then defined the parameters of the plan and its surrounding area.

Two additional public information meetings were held with the property owners, residents, and neighborhood associations in February and March, 1987. At these meetings the staff presented plan recommendations.

The objectives of the West Route 66 Sector Development Plan are to improve the poor community image of West Central Avenue, to place confidence in the fact that West Central Avenue is a developable segment of the City, to improve the visual appearance of Central Avenue, to create a cohesiveness of development along Central Avenue that serves the area residents, and to preserve its historical importance as "Main Street".

## PLAN AREA DESCRIPTION

For the purposes of description and analysis, the plan area has been divided into three segments. Segment One includes the plan area from the Rio Grande west to North Coors Boulevard; Segment Two extends from North Coors Boulevard west to the City limits, prior to October 19, 1987, at approximately 106th Street; and Segment Three begins from that point and extends west to Central Avenue's intersection with Interstate 40.

## ANNEXATION

The portion of the plan area from the Rio Grande west to 59th Street was annexed to the City in 1948. The land from 59th Street west to approximately 106th Street was annexed in 1950. Except for the southwest corner of 106th Street and Central Avenue, the land west of 106th Street lies outside the City limits.

## GEOGRAPHIC SETTING

The West Route 66 Sector Development Plan stretches 6.63 miles along Central Avenue from the Rio Grande west to its intersection with Interstate 40 (what is commonly known as the top of "nine-mile hill"). There are 1,765 acres in the plan and an 800 foot drop in elevation from the west end of the plan area to the Rio Grande. The north and south boundaries of the plan area essentially encompass only the lots adjacent to Central Avenue. The exception of this is between Unser Boulevard and 98th Street where the northern boundary extends to Avalon Road and the southern boundary extends to Sunset Gardens Road. The plan area combines an older developed segment of the street with a segment that is just beginning to show development opportunities. The Vicinity Map on Figure 1 shows the plan area and its relationship to the municipal limits.

West Central Avenue was opened to automobile traffic in the 1930's when the first bridge was built across the Rio Grande. Since that time, Central Avenue from the river to North Coors Boulevard has seen the business climate of the area shift from tourist-related development to a myriad of neighborhood and community-wide commercial businesses.

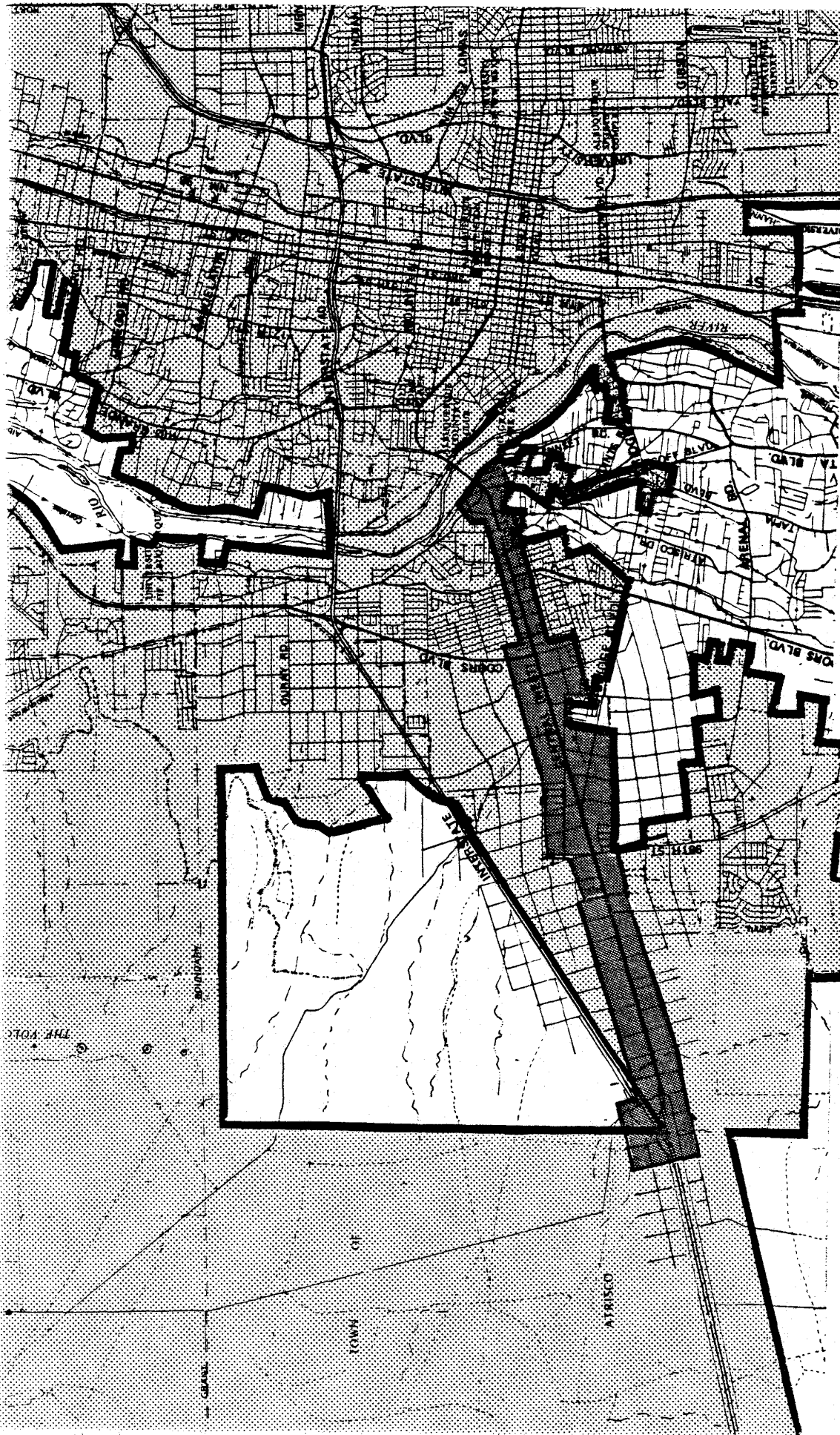
Many of the motels still stand, but now cater to weekly and monthly renters. There are also a large number of automobile-related businesses along this strip. Restaurants comprise another large segment of the land use in this area; and offices have, to date, only made a small dent in the acreage devoted to that use.

## VISTAS

There is a breathtaking view of the City and the Sandia and Manzano Mountains as one enters Albuquerque from the west along Central Avenue.

## SOILS

Generalized soils associations, taken from the Bernalillo County Soils Survey (U.S.D.A. Soils Conservation Service, 1977), for undeveloped portions of the plan area from North Coors Boulevard west to the I-40 Interchange are shown on Figures 2 and 3. These classifications do not indicate soils which would preclude development; however, if on-site sewage systems are used, there are development limitations in the western segment of the plan area.



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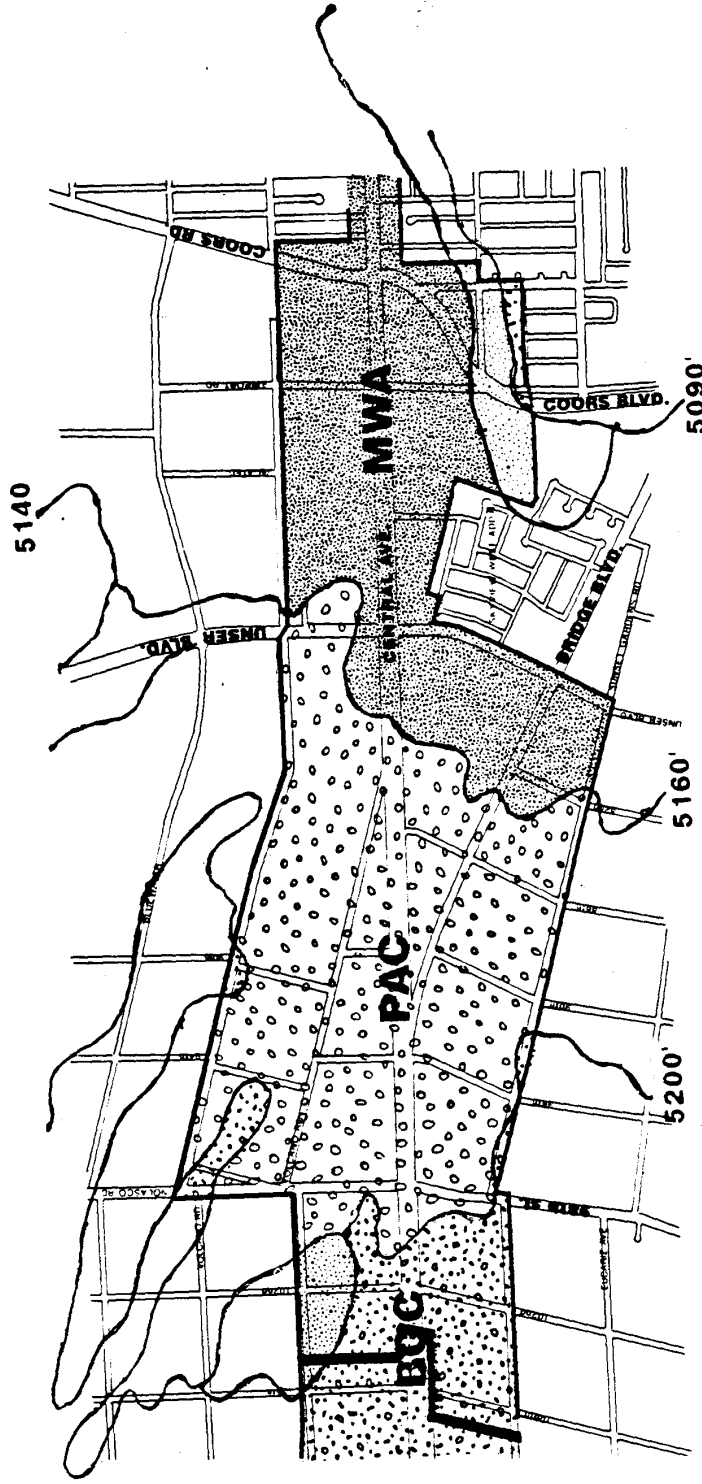
■ PLAN AREA

▭ MUNICIPAL LIMITS AS OF NOVEMBER 1987

**figure 1 Vicinity Map**

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

MUNICIPAL LIMITS AS OF NOVEMBER 1987







**Segment 2**

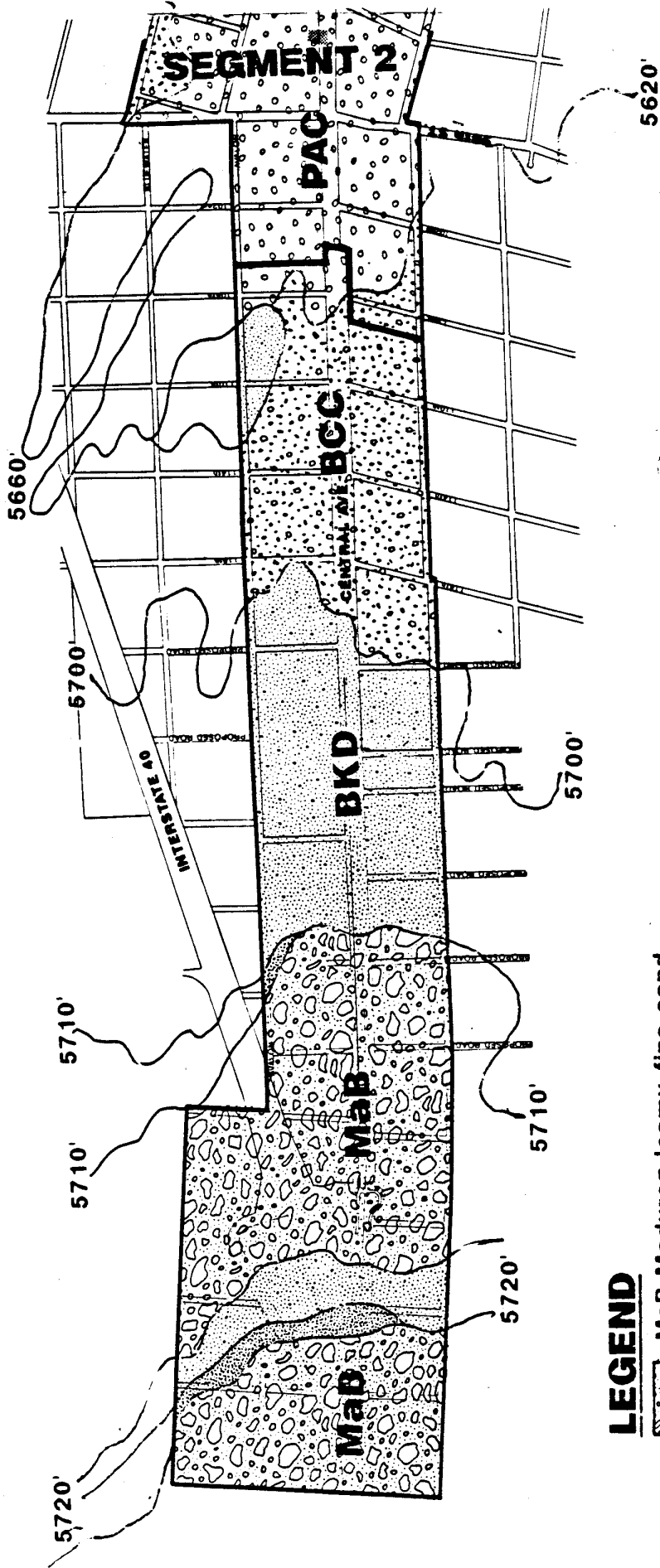
**figure 2 Soil Survey Map**

West Route 66 Sector Development Plan

Δ City of Albuquerque / Planning Department / Planning Division

**LEGEND**

-  MWA Madurez-Wink association, gently sloping
-  BCC Bluepoint loamy fine sand, 1 to 9 percent slopes
-  BKD Bluepoint-Kokan association, hilly
-  PAC Pajarito loamy fine sand, 1 to 9 percent slopes



**LEGEND**






-  MaB Madurez loamy fine sand, 1 to 5 percent slopes
-  MWA Madurez-Wink association, gently sloping
-  BKD Bluepoint-Kokan association, hilly
-  BCC Bluepoint loamy fine sand, 1 to 9 percent slopes
-  PAC Pajarito loamy fine sand, 1 to 9 percent slopes

figure 3 Soil Survey Map

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

The soils groups within the undeveloped portions of the plan area are described below.

1. BCC - Bluepoint Loamy Fine Sand 1-9% slopes  
BKD - Bluepoint - Kokan Association

The Bluepoint soils have high permeability, slow runoff potential, and water erosion hazard is moderate to severe. Blowing soils hazard is severe. These soils are suitable for development with few limitations for buildings and streets, but these soils are unsuitable for on-site sewage systems. They are a good source of road fill.

2. MaB - Madurez Loamy Fine Sand 1 to 5% slopes  
MWA - Madurez - Wink Association

The Madurez soils are well-drained with moderate permeability, slow runoff potential, and moderate shrink-swell potential. They are suited for development with limitations. The blowing soils hazard is moderate to severe.

3. PAC - Pajarito Loamy Fine Sand 1-9% slopes

The Pajarito soils are well-drained with moderately rapid permeability, slow runoff potential, and the blowing soils hazard is severe. The soils are well-suited to development and have a low shrink-swell capacity.

#### SOCIO-ECONOMIC CONDITIONS

The West Route 66 Sector Development Plan focuses primarily on West Central Avenue, emphasizing its function as an entrance to Albuquerque and as a major arterial route through the city.

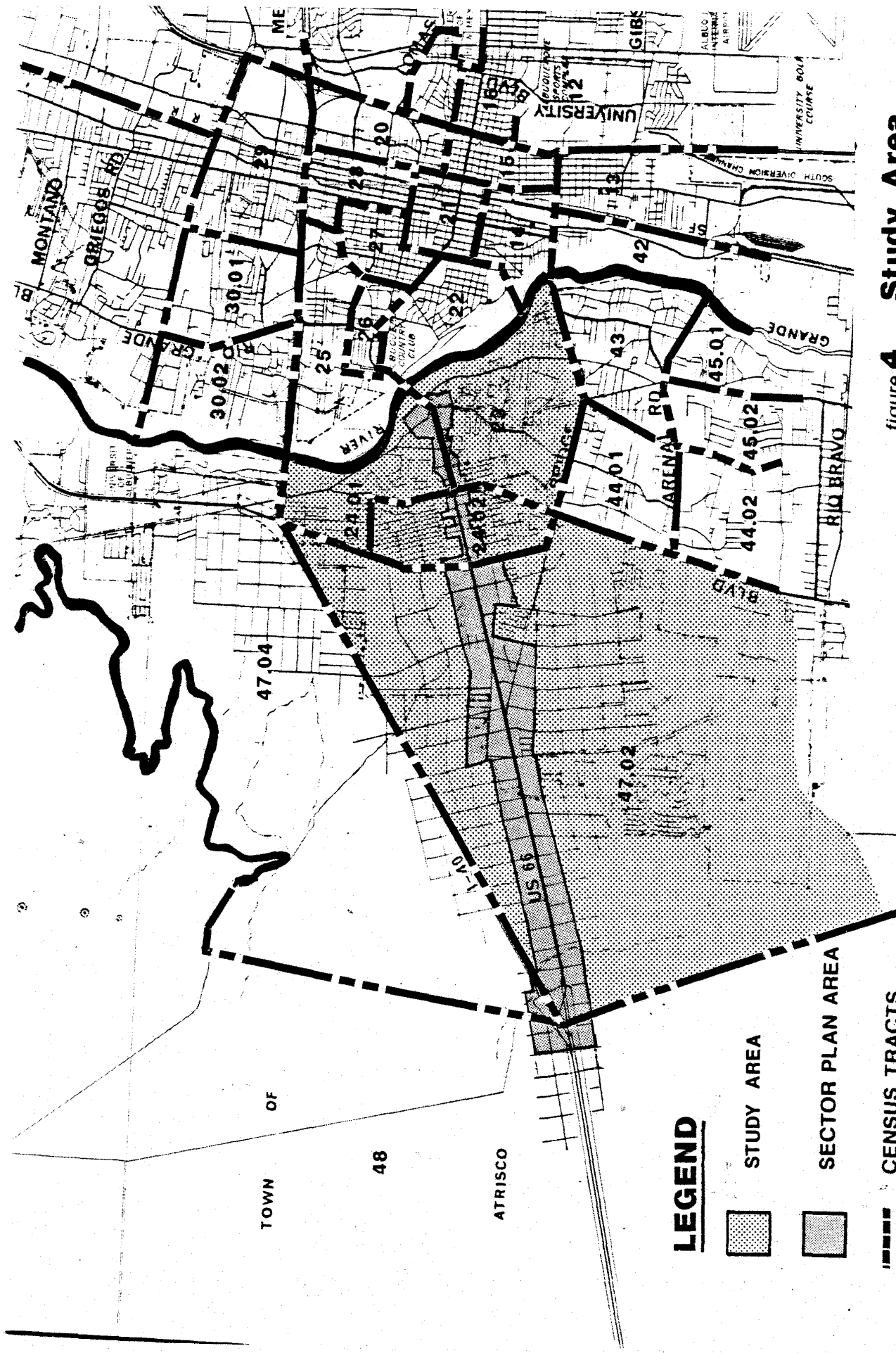
The West Route 66 Sector Development Plan area boundaries encompass an area with primarily commercial and industrial zoning. According to the 1980 Census, there are only 3,757 persons living within the plan area boundaries and 1,339 total housing units within the plan area boundary.

West Central Avenue, is a major access route to the areas which are adjacent to it. The surrounding study area, as shown on Figure 4, includes census tracts 23, 24.01, 24.02, and 47.02. Census Bureau statistics for 1980 are used.

In 1980, the study area represented three percent of the city in both population and housing.

The population for the study area was 15,855. Seventy-three percent of this population is of Spanish origin. Those between 18 and 34 years of age represent the largest population segment, equaling 34 percent of the total. Those 65 years and older are the smallest segment of the population, representing only six percent of the total.





**LEGEND**

STUDY AREA

SECTOR PLAN AREA

CENSUS TRACTS BOUNDARIES

figure 4 Study Area

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

The study area contains 5,489 housing units of which 4,962 are occupied and 527 are vacant. Seventy-three percent (3,621) of the occupied units are owned and 27 percent (1,341) are rented.

The predominant housing type in the study area is the single-family home which represents 77 percent of the overall housing. This percentage is slightly higher than the city as a whole where single-family homes equal 68 percent of the total.

Multi-Family units equal only 17 percent of the total housing in the study area whereas in the city as a whole these units comprise 27 percent of the total. Along Central Avenue old motels are being used as multi-family housing units, rented on a weekly and monthly basis. These units, however, cannot be considered as permanent given the zoning on these properties and the age of the motel structures.

Mobile homes make up six percent of the housing units in the study area which is only slightly higher than the five percent for the whole city. Mobile home zoning, however, has increased sharply in the last few years in the segment of the plan area between North Coors Boulevard and 106th Street. In this segment there are approximately 130 acres of mobile home zoning, however, 83 acres or 64 percent of that total remains undeveloped.

There is a perception that the study area is much older than other parts of the city. As shown on Table 1, this is not the case. The housing market in the study area closely follows that of the city as a whole.

---

TABLE 1  
NUMBER AND PERCENTAGE OF HOUSING UNITS BUILT

<u>Date of Housing Units</u>	<u>Study Area</u>		<u>City</u>	
	<u>Number</u>	<u>Percentage of Housing Units</u>	<u>Number</u>	<u>Percentage of Housing Units</u>
1979-1980	638	12.1	7,892	5.9
1975-1978	767	14.6	21,661	16.3
1970-1974	832	15.8	25,177	19.0
1960-1969	983	18.6	27,946	21.1
1950-1959	988	18.7	29,458	22.2
1940-1949	753	14.3	12,579	9.5
Pre -1940	310	5.9	8,044	6.1

---

The labor force within the study area consists of 6,686 individuals with a 12.1 percent unemployment rate. This is almost twice the 6.4 percent for the city as a whole. Nearly 15 percent of the study area is below the poverty level compared to 6.5 percent for the city as a whole.

In addition, the number of high school and college graduates (56 percent and 8 percent respectively) in the study area is well below the numbers for the city's population (79 percent and 25 percent respectively).

The majority of the labor force in the study area is employed in the retail/trade industry and commutes 20 to 30 minutes to work.

### Summary

Single-Family units are the predominant housing type. Multi-Family units represent a small segment of the housing stock particularly considering the potential loss of units if the old motels, rented on a weekly or monthly basis, are changed to commercial uses. Mobile homes are becoming more numerous than in other parts of Albuquerque. These are some characteristics, typical of a relatively undeveloped area at the edge of a city.

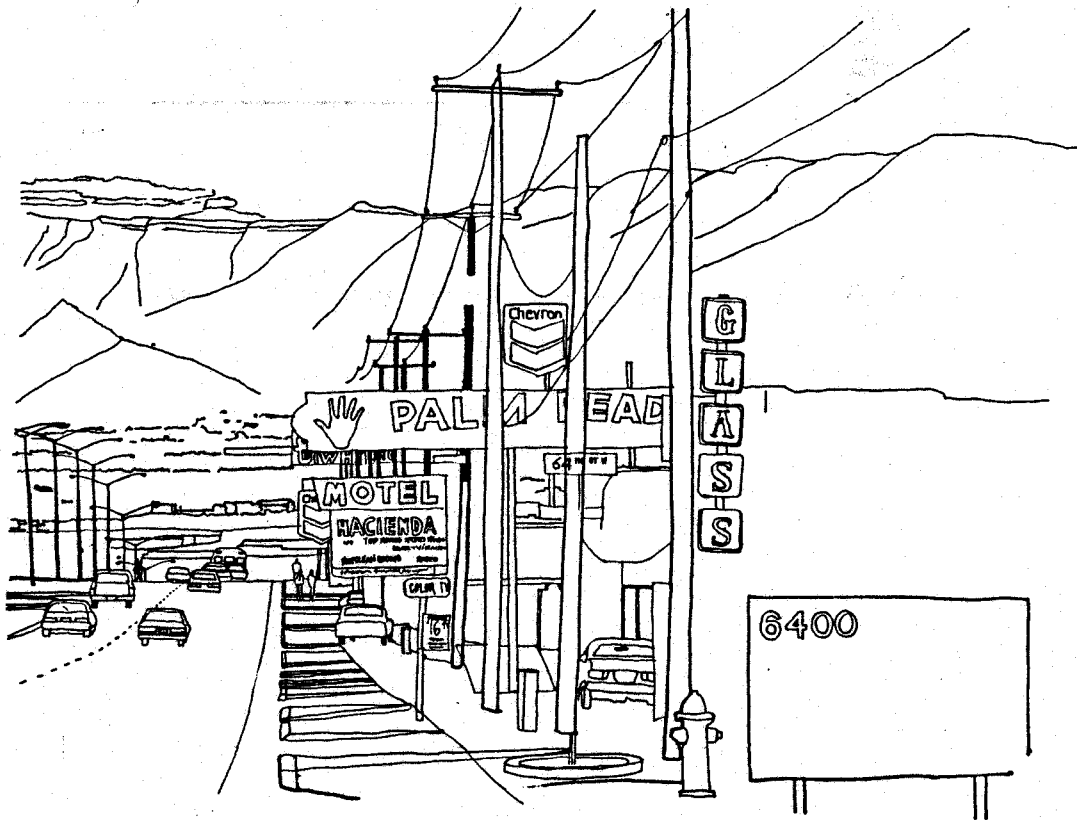
This area has a young population with less education than found in the city as a whole. The rate of unemployment is high, but those who do work travel out of the area to do so.

### SEGMENT ONE

The boundaries for Segment One, shown on Figure 5, primarily include the commercially-zoned properties abutting Central Avenue on the north and south. Three residentially-zoned lots, intermixed with lots zoned C-1, south of Central Avenue and east of Atrisco Drive, are included in the plan boundaries. These lots are bounded by commercial zoning on two sides, and are generally separated from other residential property. There is not, however, any residential zoning adjacent to Central Avenue in Segment One.

Segment One is a developed area interspersed with vacant land. The commercial zoning along Central Avenue in this segment is original, dating to the adoption of the Comprehensive City Zoning Code in 1959. Commercial uses, however, were established years before to cater to the automobile traffic in and out of Albuquerque at this western edge of the City.

West Central Avenue is a long stretch of driveways, pavement, and very few pedestrians. Development in Segment One has concentrated on the street as a traffic carrier but not as a major shopping area serving the adjacent neighborhoods. Segment One shows the abuse of old age, lack of concern, and a slow development pattern that needs attention.



The existing zoning, shown on Figure 5, is primarily C-2 from the river to the Arenal Canal and C-3 west of that point to North Coors Boulevard. In surveying the area, it was found that there are no C-3 uses developed in that zone category along Central Avenue.

The zoning is shown by number of parcels and acreage in Table 2.

TABLE 2

SEGMENT ONE EXISTING ZONING

<u>ZONING</u>	<u>PARCELS</u>	<u>ACRES</u>
C-2	63	29
C-3	124	65
C-1	3	0.6
R-1	2	0.4
TOTAL	192	95

The population adjacent to this portion of Central Avenue relies on Central Avenue as their commercial center. As the population grew, more and more neighborhood commercial uses were developed to serve the adjacent residents. Automobile service uses are still very evident in Segment One, but newer uses are being developed to make Central Avenue a street where daily shopping needs are accommodated. Existing land use is shown on Figure 6.

The major commercial developments are at Atrisco Drive and West Central Avenue. Two major shopping centers, Atrisco Plaza and the K-Mart Plaza, bound West Central to the north and south respectively. Progressing west from these shopping centers to North Coors Boulevard there is a commercially-zoned strip on both the north and south consisting of motels, bars, automobile repair services, fast food restaurants, offices, various retail establishments, and convenience stores. Interspersed among these commercial uses are parcels of vacant land, mobile homes, apartments, and vacant commercial structures. The existing land use by number of parcels and acreage is provided in Table 3 below.

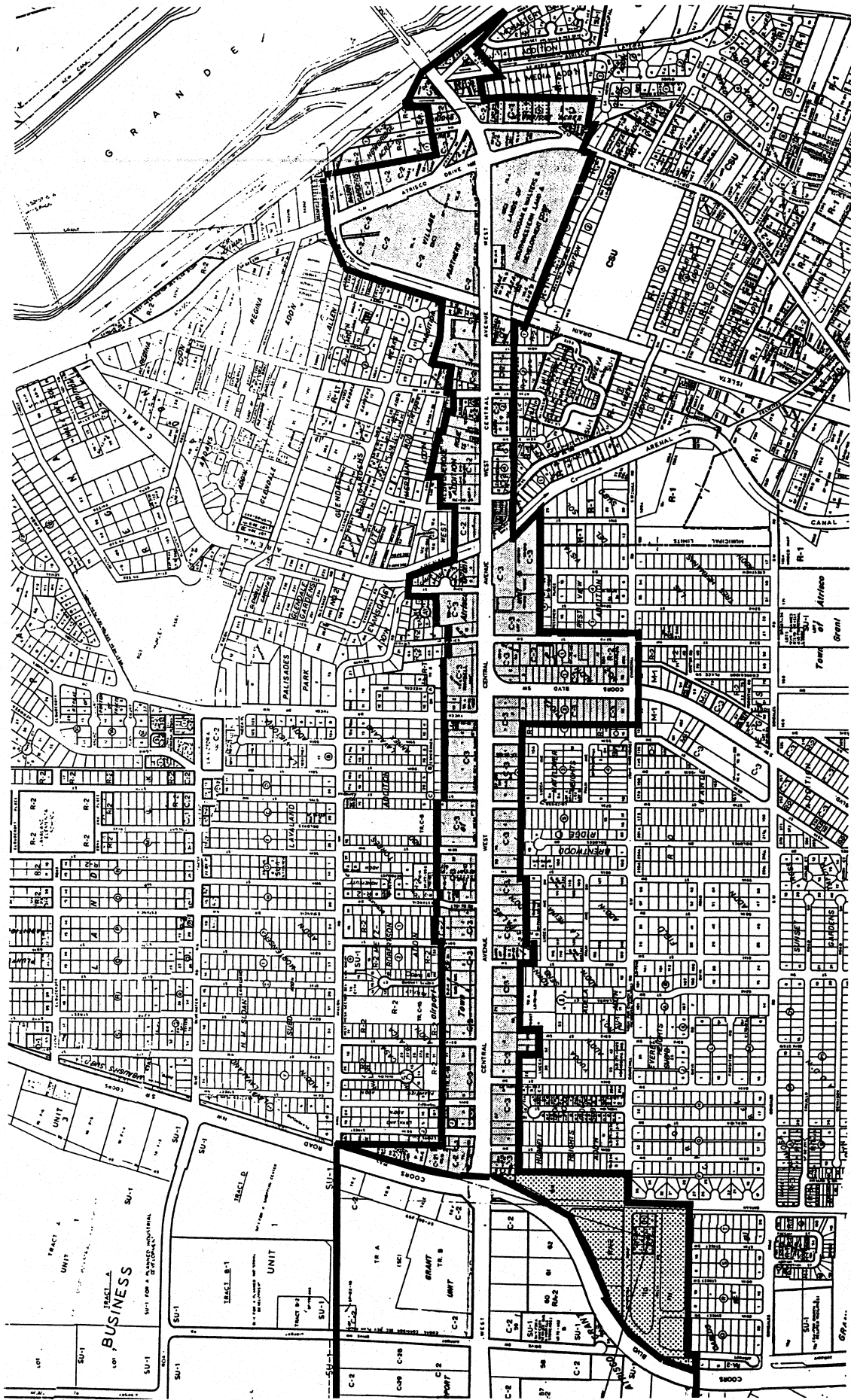
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TABLE 3  
SEGMENT ONE EXISTING LAND USE

<u>LAND USE</u>	<u>PARCELS</u>	<u>ACRES</u>
Single-Family Detached	14	3.6295
Single-Family Attached	5	1.6724
Multi-Family (2 or More Units)	15	7.8124
Mobile Home Park	1	1.7850
Commercial	104	48.7728
Public Facilities	1	0.5133
Vacant	51	28.1404
Abandoned Structures	<u>3</u>	<u>1.5978</u>
TOTAL	194	93.9236



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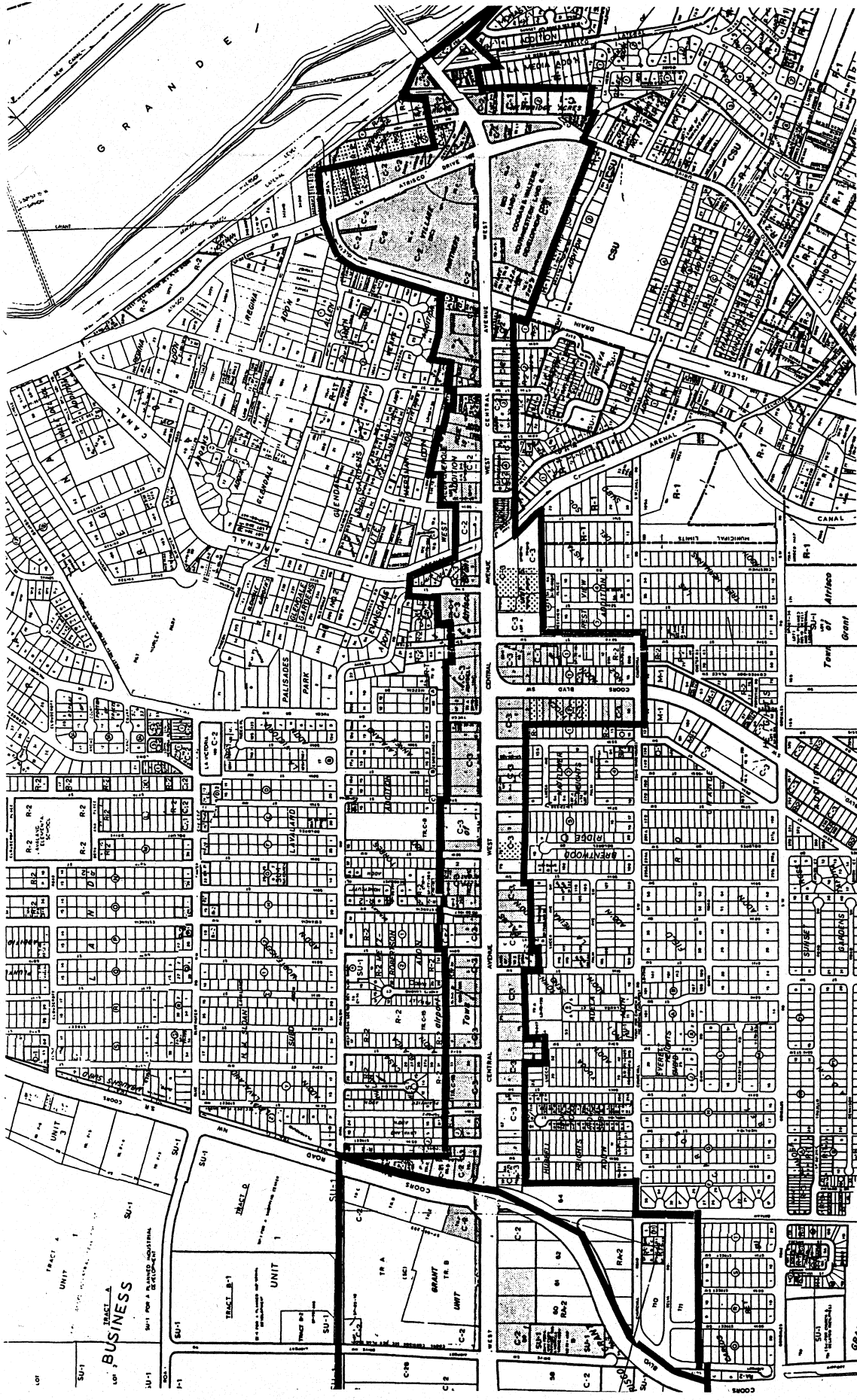
The two major shopping centers at Atrisco and Central serve as the major service commercial centers for an extended area west of the river and provide an entrance to West Central Avenue from the east. West of these centers the existing platting has created numerous small businesses on small lots. These small lots, in combination with street widening projects that have taken place on Central Avenue, provide a very narrow street frontage for improvements. Very little street landscaping exists except at Atrisco Plaza and K-Mart Plaza.



Segment 1  
**Existing Zoning**  
 West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

**LEGEND**




	RESIDENTIAL
	COMMERCIAL



Segment 1  
 figure 6 Existing Land Use  
 West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division



**LEGEND**

	VACANT
	RESIDENTIAL
	COMMERCIAL

Numerous driveways and signs along the street frontages, where many small businesses sit side-by-side, make it difficult to clearly distinguish street intersections and traffic signs. Off-premise signs (billboards), located at scattered locations, add to the street's visual confusion.

Traffic is heavy, particularly during peak hours. Average weekday traffic volumes in Segment One range from approximately 44,000 vehicle trips per day at the Central Avenue bridge to approximately 20,000 vehicle trips per day at North Coors Boulevard. There is a traffic signal at Atrisco and Central, one at the Coors/Yucca intersection with Central, and another at North Coors Boulevard. A traffic signal was installed at the 47th Street and Central Avenue intersection in September, 1987.

On-street parking is allowed. Although it is not heavily used, its availability helps to limit parking on residential side streets.

The major issues to be addressed in Segment One are the following:

1. Land use problems resulting from commercial use deterioration because of age of structures, depressed commercial land values, and existing vacant land and buildings.
2. Visual confusion, e.g. awkward placement and proliferation of street furniture, signs, wires, etc.
3. No landscaping in median strips and rights-of way.
4. Requests for revitalization of Central Avenue.

## SEGMENT TWO

The boundaries of Segment Two, which extend from North Coors Boulevard to the municipal limits, prior to October 19, 1987, at approximately 106th Street, are shown on Figure 7. They encompass at least a one-lot depth on both the north and south sides of Central Avenue. The lots in this area are generally five acres in size, therefore, the boundaries are deeper than in Segment One. The boundaries between Unser Boulevard and 98th Street are much more irregular because of the existing street patterns.

The existing zoning, shown on Figure 7, is a combination of commercial, industrial, and residential from North Coors Boulevard to 106th Street. Table 4 shows the breakdown of zoning by number of parcels and acreage.



TABLE 4

SEGMENT TWO EXISTING ZONING

<u>ZONING</u>	<u>PARCELS</u>	<u>ACRES</u>
C-2	208	102
C-2/RA-2	13	47
M-1	97	155
M-1/RA-2	5	24
RA-2	52	76
R-1	6	11
R-2	9	1
SU-1	49	222
A-1	<u>3</u>	<u>11</u>
TOTAL	442	649

The existing development is primarily between North Coors Boulevard and 98th Street as shown on Figure 8.

Approximately 320 acres of vacant land is scattered throughout Segment Two, however, the majority of land on the south side of Central Avenue remains vacant. A shopping center has been approved on the northwest corner of Central and North Coors Boulevard; a zone change to C-2 was granted for the old Route 66 Drive-In Theater at the northwest corner of Central Avenue and Airport Drive; and just west of that, property zoned for industrial uses was granted a change of zone to SU-1 for a Church and related facilities. One other parcel has recently been rezoned from residential to commercial at the southwest corner of Central Avenue and 106th Street.






In the last year, mobile home park zoning has been approved for property at the southeast corner of 98th Street and Central Avenue and on the north side of Volcano Road between Unser Boulevard and 98th Street.

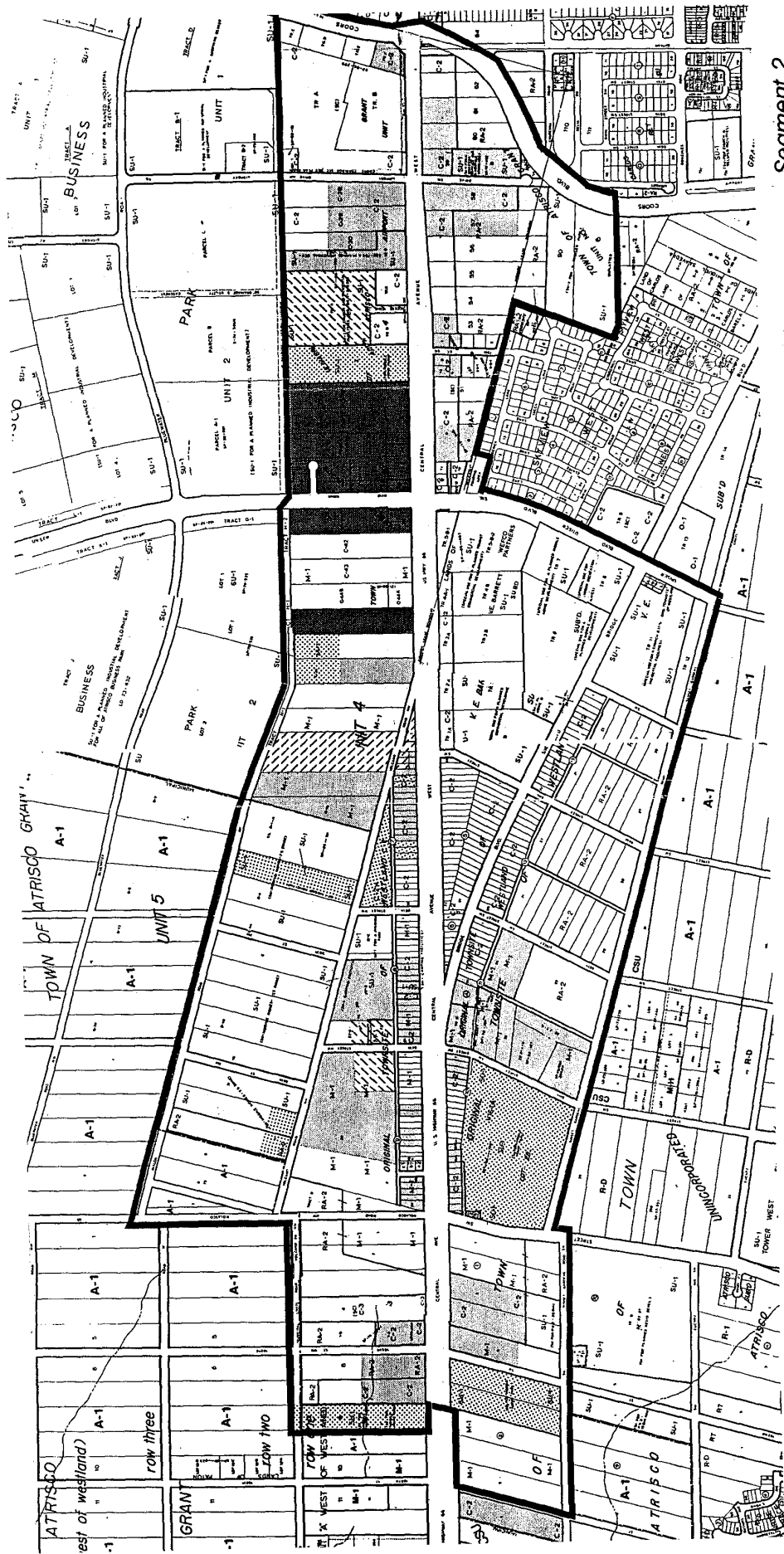


**Segment 2**  
**Existing Zoning**  
 West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

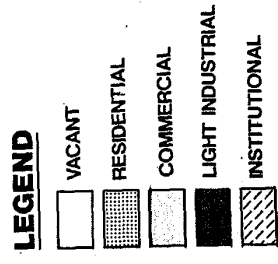
figure 7

**LEGEND**

-  RESIDENTIAL
-  MOBILE HOMES
-  COMMERCIAL
-  INDUSTRIAL
-  CHURCHES



Segment 2  
 Existing Land Use  
 West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division



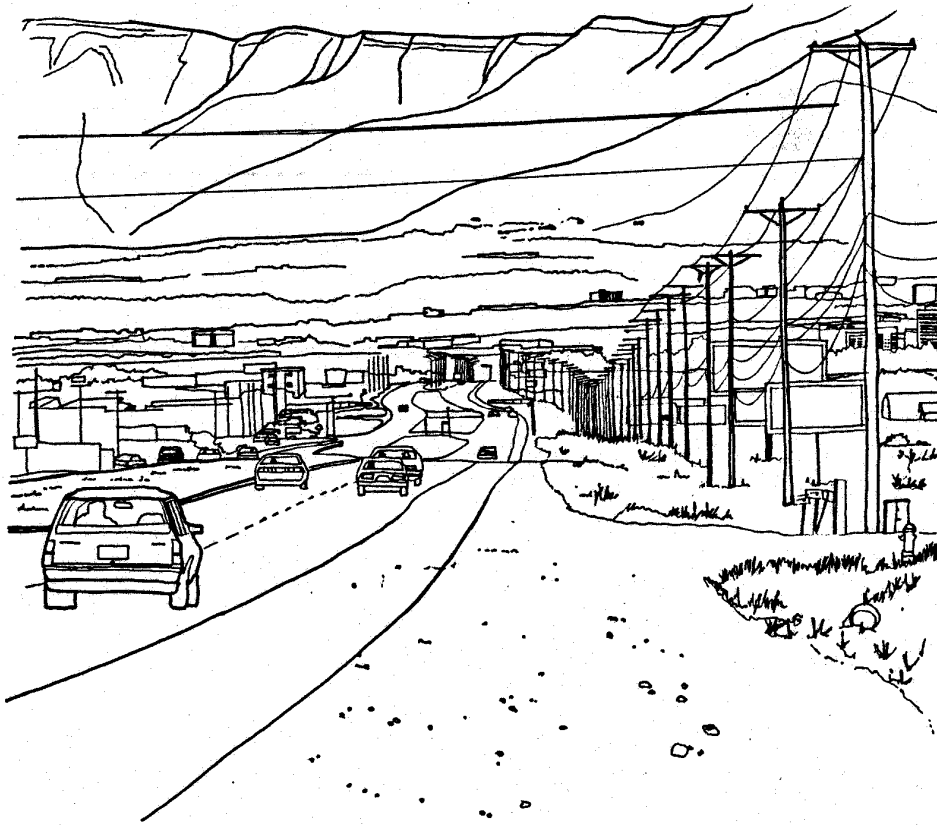


Table 5 gives the existing land use in Segment Two by number of parcels and acreage.

TABLE 5  
SEGMENT TWO EXISTING LAND USE

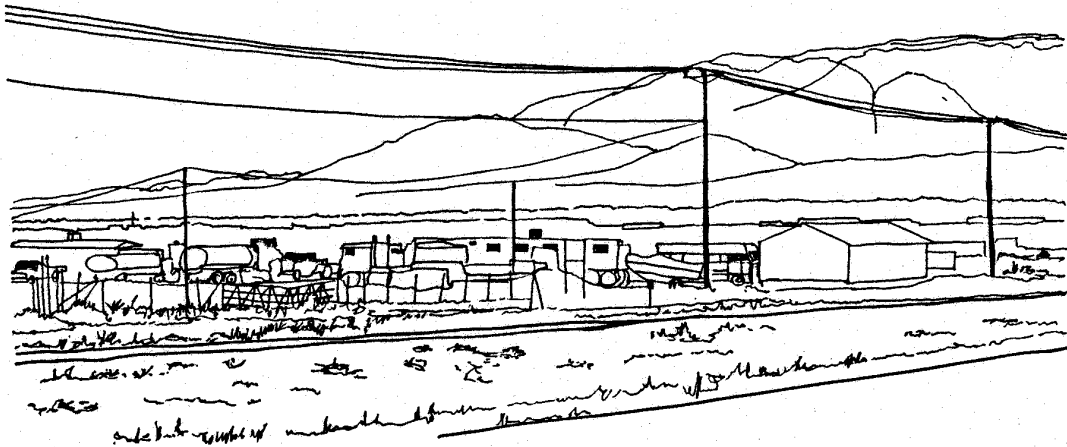
<u>LAND USE</u>	<u>PARCEL</u>	<u>ACRES</u>
Single-Family	31	39
Mobile Homes	10	9
Multi-Family	3	5
Mobile Home Park	9	49
Com/Indus	42	72
Wholesale	17	32
Manufacturing	2	3
Vacant	320	424
Abandoned	8	16
TOTAL	442	649

The major issues to be addressed in Segment Two are the following:

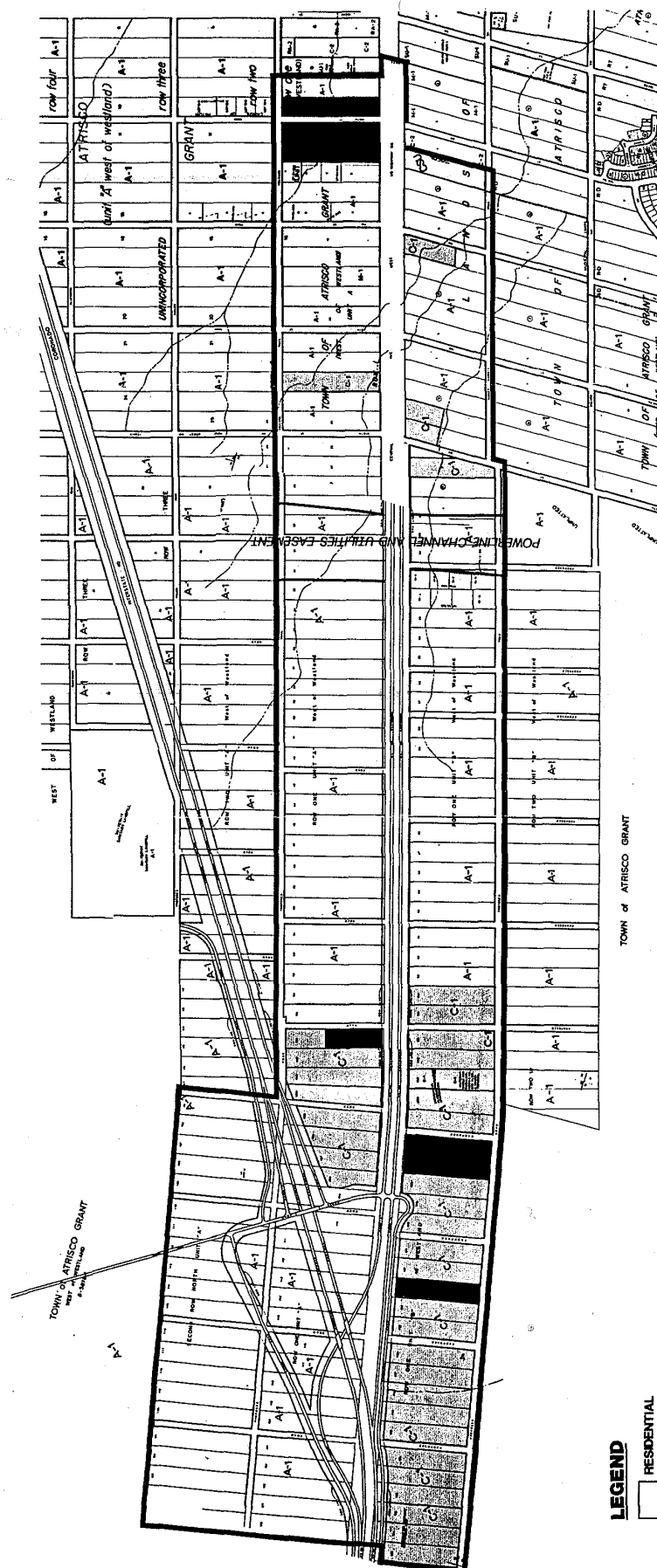
1. A continuing number of zone change applications requesting more intensive uses.
2. Pre-development opportunities to coordinate the transportation system with land use.
3. Determining and establishing appropriate zoning.

### SEGMENT THREE

The boundaries of Segment Three, shown on Figure 9, extend from the municipal limits, at approximately 106th Street west to Central Avenue's intersection with Interstate 40. The lots within Segment Three are generally five acre lots except for those which have been bisected by the interchange.



This entire segment is outside the City limits and is primarily zoned for residential/agricultural uses, as shown on Figure 9. There are scattered parcels near the east end of Segment Three, which are zoned for industrial and commercial uses, however, most of these parcels remain vacant. The majority of development within Segment Three is at the I-40 interchange. This land is zoned M-1 and C-1 and is developed with gas stations, trucking facilities, and mobile home sales and manufacturing. Figure 10 shows existing land use.



Segment 3  
**Existing Zoning**  
 West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

Figure 9



Tables 6 and 7 respectively show the breakdown of existing zoning and land use by number of parcels and acreage for Segment Three.

TABLE 6

SEGMENT THREE EXISTING ZONING

<u>ZONING</u>	<u>PARCELS</u>	<u>ACRES</u>
A-1	128	486
C-1	32	145
C-1/A-1	8	29
M-1	8	39
M-1/C-1	1	5
SU/Commercial	1	5
SU/Recreation	<u>3</u>	<u>16</u>
TOTAL	181	725

TABLE 7

SEGMENT THREE EXISTING LAND USE

<u>LAND USE</u>	<u>PARCELS</u>	<u>ACRES</u>
Single-Family	10	18
Mobile Homes	9	21
Comm/Indus.	9	32
Wholesale	2	8
Manufacturing	5	26
Vacant	142	600
Abandoned	<u>4</u>	<u>20</u>
TOTAL	181	725



The major issues to be addressed in Segment Three are the following:

1. A continuing number of zone change applications requesting more intensive uses.
2. Pre-development opportunities to coordinate the transportation system with land use.
3. Unique opportunity for view preservation.
4. Determining and establishing appropriate land use and zoning.

#### POLICY FRAMEWORK

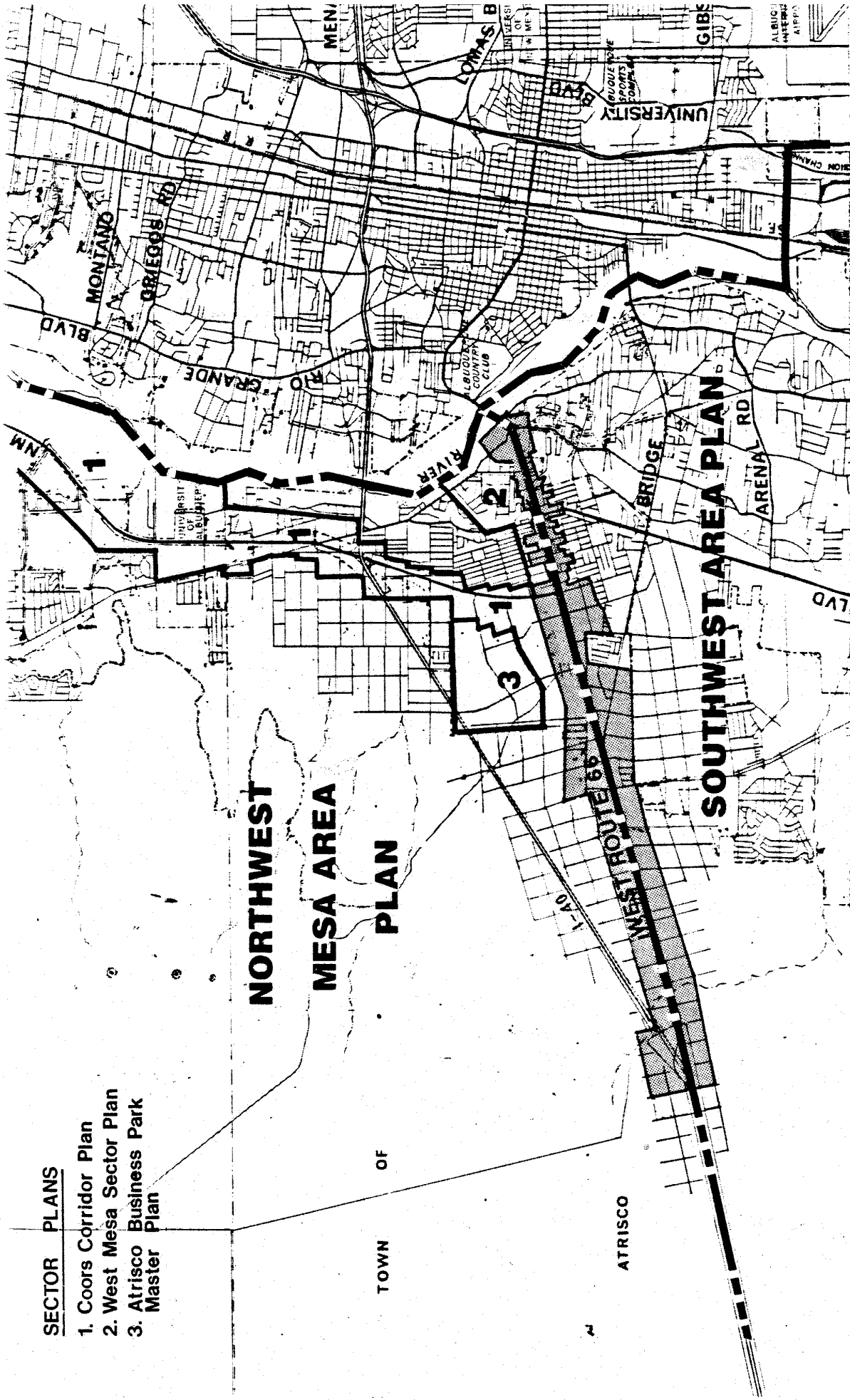
The City of Albuquerque has adopted three ranks of plans to help guide the conservation and development of the City of Albuquerque and the County of Bernalillo. The Albuquerque/Bernalillo County Comprehensive Plan is designated a Rank One plan, the facility and area plans are designated Rank Two plans, and the sector development plans are designated Rank Three plans. Each plan requires that subordinately ranked plans be consistent with plans of higher rank.

The West Route 66 Sector Development Plan is identified as a rank three plan. In conformance with its higher ranking plans, the West Route 66 Sector Plan serves as an official guide for new development, redevelopment, and conservation of the area within its boundaries.

Four higher-ranking plans impact the West Route 66 Sector Development Plan. They are the Albuquerque/Bernalillo County Comprehensive Plan, the Northwest Mesa Area Plan, the proposed Southwest Area Plan, and the Long Range Major Street Plan. Figure 11 shows the relationship of the other plans to the West Route 66 Plan area.

The Comprehensive Plan's Policies Plan contains goals and policies, all of which establish a general development strategy for all land within Bernalillo County, however, the following two goals are particularly relevant to this plan.

1. to provide "a quality urban environment which perpetuates the tradition of identifiable, individualistic communities within the metropolitan area and offers variety and maximum choice in housing, work areas and life styles, while creating visually pleasing architecture, landscaping and vistas to enhance the appearance of the community."
2. "to minimize transportation requirements through efficient placement of employment and services convenient to people, and to provide a balanced circulation system through encouragement of bicycling, walking, and the use of mass transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."



**SECTOR PLANS**

- 1. Coors Corridor Plan
- 2. West Mesa Sector Plan
- 3. Atrisco Business Park Master Plan

**NORTHWEST  
MESA AREA  
PLAN**

**SOUTHWEST AREA PLAN**

**LEGEND**

----- AREA PLAN

———— SECTOR PLAN



WEST ROUTE 66 PLAN AREA

figure 11

**Area and Sector Plan Boundaries**

West Route 66 Sector Development Plan  
City of Albuquerque/Planning Department/Planning Division

The Comprehensive Plan's Metropolitan Areas and Urban Centers Plan designates the area as Established Urban from the river to 98th Street, and west of that the area is designated as Developing Urban. (See Figure 12). The Developing Urban area ends by the ceja, at the east side of the site on the north side of Central which is to be zoned SU-1 for uses permissive in the M-1 zone (see Figure 26). West of that the Comprehensive Plan indicates undesignated non-urban land which is inappropriate for regular urban development. However, since there is now an Interstate interchange and some county commercial and manufacturing zoning, this sector development plan does allow non-residential zoning in the same area which the county so zoned. Urban density residential zoning or more extensive non-residential zoning is inappropriate in this area beyond the Comprehensive Plan's urban boundary.

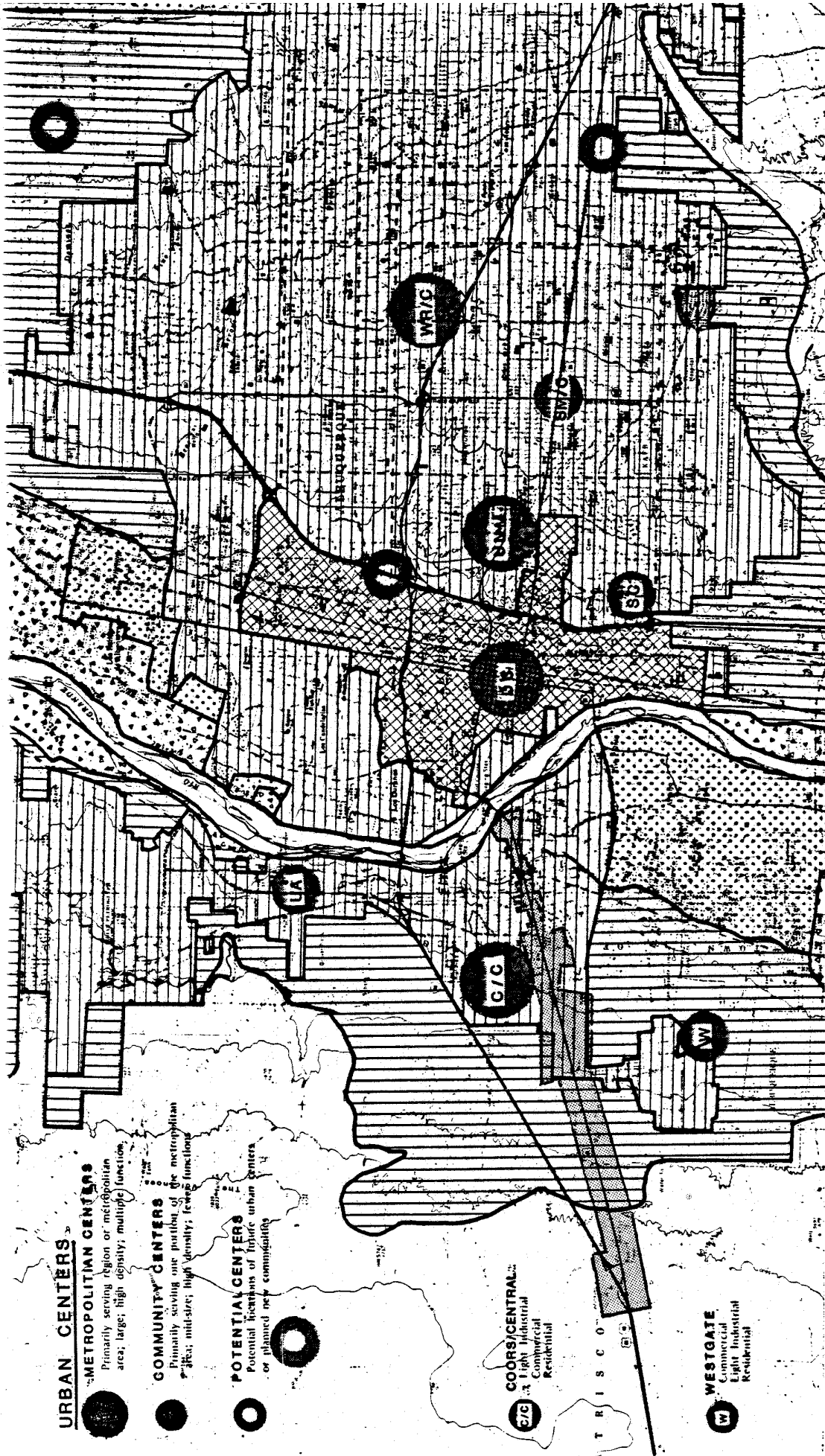
Higher densities and more intense land uses can be expected in the Established Urban area with low density housing and neighborhood uses in the Developing Urban area.

The Comprehensive Plan also designates two urban centers in close proximity to this plan. One is located northwest of the North Coors/Central Avenue intersection, with the principal recommended uses being light industrial, commercial, and residential. This urban center location was supported by the adoption, in 1980, of the Atrisco Business Park Master Plan which designated an 80-acre regional shopping center site in the vicinity of Bluewater Road N.W., and Unser Boulevard, N.W. Other land uses proposed in this plan are light industrial, motels, offices, commercial, and residential development. The zoning for these uses was adopted with the plan's approval.

The second designated urban center is located southeast of the Westgate Heights Subdivision. Principal recommended uses for this center are also commercial, light industrial, and residential. The Westgate Urban Center is reinforced by the Southwest Area Plan draft which proposes that it serve the southwest community in its scale of services.

The Southwest Area Plan draft proposes land-use densities appropriate for the different soils types. It also establishes the plan area's network for major streets south of Central Avenue. These two topics particularly affect the West Route 66 Sector Development Plan, however, this plan complies with all other proposed policies in the Southwest Area Plan.

The Southwest Area Plan proposes amendments to the Comprehensive Plan that would alter the open space designation in Segment Three of this development plan. This sector development plan is consistent with these recommendations. Essentially the amendments eliminate the 500 to 1,000 foot wide strip on the edge of the Southwest Mesa and recommends a 50 to 150-foot wide strip on top of the Southwest Mesa, as measured westward from the 5600-foot contour line. East of the 5600-foot contour line the area plan recommends that development be limited where on-site disposal systems are required. In light of the proposed annexation of this area, which would require development with City water and sewer, higher residential densities are proposed under an SU-1 zone category. The SU-1 zoning allows the site plan control which will help to alleviate inappropriate development on the eastern slope of the ceja edge and preserve the open space trail on the top of the ceja.



**URBAN CENTERS**

**METROPOLITAN CENTERS**

Primarily serving region or metropolitan area; large; high density; multiple function.

**COMMUNITY CENTERS**

Primarily serving one portion of the metropolitan area; mid-size; high density; few functions.

**POTENTIAL CENTERS**

Potential locations of future urban centers or planned new communities.

**COORS/CENTRAL**

Light Industrial  
Commercial  
Residential

**WESTGATE**

Commercial  
Light Industrial  
Residential

**METROPOLITAN AREAS**

**REDEVELOPING URBAN**

Existing and infill areas appropriate for redevelopment ... mixed densities

**ESTABLISHED URBAN**

Existing, infill and approved planned area moderate densities (3-9 du/acre)

**DEVELOPING URBAN**

Extended urban services moderate densities or cluster (3-6 du/acre)

**SEMI-URBAN**

Soil or water limitations low densities or cluster (1-3 du/acre)

**RURAL AND OPEN**

Rural services area low density agricultural (1 du/acre)

**WEST ROUTE 66 PLAN AREA**

figure 12  
**Comprehensive Plan Designations**

West Route 66 Sector Development Plan  
City of Albuquerque/Planning Department/Planning Division

The Northwest Mesa Area Plan is being revised, and in the revision the plan boundaries are expanded south to Central Avenue. The plan revision is in its early stages, therefore, there are no policies established by the Northwest Mesa Plan which affect the West Route 66 Sector Development Plan. No previous policies of the Northwest Mesa Area Plan effect the West Route 66 Sector Development Plan because the existing southern boundary of the Northwest Mesa Area Plan is Interstate 40.

The adopted Long Range Major Street Plan identifies all existing and currently proposed arterial and collector streets in the Albuquerque urban area.

Two other sector development plans overlap the boundaries of the West Route 66 Sector Development Plan. They are the Coors Corridor Plan and the West Mesa Sector Development Plan.

The Coors Corridor Plan overlaps this plan only at North Coors and Central Avenue. The Coors Corridor Plan requires street landscaping along Coors Boulevard, and the West Route 66 Sector Development Plan will not conflict or supercede these requirements in any way.

The West Mesa Sector Development Plan overlaps the West Route 66 Sector Development Plan on the north side of Central Avenue from the river to North Coors Boulevard. A major objective of the West Mesa Sector Development Plan was the "enhancement of the [plan] area as a primarily residential area with a strip of commercial uses along Central Avenue". The emphasis of this objective was to strengthen the residential areas by having commercial services nearby, but not to further expand commercial uses into the residential areas. Therefore, the commercial zoning along Central Avenue is the community shopping area serving the adjacent neighborhoods. The West Route 66 Sector Development Plan will reinforce that objective since the zoning recommended in Segment One is intended to strengthen this commercial area to better serve the adjacent residential areas.

#### DRAINAGE

There are no major drainage constraints to development within the West Route 66 Sector Development Plan area. Within the last few years, five major drainage studies have been completed for the plan area region. They are:

1. Far Northwest Drainage Management Plan
2. Amole Watershed Drainage Management Plan
3. Amole del Norte Drainage Management Plan
4. West Bluff Drainage Plan
5. Isleta Watershed Study.

These drainage studies recommend major outfall facilities to handle storm water runoff in each basin. The already built facilities include the Westgate Dam, the Powerline Channel, and the southern reaches of the Amole del Norte Channel.

Individual developments must comply with City and County Ordinances and not exceed downstream capacity. Also, it will be necessary to provide proper conveyance to the outfall systems.

Central Avenue will require a collection system when the roadway becomes an urban section with curb and gutter. This will require a combination of underground storm sewer pipes and small lined ditches parallel to the roadway on the north to handle drainage of parcels immediately adjacent to Central Avenue west of Coors Boulevard.

A storm water drainage system for Segment One is in place, but improvements are required, as detailed in the Isleta Watershed Study. These required improvements will not preclude development in this area.

In Segments Two and Three, interim drainage solutions will continue to be required as long as Central Avenue remains a rural roadway section.

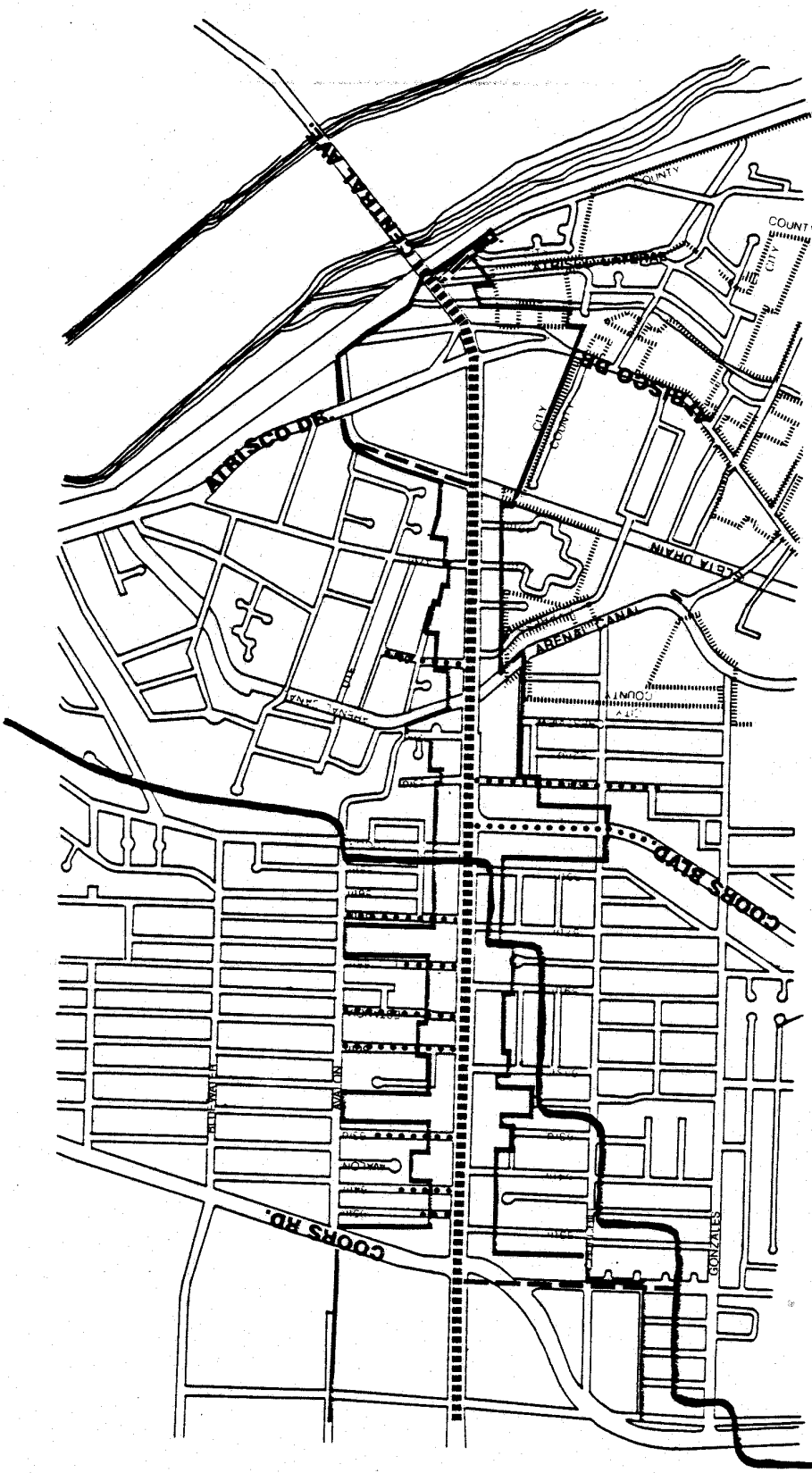
## UTILITIES

### Water

Starting at the Rio Grande and progressing west, the plan area is located within four City of Albuquerque water pressure zones:

- A. 1w - Rio Grande to South Coors Road  
Elevation 4975-5063
- B. 2wr - South Coors Road to 90th Street  
Elevation 5063-5140
- C. 2w - 90th Street to 106th Street  
Elevation 5140-5255
- D. 3w-6w - 106th Street west - No Service  
Elevation 5255-5715

The City of Albuquerque, through its Public Works Department, provides water services from the east end of the plan area (Rio Grande) to approximately 106th Street (see Figures 13-15). The portion of the plan area from 106th Street to I-40's intersection with West Central is not served by the City of Albuquerque because it is outside the City limits and requires facilities to open a new water pressure zone. As a prerequisite to City of Albuquerque



**LEGEND**

WATER AND SEWER LINES

WATER LINE

SEWER LINE

PRESSURE ZONE LINE

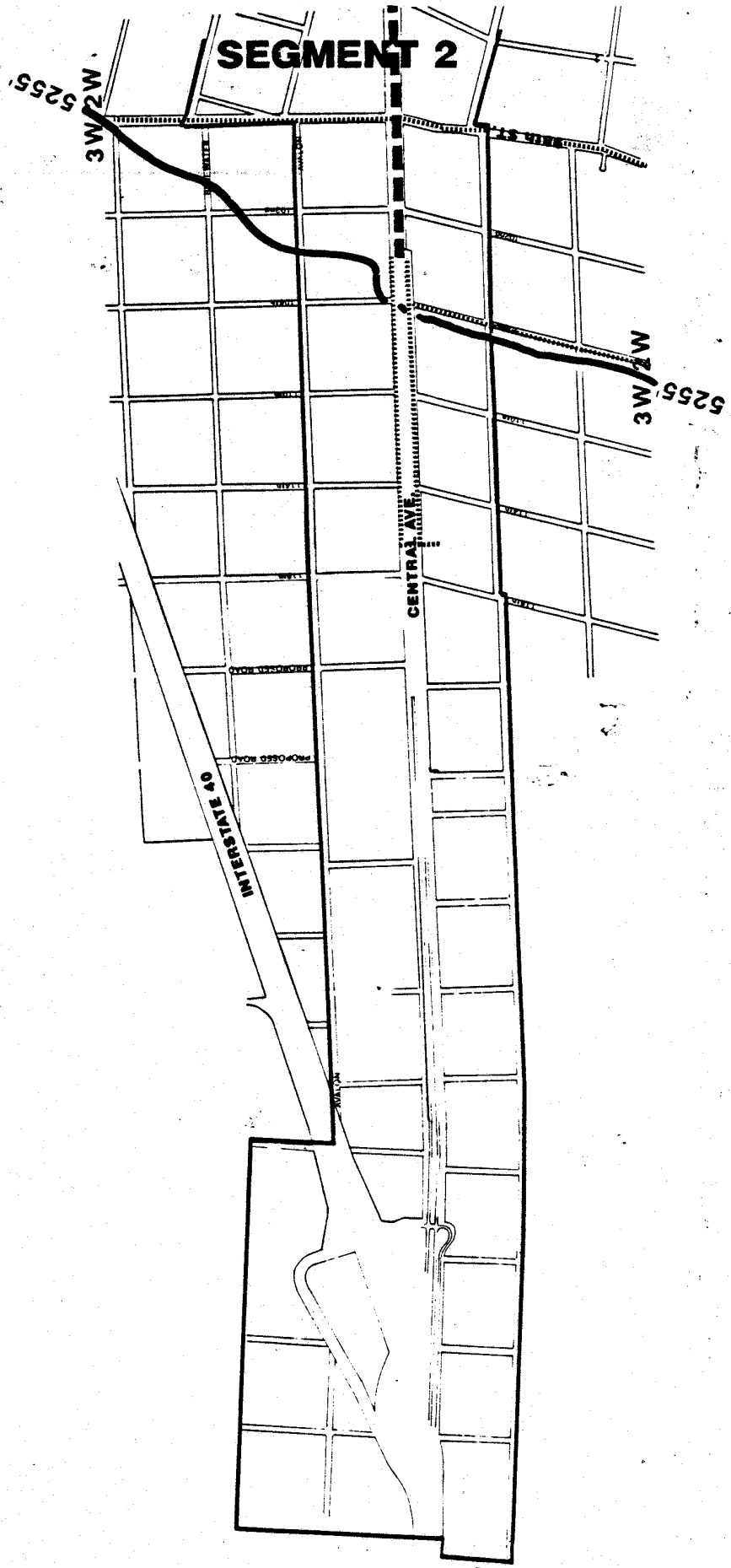
**Segment 1**

**figure 13 Water and Sewer**

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division







**SEGMENT 2**

**Segment 3**  
**figure 15 Water and Sewer**  
 West Route 66 Sector Development Plan  
 City of Albuquerque / Planning Department / Planning Division

- LEGEND**
- WATER AND SEWER LINES
  - ..... WATER LINE
  - ~~~~~ PRESSURE ZONE LINE

water service for these properties, annexation to the City would be required. Annexation to the City would include a commitment to serve the area by the City of Albuquerque with no clear implementation time frame. To open service to a new pressure zone requires major capital expenditures including pipes, storage tanks, wells, and pump stations which the City does not presently have programmed. Through the City of Albuquerque Line Extension Policy, a developer(s) could front end water service expansion and be reimbursed over time by the City.

### Sanitary Sewer

The portion of the plan area from the Rio Grande to 106th Street is served by existing interceptor lines. Existing interceptor lines are shown on Figures 13-15. In addition, all sewage collected by these systems will be transported via existing interceptors to the Southside Treatment Plant. No service is available west of 106th Street. Upon annexation, service would be available if a developer built the needed service lines.

### Telephone Service

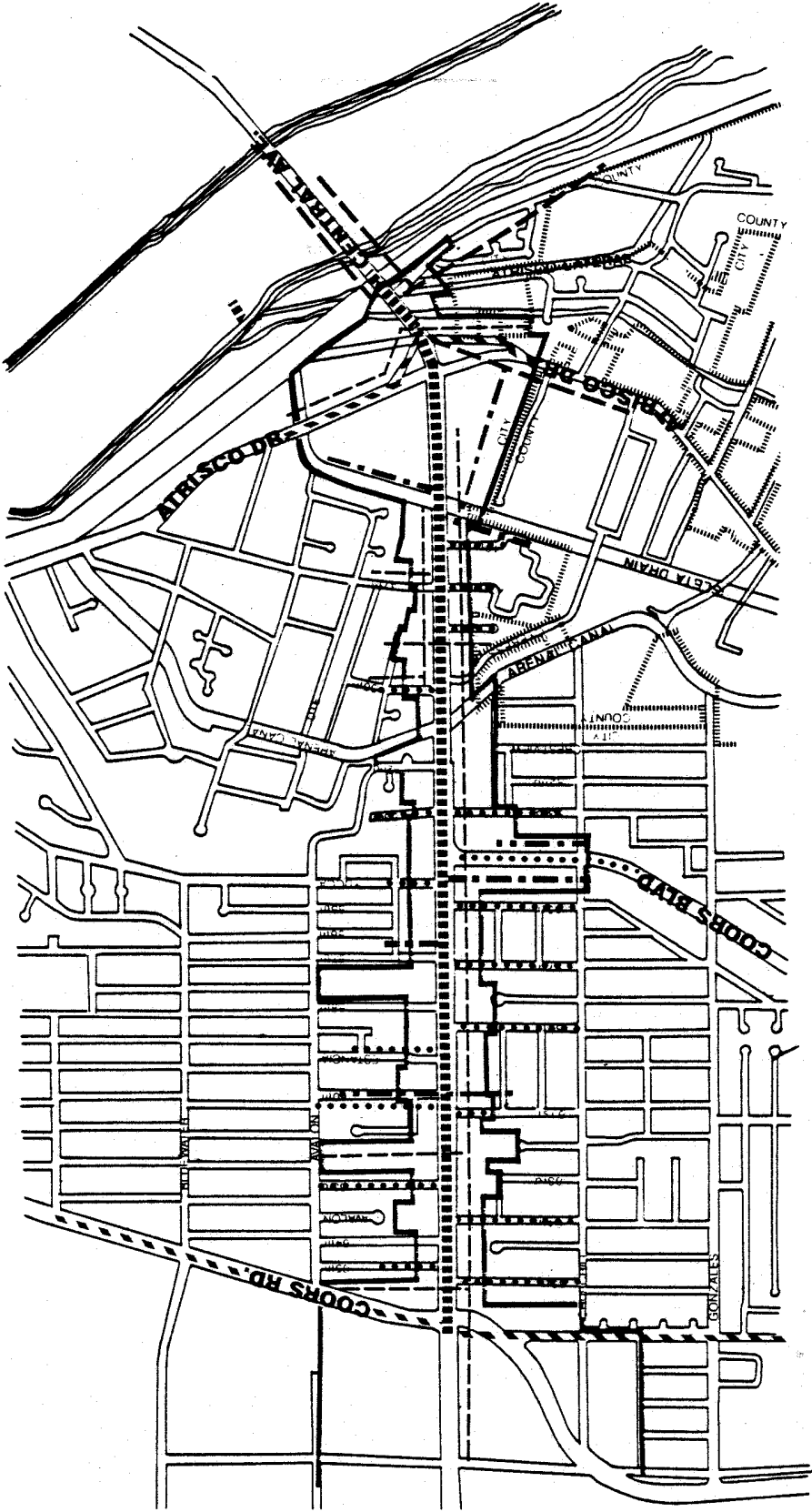
Mountain Bell has buried telephone conduit cable located parallel to West Central Avenue serving Segments Two and Three of the plan area. Segment One is served predominantly by aerial cables as shown in Figures 16-18.

### Natural Gas

The Gas Company of New Mexico serves the plan area from the Rio Grande to the City Limits (see Figures 16-18). The main distribution lines range from 2 inches to 8 inches in diameter with transmission lines ranging from 12 inches to 20 inches in diameter, intersecting the plan area at the North/South Coors Connection and West Central and Atrisco. There is currently no distribution system west of the City limits to the western end of the plan area as shown on Figure 18. To open service west of the City limits, a developer(s) must apply for extension of service from the Gas Company of New Mexico which requires front ending construction and entering into a reimbursable five-year contract at a unit cost per foot.

### Electricity

The current Electric Service Transmission and Subtransmission Facilities Plan indicates no new construction of transmission facilities in the plan area. The current Facility Plan is in draft form and all revisions, in the form of amendments to the plan, will be presented to the Environmental Planning Commission, Albuquerque City Council, County Planning Commission, and the Bernalillo County Commission, for final approval. In the area from the intersection of South Coors west to the Central Substation, which is west of 98th Street, there are plans to reconduct a section of the distribution feeder along West Central in 1987. The existing facilities for electrical services in the plan area include three substations, all south of Central Avenue.



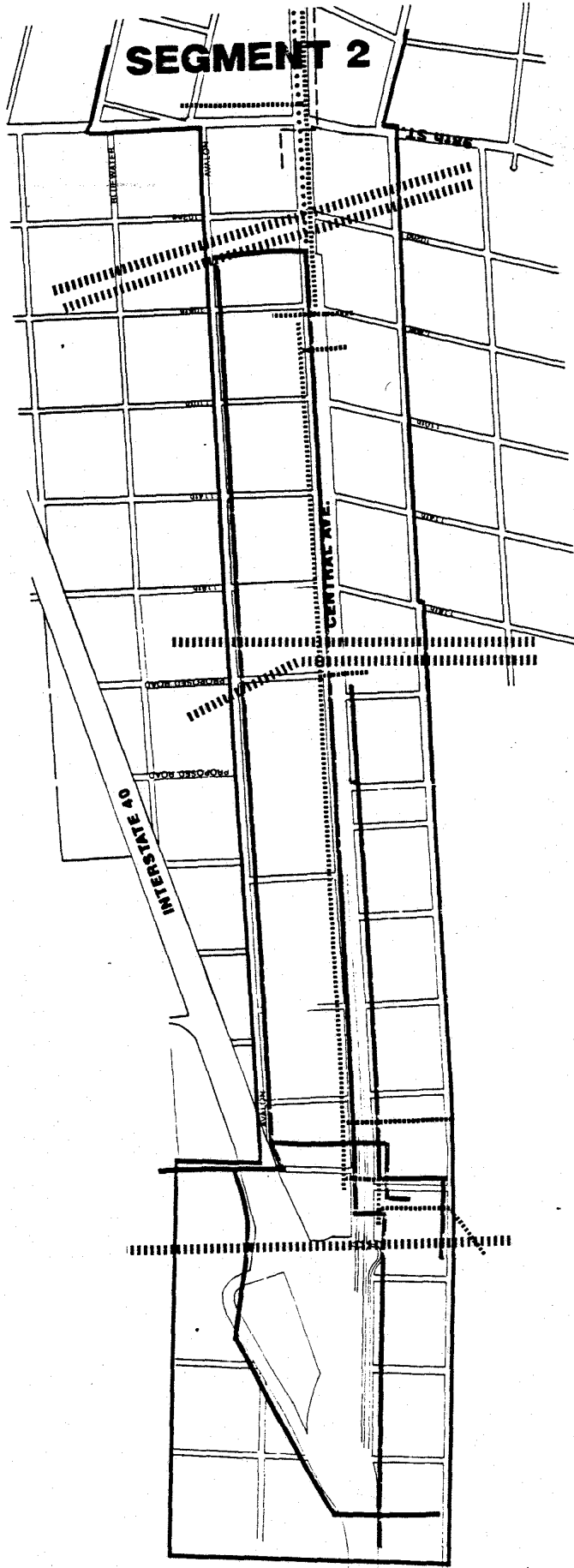
**LEGEND**

- GAS MAIN DISTRIBUTION LINE 2 to 8in.
- - - - - ELECTRIC PRIMARY DISTRIBUTION LINE (12.47kV)
- ..... TELEPHONE MANHOLE CABLE
- ..... GAS MAIN DISTRIBUTION LINE (2 to 8in)
- - - - - GAS TRANSMISSION LINE (12 to 20in)
- - - - - ELECTRIC PNM PRIMARY DISTRIBUTION LINE (12.47kV)
- - - - - ELECTRIC PNM TRANSMISSION LINE (46KV)
- - - - - TELEPHONE AERIAL CABLE

**Segment 1**  
**figure 16 Major Utilities**

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division





**LEGEND**

..... GAS MAIN DISTRIBUTION LINE (2 to 8in.)

..... PNM PRIMARY DISTRIBUTION LINE (12.47kV)  
 ..... ELECTRIC TRANSMISSION LINE 115kV 345kV

----- TELEPHONE AERIAL CABLE  
 ----- BURIED CABLE

**Segment 3**

**figure 18 Major Utilities**

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division.

The Public Service Company of New Mexico has 12.47 kV primary distribution lines transversing east-west along Central Avenue from the Rio Grande to I-40 with numerous feeder lines along the entire length. All electric transmission and feeder lines are aerial cables, and there are no future plans to bury these cables along Central Avenue.

To acquire service, from PNM for any residential or commercial structure within the plan area requires an application analysis by the PNM Customer Services Department.

PNM has the following transmission lines which cross the plan area.

1. 345 kV Transmission Line crossing Central Avenue, 1.2 miles west of 98th Street.
2. 115 kV Transmission Line crossing Central Avenue, 0.2 miles west of 98th Street.
3. 46 kV Transmission Line crossing Central Avenue 0.1 miles west of Old Town Bridge and runs south along Atrisco Drive, SW.
4. 46 kV Transmission Line along Central Avenue and Old Town Bridge from the east, then runs south along Sunset Road, SW.

Plains Electric has a 115 kV Transmission Line crossing Central Avenue, 1.2 miles west of 98th Street. Figures 16-18 show the electric facilities within the plan boundaries.

#### POLICE/FIRE SERVICE

The Albuquerque Police Department's Valley Sub Station is located north of the plan area (604 Los Volcanos Road, N.W.) and provides police service from the Rio Grande west to approximately 106th Street (Far West Club), which constitutes the incorporated portion of the plan area. The Bernalillo County Sheriff's Department, dispatched from 2600 South Broadway, provides police service from 106th Street to the intersection of West Central and I-40.

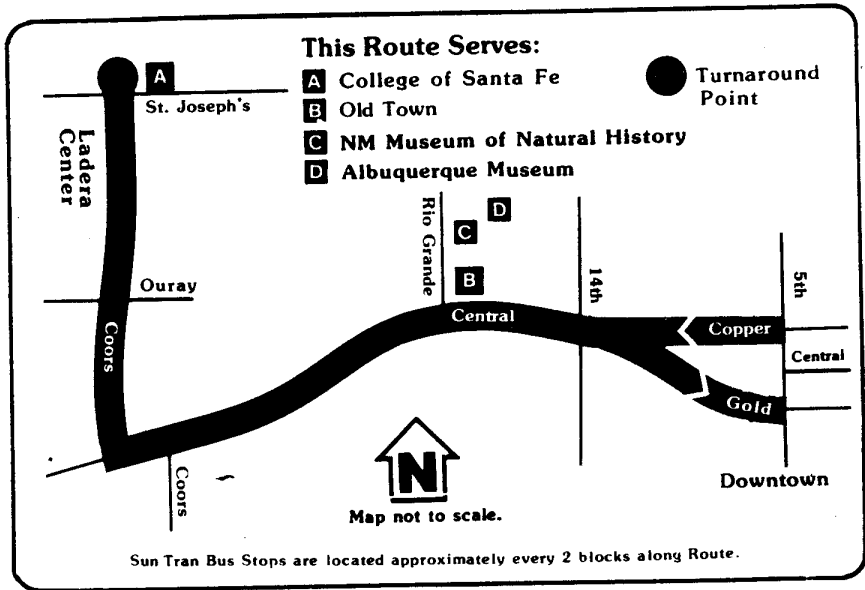
City of Albuquerque fire protection is provided to the entire plan area from the following fire stations:

1. Station 7 (116 47th Street N.W.) provides fire protection for a two mile radius primarily serving the plan area from the Rio Grande to North Coors Boulevard.
2. Station 14 (517 98th Street S.W.) provides fire protection from North Coors Road to the intersection of West Central and I-40.
3. Station 17 (3600 Yucca N.W.) provides backup fire protection to the entire plan area.

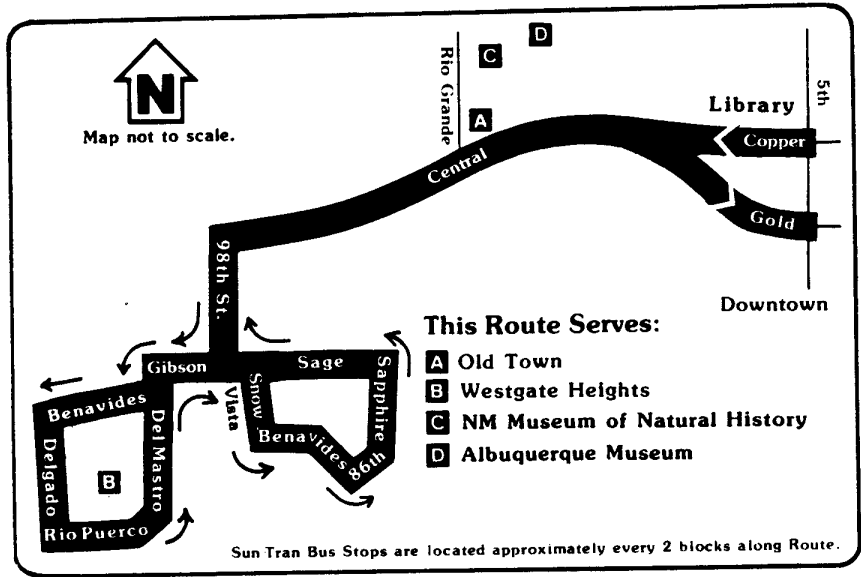
The locations of Police and Fire Stations serving the plan area are shown on Figure 19.

**TRANSIT**

The plan area is served by two bus routes, the West Central-University of Albuquerque (Route 15) and the West Central-Westgate (Route 51). The service routes traveled are shown below. Expansion of the present service is not anticipated in the near future, however, routes are constantly monitored and changes are programmed when needed.



**route 15**



**route 51**

## PARKS

The City of Albuquerque Parks and Recreation Department has no planned improvements in the plan area in the City of Albuquerque 1987-1991 Capital Improvement Program. The following neighborhood parks, as shown on Figure 19, serve the plan area:

- |    |                            |   |
|----|----------------------------|---|
| 1. | Alamosa                    | Sunset Garden and Bataan, S.W.<br>4 Tennis Courts<br>4.76 acres                       |
| 2. | Atrisco Village            | Delgado and Rio Puerco, S.W.<br>10.76 acres   |
| 3. | Lavaland                   | 64th and Avalon N.W.<br>1.16 acres  |
| 4. | Pat Hurley                 | Yucca and Bluewater, N.W.<br>One softball field and four tennis courts<br>20.42 acres |
| 5. | West Mesa Community Center | 5300 Glenrio, N.W.<br>2.50 acres  |
| 6. | Skyview West               | Frederick Lane & Unser Boulevard, S.W.<br>undeveloped<br>0.69 acres                   |
| 7. | West Mesa                  | 6705 Fortuna, N.W.<br>2 softball fields, pool<br>10.00 acres                          |
| 8. | Tom Cooper (Osage)         | Osage and Atrisco, S.W.<br>0.22 acres   |
| 9. | Atrisco Park (County)      | 229 Atrisco, S.W.<br>12 acres   |

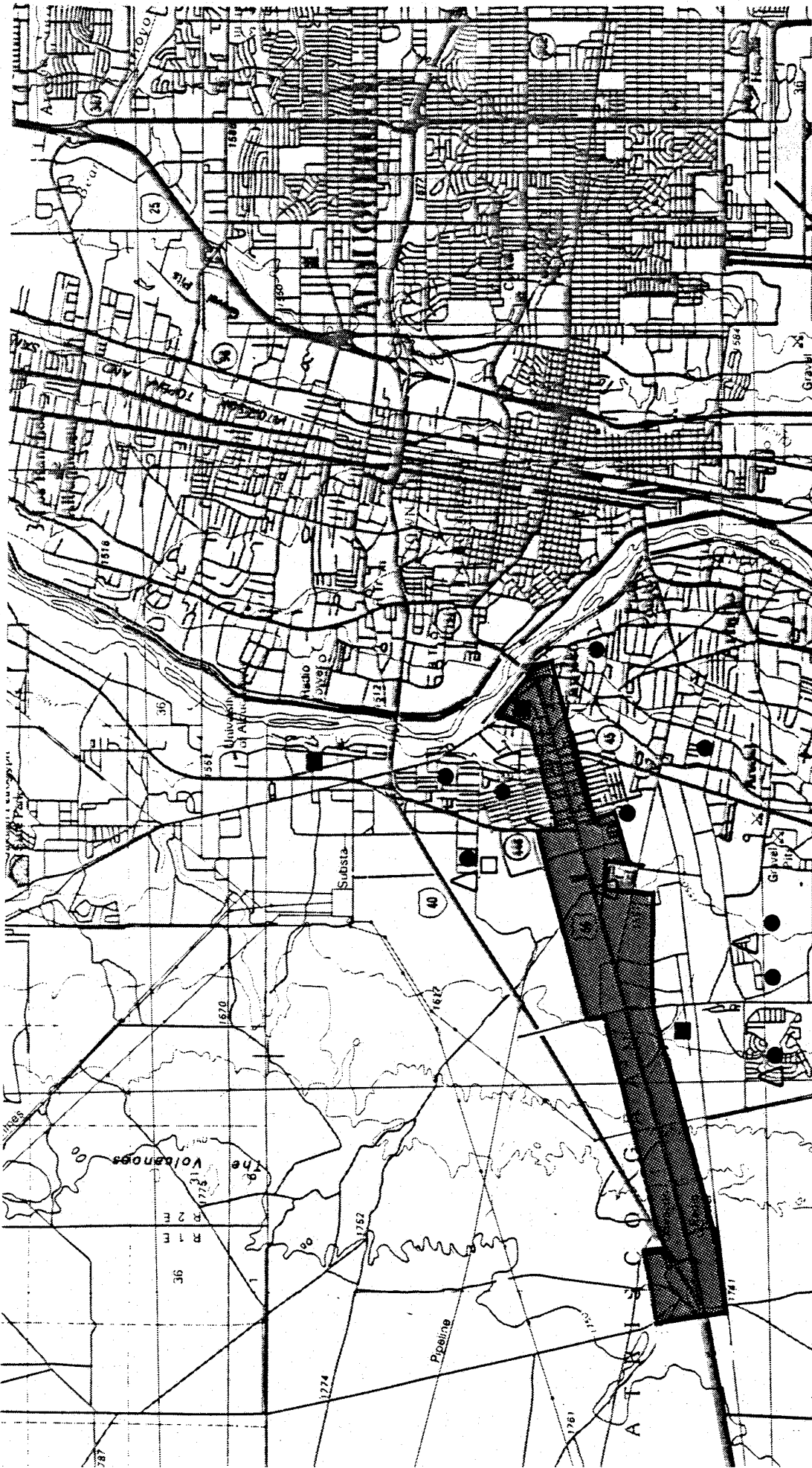
## SCHOOLS

While there are no schools located within the plan area boundaries, the Albuquerque Public Schools System serves the area as listed below and as shown on Figure 19.

Schools which lie north of the plan area are:

1. West Mesa High School (6701 Fortuna Road, NW)
2. Lavaland Elementary (6325 Milne Road, NW)
3. John Adams Middle School (5401 Glenrio Road, NW)





**LEGEND**

- SCHOOL
- FIRE STATION
- △ PARK
- POLICE STATION

figure 19 Facilities Map

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

Schools which lie to the south of the plan area are:

1. Valle Vista Elementary (1700 Mae, SW)
2. Alamosa Elementary (6500 Sunset Gardens, SW)
3. Atrisco Elementary (1201 Atrisco Dr., SW)
4. Mary Ann Binford Elementary (1400 Corriz, SW)
5. Carlos Rey Elementary (1215 Cerrillos Road, SW)
6. Truman Middle School (9400 Benavidez Road, SW)

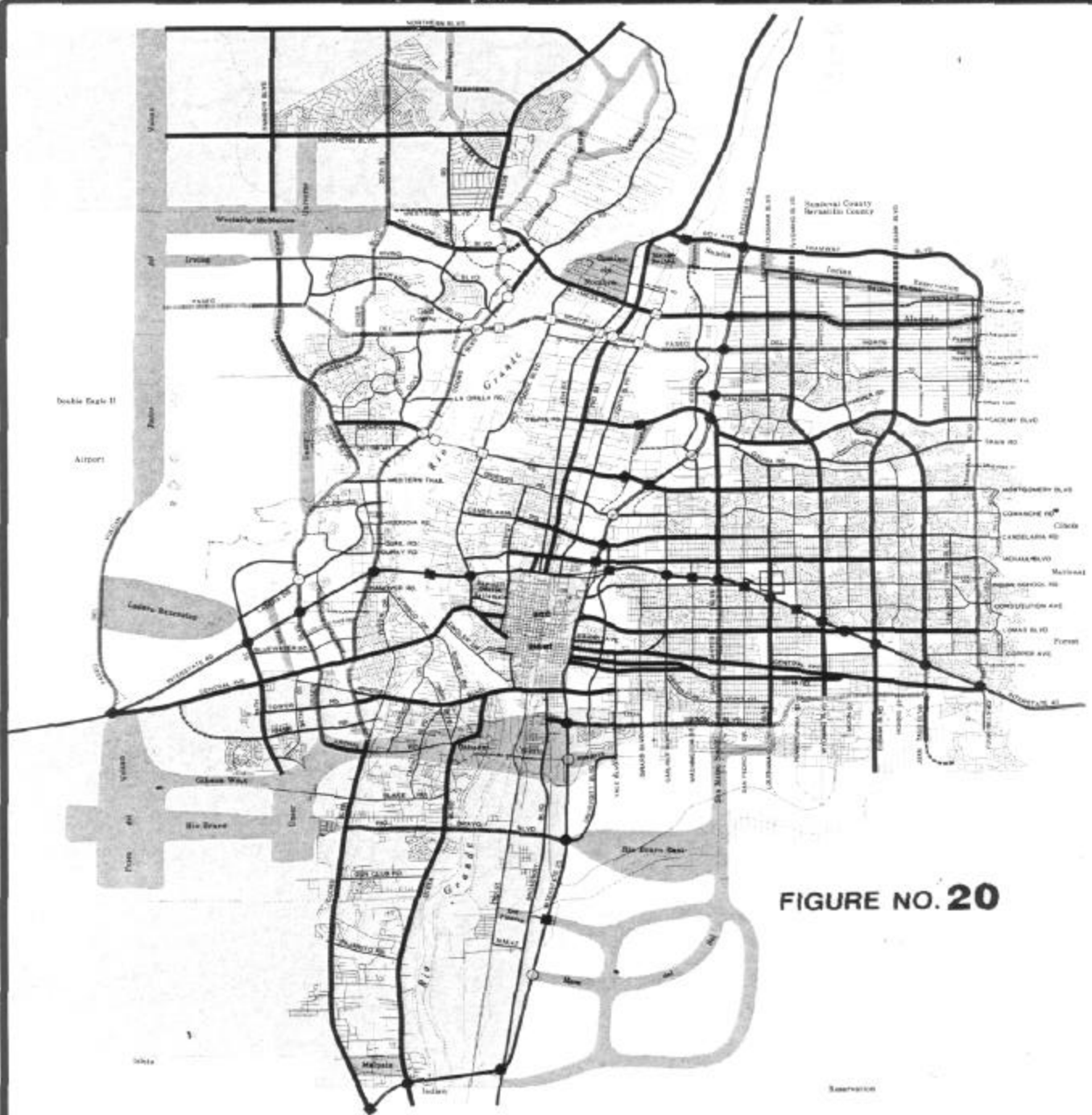
SECTION II  
TRANSPORTATION

## EXISTING AND PROGRAMMED ROADWAY SYSTEM

The Long Range Major Street Plan (LRMSP) for the Albuquerque Urban Area designates major streets according to their anticipated traffic service function. The three types of streets identified in this plan are Principal Arterial, Minor Arterial, and Collector. Classification criteria for these streets is provided in Appendix A.

As indicated on Figure 20, the plan area is served by an existing and planned network of arterial streets. This established street network east of 98th Street is one of the strengths in the plan area whereby land uses can be determined on a pre-existing, known pattern of streets. Starting at the Rio Grande and progressing west on Central Avenue to the I-40 Interchange, the following major streets intersect West Central Avenue.

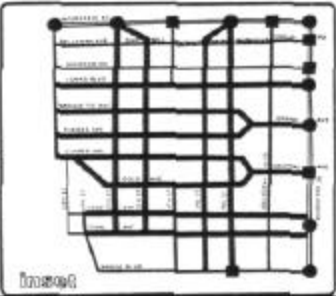
1. Sunset Road serves as an existing Collector to the south.
2. Atrisco Drive serves as an existing north-south Collector. This facility funnels traffic flow from both north and south residential areas, and two major shopping centers are located at this intersection. Left-turn arrows at this intersection facilitate the flow of traffic.
4. 47th Street is a major local street north of Central Avenue. There are plans to install a traffic signal at this intersection in 1987 to ease traffic congestion and provide for better access to the fire station located on 47th Street, just north of Central Avenue.
5. Coors Boulevard, S.W. is classified as a Collector and will continue to serve as the major arterial leading to the south valley until the completion of the Coors North/South Connection.
6. Yucca Drive serves as an existing Collector which serves the residential areas to the north of Central Avenue. This is a signalized intersection which is coordinated with the traffic signal at Central and Coors, S.W.
7. Coors Boulevard/Coors North-South Connection will be a limited access Principal Arterial. There is an existing interchange at Coors and I-40, therefore, this street is expected to be a major north/south route on the west side.
8. Airport Road is an existing street both north and south of Central Avenue. The Laurelwood/Airport location study may propose a possible relocation of Airport Road north of Central. Its eventual designation north of Central will be as a Collector.
9. Unser Boulevard will be a limited access Principal Arterial. There is an existing interchange at Unser and Interstate 40. This street is expected to be one of the major north/south routes on the west side. A traffic signal was recently installed at the intersection of Unser Boulevard and Central Avenue.
10. 86th Street south of Central Avenue is designated as a Collector on the Long Range Major Street Plan but is not built.



**FIGURE NO. 20**

**EXPLANATION**

- |  |                         |  |                           |
|--|-------------------------|--|---------------------------|
|  | Interstate              |  | Grade separation          |
|  | Limited Access Road     |  | Interchange               |
|  | Principal Arterial      |  | Collector                 |
|  | Minor Arterial          |  | Future Potential Corridor |
|  | City/State              |  |                           |
|  | Location Study Corridor |  |                           |
|  | Suburban Interchange    |  |                           |



**Long Range Major Street Plan  
for the  
Albuquerque Urban Area**

This Plan may reflect long range development policies adopted by local elected officials. It provides a framework for the short and medium range planning and development projects included in the Transportation Improvement Program for the Albuquerque Urban Area. Major streets are classified according to their anticipated traffic service functions. Corridors and subareas are identified for the conduct of more intensive systems planning and location studies. Right-of-way standards for all streets classified by this Plan are contained in the attached addendum.

Reviewed and Recommended by the Transportation Coordinating Committee and adopted by the Urban Transportation Planning Policy Board of the Metropolitan Council of Governments (25 July, 1986)

Prepared by  
  
 Council of Governments  
 of New Mexico  
 1000 North Central Avenue, Suite 1000  
 Albuquerque, New Mexico 87102

H. W. HARRIS, Chairman, MPO/OTPB

**JULY 1986**

11. 90th Street is under study as a possible Collector. It is proposed that this street cross over Interstate 40, but the alignment north of Central has not been determined.
12. 98th Street serves as an existing north-south Principal Arterial. This street has an existing interchange at Interstate 40, and is a major north-south route for the plan area. There is a traffic signal at 98th Street and Central Avenue.
13. 106th Street is designated as a Collector street south of Central Avenue to Tower Road.
14. 118th Street is proposed as a north-south arterial south of Central Avenue. The alignment for this street is just in the study stage, but it will likely be needed in the future as development extends to the west.
15. Paseo del Volcan will be a north-south Principal Arterial intersecting Central Avenue at its intersection with Interstate 40. The alignment for Paseo del Volcan is established to the north generally along the existing roadway to Double Eagle II Airport. South of Central Avenue the alignment is under study, however, the recent approval of a mobile home park just south of the plan area boundaries set aside right-of-way for Paseo del Volcan through the mobile home park.

Improvements in the plan area under the 1987 Transportation Program for the Albuquerque Urban Area (Program Year 1: October 30, 1986 to September 30, 1987) are as follows:

1. Reconstruction of a 4-lane divided roadway with a bikeway lane for 98th Street from I-40 to Central Avenue.
2. Right-of-way acquisition completed for Unser Boulevard from Bridge to Central Avenue.
3. Construction of the Coors Boulevard North/South Connection with a bikeway lane.
4. Preliminary engineering, right-of-way acquisition, and begin construction for Coors Boulevard from Central to NM 528 .
5. Engineering and construction completed for Atrisco Drive from Central to Bridge with bikeway .
6. Signing completed for the Bluewater Bikeway from Coors to Unser.
7. Signing completed for the Central Bikeway from Palisades west to the I-40 Interchange.
8. Signing is proposed for the 98th Street Bikeway from Central south to Gibson.
9. Signing is proposed for the Sunset Bikeway from Central to Bridge.
10. Signing is proposed for the Airport Bikeway from Bluewater to the Coors Boulevard North/South Connection.

## BIKEWAYS

### Existing Conditions

The Bikeways Master Plan designates an adopted network of bikeways for the Albuquerque Urban Area. The Plan establishes three classes of bikeways which are defined as follows:

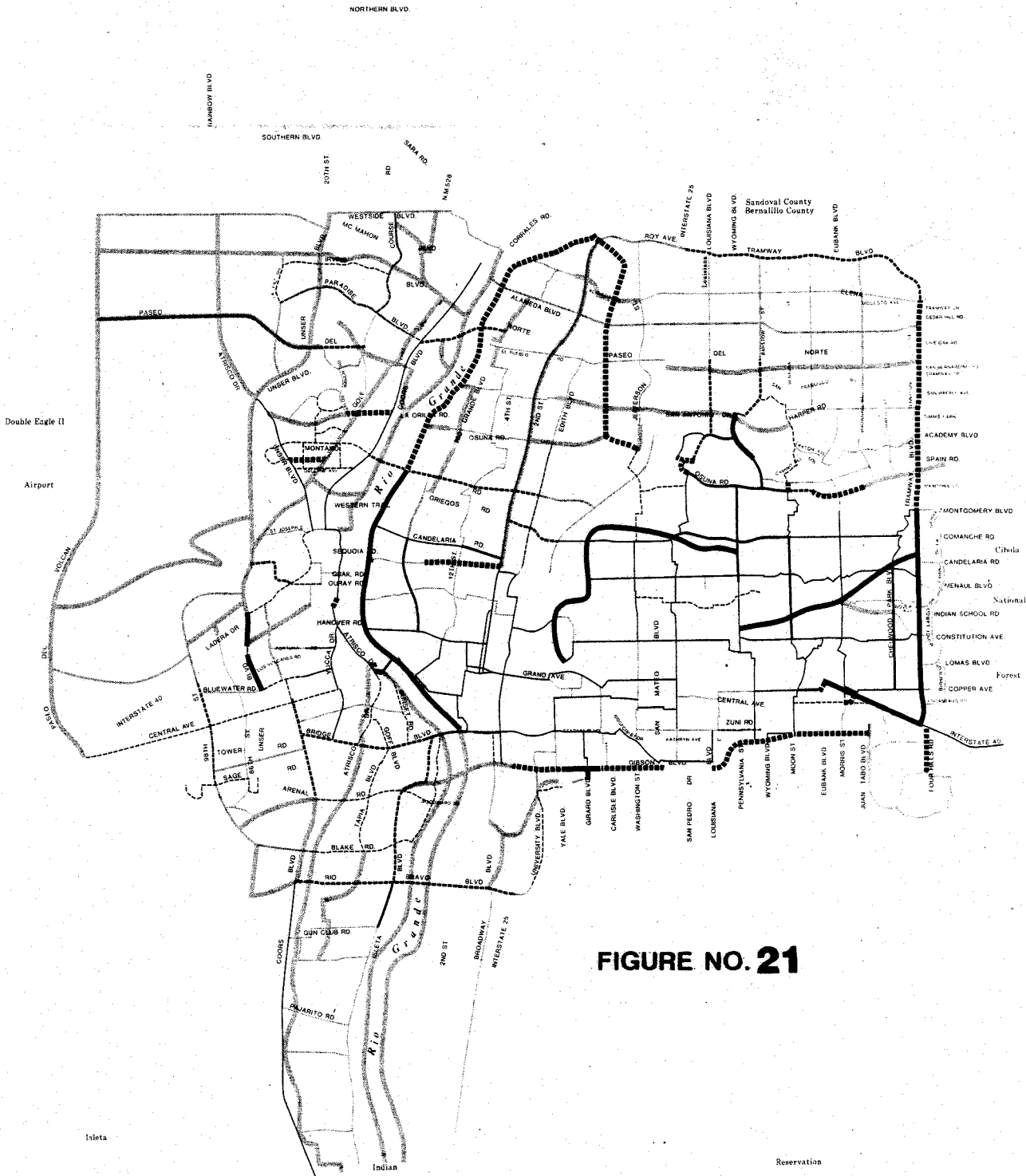
1. Class I Bikeway: A Bike Trail located in a completely separated right-of-way designated by signs and pavement markings for the exclusive use of bicycles with crossflows by the motor vehicles minimized. If properly designed, the right-of-way for these bikeways could accommodate other uses such as hiking and jogging.
2. Class II Bikeway: A Bike Lane located in a portion of the roadway designated by signs and pavement marking for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
3. Class III Bikeway: A Bike Route located in a roadway and designated by signs and shared with pedestrians or motorists. The bike route provides continuity to other bicycle facilities.

Several bikeway routes and lanes fall within and intersect the plan area as shown on Figure 21.

### Recommended Bikeway Improvements

The adopted network adequately serves the plan area, however, the following bikeway alternatives are recommended to provide better east-west connections and discourage bicycle traffic along Central Avenue in Segment One. These need to be reviewed and recommended by the Greater Albuquerque Bicycling Advisory Committee and the Transportation Coordinating Committee and then adopted by the Urban Transportation Planning Policy Board.

1. The proposed bike route designation along Central Avenue from Interstate 40 east to Airport Drive should be redesignated as a bike lane when the street is developed as an urban section. If no alternate east-west route can be found, a bike lane would provide some separation of vehicular and bicycle traffic. This is a preferable arrangement on a Principal Arterial. An alternate east-west bike route should be sought as east-west roadways are programmed.
2. The proposed bike route designation along Central Avenue from Airport Drive to Yucca Drive should be deleted from The Bikeways Master Plan. The anticipated traffic volumes and the anticipated widening of Central Avenue to six lanes in this segment creates an unwarranted risk to bicyclists. An alternate route should be proposed.



**FIGURE NO. 21**

Reservation  
**Bikeways Master Plan**  
 Albuquerque Urban Area

TYPE	STATUS		
	Existing	Programmed	Proposed
Trail	—————	.....	.....
Lane	—————	.....	.....
Route	—————	.....	.....

Reviewed and recommended by the Transportation Coordinating Committee and adopted by the Urban Transportation Planning Policy Board of the Middle Rio Grande Council of Governments 21 November, 1986.



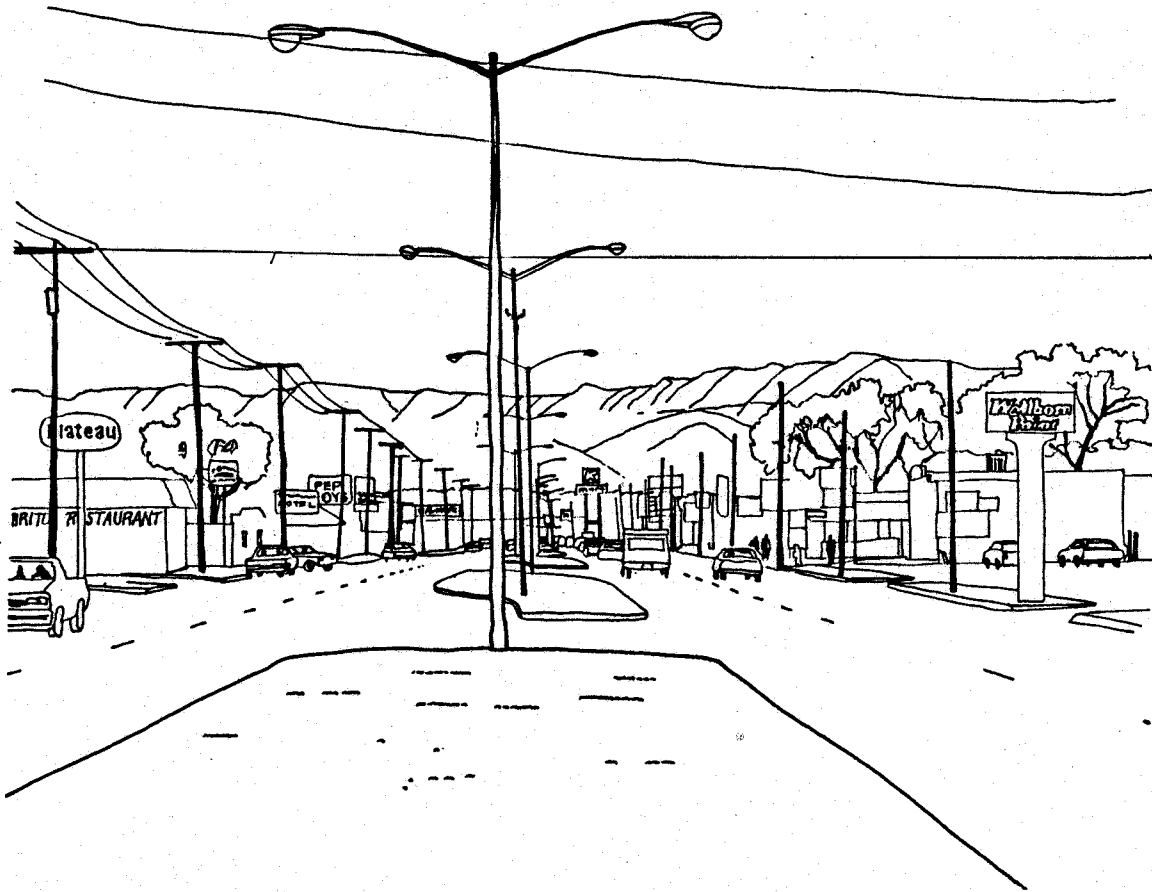
3. The existing Bluewater Road bike route should be extended east to Atrisco Drive if possible. This will provide a connection on the north side of Central Avenue to the Central Avenue Bridge. Although this route is outside the plan area, this recommendation addresses the need for a safe bikeway connection to the Central Avenue bridge which is the only river crossing in the area and provides an alternative that would discourage bicyclists on a heavily traveled segment of Central Avenue.

## CENTRAL AVENUE

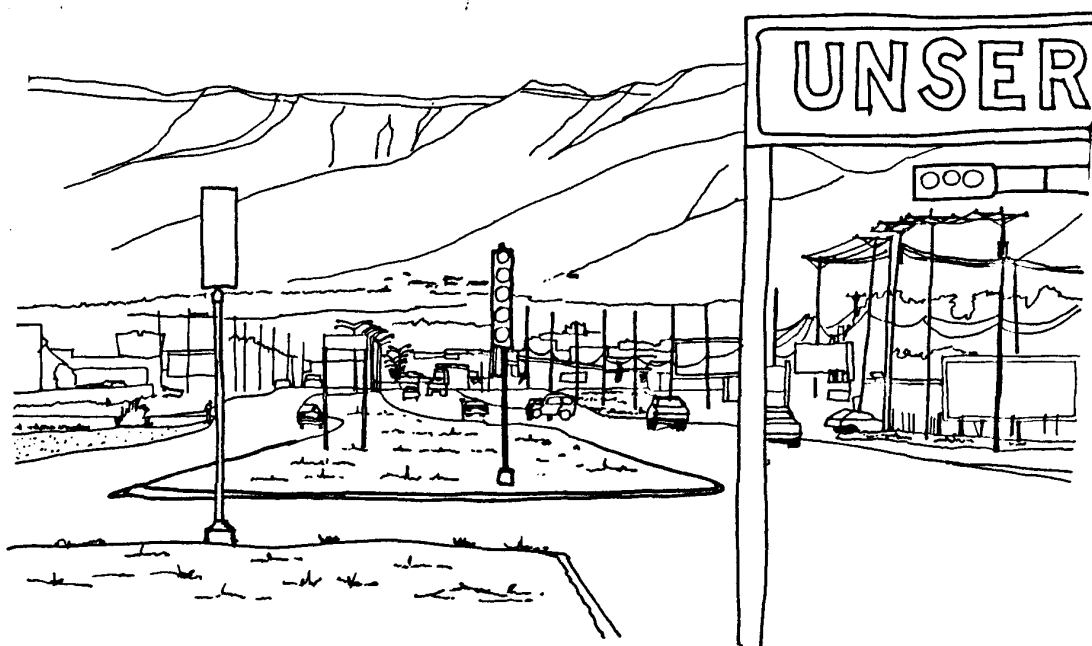
### Existing Conditions

Central Avenue is presently a four-lane divided roadway designated as a Principal Arterial on the Long Range Major Street Plan. Its right-of-way width varies from approximately 90 feet at the eastern end of the plan area to 200 feet west of 98th Street.

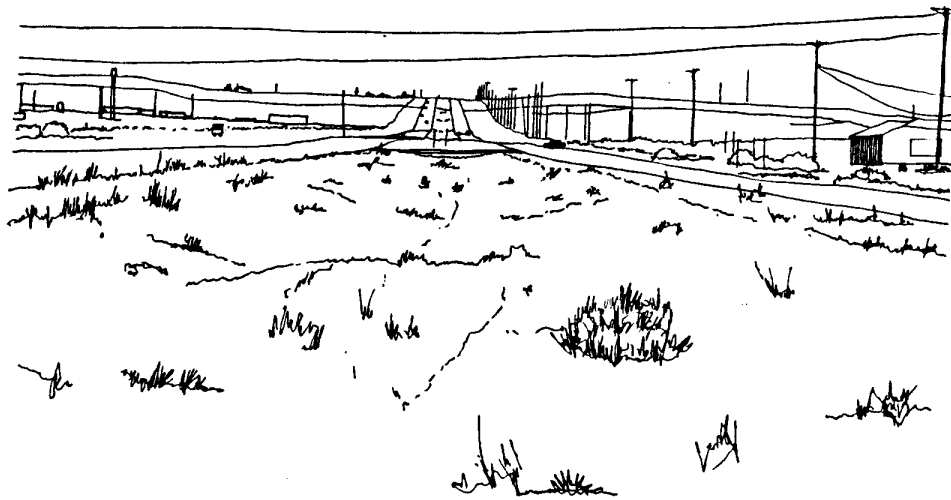
In Segment One of the plan area Central Avenue is an urban section with curb, gutter, and intermittent sidewalks. On-street parking is presently allowed along Central Avenue from just west of the Isleta Drain to North Coors Boulevard.



The Segment Two portion of the roadway is a raised rural section with drainage culverts under the road. There is a fragment of a frontage road existing between Unser Boulevard and approximately 106th Street on the north side of Central Avenue. This frontage road lies below the grade of Central Avenue and inappropriately acts as a drainage ponding area during heavy storms. This frontage road is not constructed as a permanent facility. Changes to the existing frontage road will not occur immediately and will be handled on a case-by-case basis as properties develop or redevelop. On the south side of Central Avenue in Segment Two adjacent properties lie more level with the roadway, and there are no frontage roads. The medians in Segment Two are approximately 36 feet wide and have permanent curb along the edges.



The Segment Three portion of Central Avenue is also a raised rural section. The medians in this segment are swaled to the middle and do not have permanent edges. The frontage road on the north side of Central Avenue is an unimproved dirt track in Segment Three, and west of 114th Street on the south side of Central the land slopes considerably away from the roadway.



### Recommended Improvements

The ultimate design for Central Avenue is recommended to be an urban section with curb, gutter, and sidewalk. It will include a six-lane divided roadway from the river to Unser Boulevard, and a four-lane divided roadway west of Unser to the I-40 interchange with possible expansion to six lanes beyond the normal 20-year planning horizon.

Expansion to six lanes in Segment One will require elimination of on-street parking and the existing medians narrowing to 16 feet. On-street parking in Segment One is not heavily used, and the projected traffic volumes on Central Avenue warrant six traffic lanes, probably within the next five years. There are businesses, however, that have no off-street parking available. These businesses generally exist east of South Coors Boulevard. The expansion to six lanes in Segment One should be phased to allow businesses the opportunity to plan for their parking needs. As a first phase, parking should be allowed except during peak traffic hours. When required, off-street parking should be removed.

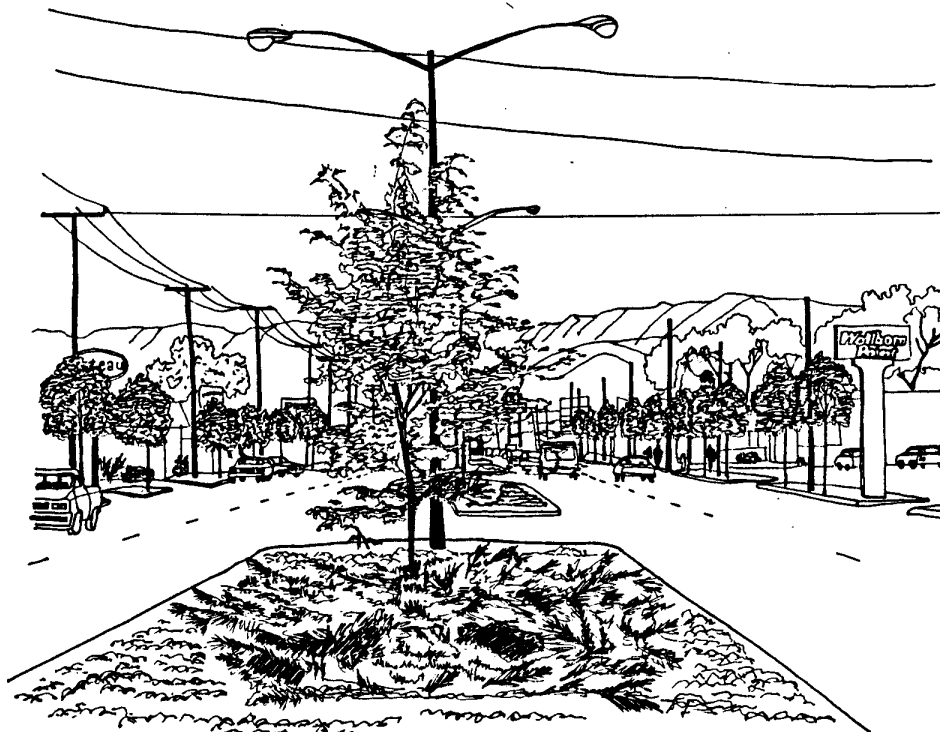
Additional right-of-way is required between Atrisco Drive and the Arenal Canal to provide for six-foot sidewalks.

No changes to the location of existing median cuts are proposed in Segment One. Modifications to better define turn bays will be required and will be done at the time medians are reconstructed to provide for six traffic lanes.

Expansion to six lanes from west of Airport Drive to Unser Boulevard will be accomplished by east-bound lane construction on the inside which will narrow the median; and west-bound lane construction on the outside north of the existing pavement. Additional right-of-way is required between North Coors Boulevard to west of Airport Drive for the expansion to six lanes on Central Avenue. Additional right-of-way was dedicated with approval of the shopping center site development plan at the northwest corner of North Coors Boulevard and Central Avenue. Additional right-of-way dedication is required on the north side of Central west of Airport Drive and on the south side of Central Avenue between the Coors Boulevard North/South Connection to just west of Airport Drive.

Central Avenue's ultimate design in Segment Two will require median cuts at 1/8-mile intervals and driveway consolidation to the maximum extent possible as determined on a case-by-case basis by the Transportation Development Division of the Albuquerque Public Works Department.

In Segment Three, access control and median cuts at 1/8-mile intervals will be coordinated with the required site development plan review.



A major landscaping project will be implemented on West Central Avenue. This will be achieved by two methods. The first is that all medians will be landscaped to visually improve the right-of-way. As a first effort to accomplish this goal, the Urban Enhancement Committee has recommended \$141,000 for a pilot median landscaping project along Central Avenue between Atrisco Drive and the Arenal Canal. The project can include any segment or all of this distance; however, the money was designated for this project with the requirement that matching funds from the property owners shall be provided to ensure street edge upgrading at the same time. These funds were approved by the City Council on August 31, 1987.

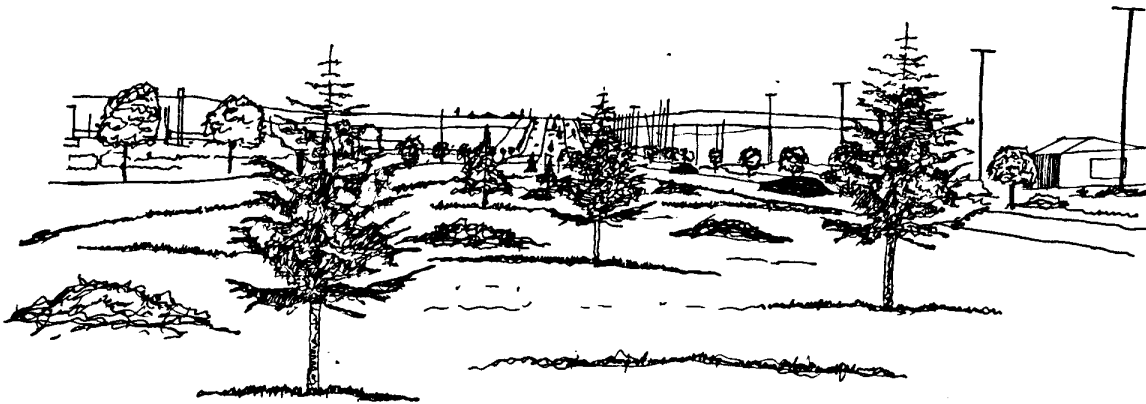
A portion of the Urban Enhancement funding will be used to develop a median landscaping design standard which will be used throughout Segment One.

The second method is the establishment of a Design Overlay Zone for the entire plan area. This zone establishes specific design requirements on newly developed or redeveloped properties.



Median landscaping will be coordinated with street improvement projects where possible. The landscaping treatment, however, will be designed to accommodate necessary narrowing of medians.

Central Avenue's landscaping improvements cannot be effective unless there is a cooperative effort between the City and property owners. Funding sources will continue to be pursued, however, projects will require a matching financial commitment from the property owners.



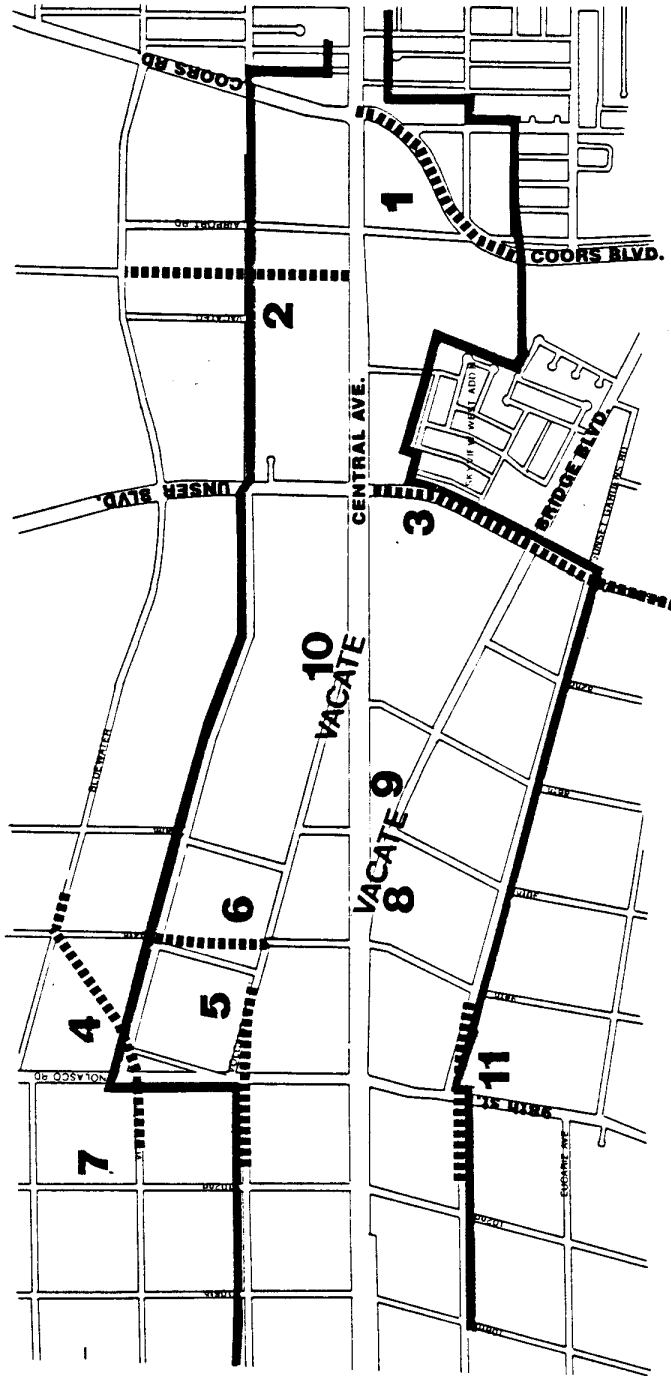
#### TRANSPORTATION IMPROVEMENTS

Overall, the major street system in Segments One and Two is established and is either constructed or designed.

In Segment One, no changes are proposed for the street system, however, a traffic signal was recently installed at 47th Street and Central Avenue.

In Segment Two, the following changes, as shown on Figure 22, are presently programmed or proposed:

1. Construction of the Coors Boulevard North/South Connection as a limited access Principal Arterial with 156 feet of ROW.
2. The Airport/Laurelwood Study may propose a realignment of Airport Road north of Central Avenue.



Numbers Keyed to Pages 51 and 53

**LEGEND**

———— Plan Boundaries

- - - - - Road Realignments

Segment 2  
**figure 22 Transportation Plan**

West Route 66 Sector Development Plan  
 City of Albuquerque/Planning Department/Planning Division

3. Construction of Unser Boulevard as a six-lane limited-access Principal Arterial south of Central Avenue.
4. Realignment of Bluewater Road south to align with Avalon Road. Avalon Road's intersection with 98th Street on the east side will be realigned to match the alignment west of 98th Street.
5. Volcano Road, east of 98th Street, will be realigned to the south to match the alignment west of 98th Street.
6. Realignment of 94th Street between Volcano Road and Avalon Road.
7. Reconstruction of 98th Street, between Central Avenue and I-40, to a four-lane divided roadway.

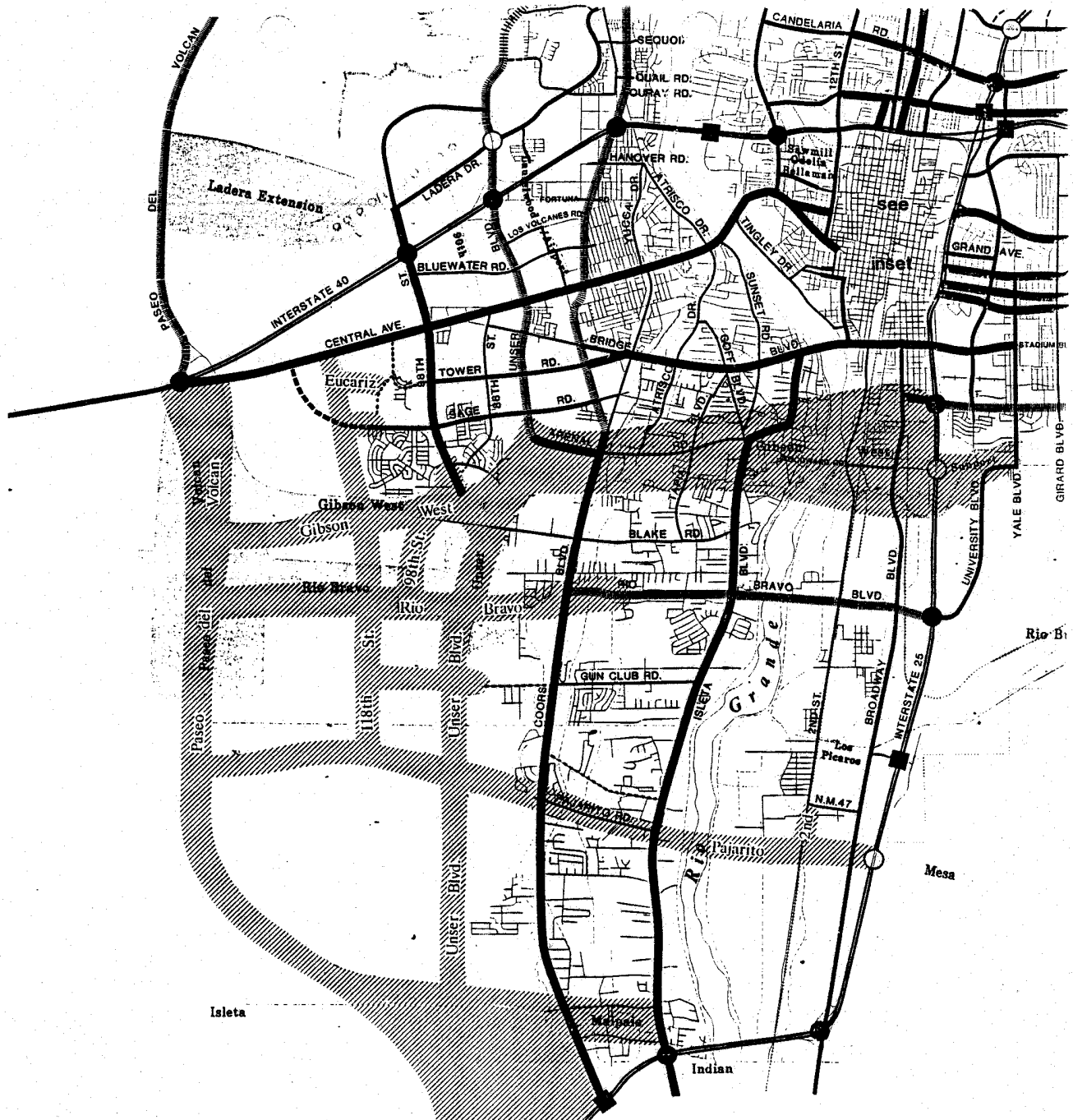
The following additional modifications to the street pattern (also included on Figure 22) are recommended. These should be accomplished by City action in cooperation with property owners either before or at the time of development.

8. Vacation of Bridge Boulevard between Central Avenue and 90th Street.
9. A T-intersection at Bridge and 90th Street with 90th Street extended north on its former alignment to intersect with Central Avenue. The location of 90th Street north of Central Avenue is under study.
10. Vacation of Volcano Road's intersection with Central Avenue, on the north side of Central Avenue, and provide a cul-de-sac.
11. Realignment of Sunset Gardens Road east of 98th Street to match the alignment to the west.

In Segment Three no overall street network is established either in the Long Range Major Street Plan or in this plan. The alignment for Paseo Del Volcan is established north of Central.

The Southwest Area Plan established a street network south of Central Avenue which was adopted by the UTPPB (Resolution 87-3). This street network established a study corridor for Paseo Del Volcan and 118th Street south of Central Avenue. (See Figure 23).





**EXPLANATION**

<b>EXISTING</b>	<b>PROPOSED</b>		<b>EXISTING</b>	<b>PROPOSED</b>	
		<b>Interstate</b> (includes frontage roads)			<b>Grade separation</b>
		<b>Limited access</b> (see addendum for additional information)			<b>Interchange</b>
		<b>Principal arterial</b>			<b>Location study corridor</b> (where proposed alignments have not been established but are under consideration)
		<b>Minor arterial</b>			<b>Subarea</b> (where street network evaluation is in progress)
		<b>Collector</b>			<b>Future Potential corridor</b>
<i>Dashed lines indicate proposed alignments</i>					

**ADOPTED MODIFICATIONS TO THE LRMSF (Southwest Street Network)**

December, 1986  
Rev. January, 1987

**FIGURE NO. 23**

SECTION III  
LAND USE AND ZONING

## LAND USE AND ZONING

Much of the Central Avenue zoning within the West Route 66 Sector Development Plan is original zoning dating from the adoption of the Comprehensive City Zoning Code in 1959. Subsequent zoning actions in the 1960's finalized the pattern of strip commercial and industrial zoning along Central Avenue as it still exists today.

More recent zone changes have occurred in the plan area, on a case by case basis. Rather than helping create cohesiveness in the area, they have established the potential for a mix of land uses that is unreasonable to meet the goal of making Central Avenue attractive for development.

At the time zoning was established on West Central Avenue, the west mesa was a vast area of vacant property. Albuquerque was expanding to the east with large residential and commercial developments. The west mesa, on the other hand, was developing only with satellite residential areas scattered along North Coors Boulevard. A firm development pattern had not been identified at the City's western edge.

West side access was originally limited to the Central Avenue bridge. When Interstate 40 was built in 1969, the west side was able to compete with the northeast heights for easy accessibility.

Interstate access at Coors Boulevard prompted commercial activity near this intersection and provided an incentive for the northerly expansion of residential uses. Central Avenue was no longer the main entrance to the city from the west, and land uses along the developed portion of the street began to adapt to this change. The Interstate and the interchange at Coors Boulevard so deemphasized Central Avenue west of Coors Boulevard that it has taken many years to respark development interest in this area. In those intervening years it has, in some respects, been considered a "dumping ground" for uses not attractive enough for more developed areas of the City.

These existing land uses and the zoning which allows them, are now inhibiting the establishment of the type and variety of land uses which are the basis of a permanent community area.

Since the 1970's and into the 1980's, the perception of Albuquerque has changed. Westgate Heights, long an isolated community is an area where great development interest has been initiated. Skyview West Subdivision located just south of Central Avenue and east of Unser Boulevard, and Sunrise Terrace Subdivision located south of Central Avenue at 106th Street have expanded the circle of single-family residential areas south of Central Avenue to bring the area more permanent residents.

The mobile home parks built or being built both north and south of Central Avenue will further expand the permanent population base. A community has slowly evolved over the last 15 years on West Central Avenue which requires reassessment of the zoning patterns established almost 30 years ago.

Although more than half of Segment One's properties were originally zoned C-3, which allows commercial and light manufacturing uses, these properties have been developed with C-2 uses. The size of these commercial lots, their adjacency to residential lots, and the construction of Interstate 40 have prompted the establishment of these uses.

A pattern for development in Segment Two is not well-established since at least half of the land in this segment remains vacant. Those uses developed under the existing M-1 zoning have been interim in nature, for example the wrecking yards; and over the last few years requests for zone changes from M-1 to less intense commercial and office zoning have been approved and new developments are planned or constructed on these properties. These factors, along with the new residential developments in close proximity to Central Avenue, are an indication of a new direction for Segment Two land uses.

Segment Three's most developed area is at the Central Avenue/I-40 interchange where commercial and light industrial uses exist primarily on the south side of Central Avenue. There are other scattered developed parcels toward the eastern end of this Segment which are generally used for outside storage of heavy equipment and other vehicles. The remaining land is vacant.

The land use and zoning patterns surrounding the West Route 66 Sector Development Plan plan area, particularly adjacent to Segment Two, reflect a different era of land use decisions where compatible land uses were better achieved through plan adoption, such as the West Mesa Sector Development Plan, the Coors Corridor Plan, and the Atrisco Business Park Master Plan.

There is the same intent to provide for a compatible and varied land use mix on West Central Avenue. Creating an attractive, developable area requires changes along West Central Avenue. These changes include the way in which property is developed as well as the allowable uses. Since Central Avenue is a principal arterial, the proposed land uses are those appropriate along a major route through the City.

Figures 24 - 26 show the West Central Avenue zoning. This plan's Land Use and Zoning Section is adopted as a constituent part of the Comprehensive City Zoning Code and the Bernalillo County Comprehensive Zoning Ordinance, and has the force of law for all properties within the plan boundaries at the time of adoption of the West Route 66 Sector Development Plan.

Non-conforming uses which exist at the time of this plan's adoption shall be allowed to remain as regulated by the Comprehensive City Zoning Code or as regulated in this plan.

The West Route 66 Sector Development Plan's recommended zoning was primarily guided by the five elements listed below. In addition, specific justifications for the recommended zone categories are included on the following pages.

1. Existing Zoning. The existing zoning has established a pattern and expectation for land uses over time. On West Central Avenue, however, most of the zoning was established 20 to 25 years ago. This zoning needs to be reevaluated in light of the changing conditions that have occurred over this same time period.
2. Existing Development. The existing development of property on West Central Avenue has been an important factor in establishing this plan's zoning. Interim uses, the amount of vacant property, and properties developed at a lesser intensity than the established zoning allows indicate that the existing zoning does not represent the optimum land use pattern.
3. Relationship to Adjacent Land. Property adjacent to West Central Avenue from the river to Unser Boulevard is either developed or is within an adopted plan boundary which established land use policies and zoning. West of Unser Boulevard much of the adjacent land is zoned for very low-density residential uses. In the former case, the zoning in the West Route 66 Sector Development Plan must be compatible and enhance, rather than be detrimental to the adjacent land uses. In the latter case, this plan's zone changes cannot preclude residential uses on adjacent properties although higher densities can be anticipated.
4. Zone Change Actions in Recent Years. The more recent zone change actions have been based on updated information concerning any specific parcel and the area surrounding it. The date of a zone change action in relation to other changes in the area has been carefully considered in this plan's zone change recommendations.
5. Location. Property location and access to it are important factors in any land use decision. Zoning must reflect the land's ability to be fully developed under a specific use category.

#### DESIGN OVERLAY ZONE

A strong, positive, visual impression along Central Avenue is a major plan objective and will effect the development quality not only on those properties within the plan boundaries, but also on adjacent properties.

A cohesive street landscape design and quality site design cannot be adequately achieved through the existing City and County regulations governing development. In order to achieve a positive streetscape and quality site design, a Design Overlay Zone, as regulated in Section V, is adopted as a part of this plan.

Since both the north and south mesas are the community's major new growth areas, it is important to make the oldest major access route to these new community areas an example of our best community pride efforts. West Central Avenue must be such an example both for its present importance as an access route to the west side and because of its history as "Route 66".

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The Design Overlay Zone defines the design standards which govern site-specific development. The Design Overlay Zone applies to all parcels within the plan boundaries. This zone will affect new development and redevelopment on all parcels. Full Design Overlay Zone implementation will take time. The adopted standards of the Design Overlay Zone will be implemented when new construction or remodeling occurs. These standards are not retroactive.

#### SU-2 ZONES

The SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a sector development plan which specifies new development and redevelopment appropriate to a given neighborhood, when other zone categories are inadequate to address special needs. It is also used to anticipate future redevelopment of properties, while allowing non-conforming uses to remain in operation for a reasonable time.

Three SU-2 zone categories are included in the plan area. They are used only in Segment Two on properties where established zone categories did not address the special need for transition from the existing zoning to a more limited use category or did not provide for mixed land use opportunities.

The SU-2 zone regulations in Section IV are adopted as a part of this plan and apply to those properties designated on Figures 25 and 26.

#### COUNTY PARCELS

Segment Three is presently within the jurisdiction of Bernalillo County. Annexation of these properties has been initiated, therefore, the recommended zoning shown on Figure 26 indicates the City zoning that will be established on these properties at the time of annexation. (The adoption of F/S O-157 by the City Council on October 19, 1987 places all land in the West Route 66 Sector Development Plan within the City limits.)

ZONE CATEGORIES - SEGMENT ONE

See Figure 24 for zoning locations.

A. RESIDENTIAL:

1.a Policy

SU-1 for a Planned Residential Development (PRD) at 20 dwelling units per acre for Lots 110 and 111 Unit 6, Town of Atrisco Grant; Lots A, B, C, D1, D2, D3, 1, 2, and 3, Block T-1, Carlos Rey Subdivision.

1.b Justification

This property is bounded on the west by the Coors Boulevard North/South Connection, on the north by O-1 zoning, and on the east and south by single-family residential development. This property has some access limitations onto Coors, however, it is within one block of Gonzales Road where a median opening to Coors Boulevard will exist. One corner of this block is already zoned and developed with R-2 uses. There are no non-residential uses south of Churchill Road which is the northern boundary of this property. The higher density residential zoning addresses this property's adjacency to Coors Boulevard, and at the same time maintains the residential character of the surrounding area.

2.a Policy

R-2 for Lots A, B, C, D1, D2, D3, 1, 2, and 3, Block T-1 Carlos Key Subdivision.

2.b Justification

This property is presently zoned R-2 and is partially developed under that zone category. Because the remaining vacant area is under one acre, the existing R-2 zone category is appropriate to maintain.

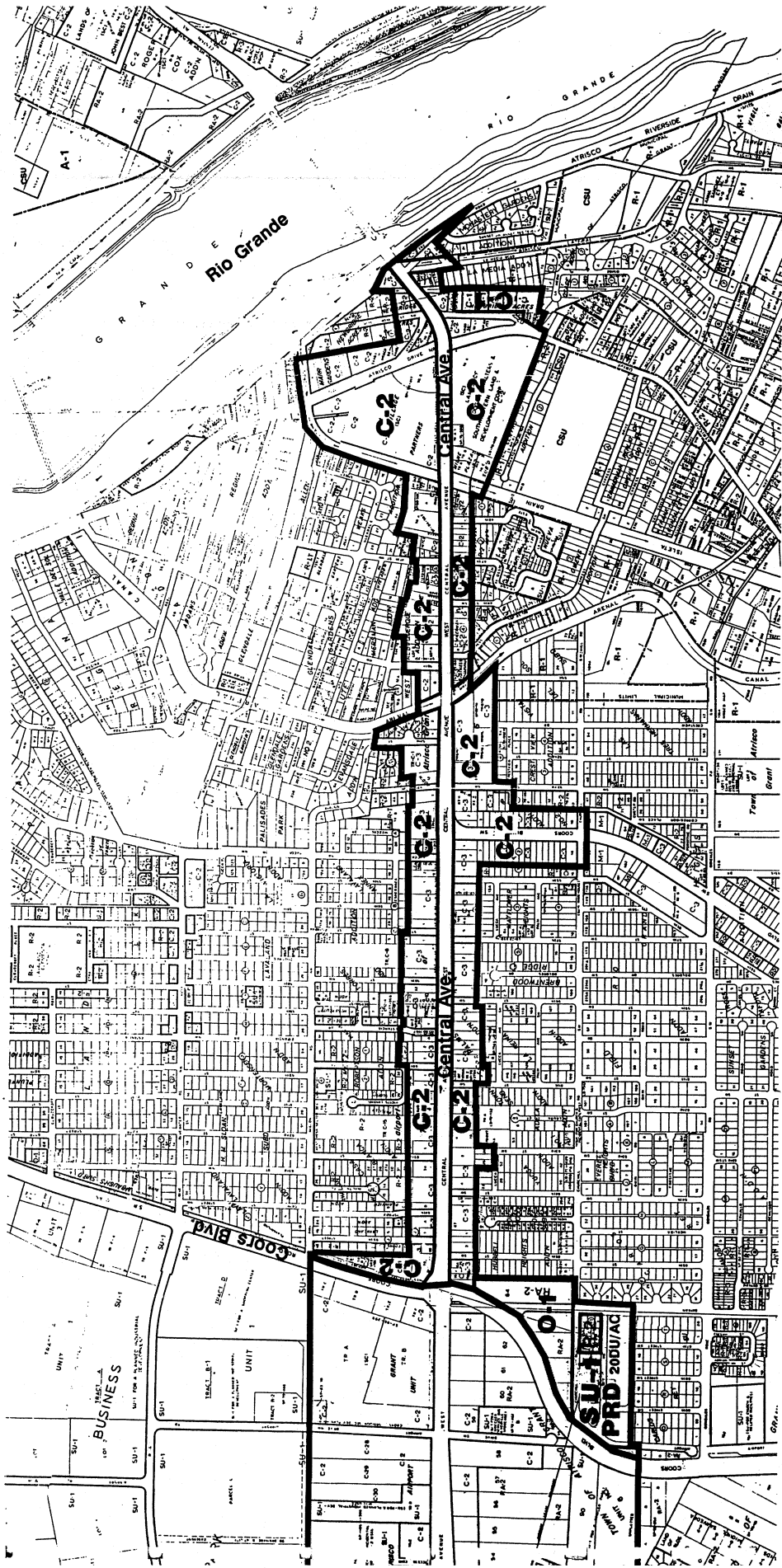
B. OFFICE:

1.a Policy

O-1 zoning for the portions of Lots 60-64, Unit 6, Town of Atrisco Grant which lie south and east of the Coors Boulevard North/South Connection.

1.b Justification

The lots adjacent to the Coors North/South Connection between Central Avenue and Churchill Road are remnants of five-acre lots bisected by the new Coors alignment south of Central. The Coors Connection will be a limited access arterial with the first full median opening south of Central Avenue occurring at Gonzales Road. The lots on the southeast side of the Coors Boulevard North/South Connection will have right-in,



**Segment 1**  
**Approved Zoning**

Figure 24

West Route 66 Sector Development Plan  
 City of Albuquerque / Planning Department / Planning Division



right-out access only to Coors via Bataan Road. Access to these properties from the north will require traffic to circulate through residential areas. O-1 zoning generally generates fewer trips than commercial or high-density residential zoning. It is considered a good neighbor to residential uses because the O-1 uses do not generally generate night or weekend traffic. In addition, there is extensive commercial zoning in the vicinity of these lots. Office uses will provide a buffer area, particularly to the single-family residential properties to the east.

C. COMMERCIAL:

1.a Policy

C-1 zoning for Lots 3-8, Block 2, Newbridge Acres Addition and Tracts 4A1, 4A2, 4B1A, 4B1B, 4B2, MRGCD Map 39.

1.b Justification

These lots are bounded by Atrisco Drive, S.W. and properties zoned C-2 on the west, the Atrisco Ditch on the east, properties zoned C-2 on the north, and properties zoned R-1 to the south. The residential lots to the south have their rear lot lines adjacent only to Lot 8 of the lots in question and Lot 8 is presently zoned C-1. The lots recommended for C-1 zoning are split between the County and City and the C-1 recommendation applies to both jurisdictions. They are presently zoned a combination of R-1 and C-1. At the time of annexation of any parcel, City C-1 zoning would be established on these lots.

These properties are generally in a deteriorating condition as presently developed and would serve as a useful neighborhood commercial area. the impact of C-1 zoning would be minimal to the adjacent residential areas because only one lot boundary is contiguous to a residential use.

2.a Recommendation

C-2 zoning for all remaining properties within Segment One. This designates a change of zone to C-2 for all C-3-zoned properties within the plan boundary between the Arenal Canal and North Coors/North-South Coors Connection, on both the north and south sides of Central Avenue.

2.b Justification

The zoning map for Segment One shows a continuous strip of C-2 zoning from the river to North Coors Boulevard. As stated in Section I of this plan, Central Avenue in Segment One is the primary community commercial area for a large surrounding neighborhood. The C-2 zoning category best represents commercial uses required on a community-wide basis, and the C-2 zoning represents the service sector economic activity that has been developed. The goal of creating a business area along Central Avenue to serve adjacent neighborhoods is presented in this plan, but was also a goal of

the West Mesa Sector Development Plan adopted in 1978. The C-2 zoning will be more advantageous to the surrounding community in that it will stabilize the types of uses allowed. In the context of the socio-economic characteristics of the surrounding neighborhoods, service sector employment opportunities are much needed. C-2 uses are generally compatible with residential uses in a strip commercial context with required buffering. The fact that C-2 uses exist on all developed properties creates a changed condition that should be supported by an applicable zone designation.

## ZONING CATEGORIES - SEGMENT TWO

See Figure 25 for zoning locations.

### A. RESIDENTIAL:

#### 1.a Policy

RT zoning for Lots B and C, the southern approximately 230 feet of Tract 51, and the southern approximately 400 feet of Tract 53, Unit 6, Town of Atrisco Grant; and Lots 3, 4, 5, 6-A-1, 6-B-1, and 7, Los Blancos Addition.

#### 1.b Justification

These lots are presently zoned RA-2 and are partially developed with single-family residences. The property to the north and west is zoned C-2. The property to the south is developed with single-family residences zoned R-1. 75th Street bisects these parcels with mixed-use zoning east of that.

RT zoning allows the existing single-family residences to remain but provides a future opportunity for higher-density development which would serve as a gradation of intensity from the commercial uses to the north to the single-family residences to the south. Access to these properties is limited to an access easement and a local street which precludes densities higher than RT zoning would allow.

#### 2.a Policy

SU-1 for a Planned Residential Development (PRD) at 20 dwelling units per acre for those areas designated as such on Figure 25.

#### 2.b Justification

The areas included in this zoning category to be SU-1 for a Planned Residential Development (PRD) at 20 dwelling units per acre are properties presently zoned County A-1, City RA-2, and the lots south of Bridge Boulevard between 82nd and 90th Streets presently zoned City C-2. These areas are generally adjacent to existing C-2 zoning or to a major street.

The SU-1 designation is needed to ensure a site design that will address all the surrounding zoning and land uses, ingress and egress to the property, and good internal circulation; and to encourage larger developments than might otherwise be developed under the present platting.

The Southwest Area Plan draft recommends high density residential zoning in these locations.

The properties presently zoned County A-1 at the intersection of 98th Street and Avalon Road will retain that zoning unless annexed. If annexed, they will be zoned SU-1 for a Planned Residential Development (PRD) at 20 dwelling units per acre. These lots are included in the Northwest Mesa annexation presently before City Council.



### 3.a Policy

SU-1 for a Mobile Home Park for the property on the southeast corner of 98th Street and Central Avenue already zoned and developed for that use; for property zoned for that use located north of Volcano Road generally between 86th Street and 98th Street; and for Tract 90, Unit 6, Town of Atrisco Grant and an adjacent unplatted five-acre tract located on the westside of the Coors Boulevard North/South Connection between Central Avenue and Gonzales Road.

### 3.b Justification

The property on the southeast corner of 98th and Central and the property north of Volcano Road have recently been zoned for mobile home parks and have or will require site development plan approval. Each area's acreage is large enough that the developments will not be isolated small parcels engulfed by other land uses.

The property west of Coors has been zoned for this use since 1973. Higher density development is appropriate for this location adjacent to Coors Boulevard and will provide a buffer to the single-family residential property to the west.

The SU-1 designation is necessary on all these properties to ensure a site design that will address all the surrounding zoning and land uses, ingress and egress to the property, good internal circulation, and good site layout.

## B. OFFICE

### 1.a Policy

O-1 zoning for Tracts 11 and 12, V.E. Barrett Subdivision and Tract 1, 2, and 3, Block 14, Original Townsite of Westland located on the southwest corner of Unser Boulevard and Bridge Boulevard.

### 1.b Justification

These parcels are presently zoned SU-1 for a Church and Related Facilities, the northeast corner of the parcel is zoned RA-2, and a narrow strip along the south of the parcel is zoned R-1. This property is bounded on all four sides by streets, however, across those streets to the west and south is residential zoning, to the north a mixed use development which includes residential uses and to the east is O-1 zoning. Churches are an allowed use under O-1 zoning, however, more expanded uses can be developed under the O-1 category. This property has good access for office uses. O-1 zoning provides a good buffer to the residential uses to the north, west, and south because of the parcel's isolation on four sides by streets and the usual weekday, rather than night and weekend, traffic pattern.

C. COMMERCIAL

1.a Policy

- (1) C-2 zoning for those properties presently zoned C-2 and located between North Coors Boulevard and 98th Street except for Lots 1-20, Block 13, Original Townsite of Westland (see Policy A2a).
- (2) C-2 zoning for those portions of Lots 59-63, Unit 6, Town of Atrisco Grant which lie to the northwest of the Coors North/South Connection, presently zoned C-2, SU-1 for Wrecker Service, Bus and Vehicle Storage, and RA-2.
- (3) C-2 zoning for Tract D, Airport Unit, Town of Atrisco Grant, presently zoned SU-1 for Industrial Uses.
- (4) C-2 zoning for Lots 1-4 and Lots 15-19, Block 8, Original Townsite of Westland presently zoned M-1.
- (5) C-2 zoning for Lot 22-C, Block 8, Original Townsite of Westland, presently zoned SU-1 for an Amusement Park.

1.b Justification

Those properties presently zoned C-2 are generally adjacent to Central Avenue and were zoned for commercial uses in the 1960's. The width, depth, configuration and access pattern to many of these lots is not suited to other types of development. The larger lots fall under the "Shopping Center Regulation" of the Comprehensive Zoning Code and require site development plan approval.

The industrial-zoned lots that are to be changed to C-2 zoning are bounded on the north, east and west by commercial uses. The existing M-1 zoning is incompatible in the context of its surrounding allowed uses.

The C-2 zoning, as designated for Segment Two, provides adequate acreage for community commercial development to serve a large surrounding community. Approximately 215 acres of C-2 zoning is designated. Central Avenue in Segment Two is well-served by major streets, therefore, the commercial uses as shown will have good access.

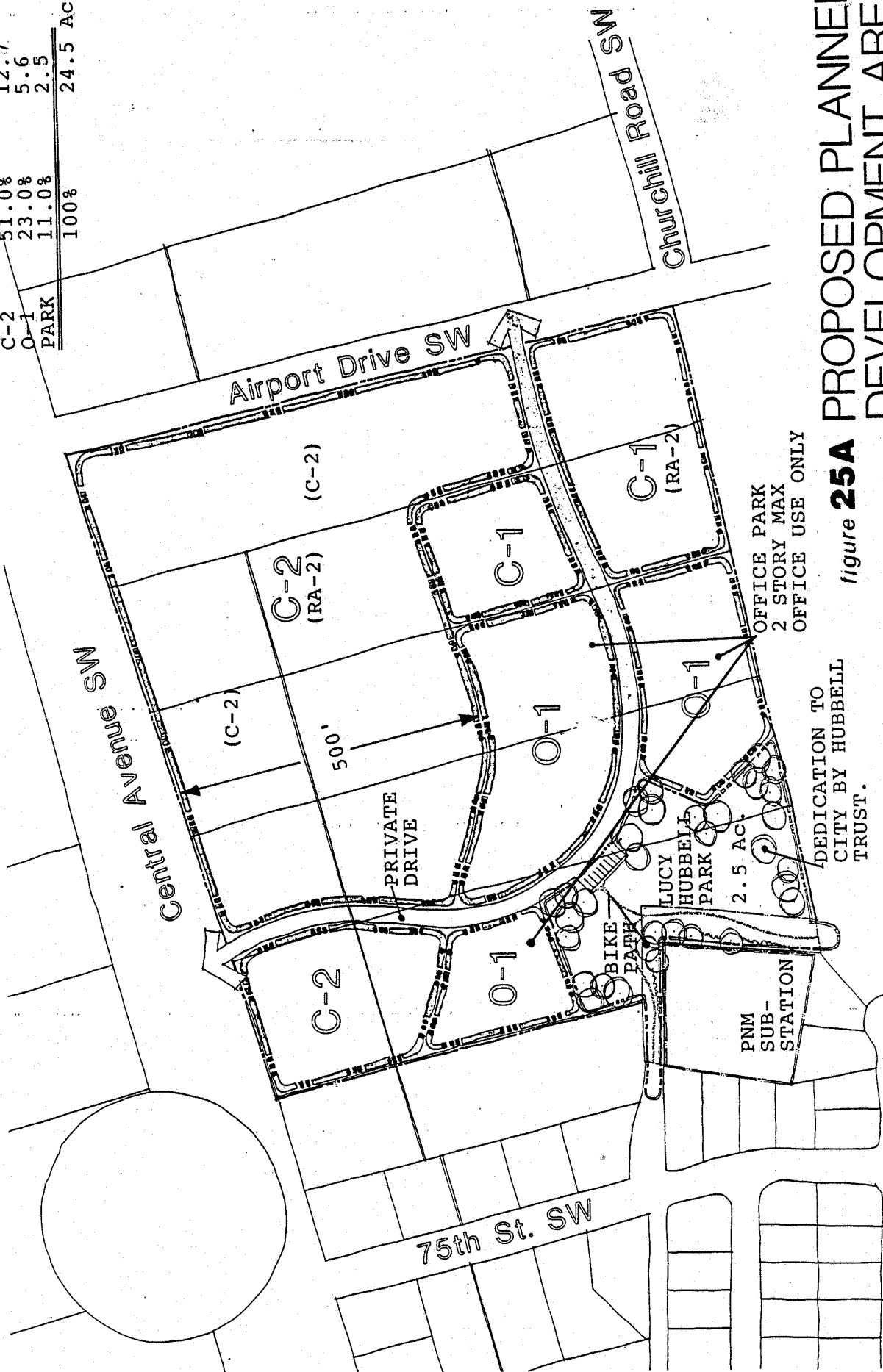
D. PLANNED DEVELOPMENT AREAS

1.a Policy

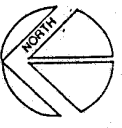
SU-1 for a Planned Development Area for Tracts 54-58, Unit 6, Town of Atrisco Grant for uses permissive and as regulated in the O-1, C-1, and C-2 zones. The zone boundaries for each zone category are shown on Figure 25A. Further the park as shown on Figure 25A must be developed and maintained by the Hubbell Trust.

# Site Data

	% OF SITE	ACRES
C-1	15.0%	3.7
C-2	51.0%	12.7
O-1	23.0%	5.6
PARK	11.0%	2.5
	100%	24.5 Ac



**figure 25A PROPOSED PLANNED DEVELOPMENT AREA**



### 1.b Justification

These properties are located on the southwest corner of Central Avenue and Airport Drive, S.W. The owners of the land have combined to present a mixed use concept for these five tracts. The proposal achieves a good mix of Commercial and office uses and buffers the adjacent Skyview West Subdivision with a park. The adjacent residents are in agreement with this zoning as is staff. This is a good effort at eliminating the awkward linear arrangement of tracts prevalent along Central Avenue.

### 2.a Policy

C-1, C-2 and SU-1 for uses permissive in the C-2 or O-1 zones and Planned Residential Development (PRD) at 20 dwelling units per acre as shown on Figure 25.

1. The Commercial area of the SU-1 zoned property is limited to 10 acres.
2. A minimum of seven acres of the SU-1 zoned property will be developed as a Planned Residential Development (PRD) at 20 du's per acre maximum.
3. There will be a 100 foot building setback along Unser Boulevard.
4. There will be a 20-foot landscaped buffer along Unser Boulevard.

### 2.b Justification

These properties were zoned in 1967 as part of a larger master plan which also included the property to the south and the Skyview West Subdivision to the east. This subdivision was originally zoned in 1967 for R-3 uses but has subsequently been rezoned and fully developed with single-family homes. All the other land in this master plan area remains vacant including the 60-acre parcel at the southwest corner of Central and Unser.

This general area of the City has changed since the present zoning was established. The most prominent differences are the Skyview West Subdivision, the Atrisco Business Park Master Plan which approved the location of an 80-acre Regional Shopping Center, the approval of a 35-acre shopping center on the northwest corner of Central and Coors, the recommendation in the Southwest Area Plan draft to retain the Urban Center southeast of Westgate Heights, the fact that Unser Boulevard is no longer at the outskirts of the City, and the opening of Interstate 40. Due to these changed conditions, the existing zoning has become obsolete over the years since 1967.



This property is owned by three separate entities. Several land use concepts have been discussed with the separate owners. The most workable solution is the zoning shown on Figure 25. This recommendation most closely approximates the existing zoning but brings it under current zoning categories.

### 3.a Policy

SU-2 for a Planned Development Area I as regulated in Section IV of the West Route 66 Sector Development Plan, allowing uses permissive in the C-2, O-1, and R-2 zones, but requiring at least thirty (30) percent of land developed to include office and/or residential uses for Tracts 2-5, Block 1 and Tracts 1 and 2, Block 2, Unit 2, Town of Atrisco Grant, located on the south side of Central Avenue between 98th Street and 106th Street.

### 3.b Justification

These lots are presently zoned a combination of C-2, SU-1 for a Mobile Home Park, SU-1 for Planned Residential Development (PRD) at 20 dwelling units per acre, and RA-2. The existing zoning, intermixed as it is, will not provide a reasonable pattern for development or compatibility of uses at this major intersection.

The recommended mixture of uses will provide overall land use compatibility on these parcels and will provide a sense of interface with potential development to the south. Development stability cannot be achieved with the present zoning pattern. There is a single-family residential subdivision south of this area in the vicinity of 106th Street, therefore, a residential community does exist and can be anticipated to expand in the future.

### 4.a Policy

SU-2 for Planned Commercial Development as regulated by Section IV of the West Route 66 Sector Development Plan allowing those commercial uses specifically designated for this zone for properties located on the north side of Central Avenue between 98th Street and the City limits.

### 4.b Justification

This area is a mixture of existing M-1, C-2, C-3, SU-1 for a Mobile Home Park, and RA-2 zoning. The zoning lines rarely correspond to lot lines, therefore, the existing zone pattern cannot create a cohesive development strategy.

The M-1, C-3, and RA-2 parcels are vacant at this time. The SU-2 zoning will provide overall continuity of land uses for these properties which cannot exist under the present zoning. The uses allowed in this zone will serve the community, provide compatibility and stability to the area, and provide flexibility of development to the property owners.

E. INDUSTRIAL:

1.a Policy

SU-2 IP as regulated by Section IV of the West Route 66 Sector Development Plan for those properties designated SU-2 IP on Figure 25.

1.b Justification

The areas recommended to be zoned SU-2 IP are all presently zoned M-1 with the exception of Tract 2, Ulivarri Addition presently zoned SU-1 for a Mobile Home Park, located on the north side of Central Avenue between Airport Drive and Unser Boulevard; Tract 23, Original Townsite of Westland, presently zoned RA-2 and located on the northwest corner of 90th Street and Sunset Garden Road; and Tract 22A, Block 8, Original Townsite of Westland (SP-76-316) located at the southeast corner of Volcano Road and 94th Street zoned SU-1 for a campground.

The existing development established under the M-1 zoning is primarily wrecker yards with outside storage of vehicles. These uses are both unattractive and are interim in nature. An early goal for the West Route 66 Sector Development Plan was to visually improve Central Avenue, and one of the clearest means to attain this goal, was to provide an alternative to the manner in which the M-1 land has been developed.

The uses allowed in the SU-2 IP zone are generally industrial in nature while allowing a mixture of office and limited commercial uses. At the same time, many of the most offensive and unsightly M-1 uses are made conditional or eliminated in the SU-2 IP zone.

The SU-2 IP is recommended to encourage more permanent uses which can be more compatibly developed with adjacent residential and commercial uses. In all cases, the proposed SU-2 IP zoning is adjacent to residential uses at least on one boundary. The adjacency of these uses would not normally occur in newer areas of the City. Taking the existing conditions into consideration, however, requires a tempering of allowable industrial uses that will not be injurious to the health, safety, and welfare of residents in the area.

2.a Policy

SU-2 for M-1 permissive and conditional uses, excluding automobile dismantling, salvage yards, adult book store or adult photo studio as either permissive or conditional uses, for Tracts 3, 4, 5 Row One, Unit B, West of Westland.

2.b Justification

Tract 5 contains a currently existing M-1 use. Tracts 3 and 4 are adjacent to the currently existing M-1 use and will create a broader band of M-1 in the area. The continuance of the M-1 zoning will promote a balanced community and promote growth within.

## ZONING CATEGORIES - SEGMENT THREE

See Figure 26 for zoning locations.

### A. RESIDENTIAL

#### 1.a Policy

RO-1 for those properties generally north of and adjacent to the Central Avenue/I-40 interchange as shown on Figure 26.

#### 1.b Justification

The properties north of and adjacent to the Central Avenue/I-40 interchange are undeveloped, zoned County A-1, and designated as 'grazing' land by the Comprehensive Plan. The few existing commercial developments located on the south side of the interchange have been there for many years; however, the majority of this already commercially zoned land is vacant. There are no plan policies or changed conditions that would justify 115 acres of urban zoning north of the interchange. There is no development immediately north, east, or west of this land.

#### 2.a Policy

SU-1 for Planned Residential Development (PRD) at 20 dwelling units per acre for the properties designated as such on Figure 26.

#### 2.b Justification

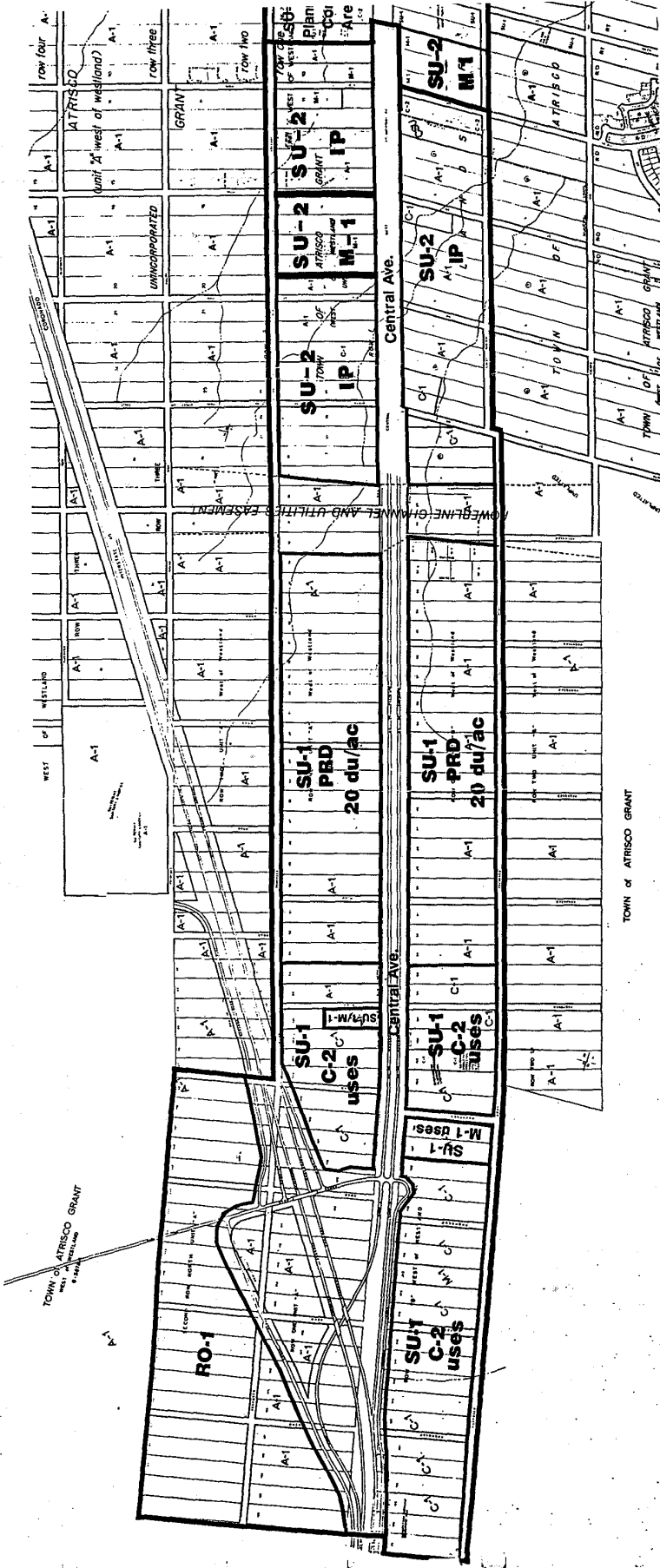
This area of Central Avenue has views of the entire City and has more irregular topography than the plan areas east or west of this land. Residential uses in this area would better enable the views and topography to be preserved.

The Natural Resource Evaluation prepared by the U.S. Soil Conservation Service for the Southwest Area Plan recommended very low densities on the properties south of Central Avenue designated for A-1 zoning. The conditions that this recommendation was based upon also exist on the north side of Central Avenue. The unstable soils combined with their limited capacity for on-site sewer systems indicates that a recommended increase in density would be appropriate only when City water and sewer service become available.

### B. COMMERCIAL

#### 1.a Policy

SU-1 for uses permissive in the C-2 zone for those properties generally south of and adjacent to the Central Avenue/I-40 Interchange as shown on Figure 26.



Segment 3  
**Figure 26 Approved Zoning**  
 West Route 66 Sector Development Plan  
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1.b Justification

The property surrounding the interchange is an appropriate area for travel-related development because of the convenient access from I-40. The permissive uses in the C-2 zone category allow a wide range of uses that satisfy the concept of travel-related development such as restaurants, motels, vehicle sales, and gas stations.

C. INDUSTRIAL

1.a Policy

SU-1 for uses permissive in the M-1 zone for the southern half of Tract 101, Row One, Unit "A", West of Westland and Tracts 106 and 107, Row One, Unit "B", West of Westland.

1.b Justification

These parcels are currently developed with M-1 uses at the Central Avenue/I-40 Interchange. The intent of the plan was not to create non-conforming uses that would inhibit the operation of an existing business, therefore, these parcels should remain SU-1 for M-1 uses rather than be changed to the SU-1 for C-2 uses as recommended for the surrounding land.

2.a Policy

SU-2 IP as regulated by Section IV of the West Route 66 Sector Development Plan for those properties both north and south of Central Avenue between the municipal limits line and the Powerline Channel.

2.b Justification

The properties north of Central Avenue are a mixture of County M-1, C-1, and A-1 zoning. The existing M-1 zoning encompasses approximately 35 acres. This is interspersed with A-1 and C-1 zoning which is primarily vacant. The properties south of Central Avenue are zoned A-1 and C-1 and are also primarily vacant. The SU-2 IP zoning achieves a compatibility across the area and provides the opportunity for interface with less intense uses both north and south of the plan area.

3.a Policy

SU-2 for M-1 permissive and conditional uses, excluding automobile dismantling, salvage yards, adult book store or adult photo studio as either permissive or conditional uses, for Tract 16, 17, 18 and 19, Row One, Unit A, West of Westland.

3.b Justification

The continuance of the M-1 zoning will promote a balanced community and promote growth within the corridor.

SECTION IV

SU-2 ZONES

SU-2 IP

A. Permissive Uses:

Uses listed as permissive in the IP zone, Section 24.A, of the Comprehensive City Zoning Code except that free-standing signs are allowed only as provided in the Design Overlay Zone of this plan. (See Section V).

B. Conditional Uses:

Uses listed as permissive in the M-1 zone, Section 25.A, of the Comprehensive City Zoning Code except that signs are allowed only as provided in the Design Overlay Zone of this plan. (See Section V)

Existing legal uses which become conditional uses with the adoption of this plan shall not require a public hearing to become conditional. However, within six months from the adoption of the West Route 66 Sector Development Plan paperwork must be completed at the Planning Division to establish the use as conditional.

C. Height:

The height of structures will be as regulated in the IP zone, Section 24.C of the Comprehensive City Zoning Code.

D. Lot Size:

Minimum lot area shall be one acre. Minimum lot width shall be 100 feet. Existing platted lots of less than one acre and/or with a minimum width of less than 100 feet may be developed.

No future subdivision of land zoned SU-2 IP shall create lots of less than one acre.

No more than 50 percent of the surface of any lot or site shall be covered with buildings.

E. Setbacks:

1. Lots which are currently one acre or more shall meet the building setback requirements as regulated in Section 24.E. of the Comprehensive City Zoning Code except Tracts B4 and B5, Hubbell Heights Subdivision (SP-84-18), which are regulated in E.5 below.
2. Lots which are currently platted with an area of less than one acre shall meet the following setback requirements:
  - (a) There shall be a front-yard setback of not less than 25 feet.
  - (b) There shall be a side-yard setback of not less than 10 feet.
  - (c) There shall be a rear-yard setback of not less than 15 feet.

3. The front yard setback shall remain free of buildings and permanent structures other than on-premise signs.
4. No buildings or structures, other than walls or fences, shall be permitted in the side or rear-yard setback. If there are not solid walls or fences along the rear property line, a ten-foot landscape buffer is required.
5. The following building setbacks shall apply to Tracts B4 and B5, Hubbell Heights Subdivision, located at the northwest and northeast corners respectively of Central Avenue and Unser Boulevard, N.W.
  - a. Building setbacks on Central Avenue shall be 25 feet.
  - b. Building setbacks from the north property line shall be 15 feet.
  - c. Building setbacks on Unser Boulevard shall be 20 feet.
  - d. Building setbacks from the east or west property line, opposite Unser Boulevard, shall be 0 feet.

F. Off-Street Parking:

Off-street parking shall be as regulated in Section 40.A of the Comprehensive City Zoning Code.

G. Supplemental Regulations:

1. Development of a site shall be in compliance with the Design Overlay Zone of this plan. (See Section V)
2. A development plan showing the layout of the site, including the locations of streets, sidewalks, buildings, utilities, easements, parking lots, landscaping, and storage areas must be submitted and approved by the City Planner.
3. Uses which become non-conforming with the adoption of this plan shall be regulated as follows:
  - (a) A non-conforming building or structure shall be as regulated in Section 40.D of the Comprehensive City Zoning Code.
  - (b) A non-conforming use of land, shall be as regulated in Section 40.D of the Comprehensive City Zoning Code.



SU-2 PCA (PLANNED COMMERCIAL AREA)

- A. Permissive Uses, provided there is no outdoor storage except parking and as specifically allowed below:
1. Clinic
  2. Copying, blueprinting, printing, publishing, lithographics
  3. Institution:
    - a. Club
    - b. Day Care Center
    - c. Library
    - d. Museum
    - e. School, including caretaker's mobile home.
  4. Office
  5. Public utility structure (such as a transformer, switching, pumping, or similar technical installation) essential to the operation of a public utility.
  6. Signs as regulated in the Design Overlay Zone. (See Section V).
  7. Retailing of any consumer product and provision of any customer, personal, or business service, provided it is not listed as a conditional use in the C-2 zone, or as a permissive or conditional use listed for the first time in the C-3 zone except as provided in this SU-2 zone and with the following limitations:
    - a. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor, provided:
      - (1) Outdoor activity areas (display and storage of stock in trade) shall meet the requirements of the Design Overlay Zone. (See Section V).
      - (2) Outdoor storage of inoperative vehicles is prohibited.
      - (3) Painting and major automotive repair is conducted within a completely enclosed building at least 20 feet from any residential zone.
      - (4) A truck terminal is not permitted.
    - b. Banking, loaning money, including pawn. Drive-through facilities included on the condition the vehicle movement plan is approved by the Traffic Engineer.

- c. Building materials, provided they are in a completely enclosed building or within an area enclosed on all sides by a solid wall or fence at least six feet high and the outside storage of all materials meets the requirements of the Design Overlay Zone. (See Section V).
  - d. Dry cleaning, laundry, clothes pressing, provided:
    - (1) Only cleaning fluid which is not flammable at temperatures below 138.5 degrees Fahrenheit may be used;
    - (2) The number of persons engaged in operating a laundry or dry cleaning establishment is limited to five, excluding pressers, office, clerical, or delivery personnel;
    - (3) That portion of the structure in which any cleaning process is done is at least 50 feet from any residential zone.
  - e. Flowers and plants, including outdoor sales as regulated by the Design Overlay Zone. (See Section V)
  - f. Gasoline, oil, and liquified petroleum gas retailing, including outdoor sales.
  - g. Golf driving range, baseball batting range, or similar activity, provided fencing or another suitable device is employed to insure that balls are not hit out of premises.
  - h. Hospital for animals, provided it has no outside pens. One outside exercise run is permitted, provided it is enclosed with a solid wall or fence at least six feet high, and not more than one animal is permitted in the run at any one time.
  - i. Pets, as regulated in the C-1 zone.
  - j. Secondhand store
  - k. Stand or vehicle selling fruit, vegetables, or nursery stock, provided it is limited to a period of 90 days in any calendar year. However, one renewal for an additional 90 days may be permitted by the Planning Director.
8. Storage structure or yard for equipment, material or activity incidental to a specific construction project, provided it is of a temporary nature and is moved after the specific construction project is completed or work on the project has been dormant for a period of six or more months, and further provided that it is limited to a period of one year unless the time is extended by the Planning Director.
9. Wholesaling of jewelry.

10. Firewood sales and related storage, provided the outside storage complies with the regulations of the Design Overlay Zone. (See Section V).
11. One mobile home for a watchman or caretaker on the same premises with a commercial use. However, the mobile home shall not be within 100 feet of a lot in a residential zone or a dwelling unit in any zone or within any of the required setback areas.
12. Retail business in which products may be manufactured, compounded, processed, assembled, or treated, as an accessory use, including carpentry, plumbing, sheet-metal working, upholstering, sign painting, making of metal stamps, catering, baking, confectionery making, or jewelry or curios making, provided:
  - a. All activities are conducted within a completely enclosed building.
  - b. The number of persons engaged in the manufacturing, processing, assembling, or treating of products is limited to ten, excluding office, clerical or delivery personnel.
  - c. Activities or products are not objectionable due to odor, dust, smoke, noise, vibration, or other cause.
13. Tire recapping or retreading, provided:
  - a. The activity is incidental to the major use and is conducted within a completely enclosed building.
  - b. Outdoor storage of tires complies with the regulations of the Design Overlay Zone. (See Section V).
14. Transfer or storage of household goods, provided:
  - a. Parking and maneuvering of trucks is permitted only off the street in an off-street parking area as regulated by the Comprehensive City Zoning Code.
  - b. Servicing of trucks is permitted only within a building or an area completely enclosed by a solid wall or fence at least eight feet high and as regulated by the Design Overlay Zone. (See Section V).
15. Uses which must be conducted within a completely enclosed building:
  - a. Manufacturing, assembling, treating, repairing, or rebuilding of products, as follows:
    - (1) Building (structure) subassembly.

- (2) Electrical appliances, electronic instruments and devices, radios or phonographs, including the manufacture of small parts only.
- (3) Jewelry, curios.
- (4) Metal stamps, tool and die making.
- (5) Plumbing, assembly only.
- (6) Pottery, ceramics, provided only previously pulverized clay and kilns fired by electricity or gas are used.
- (7) Sewed items, including clothing.
- (8) Signs, commercial advertising structures.

- b. Warehousing
- c. Wholesaling.

B. Conditional Uses:

None

C. Height:

Height shall be as regulated in the O-1 zone of the Comprehensive City Zoning Code.

D. Lot Size:

No requirement

E. Setbacks:

Setbacks shall be as regulated by the O-1 zone except that, where more restrictive, the requirements of the Design Overlay Zone shall govern. (See Section V).

F. Off-Street Parking:

Off-street parking shall be as regulated in Section 40.A. of the Comprehensive City Zoning Code.

G. Supplemental Regulations:

- 1. Development of a site shall be in compliance with the Design Overlay Zone of this plan. (See Section V)
- 2. Site development plan approval by the EPC is required for all property within this zone category.

SU-2 PDA (PLANNED DEVELOPMENT AREA)

A. Permissive Uses:

Uses first allowed and permissive in the C-2, O-1, and R-2 zones. Uses shall be as regulated by the C-2, O-1, and R-2 sections of the Comprehensive City Zoning Code according to the zone category within which an allowed use is designated with the following exceptions.

1. Where more restrictive, the requirements of the Design Overlay Zone shall govern. (See Section V).
2. A site development plan shall include at least all of a lot as platted October 1, 1987. The southern 30 percent of such lots shall be dominantly office and residential uses, and at least 30 percent of the plan area on each lot shall be office or residential.
3. A site development plan, approved by the City Planner, is required for any development in this zone category.

B. Conditional Uses:

None

SU-2 M-1

A. Permissive Uses:

Uses listed as permissive in the M-1 zone, Section 25.A, of the Comprehensive City Zoning Code, except that automobile dismantling uses shall be excluded.

B. Conditional Uses:

Uses listed as conditional in the M-1 zone, Section 25.B, of the Comprehensive City Zoning Code, except that salvage yard, adult book store or adult photo studio shall be excluded, and signs shall be allowed only as provided in the Design Overlay zone of the plan. (See Section V).

Existing legal uses which become conditional uses with the adoption of this Plan shall not require a public hearing to become conditional. However, within six months from the adoption of the West Route 66 Sector Development Plan paperwork must be completed at the Planning Division to establish the use as conditional.

C. Height:

The height of structures will be as regulated in the M-1 zone, Section 25.C, of the Comprehensive City Zoning Code.

D. Lot Size:

Minimum lot area shall be one acre. Minimum lot width shall be 100 feet. Existing platted lots of less than one acre and/or with a minimum width of less than 100 feet may be developed.

No future subdivision of land zoned SU-2 M-1 shall create lots of less than one acre.

No more than 50 percent of the surface of any lot or site shall be covered with building.

E. Setback:

1. Lots which are currently one acre or more shall meet the building setback requirements as regulated in Section 24.E. of the Comprehensive City Zoning Code.
2. The front yard setback shall remain free of buildings and permanent structures except on-premise signs.
3. No buildings or structures, other than walls or fences, shall be permitted in the side- or rear-yard setback. If there are not solid walls or fences along the rear property line, a ten-foot landscape buffer is required.

F. Off-Street Parking:

Off-street parking shall be as regulated in Section 40.A of the Comprehensive City Zoning Code.

G. Supplemental Regulations:

1. Development of a site shall be in compliance with the Design Overlay Zone of this plan. (See Section V).
2. A development plan showing the layout of the site, including the locations of streets, sidewalks, buildings, utilities, easements, parking lots, landscaping, and storage areas must be submitted and approved by the City Planner.
3. Uses which become non-conforming with the adoption of this plan shall be regulated as follows:
  - (a) A non-conforming building or structure shall be as regulated in Section 40.D of the Comprehensive City Zoning Code.
  - (b) A non-conforming use of land, shall be as regulated in Section 40.D of the Comprehensive City Zoning Code.

SECTION V  
DESIGN OVERLAY ZONE

In order to improve and enhance West Central Avenue as a developing segment of our community, the following standards for design quality will regulate all properties within the plan area boundaries. The regulations of the Design Overlay Zone take precedence over other City or County regulations when there is a conflict.

### ARCHITECTURAL DESIGN

The intent of the architectural design standards is to create a minimal level of consistency in the architectural quality in the West Route 66 Sector Development Plan.

1. No specific architectural style is required, however, on each site the design of all structures other than fences must be uniform in style and design.
2. Uncolored standard 8-inch by 16-inch CMU block are not allowed.
3. Reflective glass will not be allowed unless the applicant can demonstrate graphically that the glass would not reflect sunlight glare or solar heat build up on adjacent residential properties or rights-of-way during the hours of 7-10 A.M. and 3-6 P.M.
4. Exterior mounted mechanical and electrical equipment shall be architecturally screened. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely effect the streetscape, pedestrian circulation, or open space. Roof mounted equipment should be of a low profile to minimize the screening problem.
5. The design of walls, fencing, trash enclosures and similar accessory site elements must be compatible with the architecture of the main buildings, and walls must have the same or complimentary finish. Sheet metal fencing is not allowed. No concertina or barbed wire is allowed on top of fencing. Chainlink fencing is not allowed in the front yard setback area or in areas adjacent to residential, office or neighborhood commercial areas. Where chainlink fencing is allowed, rapid-growth vines shall be planted and maintained as a largely opaque screen on the fence.

### SITE DESIGN

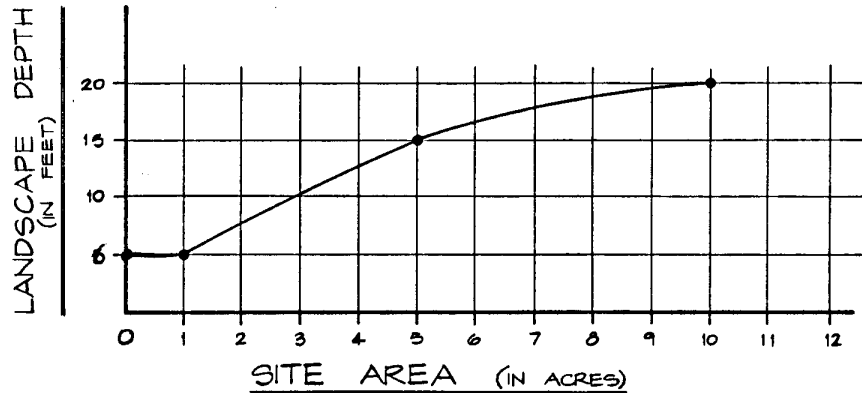
The intent of the site design standards is to provide for a continuous street landscaping buffer along Central Avenue and to provide for minimum site development standards which will ensure continuity of elements such as signs, outside storage, and landscaping within the property lines.

1. Along Central Avenue, there shall be a minimum landscaped setback of ten feet from the right-of-way line in Segment One and a minimum landscaped setback of 25 feet from the right-of-way line in Segments Two and Three



except as provided in paragraph 2. These setbacks shall be landscaped with a minimum of 70 percent live landscaping materials. Such percentage shall disregard paved driveways and walkways.

2. Individual platted lots of under one-half acre in Segment Two shall have a minimum landscaped setback of 15 feet.
3. A landscaped setback shall be provided along the frontages of properties along principal and minor arterials as well as collector streets within the West Route 66 Sector Development Plan boundaries. The depth along intersecting streets shall be determined based on the graph below and rounded to the nearest whole number when required:



4. Street Trees shall be required in accordance with the Street Tree Ordinance for all development along Central Avenue; except that in Segment One the street trees shall be in line with the utility poles between Atrisco Drive and the Arenal Canal.
5. No parking or paved area, except sidewalks and driveways from the public right-of-way to the property, shall intrude upon the required landscaped setback.
6. In Segment One, the sidewalks (6 feet in width) shall be at the curblines. The exception to this requirement would be where a development spans an entire block. In that case, the sidewalks must be set back to the property line in accordance with the Sidewalk Ordinance. This arrangement will require live street landscaping between the curb and sidewalks in addition to the street trees, and between the sidewalk and property line, if applicable. If sidewalks are not at the curb line, provision must be made that they must align with the sidewalks both east and west of the site.

Sidewalks in Segments Two and Three will conform with the Sidewalk Ordinance and be placed at the property line. Curvilinear sidewalks will be allowed if a sidewalk variance is approved. The landscaping strip between the curb line and the sidewalks shall be the responsibility of the developer, and shall contain live landscaping.

7. Separate pedestrian and vehicular access shall be provided from the public right-of-way to the building(s). Pedestrian access to structures from the public right-of-way shall not utilize driveways as walkways.
8. Outside storage or display of merchandise or equipment must meet the following requirements:
  - a. No outdoor storage or display of merchandise or equipment is allowed within 50 feet of the Central Avenue right-of-way line.
  - b. All outside storage or display of merchandise or equipment must be enclosed on all sides by a six-foot high solid wall or fence.
  - c. No outside storage or display of merchandise or equipment may exceed the height of the required six-foot wall along any designated principal or minor arterial, collector street, or adjacent to residentially-zoned property except vehicles and manufactured housing which exceed six feet in height.
9. Severe changes in grade shall be minimized. Retaining walls up to 4 feet are allowed. Any changes in grade greater than 4 feet shall be permitted only by terracing at a 3:1 slope. A combination of these techniques is allowed.
10. Other design elements of the site, such as paving textures, seating, outdoor displays, and other amenities shall be compatible with the architectural and landscape treatment of the project.
11. Bus stop furniture shall be approved by the City of Albuquerque Transit Department.
12. The side yard and rear yard setback requirements shall be the same as required in the underlying zones, except where specifically modified in Section IV.
13. Buildings within the West Route 66 Sector Development Plan which lie east of the 5600-foot contour shall not exceed either a height of 5,600 feet above sea level or the height restrictions of the underlying zone; however, no site will be denied some one-story construction. Site development plans shall locate structures so as to minimize visual impacts on a person looking eastward from the 5600-foot contour at Central Avenue.
14. Off-street parking areas shall be designed and landscaped to minimize glare, reduce reflection and reduce the visual impact of large numbers of cars. Parking areas shall include the following landscaping elements:
  - a. A minimum of 15 percent of the parking lot area shall be landscaped. The landscaping shall consist of shade trees and shrubs and shall be distributed throughout the parking lot. Peripheral landscaping shall not be less than six feet in width. The landscaped setback does not contribute toward this area requirement.
  - b. One tree shall be required per every ten parking spaces. Tree planters shall be used at the ends of double-loaded parking rows. Not more than 15 side-by-side parking spaces shall be allowed between planters.

15. Buildings shall be separated from parking lots and accessory drives by landscaping and/or sidewalks at least six feet in width.
16. All landscaped areas must be served by underground irrigation systems unless otherwise approved by the City Planner.

### SIGNAGE

The intent of the signage standards is to provide for readable, attractive signs which do not dominate the streetscape along Central Avenue.

1. One free-standing sign per premise frontage is permitted with a maximum sign-face area of 100 square feet, except that corner lots less than five acres are permitted only one free-standing sign.
2. Directory signs, with a maximum size of 24 square feet, are allowed and do not count as an advertising sign referred to in 1 above.
3. The height of free-standing signs shall not exceed 26 feet in height.
4. General illumination is permitted by backlighting for all signs or by a ground-mounted spot light if the sign is eight (8) feet or less in height. When ground-mounted spot lights are used, their beam must be angled away from the public right-of-way.
5. Unless more restrictive provisions are specified in this Signage section, the following provisions of the Zoning Code apply: Section 40.E; as to retail areas, the on-premise building-mounted sign regulations of the C-2 zone (Sec. 22.A.8); as to other non-residential areas, the on-premise building-mounted sign regulations of the IP zone (Sec. 24.A.21).
6. The following signs and sign elements are specifically prohibited.
  - a. Any off-premise sign referring to a business or merchant not doing business on the premises where the sign is displayed. Existing off-premise signs shall be allowed to remain until removed. No existing off-premise signs shall be altered or enlarged.
  - b. Any sign which is portable; fixed on a moveable stand; self-supporting without being firmly embedded in the ground; supported by other objects; mounted on wheels or moveable vehicles; or made easily moveable in any manner.
  - c. Any sign which is attached to the roof of a building or structure between the eaves and the ridgeline of the roof.
  - d. Any sign which is a roof sign as defined in Section 5.B. of the Comprehensive City Zoning Code.
  - e. Any sign which is located (painted, affixed, etc.) on a water tower, storage tank, smoke stack, utility pole or other similar structure.

- f. Any sign which is located (painted, affixed, etc.) on trees, rocks or other natural features.
- g. Any sign which overhangs the right-of-way or property line.
- h. Any sign which consists of banners, pennants, ribbons, streamers, strings of light bulbs and spinners.
- i. Any sign which is in any way animated (including twinkling or wind-activated moveable parts), emits smoke, visible vapors, particles, sound or odor, or rotates or moves in any manner.
- j. Any sign which has flashing lights incorporated as part of its design and performance.
- k. Any sign which has illumination which turns on or off or changes in brightness.

#### SITE LIGHTING

The intent of the site lighting standards are to provide adequate lighting on a site for safety and to prohibit site lighting from creating a nuisance on adjacent properties.

1. Site lighting shall not have a total off-site luminesce greater than 1000 foot lamberts measured from the property line of any private property in a residential zone.
2. Exterior lighting, if any, shall be designed as part of the architectural and landscape character of a project. Fixture style and design shall be compatible and consistent with the building design.
3. Site area lighting, including parking area lighting, shall be carefully designed and located so as to minimize glare on any public right-of-way or any adjacent premises.

#### ADMINISTRATION

A site development plan must be approved by the City Planner for each property developed in the plan area to ensure compliance with the Design Overlay Zone. Where a site development plan is required by the basic zone, it shall incorporate the provisions required by the Design Overlay Zone; two separate site development plans are not intended for a given site.

## APPENDIX A

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RESOLUTION  
of the  
URBAN TRANSPORTATION PLANNING POLICY BOARD (UTPPB)  
of the  
MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO  
(UTPPB R-82-11)  
CONCERNING DEFINITIONS FOR THE FUNCTIONAL  
CLASSIFICATION OF STREETS DESIGNATED ON  
THE LONG RANGE MAJOR STREET PLAN.

WHEREAS, the Long Range Major Street Plan for the Albuquerque Urban Area proposes a future street network classified according to anticipated traffic service functions; and

WHEREAS, functional classification of streets is not officially defined and made relevant to the Long Range Major Street Plan for the Albuquerque Urban Area; and

WHEREAS, the need for such definitions for functional classification of streets has been expressed by members of the UTPPB and others.

NOW, THEREFORE, BE IT RESOLVED by the Urban Transportation Planning Policy Board of the Middle Rio Grande Council of Governments of New Mexico the following be established and incorporated into the Transportation Program for the Albuquerque Urban Area:

Section I: Classification Procedures

Roadways to be included on the Long Range Major Street Plan shall be classified according to the procedures outlined in this Resolution, and consistent with the definitions contained in Section II herein.

- A. Roadways need only meet one criterion to be eligible for inclusion in a particular class.
- B. Classification should be based on "predominant use", since all major streets possess characteristics of more than one category.
- C. Classification should primarily be concerned with the function of a street, and not the volume of traffic it carries.

- 1                   B.   Minor Arterials
- 2                   1.   Routes with only one trip end in an area
- 3                       through which the street passes.
- 4                   2.   Tend to be continuous, long-distance routes.
- 5                   3.   Abutting land uses will be mixed, possibly
- 6                       with direct driveway access.
- 7                   4.   Connects abutting urban communities/neighbor-
- 8                       hoods.
- 9                   5.   Provides access to the principal arterial
- 10                  system.
- 11                  6.   Carries intermediate length trips (two to
- 12                  five miles).
- 13                  7.   Provides access to major regional facilities
- 14                  which are not part of an urban center, e. g.
- 15                  minor routes to airports, shopping centers,
- 16                  regional parks, and athletic facilities.
- 17                  8.   Short distance routes which cross major topo-
- 18                  graphic or man-made barriers, such as rivers
- 19                  and interstate highways.
- 20                  9.   Connects two principal arterials over a short
- 21                  distance.
- 22                  C.   Collectors
- 23                  1.   Collectors in Residential Areas
- 24                  a.   At least one trip end is in a residen-
- 25                  tial area served by the route.
- 26                  b.   Abutting land uses are predominantly
- 27                  residential.
- 28                  c.   Provides access to the arterial system.
- 29                  d.   Carries relatively short-distance trips
- 30                  (less than two miles).
- 31                  e.   Connects principal and minor arterials
- 32                  through predominantly residential areas.
- 33                  2.   Collectors in Commercial Areas
- 34                  a.   Abutting land uses are predominantly
- 35                  commercial.

- 1 D. Collector streets are distinguished from Major  
2 Local Streets on the basis of collector streets  
3 carrying longer distance trips and being better  
4 connected to the principal and minor arterial  
5 system.
- 6 E. The major street system should maintain a reason-  
7 able degree of spacing, such that principal  
8 arterials are interspersed with minor arterials  
9 and collector streets.
- 10 F. Roadways should be classified on the basis of  
11 "future intended function," and not current or  
12 historical function.

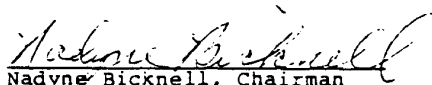
13 Section II: Classification Criteria

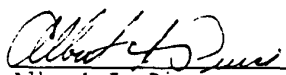
- 14 A. Principal Arterials
- 15 1. All Interstate and Interstate-type highways.
  - 16 2. Major routes connecting subareas within the  
17 urbanized region.
  - 18 3. Major access routes to high density activity  
19 centers.
  - 20 4. Routes serving outlying satellite communities  
21 or providing access to the urbanized region  
22 from outlying rural areas.
  - 23 5. Continuous or long-distance routes which  
24 cross major topographic or man-made barriers,  
25 such as rivers and Interstate highways.
  - 26 6. Routes whose design or abutting land uses  
27 permit relatively high speed operation (35  
28 mph or higher average speed).
  - 29 7. Routes whose only access is by other arterial  
30 or non-arterial street.
  - 31 8. Routes with access restrictions--limitations  
32 on curb and median cuts.
  - 33 9. Through streets in the downtown area.



- 1 c. At least one trip end is in a commercial
- 2 area served by the route.
- 3 d. Trip lengths are relatively short (less
- 4 than two miles).
- 5 e. Provides for internal circulation within
- 6 commercial districts.
- 7 f. May carry relatively heavy traffic
- 8 volumes.
- 9 g. Characterized by high volumes of turning
- 10 traffic and numerous local delivery
- 11 vehicles.
- 12 h. Any roadway within a developed urban
- 13 center not otherwise classified.
- 14 3. Collectors in Industrial Areas
- 15 a. Serve primarily as access routes to
- 16 concentrations of industrial activity.
- 17 b. Have one trip end in an industrial area.
- 18 c. Characterized by abutting industrial
- 19 land uses, heavy truck traffic, and
- 20 industrial work trips.
- 21 d. Connects industrial areas to the princi-
- 22 pal and minor arterial system.
- 23 e. Provides internal circulation within
- 24 industrial districts.
- 25 f. Any roadway within a major industrial
- 26 concentration not otherwise classified.

27 PASSED, APPROVED, AND ADOPED on the 19th day of  
 28 November, 1982, by the Urban Transportaiton Planning  
 29 Policy Board of the Middle Rio Grande Council of Governments  
 30 of New Mexico.

31  
 32  
 33  
 34   
 35 Nadyne Bicknell, Chairman  
 36 Urban Transportation Planning  
 37 Policy Board (UTPPB)  
 38

39 ATTEST:  
 40  
 41   
 42 Albert I. Pierce  
 43 Executive Director/Secretary  
 44

SPECIAL ACKNOWLEDGEMENTS

David Abrams, Council of Governments  
Fred Aguirre, Public Works Department  
Lawrence Baca, Solid Waste Department  
Fabrizio Bertolletti, Redevelopment Department  
Kapil K. Goyal, Public Works Department  
Kate Hildebrand, Human Services Department  
Carol Hodges, Environmental Health Department  
Tom Kennerly, Public Works Department  
Leslie Martinez, Albuquerque Police Department  
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Jim Milton, Public Works Department  
Robert Romero, Zoning Enforcement  
Janet Sainers, Parks and Recreation Department  
Mary Lou Haywood-Spells, Office of Neighborhood Coordination  
Judy Suiter, Public Service Company of New Mexico  
John Taschek, County Roads Department  
Bob White, Legal Department  
Jerry Widdison, Public Works Department  
Jean Witherspoon, Public Works Department  
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