

north I-25

sector
development
plan

City of Albuquerque
Planning Department
January 1998



Forward:

Since the adoption of the North I-25 Sector Development Plan over 40 amendment requests have been processed. The majority of those have been land use changes (zone change requests). In four cases there have been changes in the text of the land use portion of the document. Until now these changes have not been reflected on the zoning maps and land use pages within this document. In some cases that has led to confusion. Within this document the Planning Department has incorporated all of the changes that the department is aware of as of January 1998. Staff will periodically update this document and post the date on this page.

The text amendments which have been approved are included in the appendix section of this document. The land use changes are reflected on the generalized zoning map in the zoning section identified by its published date.

We hope that this will make this document more useful and represent the conditions that exist today as well as those that existed when it was adopted in 1984.

CITY OF ALBUQUERQUE
TWELFTH COUNCIL

COUNCIL BILL NO.

R-287

ENACTMENT NO.

5-1998

SPONSORED BY:

Vincent E. Ariza

1 RESOLUTION

2 ADOPTING AN AMENDMENT TO THE NORTH I-25 SECTOR
3 DEVELOPMENT PLAN ELIMINATING OFF-PREMISE SIGNS ALONG
4 THE ALAMEDA CORRIDOR BETWEEN I-25 AND THE NORTH
5 DIVERSION CHANNEL.

6 WHEREAS, the City Council, the governing body of the City of
7 Albuquerque, has the authority to adopt and amend plans and
8 zoning within its planning and platting jurisdiction, as specified in
9 Articles 19 and 21 of New Mexico Statutes Annotated 1978, and by
10 the City Charter as allowed under home rule provisions of the
11 Constitution of New Mexico; and

12 WHEREAS, the City of Albuquerque has invested heavily in
13 development of a Balloon Fiesta Park on either side of Alameda Boulevard
14 just east of the AMAFCA North Diversion Channel; and

15 WHEREAS, the Albuquerque International Balloon Fiesta, which the
16 Balloon Fiesta Park was designed to host, is one of the most visually
17 inspiring events in the world; and

18 WHEREAS, the Balloon Park and associated museum and other
19 planned activities are increasingly one of Albuquerque's chief economic
20 generators; and

21 WHEREAS, the visual appearance of Alameda Boulevard as one of
22 the gateways to the Balloon Park is very important to the Park's continued
23 attractiveness and economic viability; and

24 WHEREAS, visual pollution on the Alameda Boulevard corridor has
25 begun with the placement of several off-premise signs (billboards), and
26 present zoning would allow a significant number of additional off-premise

1 signs (billboards); and

2 WHEREAS, the City Planning Department, in cooperation with
3 Bernalillo County, is nearing completion of a Design Overlay Zone to
4 protect and build upon the visual quality of Alameda Boulevard, yet the
5 Overlay Zone will not control land uses such as off-premise signs
6 (billboards); and

7 WHEREAS, this important arterial connects a major City investment,
8 equally important to the Sunport Boulevard where the City does not allow
9 off-premise signs; and

10 WHEREAS, an amendment of the zoning provisions of the North I-25
11 Sector Development Plan are an appropriate instrument to control the
12 placement of off-premise signs (billboards) on the premises abutting
13 Alameda Boulevard.

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

16 Section E of the North I-25 Sector Development Plan, is hereby
17 amended by adding the following:

18 6. Off-Premise signs are not allowed as permissive or conditional
19 uses within 1,000 feet of Alameda Boulevard between I-25 and the North
20 Diversion Channel for property zoned SU-2/IP, SU-2/IP-EP and SU-2/M-1.

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1 PASSED AND ADOPTED THIS 15th DAY OF December, 1997

2 BY A VOTE OF: 7 FOR 1 AGAINST.

3 Yes: 7

4 No: Brasher

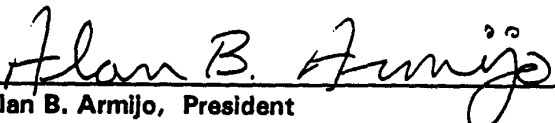
5 Abstain: Cummins

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Alan B. Armijo, President
City Council

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APPROVED THIS 6th DAY OF January, 1998


Jim Baca, Mayor
City of Albuquerque

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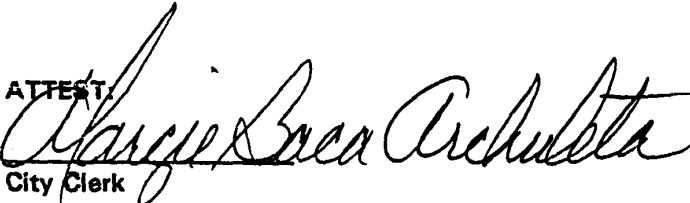
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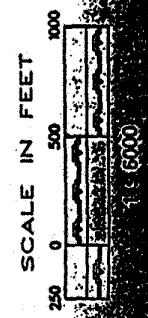
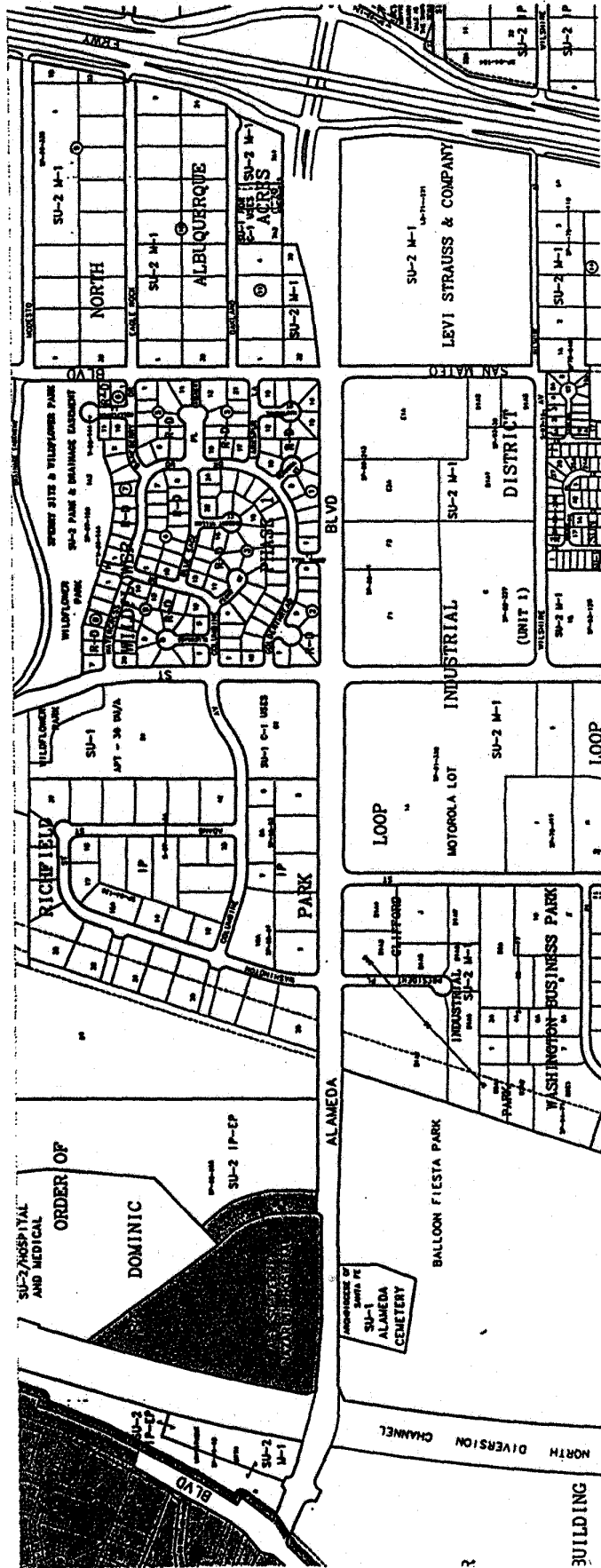
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ATTEST


City Clerk

Alameda Boulevard Zoning and Legal Information



City of Albuquerque
Alan G. Lyles
PLANNING DEPARTMENT
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Map created in July 1997

CITY of ALBUQUERQUE
SEVENTH COUNCIL

COUNCIL BILL NO. C/S R-99 ENACTMENT NO. 121-1986

SPONSORED BY:

RESOLUTION

ADOPTING THE NORTH INTERSTATE 25 SECTOR DEVELOPMENT PLAN; AMENDING THE PLAN FOR MAJOR OPEN SPACE; AMENDING THE SUBAREAS MASTER PLAN FOR THE DEVELOPING URBAN AREA OF NORTH ALBUQUERQUE ACRES; AMENDING THE ZONE MAP; RECOMMENDING AMENDMENTS TO THE LONG RANGE MAJOR STREET PLAN, BIKEMAY MASTER PLAN, AND THE NORTHEAST HEIGHTS DRAINAGE MANAGEMENT PLAN; AND GUIDING FUTURE ACTIONS CONCERNING WATER AND SEWER FACILITY PLANNING AND ZONING.

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

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

WHEREAS, the North Interstate 25 sector plan area has potential as a major employment center with compatible mixing of land uses as envisioned in the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, the Planning Division has prepared a sector plan to guide future development of the plan area by addressing requirements for drainage, utility and transportation systems, parks and open space areas, public services, land use, zoning and design standards;

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1 and

2 WHEREAS, the North Interstate 25 Sector Development Plan has
3 been prepared with the assistance of residents, property owners,
4 area employers and others in accordance with their desires and needs
5 as expressed through public meetings; and

6 WHEREAS, the adoption of the North Interstate 25 Sector
7 Development Plan will further detail and implement the following
8 plans and policies: Albuquerque/Bernalillo County Comprehensive
9 Plan, Subareas Master Plan for the Developing Urban Area of North
10 Albuquerque Acres, Long Range Major Street Plan, Bikeways Master
11 Plan, Transit Development Program, Master Plan for Water supply for
12 the City of Albuquerque, Albuquerque Area-Wide Wastewater Collection
13 and Treatment Facilities Plan, City of Albuquerque Drainage
14 Ordinance, The Northeast Heights Drainage Management Plan,
15 Albuquerque Metropolitan Flood Control Authority Resolutions 1980-15
16 and 1981-8, Facility Plan for Arroyos, and Facility Plan for
17 Electric Transmission and Subtransmission Facilities; and

18 WHEREAS, the Environmental Planning Commission in its advisory
19 role on all matters related to planning, zoning and environmental
20 protection has approved and recommended the adoption of the North
21 Interstate 25 Sector Development Plan at a public hearing on
22 December 5, 1985; and

23 WHEREAS, the Council has carefully reviewed and amended the
24 attached North Interstate 25 Sector Development plan, incorporating
25 and endorsing the careful analysis and amendments recommended by its
26 Land Use, Planning and Zoning Committee, which committee's review
27 embraced substantive public hearings on six different dates over a
28 period of two years.

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

31 Section 1. The North Interstate 25 Sector Development Plan
32 attached hereto and made a part hereof, is hereby adopted as a rank
33 three sector development plan to guide and govern all development

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[Bracketed Material] - Deletion

1 actions, both public and private, within the sector plan area.

2 Section 2. The Plan for Major Open Space, an element of the
3 Comprehensive Plan, is hereby amended as follows:

4 A. Delete landfills north of Alameda Boulevard and west of San
5 Mateo Boulevard as proposed Major Public Open Space;

6 B. The alignment of the La Cueva Arroyo shall be amended to
7 reflect Map 6, page 21 of the North Interstate 25 Sector Development
8 Plan.

9 Section 3. The Subareas Master Plan for the Developing Urban
10 Area of North Albuquerque Acres, a rank two area plan, is hereby
11 amended to show the boundaries of the North Interstate 25 Sector
12 Development Plan.

13 Section 4. The proposed amendments to the Long Range Major
14 Street Plan, listed in the attached plan, are hereby recommended for
15 adoption by the Urban Transportation Planning Policy Board.

16 Section 5. The bikeway network shown on Map 17 of the
17 attachment, is hereby recommended for adoption by the Urban
18 Transportation Planning and Policy Board as an amendment to the
19 Bikeway Master Plan.

20 Section 6. The recommended drainage improvements shown on Map 6
21 of the attachment, are hereby recommended for adoption by the
22 Albuquerque Metropolitan Flood Control Authority as an amendment to
23 the Northeast Heights Drainage Management Plan.

24 Section 7. The water and sewer plan shown on Map 7 of the
25 attachment, is hereby adopted as a guide for future master plan
26 water and sewer facilities within the North Interstate 25 Sector
27 Development Plan area.

28 Section 8. The "City Zoning Plan," Map 13 of the attachment, is
29 hereby adopted as an amendment of the zone map adopted by Section
30 7-14-46C, R.O. 1974, for those lands presently within the boundaries
31 of the City. To the extent that Map 13 constitutes zone changes the
32 Council finds that they are justified under the precepts and
33 guidelines set forth in Davis v. City of Albuquerque, 98 NM 319:

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1 The "mistake or change" is met, in that annexation in and of
2 itself constitutes a change in area conditions: community utilities
3 and urban facilities can now be available, and therefore an area
4 that was in part comprised of vacant land and low-value improvements
5 now has the opportunity to meet a community need and be gradually
6 converted into a fine industrial park area, with small amounts of
7 residential and commercial development to meet area needs.

8 Section 9. The Land Use Plan, Map 12 of the attachment, and the
9 "City Zoning Plan," Map 13 of the attachment, shall guide and direct
10 City zoning upon annexation shown therein.

11 Section 10. The City recognizes that the present action does
12 not affect lots, 1, 2, 3, 30, 31, and 32, Block 28 of Tract A, Unit
13 B, North Albuquerque Acres pending a hearing on the merits in
14 Schumacher v. City of Albuquerque, No. CV 85-08900.

15 PASSED AND ADOPTED THIS 30th DAY OF June, 1986.
16 BY A VOTE OF 5 FOR AND 3 AGAINST.

17 Yes: 5
18 No: Dinelli, Gallegos, Griego
19 Excused: Hill

20 
21 Vincent E. Griego, President
22 City Council

23
24 APPROVED THIS 20TH DAY OF AUGUST, 1986.

25
26 
27 Ken Schultz, Mayor
28 City of Albuquerque

29 ATTEST:

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31 
32 Susan Lamb
33 City Clerk

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5. Drainage Areas and Subareas
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7. Water and Sewer Facility Plan
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9. Existing Zoning
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13. City Zoning Plan 1985
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15. Alternative Street Plan
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17. Alternative Bikeways

APPENDICES

- A. PROGRAMMED CAPITAL IMPROVEMENTS
- B. LAND USE AND TRANSPORTATION SURVEY
- C. COMPARATIVE OPEN SPACE CALCULATIONS
- D. TRAFFIC PROJECTIONS
- E. PLAN TEXT AMENDMENTS

EXECUTIVE SUMMARY

The North Interstate-25 Sector Development Plan area - contains some of Albuquerque's major industrial employers. As an industrial center, the plan area is an important asset to the entire community. The purpose of the sector development plan is to ensure that the area develops as an attractive mixed-use residential area and employment center. The plan specifies infrastructure requirements to complete development of the plan area, including drainage improvements, utilities, and transportation systems. The plan also specifies land use, zoning, annexation and design standards for future development.

Future drainage improvements will allow development of land presently impacted by the 100-year floodplains of the arroyos traversing the plan area. The Drainage Management Study for the North I-25 Sector Development Plan, which contains an analysis of drainage issues in the plan area, is summarized in this report.

Generally, utilities will be expanded according to existing master plans as the area develops. One major concern is related to expanding sewer service into the northwestern portion of the plan area. Although the need for on-site systems in this area does not preclude development or dictate a specific use, some limitations on intensity of use may be necessary.

The primary land use issue centers on existing residential development within the area, and residents and industrial representatives concerns about incompatible development. Land use recommendations are intended to enhance the area as a light industrial center, while protecting the residential neighborhoods. Some expansion of existing residential areas is proposed to provide additional housing opportunities for area employees.

The proposed transportation system expands the street system through the area to ensure adequate access to all parcels. Recommendations for a bikeway system, transit, pedestrian improvements, and carpooling/vanpooling are included to provide alternatives to automobile travel.

Annexation of the portion of the plan area that is not under the jurisdiction of the Sandia Pueblo, will permit the implementation of appropriate zoning controls and development standards which address site plan and design standards. These standards are consistent with and supplement where necessary, existing controls and procedures to ensure compatible land uses, visual continuity and to minimize adverse traffic conditions in neighborhoods.

I. INTRODUCTION

The North Interstate 25 Sector Development Plan area encompasses approximately 2,900 acres bounded by Edith Boulevard on the west, the South boundary of the Sandia Pueblo on the north, Louisiana Boulevard on the east, and Paseo del Norte (Los Angeles) Boulevard and San Bernalillo Road on the south. The plan area is adjacent to and overlaps portions of the North Valley, North Albuquerque Acres, and the North Interstate 25 industrial corridor (Map 1)

Preparation of the sector development plan was initiated by the Planning Division in response to the emerging industrial character of the area. The purpose of the plan is to ensure compatible mixing of land uses and adequate transportation, drainage, and public utility systems to accommodate future development within the policies contained in the Comprehensive Plan.

Because of the number of land owners in the plan area, the City prepared the plan. Public involvement in the development of the plan was solicited through public meetings, a survey of residents, employees, and landowners, and through contact with organizations representing owners and residents.

POLICY FRAMEWORK

Several adopted plans have provided a context for this sector development plan. The most pertinent ones are summarized below.

Albuquerque/Bernalillo County Comprehensive Plan

The Albuquerque/Bernalillo County Comprehensive Plan contains three elements which establish policy for the plan area. They are the Metropolitan Areas and Urban Centers Plan, the Plan for Major Open Space, and the Policies Plan.

Much of the southern portion of the plan area which includes land platted prior to adoption of the Comprehensive Plan, is designated as Established Urban in the Comprehensive Plan. To the north, the plan area is designated Developing Urban, including master planned and uncommitted areas which did not have accepted and approved platting at the time of adoption of the Comprehensive Plan. The northern limit of urban development, established by the Comprehensive Plan is the Sandia Pueblo boundary (see Map 2).

The Plan for Major Open Space identifies the arroyos traversing the plan area as proposed public easements or rights. Areas adjacent to storm drainage facilities are identified as potential recreational trails.

In the Policies Plan, the following goals specifically apply to the plan area:

A. Land Use

1. Urban and Rural Form

"To preserve the unique natural features of the metropolitan area by achieving a pattern of development and open space respecting the river lands, mesas, mountains, volcanoes, and arroyos."

2. Urban Areas

"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 lifestyles, while creating visually pleasing architecture, landscaping and vistas to enhance the appearance of the community."

3. Rural Areas

"To maintain the separate identity of rural areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns."

4. Open Areas

"To enhance recreational opportunities and provide visual relief to urbanization by setting aside accessible and usable open spaces within each neighborhood."

5. Circulation

"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 use of mass transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs."

B. Environmental Protection and Community Services

1. Air quality

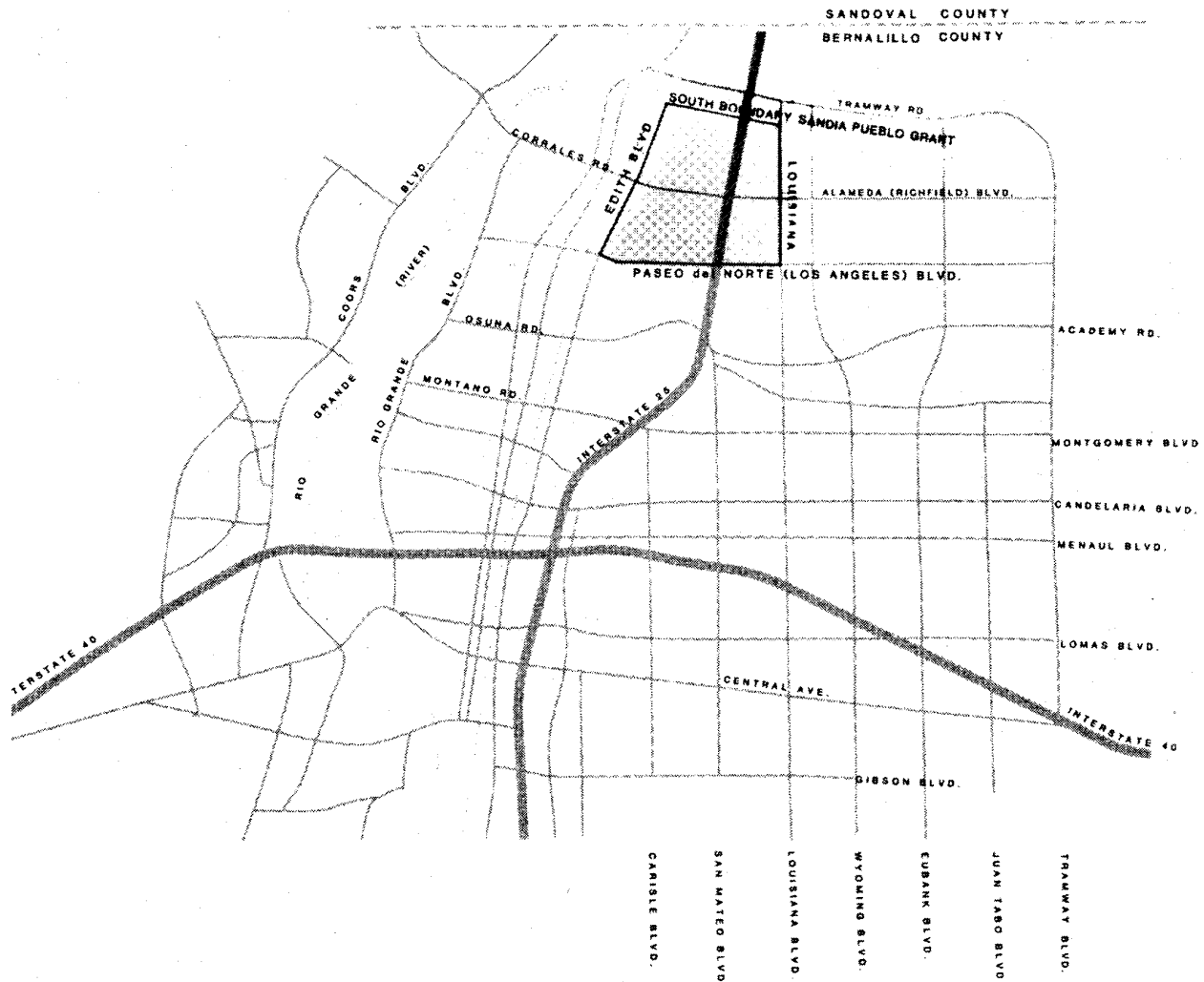
"The improvement of air quality in order to attain and maintain local and national ambient air quality standards."

north

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1985

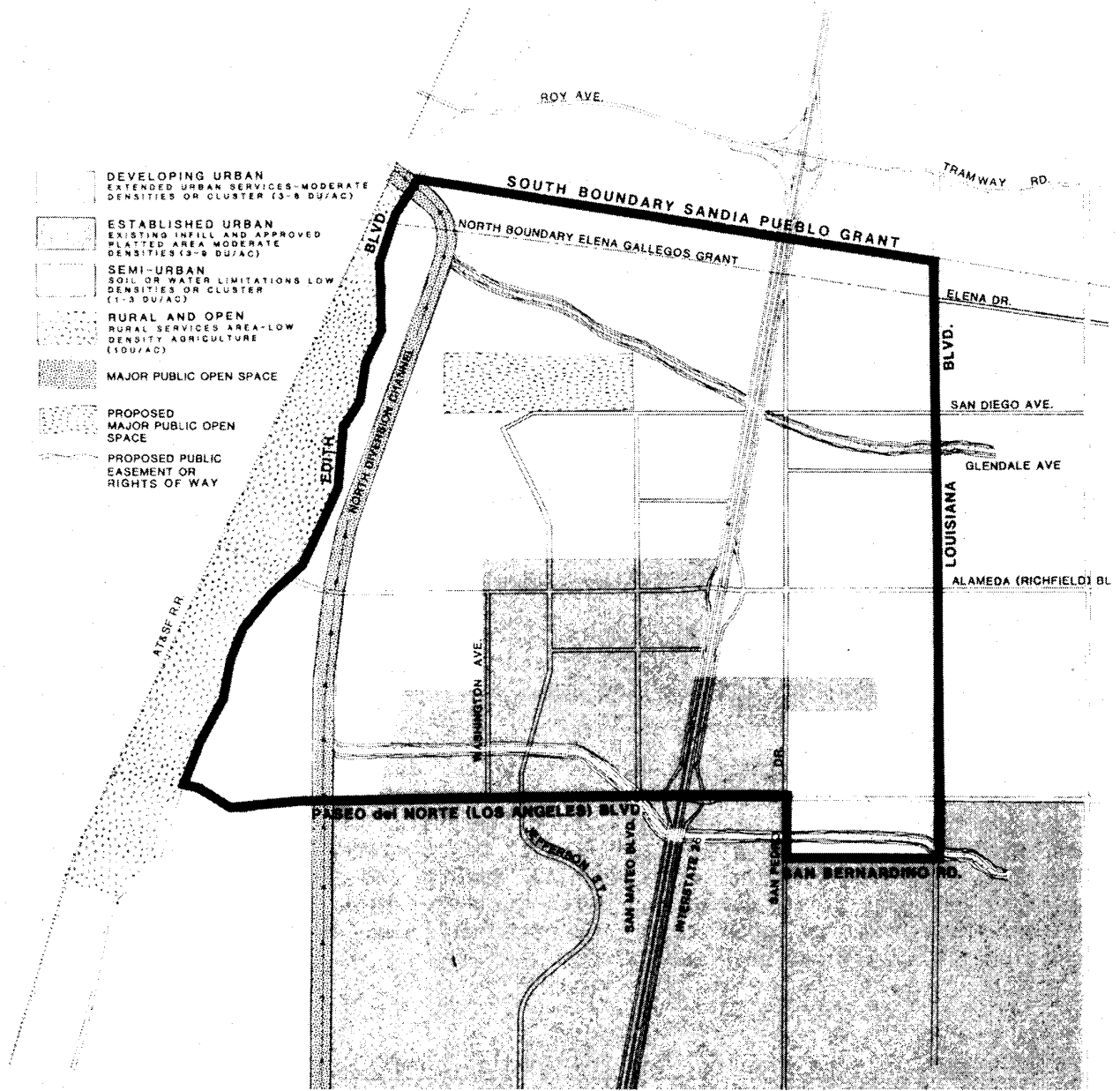
Plan Area Location





Comprehensive Plan Designations

- 
 DEVELOPING URBAN
 EXTENDED URBAN SERVICES-MODERATE
 DENSITIES OR CLUSTER (3-9 DU/AC)
- 
 ESTABLISHED URBAN
 EXISTING INFILL AND APPROVED
 PLATTED AREA MODERATE
 DENSITIES (3-9 DU/AC)
- 
 SEMI-URBAN
 SOIL OR WATER LIMITATIONS LOW
 DENSITIES OR CLUSTER
 (1-3 DU/AC)
- 
 RURAL AND OPEN
 RURAL SERVICES AREA-LOW
 DENSITY AGRICULTURE
 (100/AC)
- 
 MAJOR PUBLIC OPEN SPACE
- 
 PROPOSED
 MAJOR PUBLIC OPEN
 SPACE
- 
 PROPOSED PUBLIC
 EASEMENT OR
 RIGHTS OF WAY



3. Energy

"To maintain an adequate, economical supply of energy for industry and residents of the metropolitan area, while achieving an optimal balance between meeting energy needs and protecting the environment."

7. Employment

"To reduce the number of unemployed and raise median family income at least to the 'national urban average.'"

8. Public Transit

"To improve the public transit system to expand its role in metropolitan transportation and provide an efficient alternative to automobile travel."

The North Interstate 25 Sector Development Plan will implement Comprehensive Plan goals and policies through the objectives outlined at the beginning of each section.

Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres

The North Albuquerque Acres Subareas Master Plan identifies independent development areas and establishes performance requirements for development based on Comprehensive Plan policies. The North Interstate 25 plan area include subareas along the Domingo Baca, La Cueva, and Camino Arroyos. The subareas extend generally from Paseo del Norte (Los Angeles) Boulevard to the Sandia Pueblo Grant Boundary and from Interstate 25 to just west of Wyoming Boulevard. The Subareas Master Plan recommends that development not be approved in these areas until subarea sector development plans are completed.

Although the North Interstate 25 Sector Development Plan is generally consistent with the performance requirements of the Subareas Master Plan, it is inconsistent in the following two ways:

1. The North Interstate 25 Sector plan area boundaries are not consistent with the North Albuquerque Acres subareas boundaries. The subarea boundaries within the plan area were based on water pressure zone boundaries. The Subareas Master Plan recognized that sector development plan boundaries might vary from subareas boundaries to fit more functional criteria as detailed planning progressed. Thus, Louisiana Boulevard has been designated as the eastern boundary of the North Interstate 25 plan area because it is the planned eastern limit of industrial development.

2. This sector development plan does not show an open space trail along the El Camino Arroyo as recommended in the Subareas Master Plan. However, development standards for the plan area require that arroyo landscaping be incorporated into design of sites adjacent to arroyos that are designated Major Open Space or Major Open Space Links by the Facility Plan for Arroyos.

Facilities Plans

Adopted master plans and policies for facilities include the Long Range Major Street Plan, the Transit Development Program, the Bikeways Master Plan, the Master Plan for Water Supply for the City of Albuquerque, New Mexico, the Albuquerque Area-wide Wastewater Collection and Treatment Facilities Plan, the City's Drainage Ordinance (Article 7-4, R.O. 1974), The Northeast Heights Drainage Management Plan and policies of the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA). Specific aspects of these plans and policies which apply to the plan area are discussed in the sections relating to each facility.

PUBLIC PARTICIPATION IN THE PLANNING PROCESS

To obtain as much information as possible, several techniques were used to contact property owners, residents, and employees of the area. Residents and property owners participated in several community meetings to discuss the plan and alternatives for land use, transportation, and facilities. City staff also held discussions, with neighborhood associations and industrial organizations in the area to explain the plan and obtain more information.

*Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres, Albuquerque Bernalillo County Planning Department, May 1978.

A survey was distributed to 2,900 property owners, resident and employees to determine their perceptions about types of public facilities needed and desired. Information was gained about parks, bikeways, pedestrian ways, transit, commercial services and housing from the 912 survey questionnaires returned. Survey results are discussed in greater detail in Chapter II.

PHYSICAL CHARACTERISTICS

Soils

The plan area is located on the western fringes of the alluvial fan deposits of the east mesa. The soils were deposited by the arroyos which traverse the Plan area. The Tijeras-Embudo complex is the major soil group comprising most of the developed northeast mesa. Embudo soil is found in the arroyos and their flood plains Tijeras soils occur on low ridges. Wink-Embudo complex occurs in the southwest portion of the plan area and the Bluepoint-Kokan Association occurs along the western boundary of the plan area from Edith Boulevard up the bluffs east of Edith. An active gravel mining operation is located on Bluepoint-Kokan soils. Soil characteristics and implications for urban development are shown in Table 1. and the location of soil types is shown on Map 3.

Slopes

The plan area slopes from east to west at approximately a two percent grade. Steep slopes are located along the western boundary where the sandy bluffs of the east mesa meet the flood

plain soils of the Rio Grande. Excavation in the gravel mined areas has resulted in steep slopes which will be further altered by mining and site restoration.

Landfills

Major landfills located in the plan area include the following (see Map 3):

The 77-acre Los Angeles landfill which has been closed is located south of Alameda (Richfield) Boulevard near the North Diversion Channel.

The Coronado landfill located between San Diego Avenue and Alameda Road west of Interstate 25, is approximately 15 acres.

Other smaller landfills and dumps are located in the vicinity of the Coronado landfill

The closure plan for the Los Angeles landfill discusses site usage options including industrial development or as open space.* However, before any use is made of this site, methane gas and differential settlement problems must be resolved. The Los Angeles landfill will be monitored by the Environmental Services Division of the Environmental Health and Energy Department for methane gas generation and ground water quality. With proper site planning, either industrial or open space/ recreational uses that will not require supplemental water can be accommodated.

*Preliminary Closure Plan for the Los Angeles Landfill, City of Albuquerque, Fox Consulting Engineers and Geologists, July 1983.

TABLE 1 SOILS

Type: Embudo-Tijeras Complex

Description: Gravelly fine, sandy loam most prevalent soil in the area.

Slope: 0-9%

Development implications: Medium runoff; moderate erosion hazard; low shrink-swell potential; slight limitations for development

Type: Embudo

Description: Gravelly fine, sandy loam, located in arroyos and their flood plains

Slope: 0-9%

Development implications: Medium runoff; moderate erosion hazard. Slight limitations for development.

Type: Bluepoint-Kokan

Description: 50% Bluepoint loamy fine sand; 40% Kokan gravelly sand located in the western portion of the plan area.

Slope: 5-15%, 15-40%

Development implications: Slow runoff; moderate to severe erosion hazard; low shrink-swell potential; slight to severe limitations for development depending on slope.

1985



Soils

SOILS

BCC BLUEPOINT LOAMY FINE SAND,
1 TO 9 percent slopes

BKD BLUEPOINT-KOKAN ASSOCIATION, HILLY

EmB EMBUDO GRAVELLY FINE SANDY LOAM,
0 to 5 percent slopes

EIC EMBUDO-TIJERAS COMPLEX,
0 to 9 percent slopes

Wob WINK-EMBUDO COMPLEX,
0 to 5 percent slopes

VbA VINTON SANDY LOAM,
0 to 1 percent slopes

GF GILA COMPLEX, MODERATELY
ALKALI

Gm GLENDALE CLAY LOAM

Gk GLENDALE LOAM

Va VINTON LOAMY SAND

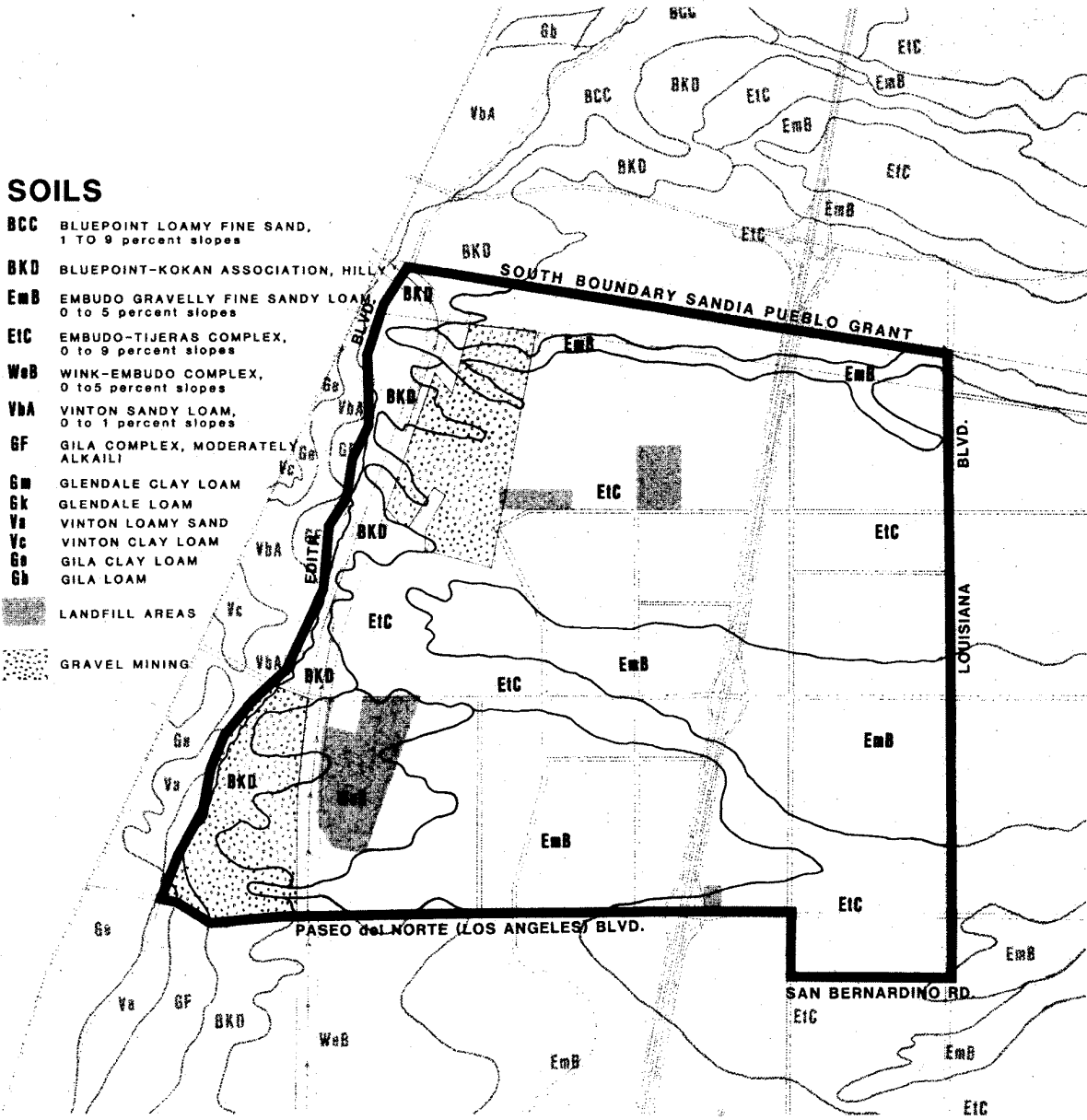
Vc VINTON CLAY LOAM

Ga GILA CLAY LOAM

Gb GILA LOAM

LANDFILL AREAS

GRAVEL MINING



Type: Wink-Embudo Complex

Description: 25% Embudo gravelly fine, sandy loam; 65% Wink fine sandy loam Located in the southwest corner of the plan area.

Slope: 0-5%

Development implications: Moderate runoff and erosion hazard. Low shrink-swell potential; some flooding and compacting problems; slight limitations for recreational uses because of dust and slopes.

Source: Soil Survey of Bernalillo County and parts of Sandoval and Valencia Counties, New Mexico, Soil Conservation Service, U. S. Conservation Service, U. S. Department of Agriculture, 1977.

SOCIOECONOMIC CHARACTERISTICS

Employment

Major employers in the plan area include Sperry Flight Systems, Signetics, Motorola Ceramic Products, Vista Sandia Hospital, and Levi-Strauss. These firms collectively employ over 2,700 persons. A number of other small firms provide additional employment in the area.

Because of the amount of vacant industrial land in the area (approximately 900 acres), public and private infrastructure commitments and recent development trends, the area is expected to continue to be an employment center. Based on the Middle Rio Grande Council of Governments Socioeconomic Forecast for the Year 2010, projected total employment for the plan area is approximately 15,000.

Population and Households

In 1980, the plan area population was nearly 1,400 (See Table 2). The number of school children was 210, much less than the number of children required to justify schools. However, because population is generally related to employment opportunities, it is possible that a steady increase in population may occur within the plan area as employment opportunities continue to increase. If this condition does occur, it is probable that additional school facilities will be warranted.

There are approximately 763 households currently within the plan area. Close to one-third of the households in the plan area have children under 18. Based on Census data, the potential average size of future households in the plan area is anticipated to be 2.65 persons per dwelling unit.

PUBLIC SERVICES

Public services are adequate to serve existing development. Additional services, such as fire protection, schools, parks and recreation and community services will be needed as development continues and the population increases.

Schools

Alameda Elementary School serves students west of Interstate 25. Alameda Elementary is located approximately 3/4 mile west of the plan area on Corrales Road. Edmund G. Ross Elementary School serves elementary students east of Interstate 25. The school is located one block south of Los Angeles Boulevard between San Pedro and Louisiana Boulevard. Children who are more than one mile from an elementary school are eligible for busing.

Taylor Middle School serves students west of Interstate 25. It is located approximately two miles from the Wildflower neighborhood. McKinley Middle School serves students east of Interstate 25. It is located approximately four miles from existing neighborhoods in the plan area. Students who live more than 1.5 miles from a middle school are eligible for busing.

Cibola High School, five miles from the Wildflower neighborhood serves students west of Interstate 25; Del Norte High School, 3.5 miles from existing plan area neighborhoods, serves students east of Interstate 25.

Students who live more than two miles from a high school are eligible for busing. A new high school at Wyoming and Alameda (Richfield) boulevards is under construction.

Police

Police protection for the area is provided by the Albuquerque Police Department and the Bernalillo County Sheriff's Department. Reciprocal agreements between the two agencies provide overlapping authority in emergency situations and notification of the appropriate agency in non-emergency situations. The jurisdiction of the Albuquerque Police Department will expand as the area is annexed.

TABLE 2

1980 POPULATION CHARACTERISTICS

| | <u>Total Population</u> | <u>0-4</u> | <u>5-17</u> | <u>18-64</u> | <u>65+</u> |
|-----------------------------------|-------------------------|------------|-------------|--------------|------------|
| Wildflower Subdivision | 152 | 24 | 22 | 106 | 0 |
| Coronado Village Mobile Home Park | 612 | 28 | 57 | 404 | 123 |
| Pleasantview/West Vumoor | 449 | 48 | 94 | 263 | 27 |
| Remainder East of Interstate 25* | 42 | 3 | 2 | 16 | 0 |
| Remainder West of Interstate 25 | <u>144</u> | <u>12</u> | <u>35</u> | <u>76</u> | <u>21</u> |
| TOTAL | 1,399 | 115 | 210 | 865 | 171 |

*Because information on age has been suppressed in blocks with less than 5 dwelling units, there is a discrepancy between total and distribution. Source: 1980 Census

TABLE 3

1980 HOUSEHOLD CHARACTERISTICS

| | <u>Total Households</u> | <u>Households w/ children und 18</u> |
|--------------------------------------|-------------------------|--|
| Wildflower Subdivision | 52 | 25 |
| Coronado Village Mobile Home Park | 302 | 55 |
| Sun North Estates | 99 | N/A |
| Pleasantview/West Vumoor | 158 | 88 |
| Remainder East of Interstate 25* | 13 | 3 |
| Remainder West of Interstate 25 | <u>40</u> | <u>19</u> |
| TOTAL | 664 | 190 |
| Source: <u>1980 Census</u> | | |

TABLE 4:

EXISTING HOUSING

| | <u>Total Housing</u> | <u>SF</u> | <u>Housing</u> | |
|--------------------------------------|----------------------|-----------|----------------|--------------|
| | | | <u>MH</u> | <u>Other</u> |
| Wildflower Subdivision | 78 | 78 | 0 | 0 |
| Coronado Village Mobile Home Park | 324 | 0 | 324 | 0 |
| Sun North Estates | 99 | 0 | 99 | 0 |
| Pleasantview/West Vumoor | 206 | 0 | 206 | 0 |
| Remainder East of Interstate 25* | 14 | 7 | 7 | 0 |
| Remainder West of Interstate 25 | <u>42</u> | <u>32</u> | <u>5</u> | <u>5</u> |
| TOTAL | 763 | 117 | 641 | 5 |

SOURCE: Land Use Survey, 1982, 1985, Planning Division, Municipal Development Department, City of Albuquerque

Fire

City fire protection is provided from Fire Station 115 on Academy Road near Burlison Drive. Response time from this station to the plan area is greater than the city average of four minutes or less. A site for a new fire station has been acquired by the City at Louisiana Boulevard and Signal Avenue, however, construction has not been programmed. County fire protection is provided by volunteers. Areas west of Interstate 25 are covered by the District 1 County Fire Station on Alameda Road and the area east of Interstate 25 is covered by the District 9 County Fire Station on Osuna.

Parks

The 12.5 acre Wildflower Park is under construction. No other parks presently serve the plan area. The Balloon Fiesta Park areas were added in 1997 comprising an additional 358 acres of open space and community recreational/ cultural facilities .

Other Community Services

Because the plan area is at the northern fringe of the City, there are few other community services nearby. The North Valley Senior Citizen's Center, at Fourth Street and Aztec N.N. Road, is approximately five and one- half miles away. The Los Griegos Branch Library at Tenth Street and Griegos Road N.W., is about five miles away. A meal site for the elderly, at the Nativity of the Blessed Virgin Mary Church, is located approximately two and one half miles away.

II. LAND USE AND TRANSPORTATION SURVEY (1984)

A survey of residents, property owners, and employees of the plan area was conducted in December 1982 to learn as much as possible about their needs and concerns. A sample survey form and selected results are shown in Appendix B. Survey forms were mailed to All property owners, and distributed to employees of major firms and renters of mobile home spaces. Of the 2900 forms distribute over 912 (31%) were returned. The following is a breakdown of responses by property interest.

| | Percent of Sample Returned | | |
|----------------|----------------------------|------------------|------------------------|
| | <u>Sample Size</u> | <u>Responses</u> | <u>(Response Rate)</u> |
| Resident | 486 | 197 | 41% |
| Property Owner | 516 | 516 | 100% |
| Employee | 1,900 | 717 | 38% |

The survey focused on four major issues: commercial services, parks, trans- portation and housing. Responses for each category are discussed below.

COMMERCIAL SERVICES

The survey asked specifically about the perceived need and expected frequency of use for six types of commercial services, a convenience store, restaurant, drug store, gas station, hotel/motel, and day care center. In addition, the survey asked if other commercial services are needed in the plan area. Responses indicate that both employees and residents feel that commercial services are needed in the plan area.

The greatest perceived need for commercial services in the area are for a restaurant (77%), a gas station (76%), and a convenience store (69%). These would also be the most frequently used services as indicated by the respondents. The next greatest perceived need is for a drugstore (47%). A day care center is needed by (31%), although only one-third of those who think a day care center is needed would use it regularly. A hotel or motel is considered to be a facility that would be used occasionally for out-of-town business people and for business meetings. Other needed commercial services include a bank, a grocery store, a hardware store, a fast-food restaurant, a post office, and a liquor establishment. These results are shown in Appendix B, Figure 2.

PARKS

The survey asked if a park is needed in the area; what facilities the respondents would use; when they would use it; and whether recreational facilities are provided by the employer. Of the respondents answering the park question (79%), both residents and employees say that

a park is needed in the area. The most needed park facilities are a picnic area (51%), landscaped area for passive recreation (49%), and a jogging/exercise trail (40%). Other facilities mentioned include volleyball courts, a swimming pool, and soccer fields. Park needs as perceived by residents and employees are indicated in Appendix 8, Figure 3.

Respondents state they would use a park most frequently on weekends (61%), after work (55%) and at lunch time (52%). Holidays and daytime use by residents is also suggested. Survey results show that few employers in the area provide recreational facilities. Vista Sandia Hospital provides the most facilities, and these are jointly used by patients and staff.

TRANSPORTATION (1984)

Mode of Commuting

Eighty-five percent of work by driving their carpool; three percent the bus, or use another the residents and employees of the plan area get to own vehicle. About 12% of residents and employees ride a bicycle; and less than one percent walk, take mode of transportation. The average commuting distance for residents and employees is 9.97 miles. Of all people responding to the question about distance to work, 10% travel less than 5 miles; 37% travel 5 to 10 miles; 45% travel 10 to 20 miles; and 8% travel over 20 miles. The mean commuting distance for employees is 10.9 miles and for residents, 9.04 miles.

The reasons most often cited for not bicycling to work are the volume of traffic, narrow roads, and lack of bikeways. In response to questions regarding the need for bikeways and pedestrian trails, 42% think that off-street bikeways are needed; 30% prefer combined bicycle/pedestrian trails; 26% of the respondents think that on-street bikeways are needed; 19% think that pedestrian trails are needed; and 16% think that no bikeways or pedestrian trails are needed (See Appendix B, Figure 4).

Work Trip Origin

Seventy-eight percent of the respondents indicated the intersection nearest their home as the point of origin for their trip to work. Of the 78%, slightly over 98% live in one of the seven areas indicated on Map 4. The remaining two percent live outside of the metropolitan area. Roughly half of those employed in the plan area begin their work trip from the northeast heights.

HOUSING (1984)

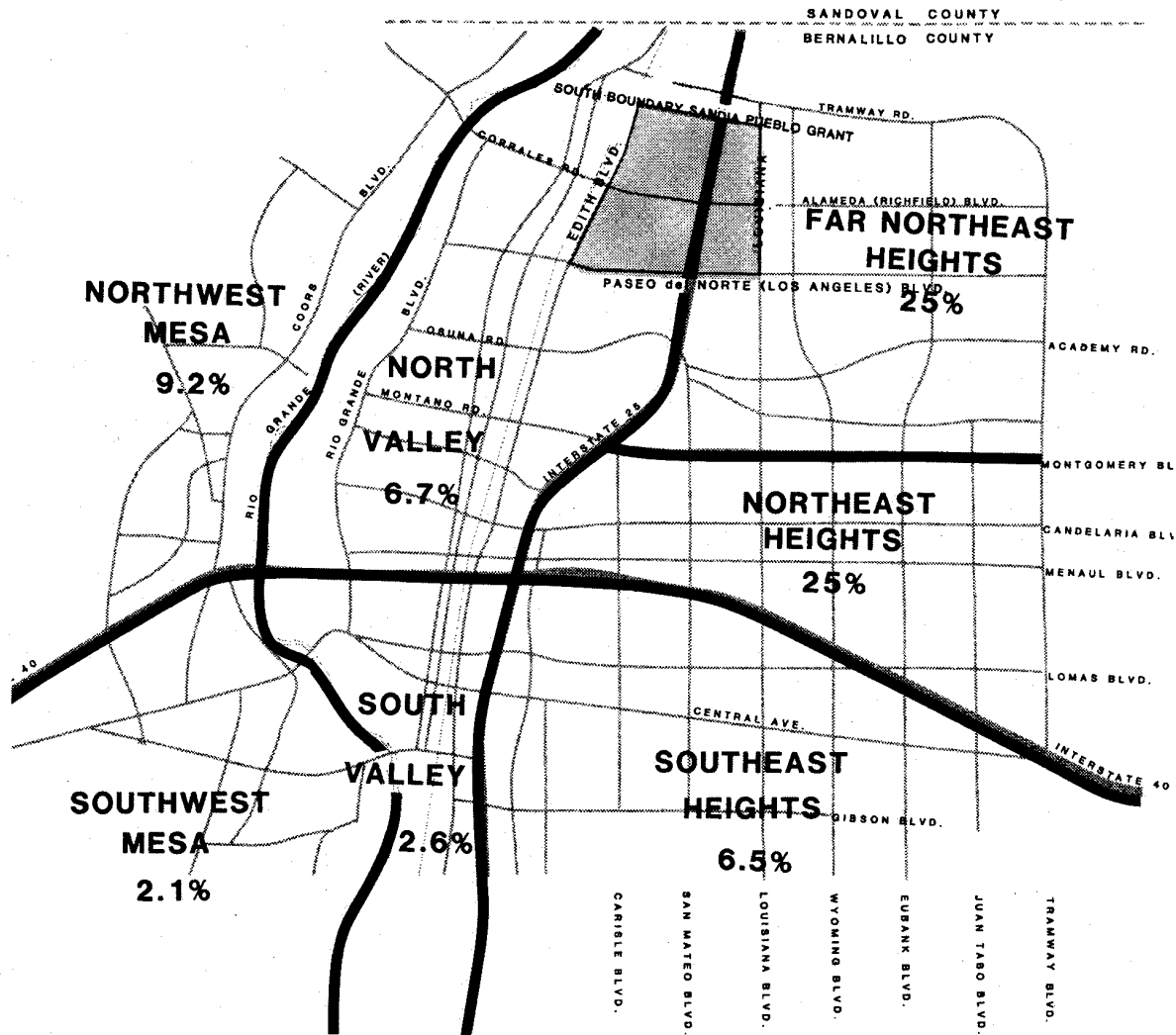
The survey asked if more housing is needed in the plan area and if non-residents would be interested in living in the area. Of all survey respondents, 64% think that additional housing is needed in the area. Of non-resident respondents, 54% think that additional housing is needed; however, only 39% would be interested in living in the area if suitable housing were available. Non-residents who think that additional housing should not be built in the area cite incompatibility of housing with the industrial development in the area as the primary reason.

Most families interested in living in the area include three persons or less. Fifty-nine percent of them have no children, and sixty percent are 30 years old or younger. Thirty-six percent of the

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Origin of Work Trips
 of Employees of the
 Sector Development Plan Area



employees interested in living in the plan area are professionals. Approximately half of the respondents employed in the clerical labor and technical positions are interested in living in the area.

Respondents who are interested in living in the area represent a range of income levels. Twenty-seven percent have a household income of \$10,000-\$19,999; 29% earn \$20,000-\$29,999; and 21% earn \$30,000-\$39,999.

Of those who are interested in living in the area, 73% feel that single-family housing is needed; 37% think that apartments are needed; and 29% think that townhouses are needed. Respondents were allowed to check more than one housing type. Sixty-three percent of all residents think that additional housing is needed in the area. The most needed housing types indicated are single-family houses and mobile homes. The reason most often cited by residents who think that additional housing is not needed is a preference for a rural environment.

III. DRAINAGE

EXISTING CONDITIONS

The arroyos which drain the plan area are the North Domingo Baca Arroyo, the South La Cueva Arroyo, the North La Cueva Arroyo, the El Camino Arroyo, and the North El Camino Arroyo. East of Interstate 25 and north of San Diego Avenue the area is characterized by broad flood plains and meandering natural arroyos. West of Interstate 25 some drainage structures have been built to convey runoff. The North Domingo Baca Arroyo, (an earthen channel which runs east-west just north of Paseo del Norte (Los Angeles) Boulevard conveys the 100-year storm through Coronado Village and Villa San Mateo subdivisions and then joins the South Domingo Baca Arroyo to flow westward to the North Diversion Channel. A detailed discussion of existing drainage conditions, proposed drainage improvements, and cost allocations is contained in the Drainage Management Study for the North I-25/Richfield Sector Development Plan prepared by Bohannon-Huston, Inc. as an adjunct to this report.

RECOMMENDATIONS

The policy recommendations of the Drainage Management Study for the North Interstate 25/Richfield Sector Development Plan, have been incorporated into the policy recommendations of the North Interstate 25 Sector Development Plan. The objective of the recommended drainage improvements is:

- * to identify a comprehensive approach for addressing both localized urban runoff and major arroyo flows affecting the North Interstate 25 Sector Development plan area.

The drainage areas and subareas are shown on Map 5. The recommended drainage improvements are summarized in the following section and are shown on Map 6.

AREA A

- * Treatment of storm runoff from watersheds impacting Edith Boulevard should be of sound engineering design, and should reflect the rural nature of the area.

AREA B

Subarea B-1

- * The City of Albuquerque will prepare a comprehensive storm drainage management plan for the North Domingo Baca Arroyo watershed. This plan will address more detailed storm drainage treatment for the Paseo del Norte (Los Angeles) Boulevard transportation corridor and that portion of the North Interstate 25 Sector Plan area encompassing the Pleasant View and West Vumoor mobile home subdivisions. In addition, the storm drainage management plan will incorporate "PL 451 – Multiple Use Study/North Domingo Baca Arroyo", of the Multi-Year Planning Program for Albuquerque and Bernalillo County.

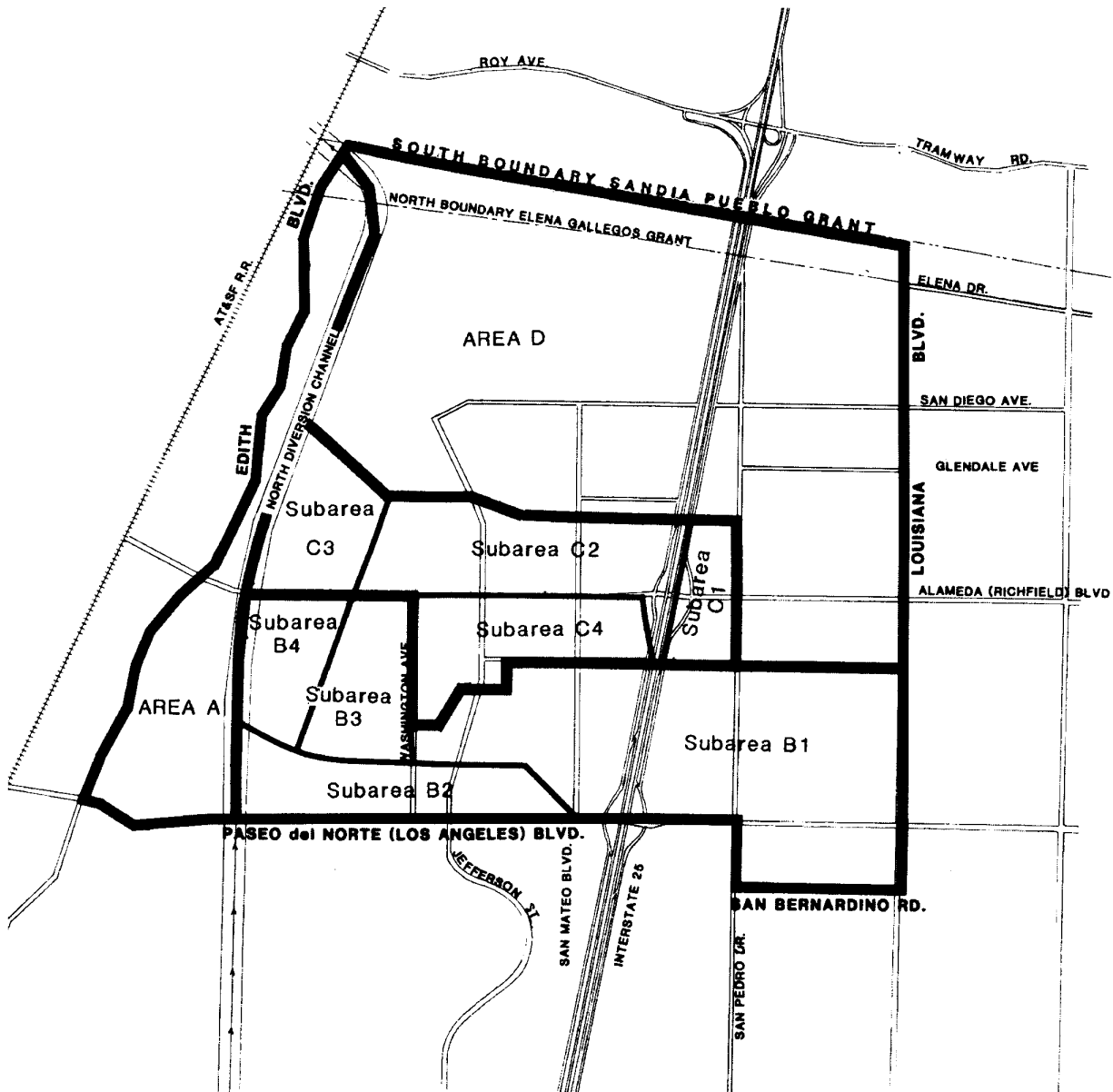
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Drainage Areas and Subareas



* The City of Albuquerque in concert with Bernalillo County and AMAFCA, shall establish drainage guidelines and criteria for portions of this area which are not in the 100-year flood plain. This effort will ensure consistent criteria, guidelines and regulations and mitigate the adverse impacts of storm runoff on the downstream infrastructure.

Subarea B-2

* Treatment of runoff in this area should be addressed by the New Mexico State Highway Department during the design stages for the Paseo del Norte Boulevard Transportation Corridor.

Subarea B-3

* The City of Albuquerque shall proceed with the implementation of plans for the conveyance of storm runoff from Clifford Industrial Park to the North Diversion Channel.

Subarea B-4

* The closure plan for the Los Angeles landfill site shall be complied with when establishing the treatment of storm runoff from Clifford Industrial Park to the North Diversion Channel.

AREA C

Subarea C-1

* The City of Albuquerque in cooperation with Bernalillo County and AMAFCA, shall establish drainage guidelines and criteria for this area. This effort will mitigate the adverse impacts of storm runoff on the downstream infrastructure.

Subarea C-2

* The City of Albuquerque in cooperation with AMAFCA, Sperry Flight Systems, the Sisters of the Order of Saint Dominic and the Clifford Company, shall complete the ongoing drainage improvements for the South La Cueva Arroyo and Jefferson Boulevard in a timely manner.

Subarea C-3

* Runoff in this area shall be discharged into the North Diversion Channel through future road and storm sewer networks.

AREA D

* West of Interstate 25, drainage improvements to the South La Cueva Arroyo and Jefferson Boulevard are proceeding.

* East of Interstate 25, the City should endorse the concept of diverting the E1 Camino Arroyo

into the North La Cueva Arroyo as part of the Coronado Airport site master plan effort. Channel stabilization shall be consistent with downstream facilities.

* Proposed road crossings over major arroyos shall be programmed and constructed in accordance with established City policies.

In addition to the above recommendations, the drainage management study recommends that future arroyo treatments in the sector plan area be selected on the basis of their response to anticipated growth in a specific watershed. In general as the amount of urbanization increases, the potential for utilizing natural treatments decreases. This does not exclude, however, the use of alternative treatments. No specific treatment type is prescribed by this plan. Instead the following recommendations are made to ensure coordination of drainage treatments.

1. Where possible, the City of Albuquerque shall support the joint use of transportation, utility and drainage corridors.

2. Arroyo alignment and permanent treatments shall be selected only after a comprehensive analysis is made of the entire watershed system upstream and downstream of the proposed improvements.

3. The City of Albuquerque shall support future planning efforts for the treatment of arroyo runoff through the sector plan area.

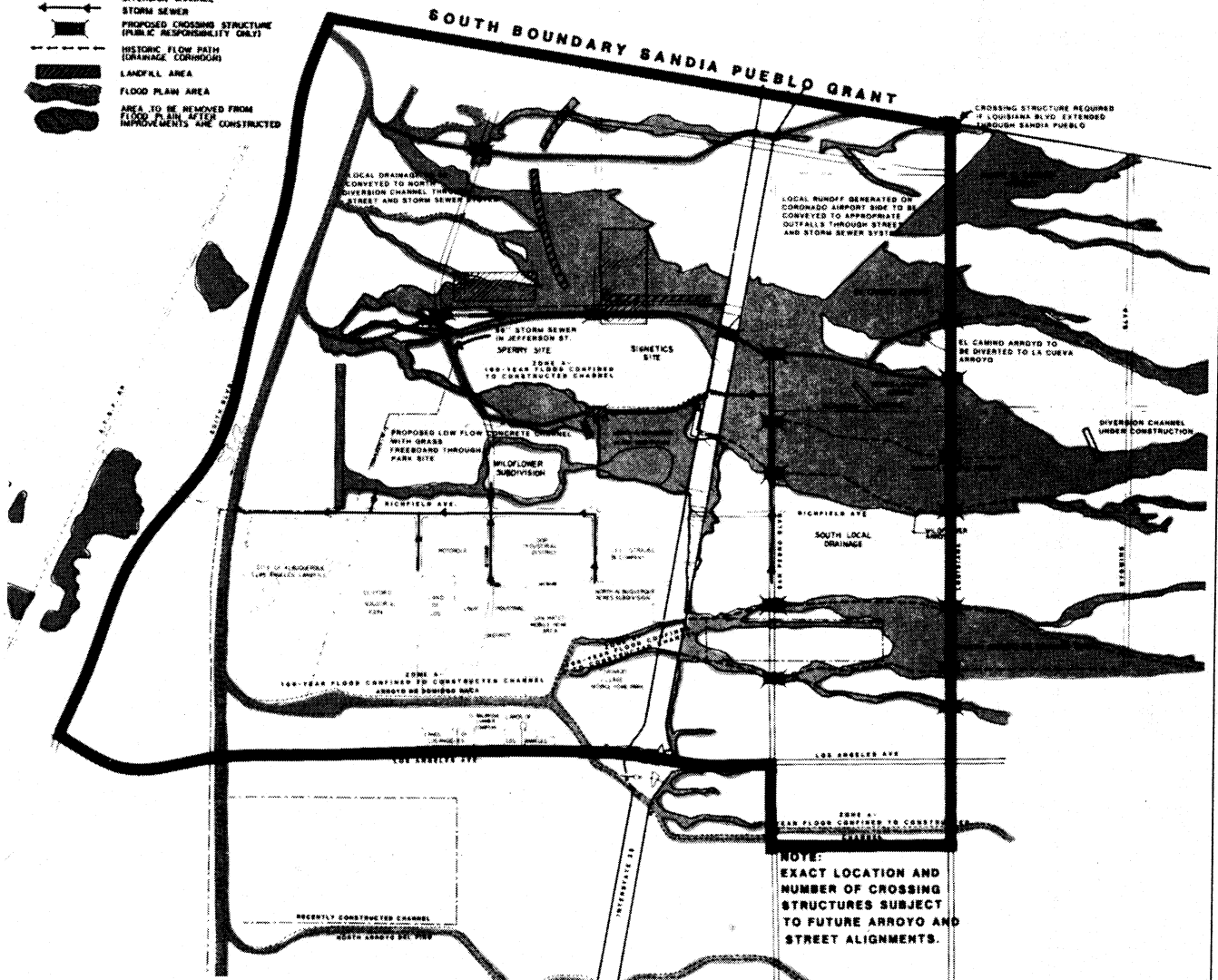
4. The City of Albuquerque in concert with Bernalillo County, AMAFCA and affected landowners, shall continue to establish acceptable drainage guidelines in the sector plan area recognizing that the jurisdiction of each agency is overlapping and founded on different criteria and guidelines.

north I-25 sector development plan

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Recommended Drainage Improvement

- LEGEND**
- EXISTING CONCRETE CHANNEL
 - EXISTING CROSSING STRUCTURE
 - EXISTING DIVERSION CHANNEL
 - PROPOSED CONCRETE CHANNEL
 - PROPOSED TEMPORARY DIVERSION CHANNEL
 - STORM SEWER
 - PROPOSED CROSSING STRUCTURE (PUBLIC RESPONSIBILITY ONLY)
 - HISTORIC FLOW PATH (DRAINAGE CORRIDOR)
 - LANDFILL AREA
 - FLOOD PLAIN AREA
 - AREA TO BE REMOVED FROM FLOOD PLAIN AFTER IMPROVEMENTS ARE CONSTRUCTED



IV. UTILITIES

EXISTING CONDITIONS (1984)

Water

The sector plan area is located within three pressure zones: Zone 1E is located west of the AMAFCA Diversion Channel; Zone 2E is located between the AMAFCA Diversion Channel and Interstate 25; and Zone 3E is located between Interstate 25 and the 5,210-foot contour east of Louisiana Boulevard. These zones are serviced by the Alameda Trunk. Map 7 shows existing facilities or those about to be constructed, and master plan lines and facilities that are necessary to complete the water system in this region of the Alameda Trunk. A summary of programmed improvements is contained in Appendix A, Table A-2.

The water system's northern service limit is the southern boundary of the Sandia Pueblo Grant. For purposes of this sector plan, this limit has been maintained. However, if approved by the Albuquerque City Council, the Master Plan may be amended at some time in the future to extend facilities to the north.

The following is a summary of service criteria, as defined by the Albuquerque Water Utilities Department, for the three pressure zones in the Plan area.

Zone 1E

Service to the land between the AMAFCA Diversion Channel and Edith Boulevard is available. Development can proceed as per adopted City policies and established administrative procedures for areas within the water system service area.

Zone 2E

Service within the present municipal limits existing and/or imminent facilities and Master Plan lines shown on Map 7. The water system is adequate to service existing development and infill within the existing city limits; and can proceed as per City policies and administrative procedures. Local distribution lines may be required.

North of the existing Municipal Limits, service is contingent upon annexation of lands into the City of Albuquerque and the completion of the following facilities:

1. The Coronado (Tracie) facilities which will ultimately include wells, two reservoirs, a transmission line, and pump station.
2. A 30-inch water main which has been Anstead under Interstate 25 at Paseo del Norte (Los Angeles Boulevard) concurrently with improvements to the Interstate 25 frontage roads.
3. Master Plan line extensions will be constructed as development occurs. These extensions are typically jointly financed by the developer and the City in accordance with adopted water and sanitary sewer extension policies.

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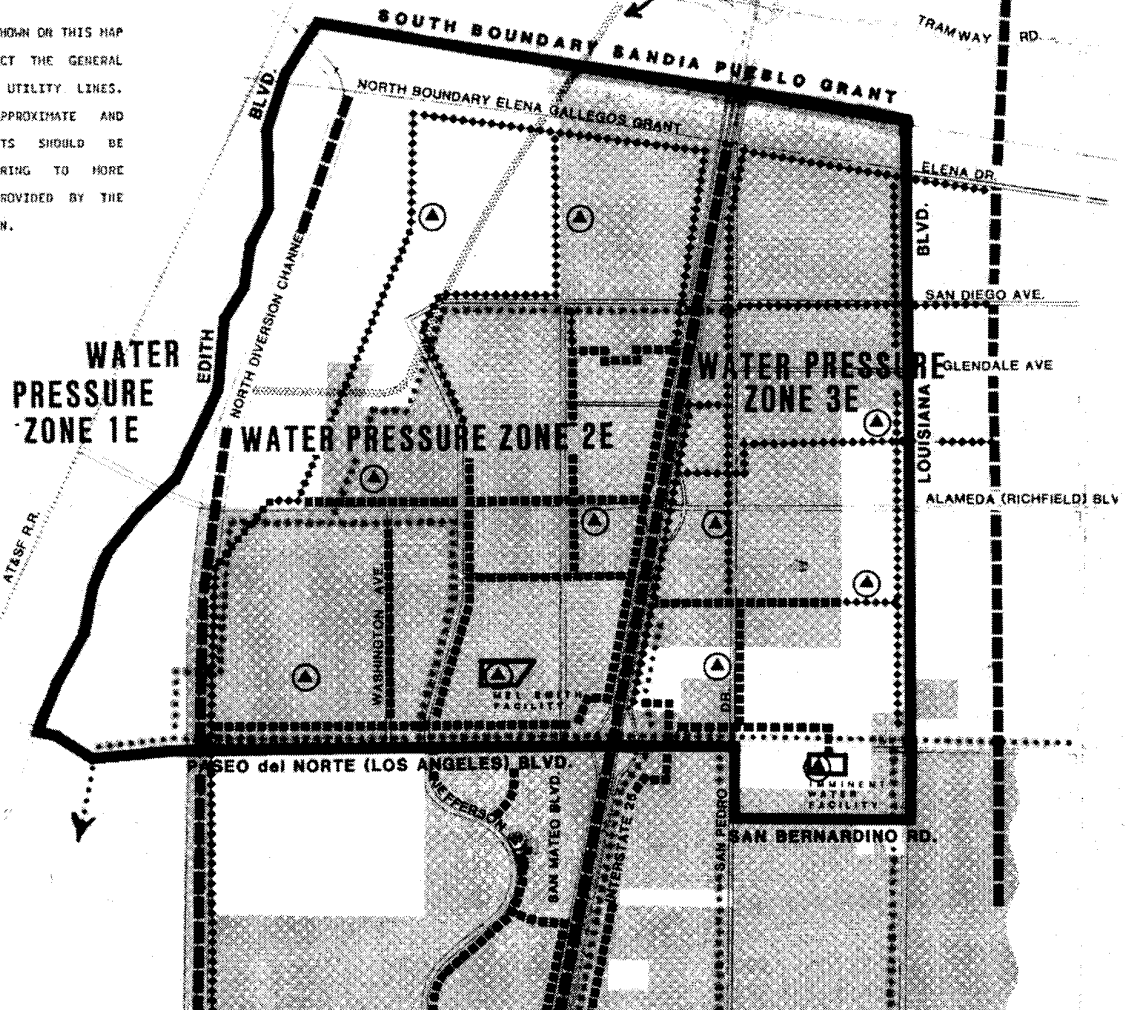
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Water and Sewer Facility Plan

- 'MASTER PLAN' WATER LINES
EXISTING/IMMINENT SYSTEM)
- 'MASTER PLAN' WATER LINES
(ULTIMATE SYSTEM)
- WATER PRESSURE ZONE
- MAJOR SANITARY SEWER
LINES
- ⊙ WELL SITE
(ULTIMATE SYSTEM)

ALL ALIGNMENTS SHOWN ON THIS MAP
ARE MEANT TO DEPICT THE GENERAL
AREA OF MAJOR UTILITY LINES.
LOCATIONS ARE APPROXIMATE AND
ACTUAL ALIGNMENTS SHOULD BE
CHECKED BY REFERRING TO MORE
DETAILED MAPS PROVIDED BY THE
UTILITY IN QUESTION.

THIS LINE MARKS THE TOPOGRAPHIC
LIMIT OF GRAVITY SANITARY NORTH
VALLEY INDUSTRIAL INTERCEPTOR
(San Diego SAS)



4. As part of the Interstate 25 frontage roads, phase 2 project, a 14-inch line was extended under the freeway to permit pressure reduced flow from Zone 3E to Zone 2E when the Zone 3E master plan lines are in service. This connection will provide the fire flow support to the north end of Zone 2E. As other development proposals are identified for this zone, the Albuquerque Water Utilities Department will conduct an analysis of the system capabilities to determine what additional system improvements will be required to provide service to specific sites.

Zone 3E

Service is presently available to land within the Municipal Limits. Assuming that development takes place in an orderly fashion from Paseo del Norte (Los Angeles) Boulevard north, the system can be expanded without major changes to existing system planning. Service can be provided upon annexation of lands into the City of Albuquerque and per adopted City policies and established administrative procedures.

Sanitary Sewer

Information provided by the Albuquerque Water Utilities Department indicates that most of the sector plan area is either served or can be served from existing interceptor lines (see Map 7). In addition, all sewage collected by these systems will be transported via existing interceptors to the Southside Treatment Plant.

Because of existing topography, the area north of the present municipal limits and west of the Public Service Company of New Mexico (PNM) easement, is presently unserviceable by gravity systems. The service limit boundaries will be adjusted as street locations are determined. Given current planning parameters for the North Valley System and capacities of recently constructed interceptors, there will not be adequate system capacity to provide service to this area through the North Valley System.

Telephone Service

Mountain Bell has buried telephone feeder and sub-feeder cables serving the sector development plan area. These are located parallel to the plan area boundaries as shown on Map 8. Existing cables plus a proposed feeder cable south of Alameda (Richfield) Boulevard west of Interstate 25 are adequate to service development in the plan area.

Natural Gas

The Gas Company of New Mexico serves the perimeter of the plan area with major extension distribution lines shown on Map 8. These lines, ranging from 6 to 16 inches in diameter, carry gas under high pressure ranging from 40 to 175 pounds per square inch in anticipation of industrial development.

There is currently no distribution system north of Glendale Avenue and west of Louisiana Boulevard. This includes approximately half of the plan area and most of the undeveloped areas within the plan area boundaries.

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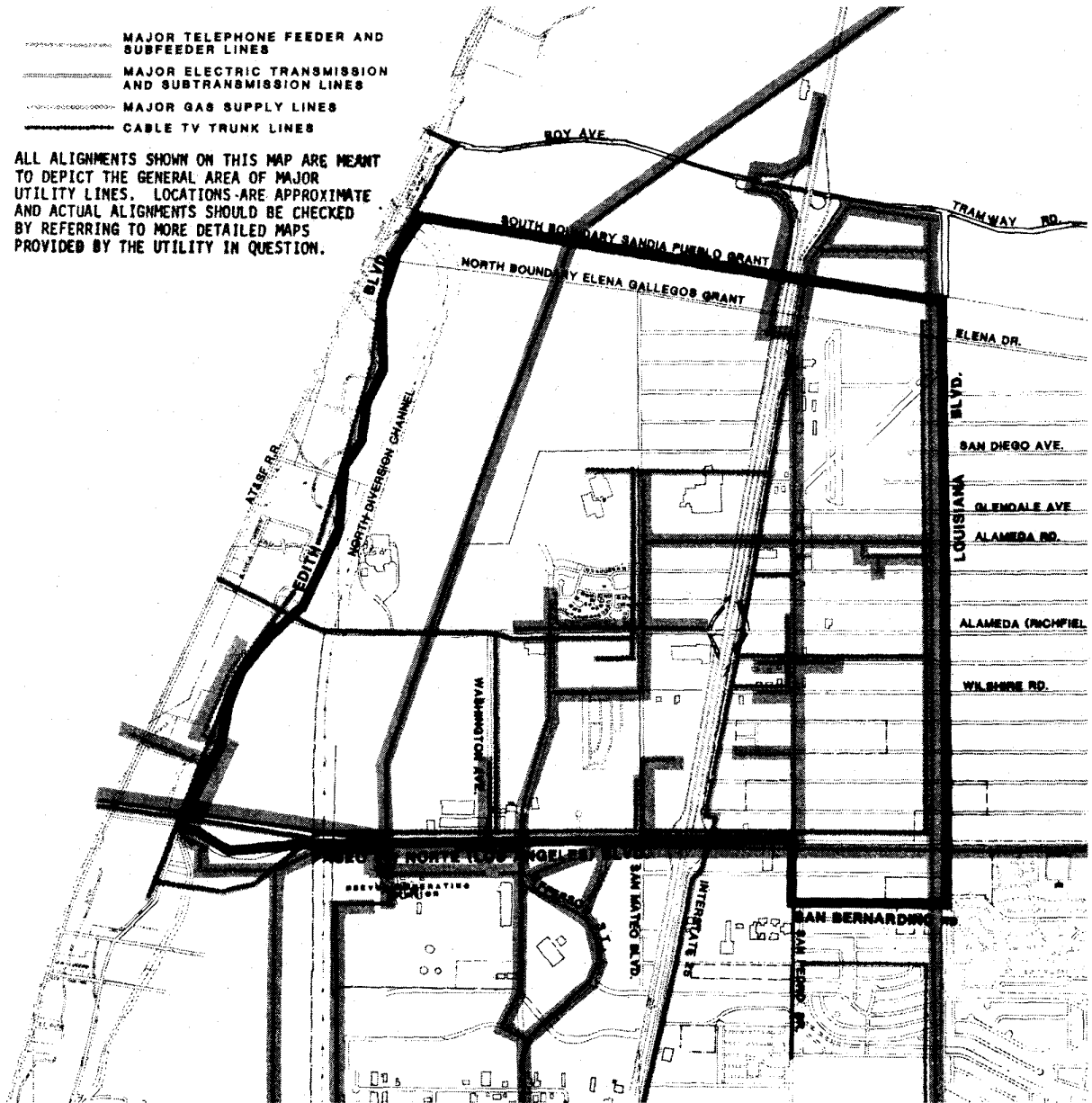
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Major Utilities

- MAJOR TELEPHONE FEEDER AND SUBFEEDER LINES
- MAJOR ELECTRIC TRANSMISSION AND SUBTRANSMISSION LINES
- MAJOR GAS SUPPLY LINES
- CABLE TV TRUNK LINES

ALL ALIGNMENTS SHOWN ON THIS MAP ARE MEANT TO DEPICT THE GENERAL AREA OF MAJOR UTILITY LINES. LOCATIONS ARE APPROXIMATE AND ACTUAL ALIGNMENTS SHOULD BE CHECKED BY REFERRING TO MORE DETAILED MAPS PROVIDED BY THE UTILITY IN QUESTION.



Electricity

The sole existing electrical transmission facility traversing the plan area is a two-circuit 115kv line which extends from the Reeves Generating Station north and eastward past the western boundary of the Sperry site and then across Interstate 25 on the Sandia Pueblo. Another bulk transmission line to serve Albuquerque may run into Reeves Station through the plan area. However, no alignment has been identified by PNM at this time.

RECOMMENDATIONS

The objectives of the utilities element of the plan are:

- * to provide adequate water and sewer service in the plan area;
- * to delineate areas where service limitations exist;
- * to ensure installation of capital improvements in a coordinated, timely manner.

Extend Master Plan water and sanitary sewer lines to developments that are and/or will be annexed into the City of Albuquerque in accordance with the City of Albuquerque's water and sanitary sewer line extension policies. These lines are typically jointly financed by the developer and the City.

Construct the Mel Smith Facility in water pressure Zone ZE to allow northward expansion of the industrial area west of Interstate 25. It should be programmed into the City's Capital Improvements budget for construction concurrent with completion of the Interstate 25 frontage road improvements.

As development proposals become more defined for the northwest portion of the sector plan area, an evaluation of capacity of the North Valley Sewer System must be done. Other possible alternatives include on-site disposal and pumping sewerage to interceptors east of the site.

V. LAND USE AND ZONING

EXISTING CONDITIONS (1984)

The plan area has developed primarily as a light industrial area. Over 700 acres of vacant land within the plan area are zoned for industrial development. Vacant land south of the plan area is also zoned for industrial use. Major existing industrial uses include the Sperry and Signetics facilities, Motorola, Levi Strauss, Coronado and other Auto Salvage operations, and gravel mining operations along the western edge of the plan area. Other small industrial and commercial uses occur between Interstate 25 and San Pedro Drive. With the exception of the Coronado Airport, the northern portion of the plan area is predominantly vacant land.

Pockets of residential development occur within the plan area including Coronado Village Mobile Home Country Club, Sun North Estates, Wildflower and the Pleasant View/West Vumoor/Academy North mobile home developments. A total of 763 housing units exist in the plan area (see Table 3).

The Coronado Airport, one of two general aviation airports in the metropolitan area, will close in 1986 as general aviation traffic is transferred to the Double Eagle II Airport. At that time the Coronado Airport site will present a major opportunity for redevelopment .

The major land use issues in the plan area include the following:

The occurrence of industrial and commercial uses adjacent to existing residential neighborhoods, which have created and use conflicts including traffic, noise and visual impacts, as well as isolation of neighborhoods.

Existing platting which disregards the natural topography and present planning requirements for drainage, transportation, utilities, and other design needs as set forth in the Comprehensive Plan, the Comprehensive City Zoning Code, the Subdivision Ordinance and other adopted land use regulations.

Diverse ownership and size of individual parcels which constrains urban development per existing policies codes and regulation.

Dual governmental jurisdiction between the City of Albuquerque and the County of Bernalillo which presents dissimilar policies, regulations and guidelines for land use planning and development needs.

LAND USE PLAN

Two alternative land use plans were originally considered; each proposing a different proportion of residential development to nonresidential development when the plan area is fully developed. Neither of the plans were official accepted and subsequently were withdrawn from the public hearing process. Primary concerns regarding these original plans included the extent and density of residential uses; provision of compatible land use transition and/or buffer between industrial and residential uses; ensuring appropriate land use along the Alameda

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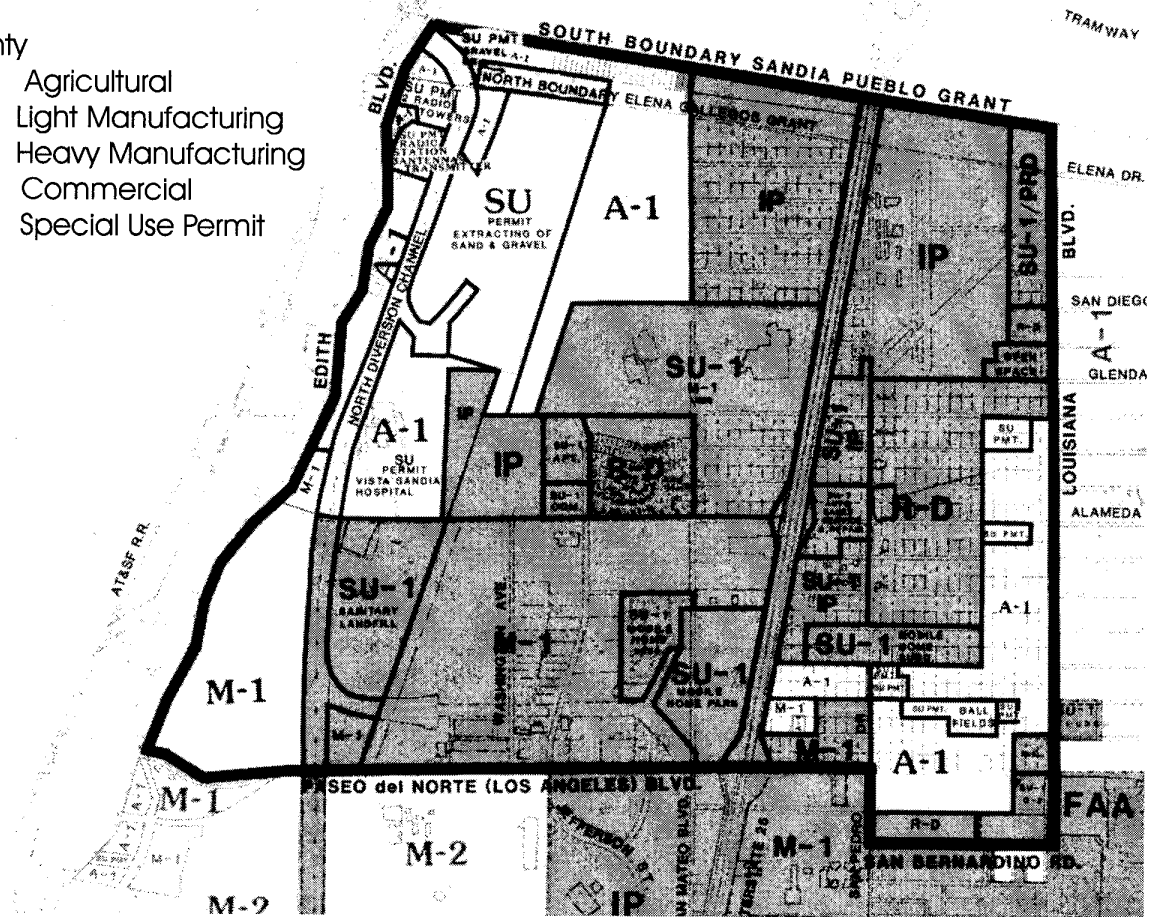


Existing Zoning

- R-D Residential
- R-1 Single Family Residential
- IP Industrial Park
- M-1 Light Manufacturing
- SU-1 Special Use

County

- A-1 Agricultural
- M-1 Light Manufacturing
- M-2 Heavy Manufacturing
- C-1 Commercial
- SU Special Use Permit



(Richfield) and Paseo del Norte (Los Angeles) transportation corridors and designating appropriate zoning within the plan area. Consideration of these issues have formed the basis for a revised land use plan which addresses the following considerations:

* Based on current development trends it is anticipated the plan area ultimately will be developed to urban densities and intensities. Therefore, it is appropriate for the City, in accordance with adopted policies and procedures, to undertake annexation of this area. Annexation will facilitate appropriate land use and development under one set of regulations and procedures that will ensure consistency and minimize land use conflicts.

* Because of extensive public and private commitment for infrastructure improvements, it is assumed that the trend towards industrial park development will continue as the primary land use within the plan area. This is supported by the fact that the Coronado Airport and other major land parcels within the plan area have been master planned and zoned for development as industrial parks.

Industrial development adjacent to the Sandia Pueblo boundary is consistent with proposed development on Pueblo land.

* Several small industrial and commercial sites have been developed along the east frontage of San Pedro Drive, primarily north of Alameda (Richfield) Boulevard. This development has, in some locations south of Alameda Boulevard, caused adverse visual and noise conflicts with existing residential uses. Land use proposals should be consistent with existing uses in these areas.

* As indicated by the Land Use and Transportation Survey, parks and commercial services are desired by both residents and employees.

* Some additional residential development is appropriate and marketable; the Land Use and Transportation Survey results support a limited amount of additional housing in the plan area in a variety of types and densities.

* This plan does not address land use and zoning issues east of Louisiana Boulevard. However, because of the potential extent of proposed industrial and commercial uses within the plan area, it is recommended that primary land uses east of Louisiana Boulevard and within North Albuquerque Acres, be residential. The Comprehensive Plan specifies 3 to 6 dwelling units per acre as the appropriate density range. Appropriate nonresidential uses, supporting the residential development, shall be specified in future sector development plans.

* This plan does not address land use and zoning issues west of Edith Boulevard. However, it is recommended that the metropolitan area designation west of the plan area, should remain semi-urban as specified in the Comprehensive Plan.

RECOMMENDATIONS













The objectives of the land use and zoning element of the plan are:

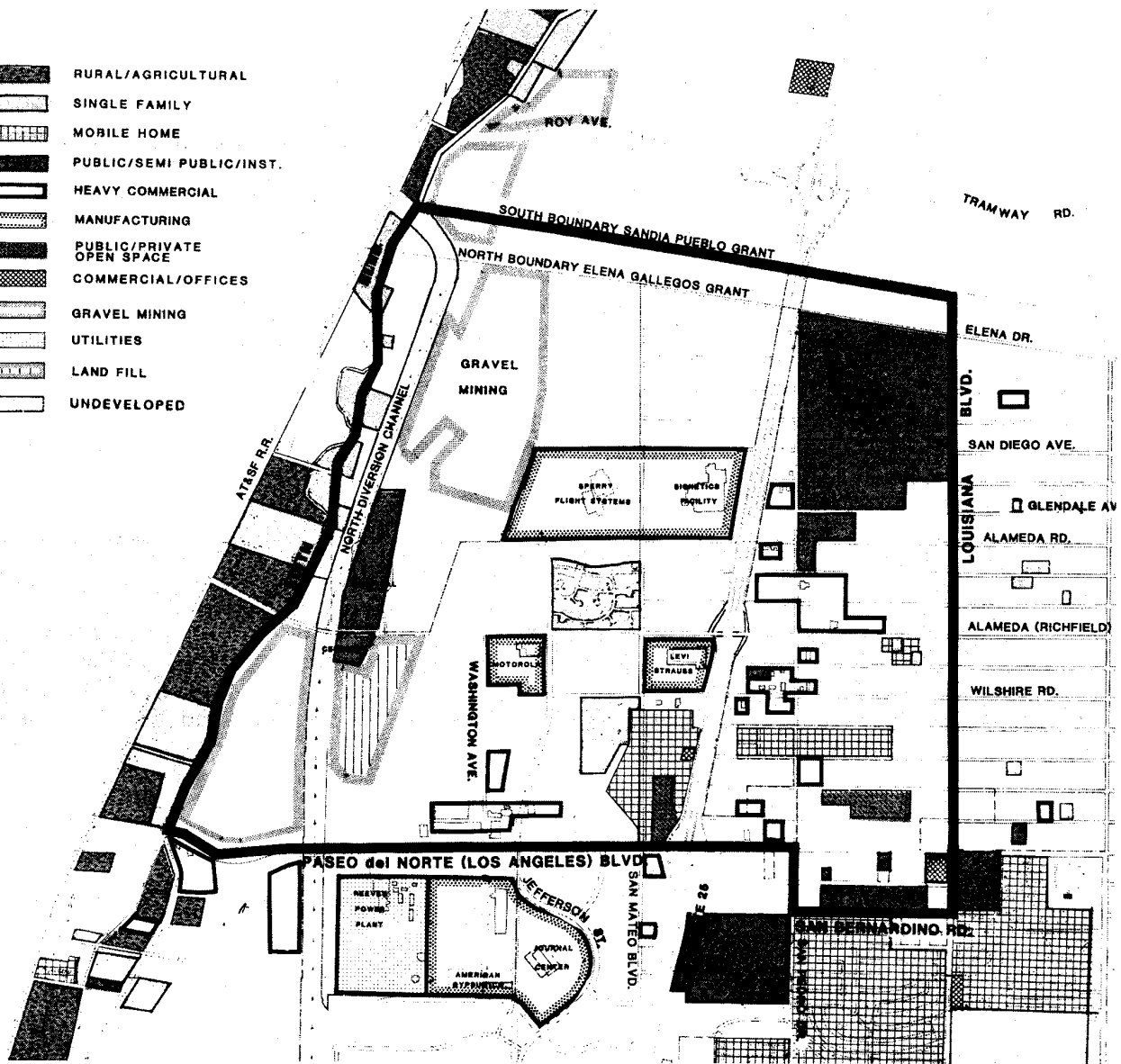
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Existing Land Use

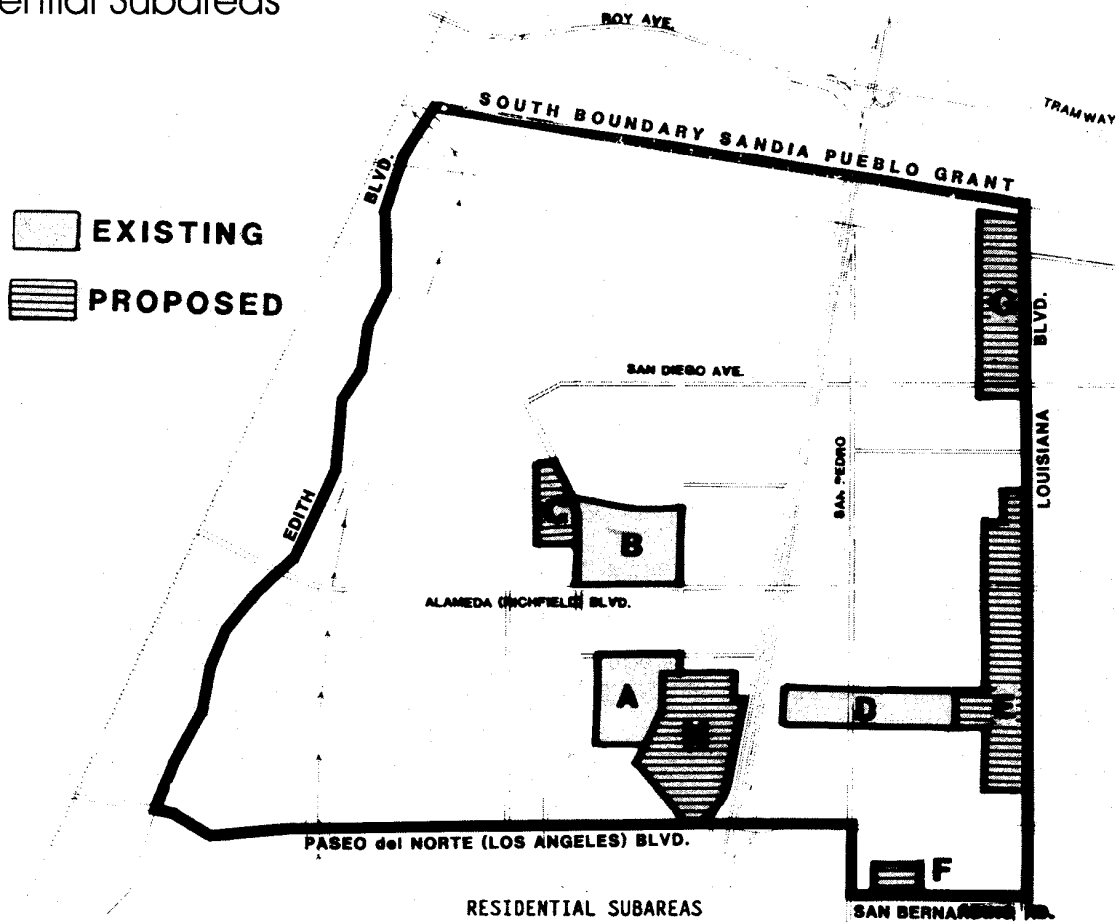
-  RURAL/AGRICULTURAL
-  SINGLE FAMILY
-  MOBILE HOME
-  PUBLIC/SEMI PUBLIC/INST.
-  HEAVY COMMERCIAL
-  MANUFACTURING
-  PUBLIC/PRIVATE OPEN SPACE
-  COMMERCIAL/OFFICES
-  GRAVEL MINING
-  UTILITIES
-  LAND FILL
-  UNDEVELOPED



north I-25

sector
development
plan

1985
Existing and Proposed
Residential Subareas



RESIDENTIAL SUBAREAS

| AREA | TOTAL ACRES | DWELLING UNITS PER ACRE | TOTAL UNITS | OPEN SPACE REQUIREMENT |
|--------------|-------------|-------------------------|------------------|------------------------|
| A | 22 | 6-9 du/ac | 132-198 | None* |
| B | 43 | 3-6 du/ac | 129-258 | 7-14 ac |
| C | 10 | Up to 30 | 250 | 14 ac |
| D | 32 | 6-9 du/ac | 192-288 | None* |
| E | 62 | Up to 30 | 1550 | 16 ac |
| F | 7 | Up to 30 | 175 | 2 ac |
| G | 33 | Up to 30 | 990 | 54 ac |
| H | 16 | Up to 30 | 400 | ** |
| TOTAL | 245 | | 3818-4109 | 175-182 ac |















* Established Urban Comprehensive Plan designation does not require Open Space dedication.
 ** To be determined through future site plan review.

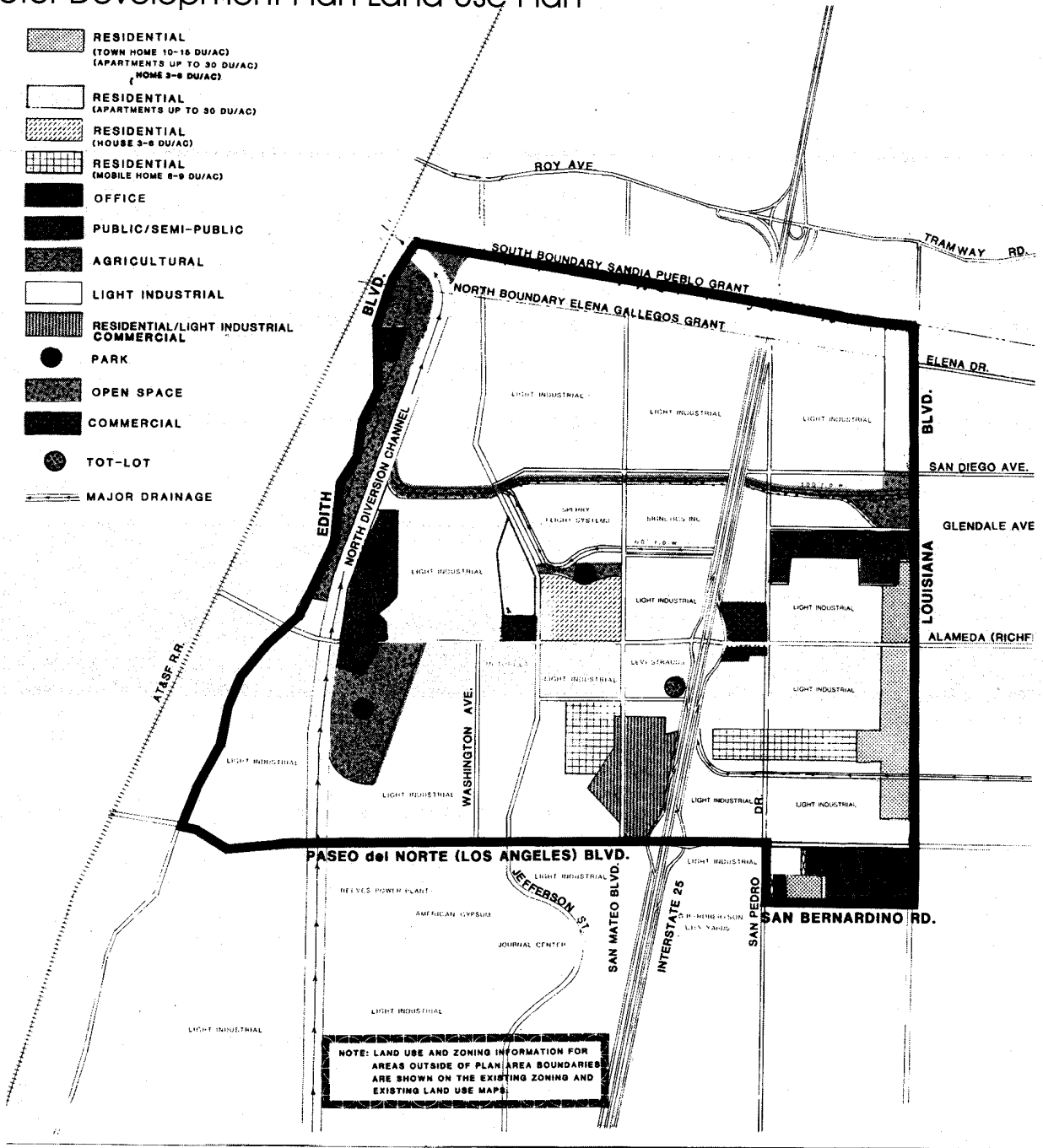
north I-25

sector development plan

1985

Sector Development Plan Land Use Plan

-  RESIDENTIAL
(TOWN HOME 10-15 DU/AC)
(APARTMENTS UP TO 30 DU/AC)
(HOUSE 3-6 DU/AC)
-  RESIDENTIAL
(APARTMENTS UP TO 30 DU/AC)
-  RESIDENTIAL
(HOUSE 3-6 DU/AC)
-  RESIDENTIAL
(MOBILE HOME 8-9 DU/AC)
-  OFFICE
-  PUBLIC/SEMI-PUBLIC
-  AGRICULTURAL
-  LIGHT INDUSTRIAL
-  RESIDENTIAL/LIGHT INDUSTRIAL
COMMERCIAL
-  PARK
-  OPEN SPACE
-  COMMERCIAL
-  TOT-LOT
-  MAJOR DRAINAGE



* to encourage reassembly, replatting and annexation of lands in the plan area;

*to ensure an appropriate mix and concentration of residential uses, light industrial uses and supportive office and commercial uses to reduce the need to travel; and to minimize adverse noise, traffic and visual conflicts between the residential and nonresidential uses;

* to ensure an appropriate land use buffer and transition between the plan area and North Albuquerque Acres east of Louisiana Boulevard;

*to ensure that future development within the plan area incorporates development standards pertaining to screening, landscaping, and subdivision and site design.

Residential

This plan specifies an increase in housing within the plan area. The additional residential development is intended to provide the following benefits:

to complement existing residential development;

to provide a population base that will be supportive of commercial retail and service uses within the plan area;

to provide additional housing opportunities near places of employment, thereby minimizing the need to travel

to provide for a diversity of housing types and densities;

to serve as an appropriate land use transition between the plan area and North Albuquerque Acres east of Louisiana Boulevard

West of Interstate 25, this plan specifies the following residential subareas (see Maps 11 and 12):

Subarea A. The existing 22 acres comprising the Sun North Estates development (6-9 dwelling units per acre).

Subarea B. The existing Wildflower neighborhood (43 acres at 3-6 dwelling units per acre).

Subarea C. The approximately 10 undeveloped acres west of the Wildflower neighborhood. This plan designates apartments at a density of up to 30 dwelling units per acre as the permissive residential use on the additional 10 acres (see Map 11).

Subarea H The redevelopment of the existing Coronado Village Mobile Home Park will include a Planned Residential Development on approximately 16 acres. This plan designates townhomes (10-15 dwelling units per acre) and apartments (up to 30 dwelling units per acre), as the permissive residential uses.

East of Interstate 25, this plan specifies the following residential subareas (see Maps 11 and 12):

Subarea D The existing Pleasant View/West Vomer and Academy North mobile home subdivisions (approximately 32 acres at approximately 6-9 dwelling units per acre).

Subarea E The approximately 62 undeveloped acres connecting with the east portion of residential subarea D, and extending between Hollywood Avenue on the south and Eagle Rock and Alameda Avenues on the north. This plan designates townhomes (10-15 dwelling units per acre), and apartments (up to 30 dwelling units per acre) as the permissive residential uses.

Subarea F The approximately 7 undeveloped acres west of the Edmund G. Ross Elementary school. Townhomes (10-15 dwelling units per acre), and apartments (up to 30 dwelling units per acre), are designated by this plan as the permissive-residential uses.

Subarea G The 33 undeveloped acres bounded by the Coronado Airport site, Louisiana Boulevard the Sandia Pueblo and San Diego Avenue. Apartments (up to 30 dwelling units per acre) are designated by this plan as the permissive residential use.

The total number of residential units in the plan area will ultimately range from 3,818 to 4,109 units. Based on the 1980 census average of 2.65 persons per household, the ultimate population of the plan area will range from 10,118 to 10,889 persons. Total potential residential development is shown on Map 11.

Office

Approximately 12 acres of office use is designated by the plan for the area along the south side of the Paseo del Norte transportation corridor between San Pedro Drive and Louisiana Boulevard (see Map 12). The office uses in this area will provide services for the industrial and residential uses in the plan area. The office uses will also provide a land use buffer between the transportation corridor, schools and residential uses that are located south of Palomas Avenue.

Commercial

A five-acre neighborhood commercial center is designated at Alameda (Richfield) Boulevard and Jefferson Boulevard to serve employees and residents west of Interstate 25 (see Map 12). Additional commercial uses can be permitted within the sector plan area, provided the zoning regulations as specified in this plan are met [see Zoning, Mixed Use Development,; Commercial Uses,; Industrial Uses,; Automotive Sales, Service and Repair,; and the Alameda (Richfield) Boulevard transportation corridor study area.

Industrial

The majority of the plan area is designated for industrial uses. This designation is consistent with existing uses, approved development plans and with the planned and programmed public infrastructure investment. Industrial development adjacent to the Sandia Pueblo boundary is consistent with current development plans for the Pueblo lands. Map 12 provides additional information.

Parks

Two park sites are designated on Map I2. A neighborhood-scale park site (12.5 acres) will be developed along the South La Cueva Arroyo (Wildflower Park). This park will include landscaping, picnic areas, trails, game fields and playgrounds. It will offer recreation opportunities for the the residents of residential subareas B and C, as well as employees of nearby commercial and industrial areas.

An additional park site has been designated for the Los Angeles landfill area. (see Map 12). The primary purpose of this site is to provide a permanent balloon launch area. The site has been programmed for acquisition in 1986 by the Albuquerque Parks and Recreation Department. (see Table A-4, Appendix A).

An additional park site in the area has been designated for an expanded Balloon Fiesta Park, to be zoned SU-2 for Balloon Fiesta Park, Museum, and Related Uses for approximately 350 acres. The previous Balloon Fiesta Park included 77 acres of land and the new area added to the park comprises an additional 273 acres for the 350 acre total area. The purpose of the park is to provide a permanent area for the International Balloon Fiesta, for a Balloon Museum, for regional park uses, and other uses as defined in the land use list

Open Space

Within this sector plan area the controls of the RD and SU-1 zones include an open space dedication requirement of 2,400 square feet per dwelling unit for residential development in the Developing Urban area. Of the total 2,400 square feet, the following minimum amounts shall be usable open space on the lot with the dwelling 200 square feet for each efficiency or one-bedroom dwelling; 250 square feet for each two-bedroom dwelling; and 300 square feet for each dwelling containing three or more bedrooms (see Appendix C for sample open space calculations). The remaining requirement may be met by one of the alternatives listed in Section 40.H.1 of the Comprehensive City Zoning Code.

Potential open space in the plan area includes the sand bluffs between the North Diversion Channel and Edith Boulevard (approximately 32 acres), and the South La Cueva Arroyo (approximately 19 acres). Preservation of open space areas which are privately owned is also appropriate, provided the provisions of Section 40.H of the Comprehensive City Zoning Code are met.

Acquisition of the open space buffer along the South La Cueva Arroyo, from the Vista Sandia Hospital to Louisiana Boulevard will be the first priority met for open space requirements. This open space area should be approximately 65-100 feet wide and include the South La Cueva Channel, landscaping and a pedestrian trail.

Other Public Facilities and Services

The existing public facilities and services, adequately serve the existing development within the plan area. However, additional City services and facilities will be needed as annexation and development continues and the population increases. Specific information is provided in individual sections for Drainage, Utilities and Transportation.

Other needed City facilities and services are discussed in the following section.

To improve City fire protection to the plan area, two new fire stations should be built. One station shall be located east of Interstate 25 at Louisiana Boulevard and Signal Avenue on a site that is presently owned by the City Fire Department. An additional neighborhood fire station site should be acquired west of Interstate 25 and near the center of the plan area. When put into operation, this station will include specially trained and equipped fire fighters to handle chemical problems.

At present, no funding has been programmed for the site west of Interstate 25. Acquisition of the land can be achieved through donation or purchase. However, the Albuquerque Fire Department shall program acquisition of the land by 1987 as land costs will continue to increase due to the potential for commercial and industrial development.

Related Land Use Development

This plan will regulate only that portion of the Paseo del Norte (Los Angeles and Alameda Richfield transportation corridors within the boundaries of the sector plan. Until future land use or transportation plans are adopted, the remaining portion of these corridors (Louisiana Boulevard to Tramway Boulevard) are subject to existing plans and policies.

East of Louisiana Boulevard and within North Albuquerque Acres, specific land uses shall be determined through future sector development plans. The area shall be primarily residential with average densities of 3 to 6 dwelling units per acre as specified in the Comprehensive Plan. Appropriate commercial, office and institutional uses will be designated to support the residential uses.

ZONING

This sector plan shall establish zoning for all lands within the plan area that are within the municipal limits of the City of Albuquerque. All lands that are under the jurisdiction of Bernalillo County should be regulated through Special Use Permits. All land uses shall be in accordance with the Land Use Plan (see Map 12) and the City Zoning Plan (see Map 13). Albuquerque's Zoning Code, Article 7-14 R.O. 1974, is the source of these zoning controls.

As to landscaping plans, including setbacks, see Section VI of this plan. These standards apply to the entire sector plan area except R-D single family development sites already developed and not being redeveloped, previously approved site development plans, and sand-gravel-earth mining operations.

north I-25

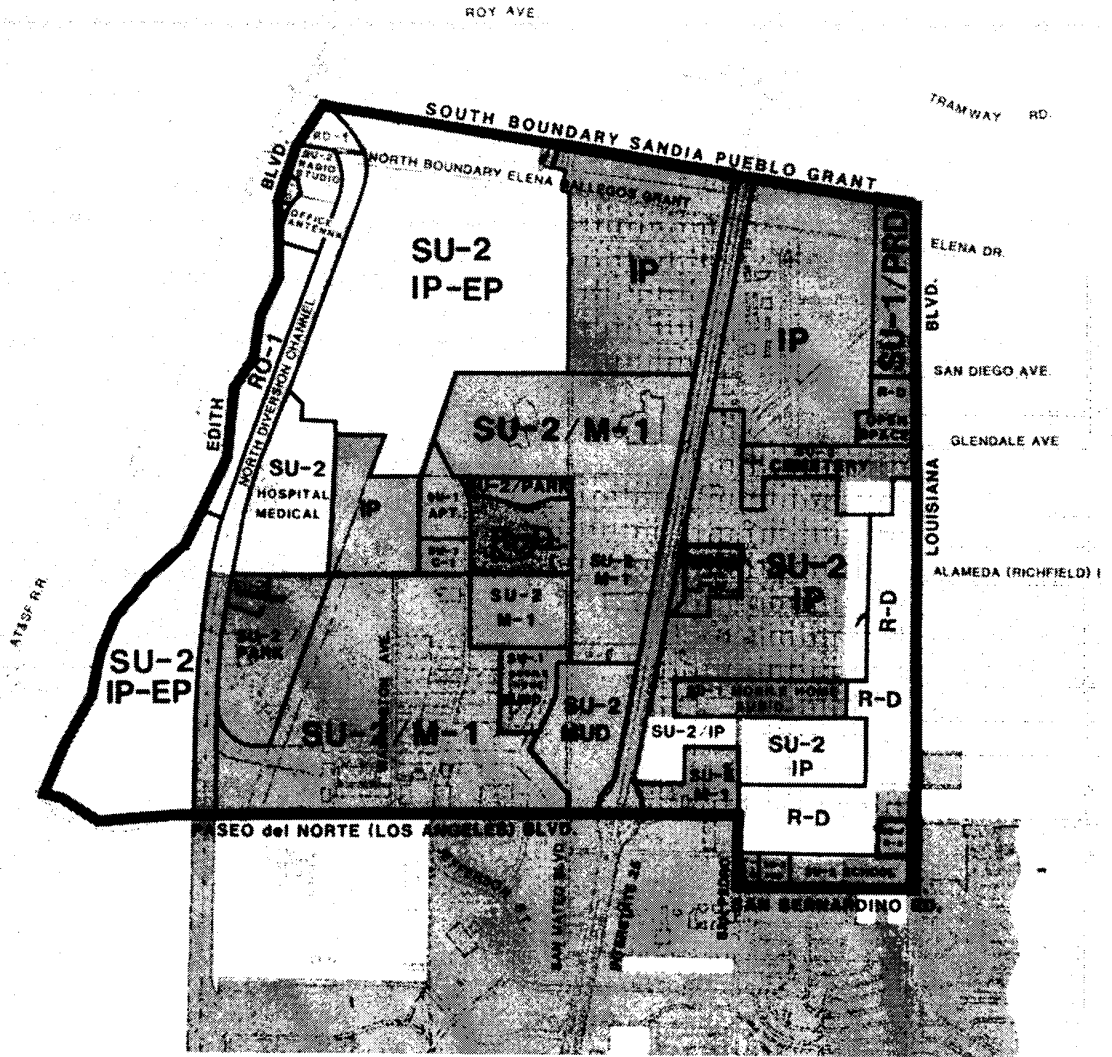
sector development plan

1985

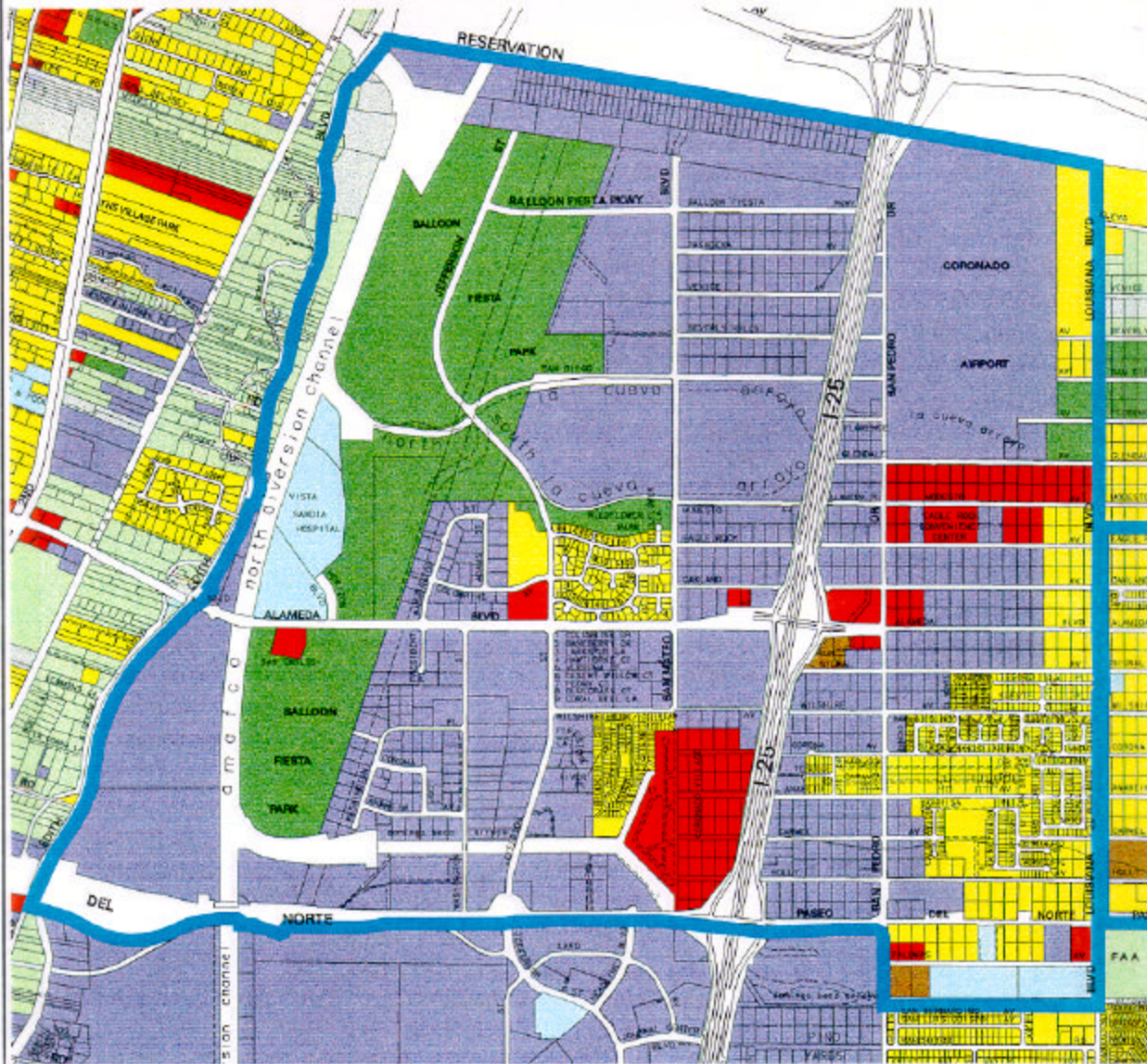


Sector Development Plan Zoning

MUNICIPAL LIMITS AS OF OCTOBER 85



NORTH I-25 SECTOR DEVELOPMENT PLAN EXISTING GENERALIZED ZONING



Not To Scale


CITY OF
Albuquerque
 A b u q u e r q u e G e o g r a p h i c I n f o r m a t i o n S y s t e m s
PLANNING DEPARTMENT
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GENERALIZED ZONING SHADE KEY

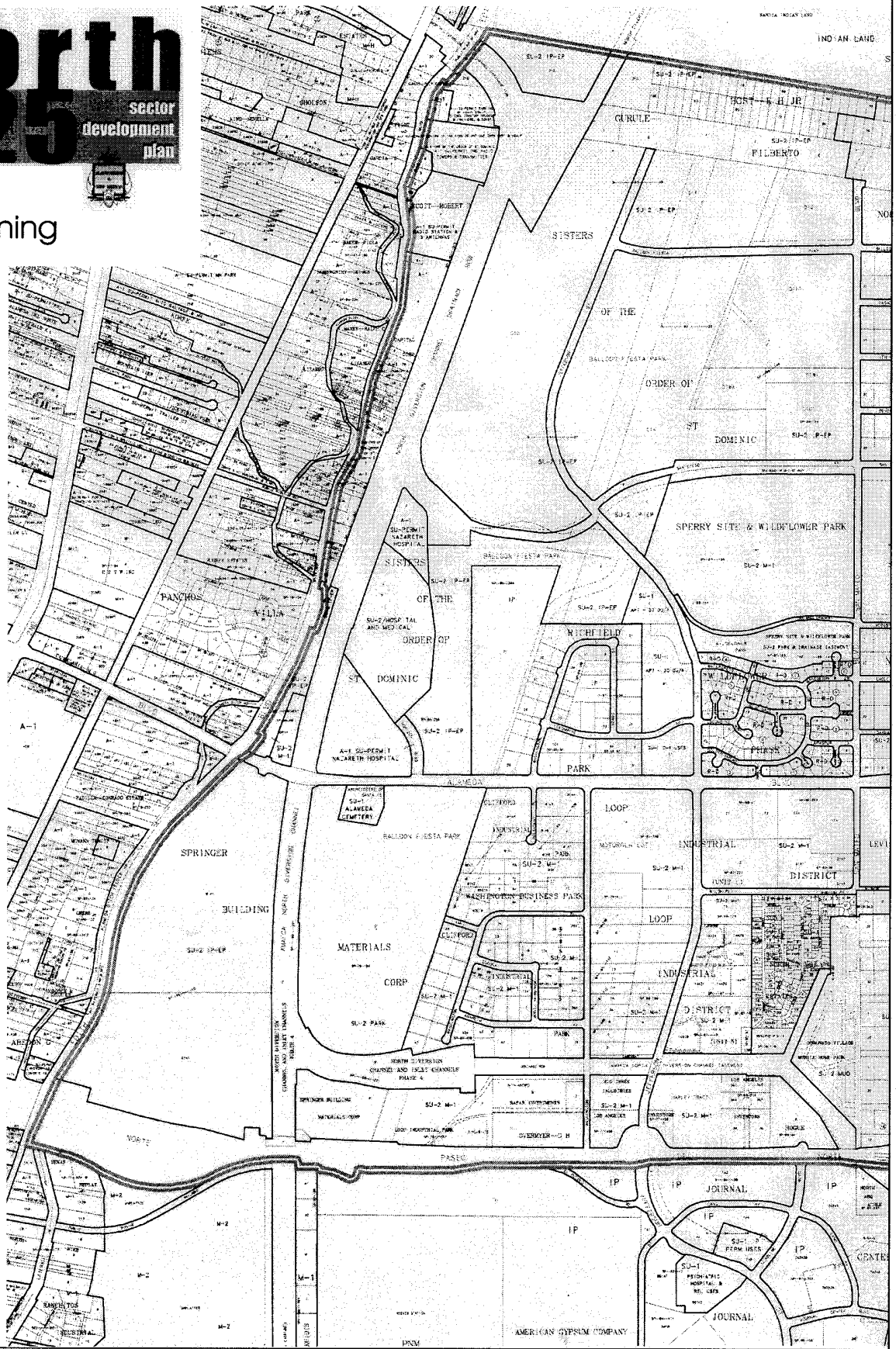
- | | |
|---|---|
| <ul style="list-style-type: none"> NOT CLASSIFIED OPEN SPACE & RECREATION AGRICULTURAL RESIDENTIAL RESIDENTIAL/AGRICULTURAL OFFICE | <ul style="list-style-type: none"> COMMERCIAL INDUSTRIAL, WHOLESALE & MANUFACTURING INSTITUTIONAL UTILITIES & TRANSPORTATION |
|---|---|
- NORTH I-25 SECTOR DEV. PLAN BOUNDARY

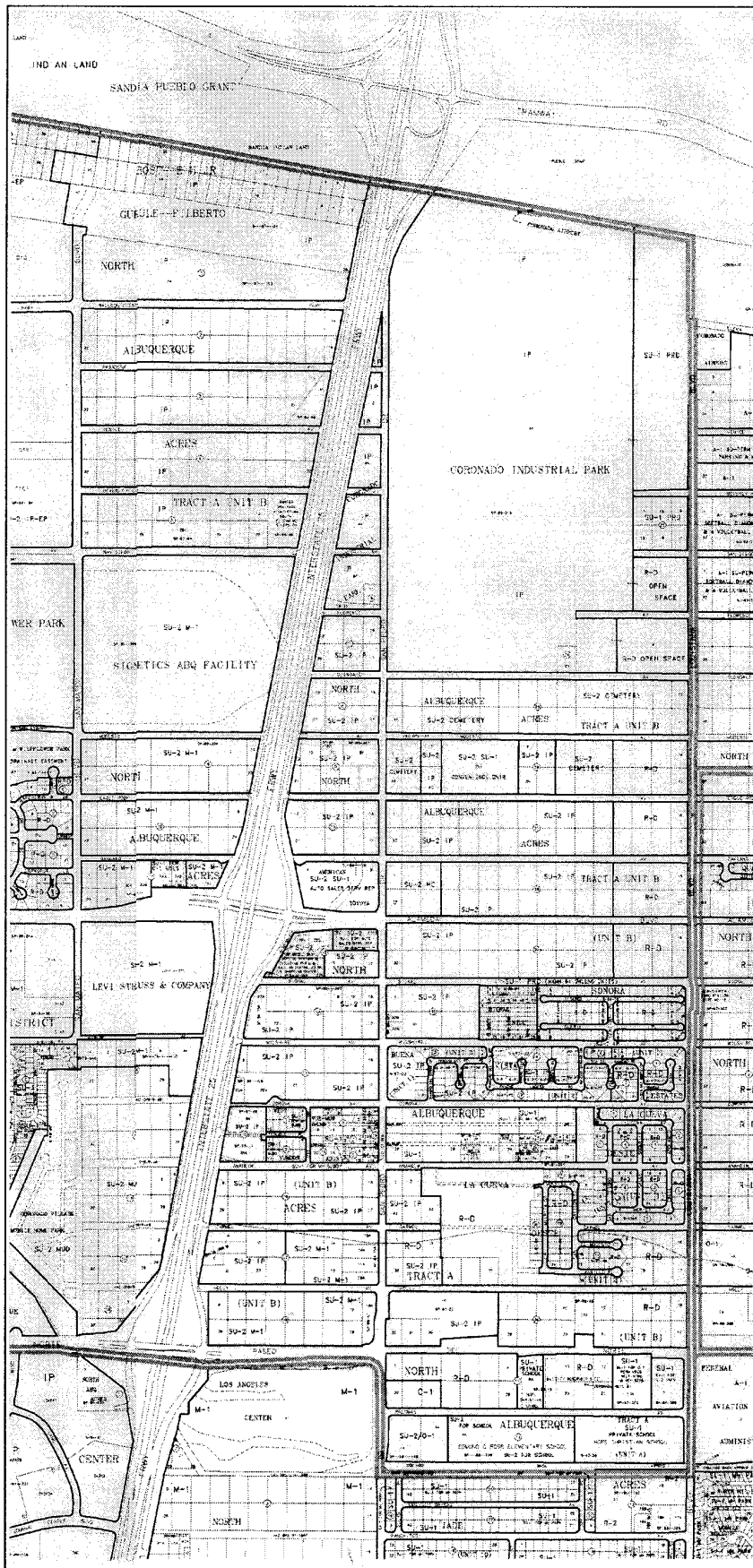
Map Printed March 11, 1998

north E-25

sector
development
plan

1998
City Zoning





north -25

sector
development
plan

1998
City Zoning



A. Residential Uses:

1. The SU-1/Planned Development Area zone for apartments including PRD) and mobile home parks and subdivisions. Residential uses designated in and regulated by an approved SU-1 zone and site development plan
2. The R-D zone allows the following, preferably in carefully designed planned unit developments:
 - a. House and other uses permissive in the R-1 zone.
 - b. Townhouse and apartment, provided:
 - (1) The density of a lot does not exceed 30 dwelling units per net acre, and
 - (2) The site is within 1,000 feet of the Louisiana Boulevard centering but not within 500 feet of the Paseo del Norte centerline, and
 - (3) A site development plan and a landscaping plan are approved by the Planning Director, controlling the development of the site.
 - c. Church or other place of worship, including incidental recreational and educational facilities, pursuant to a Site Development Plan and a Landscaping Plan approved by the Planning Director.

B. Mixed Use Development

SU-2/Mixed Use Development (MUD) allows the following uses, subject to approval of site development plan and landscaping plan by the Environmental Planning Commission. Uses allowed are as follows:

1. Mobile homes on sites developed on the effective date of this plan.
2. Sixteen gross acres located generally in the westerly part of the site shall be used for residences at a density which does not exceed 30 dwelling units per net acre.
3. The balance of the site may be used for IP zone except retail and service uses 24.A. 18 and 20 of the Zoning Code are acres; floor area ratio for such uses These three gross acres of retail and customer uses; no other retail or customer service uses are allowed permissively or conditionally, except as (a) provided in paragraph 4, below, and (b)employee-only retail uses.
4. Up to 15 gross acres of the area otherwise allowed for IP uses may be used for uses permissive in the C-2 zone, provided the Development Review Board determines (or another body determines on appeal that traffic operation is not impacted negatively by the land uses changing from industrial to commercial, a determination made at least in part based upon the following material submitted by the developer:
 - a. A detailed land use plan for all of site H which indicates square feet of floor area by land use category and provides an on-site circulation system adequate

to serve the proposed uses;

b. A transportation study, acceptable to the City and the State Highway Department, which demonstrates the engineering, legal and economic feasibility of constructing San Mateo Boulevard from Hillshire Avenue through the site and under Paseo del Norte Boulevard to connect with Headline Boulevard or another transportation alternative acceptable to the City; and

c. Adequate written assurance or commitment that the on-site and off-site improvements assumed in the transportation study will be constructed and that all or substantially all of the costs of constructing the improvements will be paid with private funds.

5. Based on the proposed site development plan the Planning Commission may approve appropriate adjustments to normal parking requirements which reflect a pattern of workers and residents walking to nearby land uses and which reflect off-peak. land uses such as entertainment.

C. Office Uses:

1. The SU-2/0-1 zone allowing permissive and conditional uses in the 0-1 zone as regulated. by the 0-1 zone with the exception that all new office development shall require a landscaping plan incorporating the design standards contained in Section VI.

D. Commercial Uses:

1. Commercial uses designated in and regulated by an approved SU-1 zone and site development plan

2. The SU-2/C-1 zone allowing uses permissive and conditional in the C-1 zone as regulated by the C-1 zone, and the SU-2/C-2 zone allowing uses permissive in the C-2 zone, as regulated by the C-2 zone, both with the exceptions that all new commercial development zoned SU-2/C-1 or SU-2/C-2, shall require a landscaping plan incorporating the design standards contained in Section VI.

3. See also the other nonresidential zoning categories.

4. The SU-2/HC (Heavy Commercial) zone allowing uses permissive and conditional in the C-3 Heavy Commercial zone as regulated in the C-3 zone with the following exceptions:

a. Site development plans and landscaping plans are required for new or materially altered or expanded permissive uses; these plans shall be approved by the Planning Director prior to such changes. All such plans shall incorporate the design standards contained in Section VI of this plan.

b. Manufacturing, assembling treating, repairing, or rebuilding articles is

permissive, except as follows:

1. Such activities which are conditional in this zone category (reference the C-3 zone) or in the M-1 zone or activities which are permissive or conditional in the M-2 zone are not permissive uses.
2. Such activities shall be conducted only inside a completely enclosed building.
3. Conditional uses in addition to those in the C-3 zone:
 - a. Automotive engine manufacturing, wholesaling or rebuilding of automotive vehicles or parts;
 - b. Such manufacturing activities which are conditional in the IP zone.
4. Tire recapping or retreading is not allowed.
 - c. Construction contractor's equipment storage or contractor's plant must be conducted in a completely enclosed building or within an area enclosed on all sides by a wall or fence at least six feet high, which must be solid. However, such uses which are existing at the time this zone category is imposed need not abide by the requirements for being within a building or wall/fence which is solid for so long as the property opposite the fence is non-conforming to the zone category which controls that adjacent land; these non-conforming contractor uses are, however, required to immediately undertake a street tree planting which meets normal arterial street tree standards along all edges of the premise which abut a street.
 - d. Signs: On-premise signs are as regulated in the IP zone; off-premise signs are not allowed.
 - e. Automobile dismantling yards are not allowed.
 - f. Machine shops are permissive.
 - g. Vehicle storage outdoors as a principal use, where vehicles are typically not moved for one week or more, is not allowed.

E. Industrial Uses:

1. Industrial uses designated in and regulated by an approved IP zone and site development plan.
2. The SU-2/IP zone allowing uses permissive and conditional in the IP zone as regulated by the IP zone with the following exceptions:

-
- a. Site development plans and landscaping plans are required for permissive uses and shall be approved by the Planning Director.
- b. Commercial Retail and Services, as listed in Section 24.A.18 and 24.A.20 of the Zoning Code, are not permissive uses.
- c. Conditional uses shall be limited to:
1. Commercial Retail and Service as listed in Section 24.A.18 and 24.A.20 of the Zoning Code, and are to be approved by the zoning Hearing Examiner according to the criteria for decision established in Section 42.C.1 of the Zoning Code. Such uses shall be approved, if otherwise appropriate only on premises which have dedicated the requested public right-of-way for the widening of Alameda Boulevard or San Pedro Drive. Retail and customer service shall be at an intersection with Alameda Boulevard or San Pedro Drive, and preferably in sites of two to six net acres devoted to such uses. And
 2. Automotive sales, include 1ng related service and repair provided that the premises are developed consistent with an approved, attractive site development plan.
- d. Lot Size. No requirements, (but note setback requirements in Section VI).
- e. All site plans and landscaping plans shall incorporate the design standards contained in Section VI.
- f. Contractors yards which are legally nonconforming shall be made to conform within five years of the date they become nonconforming. This period includes the open storage, which would otherwise be required to conform within one year.
- g. Automotive dismantling as specified in the M-1 zone, if legally nonconforming shall be made to conform within 10 years of the date it becomes nonconforming. This period includes the open storage, which would otherwise be required to conform within one year.
- h. The manufacturing and retail sale of portable and modular buildings and mobile homes including outdoor storage and display, and outdoor storage of recreational vehicles (RV's) and boats (as defined in the Comprehensive City Zoning Code), which are new legally nonconforming or not in compliance and which shall be made to conform within six years of the date it becomes nonconforming or not in compliance.
3. SU-2/IP-EP (Industrial Park and Earth Products) zone allowing uses permissive and conditional in the SU-2/IP zone as regulated by the SU-2/IP zone with the following additions:

a. Conditional uses include concrete or cement products manufacturing batching plant, processing of stone, gravel, sand, or dirt including mining stockpiling, and distribution but not on-site retailing.

b. Conditional uses should generally be conducted in a completely enclosed building or within an area enclosed on all sides by a wall or fence at least six feet high which is maintained in a state of good repair and which must be solid when it faces or abuts public right-of-ways, or land not zoned SU-2/IP, IP, or SU-2/M-1.

c. Automotive sales and related service or repair is not a conditional use.

4. The SU-2/M-1 zone allowing uses permissive in the M-1 zone as regulated by the M-1 zone with the exception that all new industrial development zoned SU-2/M-1 shall require a landscaping plan incorporating the design standards contained in Section VI.

5. Conditional uses for retail and customer services shall total no more than 14 acres in all industrial use categories combined in the sector plan area.

6. Off-Premise signs are not allowed as permissive or conditional uses within 1,000 feet of Alameda Boulevard between I-25 and the North Diversion Channel for property zoned SU-2/IP, SU-2/IP-EP and SU-2/M-1.

F. Automotive Sales, Service and Repair:

The SU-2 Automotive Sales Service and Repair zone allowing only automotive sales service and repair as permissive uses, no conditional uses, otherwise as regulated by the IP zone with the following exceptions:

a. Lot Size. No requirements, (but note setback requirements in Section VI).

b. All site plans and landscaping plans shall incorporate the design standards contained in Section VII.

G. Hospital and Medical

SU-2 for Hospital and Medical zone allows hospitals medical office, and medical laboratories, and residential facility for medical treatment of humans. New development shall require a landscaping plan incorporating the design standards contained in Section VI.

H. Radio Studio, Office, Antenna:

SU-2 for Radio Studio Office, Antenna zone allows existing antenna and studio building which may be used as radio studio or any kind of office. Any additional construction, which shall be for the same uses, is allowed only after site plan approval by the

Environmental Planning Commission, using the criteria appropriate for amendment of an SU-1 site development plan No building higher than one story is permitted. Any new development shall require a landscaping plan incorporating the design standards contained in Section VI. There is no presumption that additional construction is appropriate.

I. Public Parks:

1. The SU-2 Park zone category at Wildflower Park allows those uses identified under the R-1 zone (previous language remaining in),

2. The SU-2 Balloon Fiesta Park zone includes the following uses sponsored by the City or by a private entity under an agreement with the City. A master development plan is required for development.

The Master Development Plan will govern the use and hours of operation, the use of sound systems and lighting for the tournament game area and all other areas of the park. Sound systems and lighting systems for all areas of the Park will meet performance standards and design criteria of the Master Development Plan. No field lighting will be allowed for the tournament game area, security lighting is acceptable. Future recreational uses may be identified which cannot be anticipated. Each future use will be evaluated for its consistency with the approved land uses listed above, and with the operational criteria of the Balloon Fiesta Park Master Development Plan. All of the above uses shall be guided and controlled by an approved Balloon Fiesta Park Master Development Plan (or an equivalent plan with the same criteria).

- a. Field Sports such as: soccer, football field hockey, polo, etc.
- b. Tournament field sports such as: track, soccer, softball, etc.
- c. Golf practice area Balloon Fiesta/launch and event facilities Picnicking Trails Parking, Natural Areas and Open Space
- d. Skateboarding and In-line Skating
- e. Transit Access Facilities Helicopter landing pad for emergency medical purposes
- f. Special Events Arts and crafts shows City Summerfest shows Car Shows Marathons and similar community athletic events Firework exhibitions Vendor booths including for retail sales of food and full service liquor for consumption within special events area and designated park areas.
- g. Recreation Center community center type use; Balloon Museum, Additional Museum Auditorium with additional grass seating and associated dormitory Restaurants for retail sales of food and full service liquor for on premises and within designated park areas Restroom Facilities Gift Shop associated with

museum uses; Enclosed Sports Arena Golf Clubhouse, Other Clubhouse Use
Hotel/Meeting Center Police Substation An outdoor sports stadium is not
permitted in the Balloon Park.

h. A tournament game area will be allowed with the following:

1. The tournament game area will be used primarily for and children sports and no more than 1,000 permanent seats. The permanent seating will be constructed out of sound in materials, such as grass;
2. The use of temporary seating will be allowed, if the temporary seats are removed after an event.

Land use within the boundaries of the Sandia Pueblo is under the jurisdiction of the Tribal Council. The City of Albuquerque and Bernalillo County will continue to work with the Pueblo to ensure compatibility of uses at the boundary.

VI. SITE DEVELOPMENT PLANS/ MASTER DEVELOPMENT PLANS/ DESIGN STANDARDS

A. Site Development Plans

Site development plans are required for all non-residential properties in the Alameda Design Overlay Zone.

Any site development plan submitted shall be accompanied by:

1. A transportation impact analysis which analyzes (a) the transportation network in the Sector Plan area as projected to a time horizon acceptable to the City, assuming that the site remains in its present use and configuration, (b) the impact of changes to the network that may result from the proposed land uses, and (c) proposals to mitigate any negative impact on the network; and
2. A transportation study which demonstrates the engineering, legal and economic feasibility of the proposed traffic access and circulation for the site.
3. An analysis of the feasibility of phasing of the development and proposals for phasing if determined to be feasible.
4. Specific proposals for use of landscape buffering, open space, or other methods to minimize visual and noise conflicts among between the proposed and adjacent land uses, proposals that will comply with design standards as specified in the design standards of this plan (except not necessarily the setback requirements).
5. A report or agreement with mobile home park tenants on what notice, financial assistance for relocation, and any other assistance the owners are providing or will provide for tenants renting or leasing space for mobile homes on the site and who must move as a result of any redevelopment of the site.

B. Balloon Fiesta Park Master Development Plan:

1. The Balloon Fiesta Park Master Development Plan shall include a master plan drawing of planned land uses and general site configuration as well as design guidelines for uniform park facility signage, streetscape, architectural character/style, and landscape; performance standards for park lighting, noise/sound, water use, dust control; traffic and air quality study; safety and security; and drainage plan.
2. Additionally park operations/maintenance, and governance issues shall be addressed as a chapter of the overall Master Development Plan
3. Any individual park element needing review prior to the completion of the overall Master Development Plan shall follow a similar review process as the overall Master Development Plan including completion of the applicable plan elements listed above, subject to City Council approval and within a public hearing process. Consistency with

the overall intent of the Balloon Fiesta Park Master Development Plan must be demonstrated.

C: Land Use Development Standards:

Development standards are intended to encourage an attractive mixed-use industrial park setting which enhances the northern entrance to the city and diminishes conflicts between non-residential and residential development. The following objectives are essential to the attainment of these features:

* to reduce adverse visual and noise conflicts between non-residential and residential development through the use of screening and landscaping standards.

* to encourage an identifiable character by ensuring visual continuity within the plan area through the use of screening and landscaping standards.

*to reduce adverse visual and sound effects of traffic, and hazardous traffic conditions for motorists, pedestrians and bicyclists through the use of screening, landscaping, subdivision and site design standards.

*to ensure appropriate bicycle and pedestrian access to open space and/or park and recreation areas through the use of landscaping, subdivision and site design standards.

The following standards are the responsibility of all private property owners in the plan area and shall apply to all new development in any SU-2, SU-1 or IP zone. The standards will be emphasized in the review of required site plans and/or landscaping plans.

Approval of landscaping plans including setbacks) shall be by the Planning Director, subject to appeal except where a site development plan for the property is to be approved by the Planning Commission, that body shall approve the landscaping plan.

1. Special Screening Standards

- a. All refuse collection areas and outdoor storage areas shall be visually screened from the public right-of-way and from all adjacent lines. Screening shall consist of opaque materials; solid walls or property fencing shall be at least six feet high and be constructed of materials which blend with the architectural style of buildings on the site. A hedge-like screen consisting of evergreen trees or shrubs, at least six feet high and permanently maintained to produce a dense visual barrier, is also appropriate.
- b. All loading areas used for the loading and unloading of commercial vehicles shall be setback from the public right-of-way line and from all property lines to reduce the visual impact of large commercial vehicles and loading areas.

2. Setbacks

- a. The front-yard setback, side-yard setback and rear-yard setback shall be as provided in the IP zone (See Section 24.E., CITY ZONING CODE.)

3. Landscaping Standards

- a. Buffer landscaping to reduce adverse noise, visual and air quality impacts shall be provided as required by Section 40.J. 1-6, of the COMPREHENSIVE CITY ZONING CODE with the following additions:
 - 1) Buffer landscaping is required along the side and rear property lines of all commercial and industrial development.
 - 2) The standard buffer landscaping shall be a landscaping strip at least six-feet wide.
- b. A ten-foot wide, landscaped setback area shall be provided and maintained adjacent to the right-of-way line of all arterial and collector streets. The landscaped setback area will promote an identifiable character for the plan area, enhance the appearance of individual developments and ensure visual continuity along the major streets.
 - 1) The landscaped setback area shall be incorporated into the overall landscaping plan for the site and contribute to visual continuity of the street.
 - 2) The setback area shall be landscaped with a combination of trees, shrubs, and vegetative ground cover.
 - 3) Street trees are required and shall be planted in accordance with existing street tree regulations.
 - 4) Plantings should be placed on the site to provide shade for pedestrian areas and buildings during the summer months.
 - 5) Landscaping may be used as a screening device. Berms may be incorporated into the landscaped setback area as a screening device.
 - 6) The landscaping should generally be designed for modest water usage. Automatic underground irrigation systems are encouraged. Irrigation systems shall be designed to comply with the provisions of the Albuquerque Water Waste Ordinance 56-1977.

c. Areas used for off-street parking shall be designed and landscaped to reduce the visual impact of parked cars. Landscaping shall be in accordance with Section 40.A.7., Off-Street Parking Landscaping Regulations of the COMPREHENSIVE CITY ZONING CODE with the following additions:

- 1) All areas of parking lots which are not used for parking or auto circulation must be landscaped.
- 2) No parking space may be more than 50 feet from a tree.

d. Development adjacent to the La Cueva Arroyo shall incorporate and maintain landscaping adjacent to the arroyo as specified in the Facility Plan for Arroyos.

4. Subdivision and Site Design Standards

The subdivision of land within the plan area shall be regulated by the Subdivision Ordinance, City of Albuquerque, with the following additions:

- a) Residential development shall be designed so that vehicular access occurs via local streets rather than major streets.
- b) Pedestrian and bicycle trails shall be incorporated into the site plans of all new development adjacent to arroyos that contain bicycle and pedestrian trails. Access points should be provided to the arroyo per 1/4 mile interval.

5. Variances to the Design Standards

If special conditions and circumstances exist which may cause unusual practical difficulty or undue hardship upon the owner or user of a particular tract of land, structure, or building within the plan area, a variance to the design standards may be applied for as provided for in Section 42. Special Exceptions of the Comprehensive City Zoning Code.

C. Transportation Design Standards

Within the Alameda (Richfield) Boulevard transportation corridor study area (Interstate 25 to Louisiana Boulevard and Signal Avenue to Oakland Avenue), the following shall be included as conditions of City approval of annexation, subdivision, zoning, or site or landscaping plans:

1. On lots abutting Alameda (Richfield) Boulevard, dedication of up to 38 additional feet of public right-of-way width where needed to attain the ultimate 136 feet of width and coordination of access according to the concept presented in Figure 1.
2. On lots abutting Louisiana Boulevard dedication of additional feet of public right-of-way width where needed the ultimate 98 feet of width and orientation of access as the concept presented on Figure 1 and on lots abutting Drive, dedication of up to 13

additional feet of public right-of-way width where needed to attain the ultimate 86 feet of width of access according to the concept presented on up to 19 feet of additional right-of-way width and Figure 1.

3. all building and structures shall be setback a minimum of 25 feet from the Alameda Richfield Boulevard ultimate right-of-way line which corresponds to 136 feet of width.

Outside the Alameda Richfield Boulevard transportation corridor study area, the following shall be included as conditions of City approval of annexation, subdivision, zoning, or site or landscaping plan:

4. For parcels abutting Louisiana Boulevard from Sacramento Avenue to Signal Avenue and from Oakland Avenue to the Sandia Pueblo boundary, dedication of up to 19 additional feet of public right-of-way width where needed to attain the ultimate 98 feet of width.

5. For parcels abutting San Pedro Drive: from San Bernardino Drive to Palomas Avenue, Sacramento Avenue to Signal Avenue, and Oakland Avenue to Florence Avenue, dedication of up to 10 additional feet of public right-of-way width where needed to attain the ultimate 80 feet of width; from Palomas Avenue to Sacramento Avenue, dedication of up to 13 additional feet of public right-of-way width where needed to attain the ultimate 86 feet of width; and from Florence Avenue to the Sandia Pueblo boundary, dedication of additional public right-of-way as needed to attain the ultimate 86 feet of width.

6. For parcels abutting San Mateo Boulevard from Hillshire Avenue to the Sandia Pueblo boundary, dedication of additional public right-of-way as needed to attain the ultimate 68 feet of width.

7. For parcels abutting San Diego Avenue from Interstate 25 to Louisiana Boulevard, dedication of additional public right-of-way as needed to attain the ultimate 68 feet of width.

8. For parcels abutting Balboa Avenue from San Mateo Boulevard to Interstate 25 and along Balboa Avenue extended west from San Mateo Boulevard to Jefferson Street, dedication of additional public right-of-way as needed to attain the ultimate 86 feet of width.

9. For parcels abutting the east side of Edith Boulevard from Paseo del Norte to Alameda Boulevard dedication of the appropriate portion of additional public right-of-way needed to attain 86 feet of width and from Alameda Boulevard to Alameda Road, dedication of the appropriate portion of additional public right-of-way needed to attain 68 feet of width.

For parcels abutting arterials and collectors, including corridor study areas, it is suggested that property owners discuss proposed development with the City Public Works Department, Transportation Divisions, before submitting plans for review.

1985

Right-of Way and Setback
 Requirements
 (see Alameda Doz also)

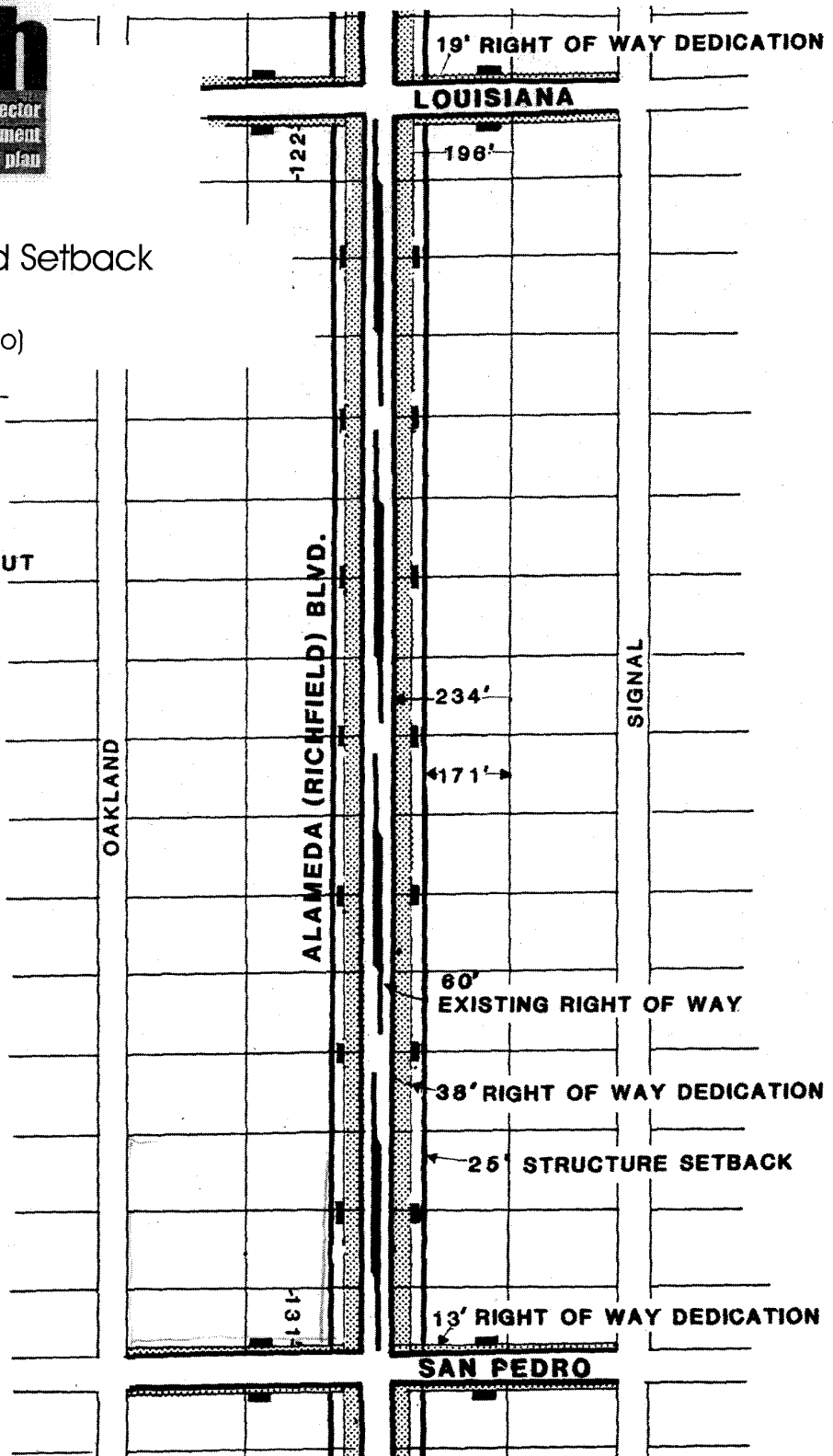
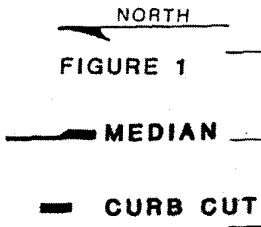


Figure 1

D. City of Albuquerque Design Standard Responsibilities

The following design standards are the responsibility of the City of Albuquerque. Funding possibilities include Capital Improvement Bonds, Special Assessment Districts and Urban Enhancement Program and Federal Aid – Urban Systems assistance.

Landscaping Standards

1. Landscaping shall be provided and maintained for the medians of all arterial streets. Median landscaping shall be a combination of drought tolerant shrubs, trees and groundcover. Patterned or colored concrete may be used in areas which are too narrow to accommodate vegetative landscaping
2. Landscaping shall be provided and maintained, as specified in the Facility Plan for Arroyos, within the public right-of-way of Major Open Space Arroyos and Major Open Space Links.

VII. TRANSPORTATION

EXISTING CONDITIONS AND PROGRAMMED IMPROVEMENTS

Interstate 25, a four-lane divided highway, forms the north-south spine of the plan area. This facility currently accommodates an average of 23,000 vehicles per day through the plan area.* The estimated existing peak hour traffic volume on Interstate 25 is approximately 2,300 vehicles (10% of average weekday traffic).

Access and egress from the plan area is currently possible via the Osuna/San Mateo interchange, the Paseo del Norte (Los Angeles) interchange, the Alameda (Richfield) interchange, and the Tramway interchange with Interstate 25 and its frontage roads. The following improvements have been completed:

1. Construction of new underpasses at Alameda (Richfield) Boulevard and San Antonio Drive.
2. Construction of new highway on and off-ramps between Osuna Road and San Antonio Drive, San Antonio Drive and Paseo del Norte (Los Angeles) Boulevard Paseo del Norte (Los Angeles) Boulevard and Alameda Boulevard (Richfield); and Alameda Boulevard (Richfield) and Tramway Road.
3. Conversion of the frontage road system to one-way operation with northbound east of Interstate 25 and southbound west of Interstate 25.

The street network presently serving the plan area is insufficient for projected needs. It is restricted by several physical barriers, such as:

unimproved arroyos (La Cueva and El Camino Arroyos);

flood control and drainage facilities including the North Diversion Channel, Domingo Baca and Wildflower Channels;

insufficient Rio Grande crossings (Interstate 40 and Corrales Road);

Sandia Pueblo

The adopted Long Range Major Street Plan identifies all existing and proposed arterial and collector streets in the Albuquerque urban area. The transportation facilities for the plan area, included on the Long Range Major Street Plan are shown on Map 13 and discussed in the following section:

Paseo del Norte (Los Angeles) Boulevard, planned as a high capacity, limited access principal arterial requiring a minimum of 156 feet of right-of-way width, will be the major multi-lane east/west transportation facility through the plan area, as well as for the northern portion of the Albuquerque urban area. Within the plan area, future improvements to Paseo del Norte will include limiting access to: (1) an interchange configuration at Interstate 25; (2) at-grade intersection with median openings at Jefferson Street, San Pedro Drive, and

north I-25










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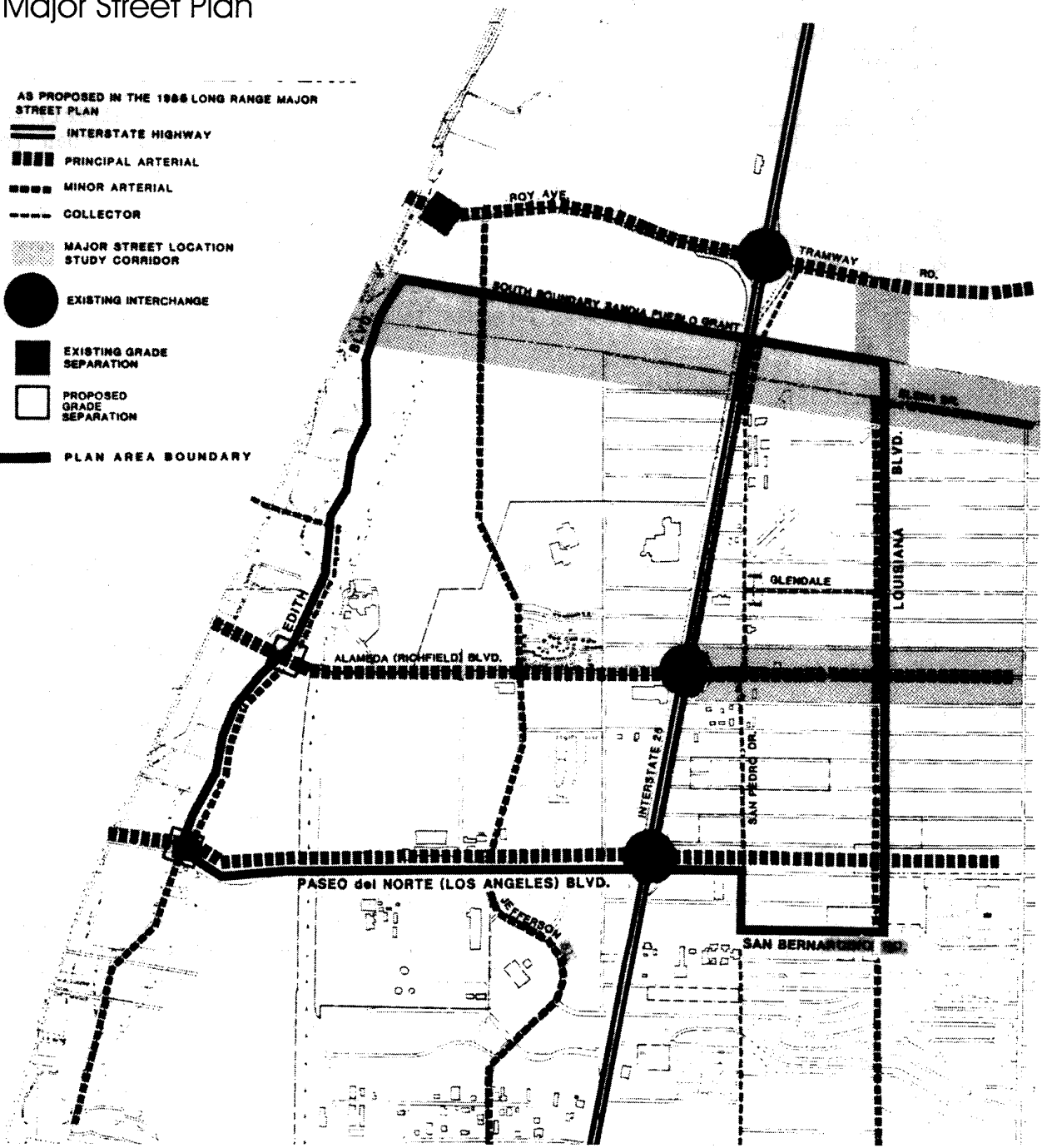
1985



Major Street Plan

AS PROPOSED IN THE 1986 LONG RANGE MAJOR STREET PLAN

-  INTERSTATE HIGHWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  MAJOR STREET LOCATION STUDY CORRIDOR
-  EXISTING INTERCHANGE
-  EXISTING GRADE SEPARATION
-  PROPOSED GRADE SEPARATION
-  PLAN AREA BOUNDARY



Louisiana Boulevard; and (3) at-grade right-in/right-out intersection to the south between Interstate 25 and San Pedro Drive. Changes in planned access to Paseo del Norte may result from future modifications to the Long Range Major Street Plan. The present facility consists of a two-lane paved road. The 1984 traffic flows* were 9500 vehicles per day west of Interstate 25, and 7800 vehicles per day east of Interstate 25

Alameda (Richfield) Boulevard is a designated principal arterial requiring 136 feet of right-of-way (124 feet for roadway uses and 12 feet for the designated bike lane that will serve the central portion of the plan area and connect to the west via the "Corrales" bridge over the Rio Grande. Improvements are programmed or are being programmed for Alameda Richfield Boulevard from 2nd Street to west of Jefferson Street and from west of San Pedro Drive to Wyoming Boulevard.

Elena Drive/Balboa Avenue is a designated location study corridor from Second Street to Jefferson Street and from the Interstate 25 west frontage road to Louisiana Boulevard and a minor arterial from Jefferson Street to the Interstate 25 west frontage road and east of Louisiana Boulevard. Within the corridor areas, specific right-of-way requirements, roadway location, and configuration at Interstate 25 will be determined by future study.

Roy Avenue/Tramway Road is a designated principal arterial and presently exists as a two-lane paved road from US Highway 85 east to Tramway Boulevard. Ultimate development of this facility could be a multi-lane divided arterial with 156 feet of right-of-way width.

Edith Boulevard is designated as a minor arterial south of Alameda Richfield Boulevard, with 86 feet of right-of-way width required. From Alameda Boulevard to Alameda Road, Edith Boulevard is a designated collector street with 68 feet of right-of-way width required. The existing roadway is paved with two lanes.

Jefferson Street is a designated minor arterial with a right-of-way requirement of 86 feet which will provide a parallel roadway to Interstate 25 from Montgomery Boulevard to Roy Avenue. Jefferson Street is currently paved from south of Osuna Road to just north of Alameda (Richfield) Boulevard. An overpass connecting Jefferson Street across Interstate 25 south of the plan area will be constructed as part of the Interstate 25 frontage roads project.

San Pedro Drive is a designated collector street that is paved at the present time from south of the plan area to the Coronado Airport. The close spacing of the east/west streets which intersect San Pedro Drive in the plan area, the land area served by these east/west streets, and the land-use intensities envisioned in this area support the need for a minimum of 80 feet of right-of-way width for San Pedro Drive in the plan area. Generally, the existing right-of-way is 60 feet. Proposed development also indicates a need to connect San Pedro Drive as a collector facility to Tramway Road.

*1984 Traffic Flows for the Greater Albuquerque Area, Middle Rio Grande Council of Governments.

Louisiana Boulevard is a designated minor arterial from San Antonio Drive to Tramway Road and unpaved north of Paseo del Norte within a platted right-of-way of generally 60 feet.

Louisiana Boulevard is proposed to have an ultimate right-of-way width of 98 feet in the plan area. The connection from Elena Drive to Tramway Road is contingent on approval by the Sandia Pueblo and appropriate federal agencies.

Other Existing Streets Within the Plan Area Include:

Washington Street (Paseo del Norte to Alameda Boulevard -- a paved, four-lane local road.

Wilshire Avenue (Interstate 25 west frontage road to Jefferson Street) a paved, local road.

San Diego Avenue (Interstate 25 west frontage road to Jefferson Street) – a two-lane local road paved from the Interstate 25 west frontage road to San Mateo Boulevard).

San Mateo Boulevard (Wilshire to San Diego) -- a paved two-lane road from Wilshire Avenue to Alameda Road; a four-lane divided road from Alameda Road to San Diego Avenue.

A summary of programmed street improvements is contained in Appendix A, Table A-3.

RECOMMENDED IMPROVEMENTS

The objectives of the Transportation System are:

- * to provide an efficient street system to service the plan area at full development;
- * to provide an area street network which is consistent with the long range major street system;
- * to provide bicycle and pedestrian ways that link uses within the plan area and also link the plan area to adjacent plan areas;
- * to reduce traffic congestion in the plan area through the provision of transit facilities and assisting major employers and Ridepool in setting up car and vanpooling; and
- * to limit the impact of traffic in the plan area on the North Valley neighborhoods to the west.

The alternative major street system, including facilities recommended by this plan, is shown on Map 14. Traffic projections for the plan area produced by the Middle Rio Grande Council of Governments for a network based on the Long Range Major Street Plan are included in Appendix D. Two possible land use conditions in the plan area were tested: the first is related to a year 2010 level of development, and the second is based on potential development that could result from zoning proposed in association with the development of this plan.

Jefferson Boulevard and San Mateo Boulevards are proposed to be extended to Roy Avenue to improve traffic circulation west of Interstate 25. The connections to Roy Avenue will be contingent on approval by the Sandia Pueblo.







Traffic access/circulation east of Interstate 25 will be improved due to the parallel alignments of San Pedro Drive and Louisiana Boulevard connecting with Tramway Road. In addition San Diego Avenue is proposed to connect Jefferson Boulevard to Louisiana Boulevard via a grade separation at Interstate 25. A potential interchange is proposed for Elena Drive; with the interchange to be warranted only if improvements to Roy/Tramway and existing interchange are not possible.

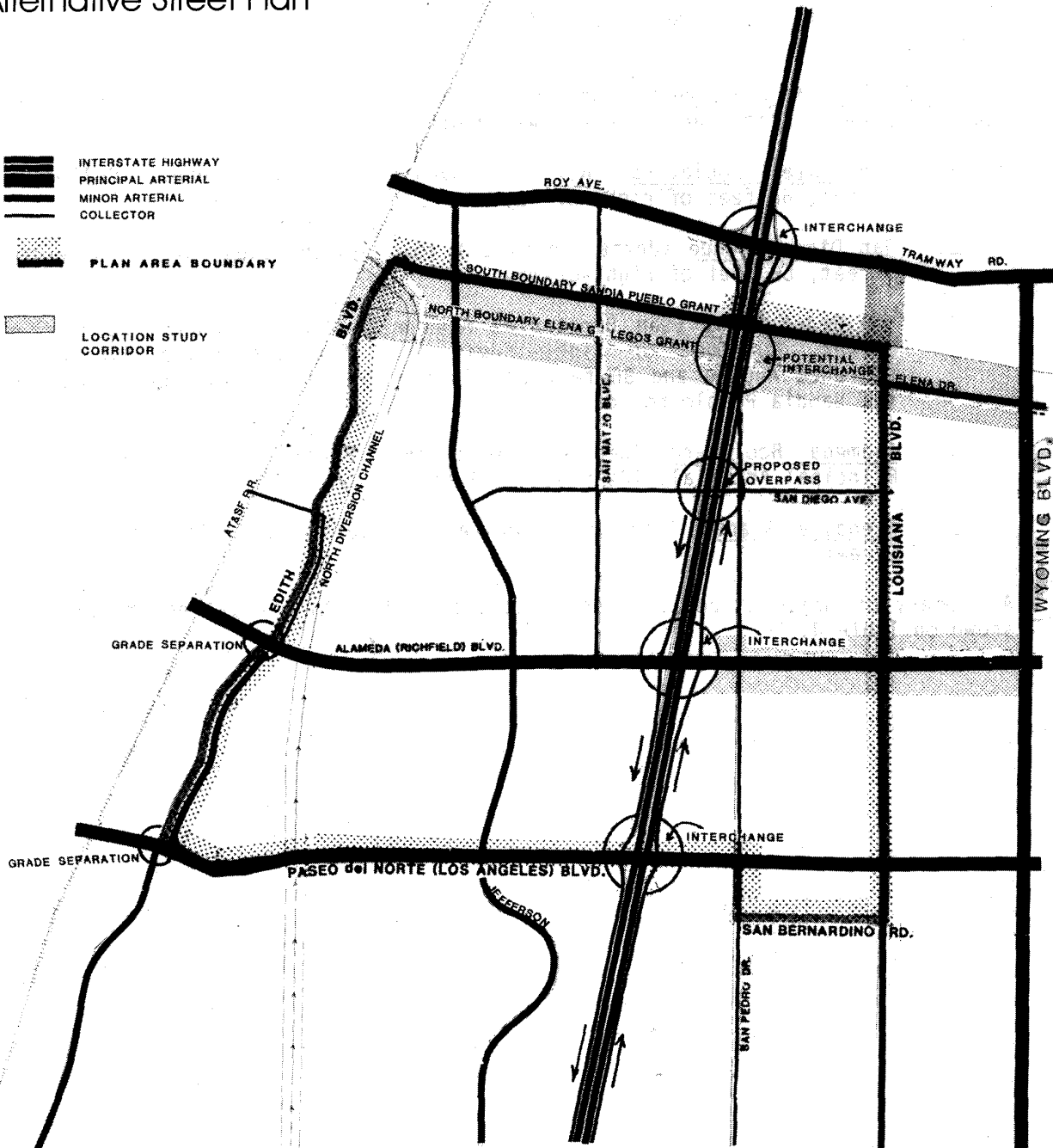
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1985

Alternative Street Plan

-  INTERSTATE HIGHWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  PLAN AREA BOUNDARY
-  LOCATION STUDY CORRIDOR



The Long Range Major Street Plan should be amended to reflect the following roadway classifications and right-of-way width requirements:

1. San Mateo Boulevard (Wilshire Avenue to Roy Avenue): Collector Street, 68 feet of right-of-way.
2. San Diego Avenue (Jefferson Street to Louisiana Boulevard): Collector Street, 68 feet of right-of-way.
3. San Pedro Drive (San Bernardino Avenue to Tramway Road): Collector Street, 80 feet of right-of-way from San Bernardino Avenue to Florence Avenue and 86 feet of right-of-way from Florence Avenue to the Sandia Pueblo boundary.
4. Alameda Boulevard (west of Washington Street to Interstate 25): Principal Arterial, 124 feet of right-of-way.
5. Glendale Avenue (San Pedro Drive to Louisiana Boulevard): Local Street.

A summary of major streets, classifications, and right-of-way requirements is shown on Table 4.

BIKEWAYS

Existing Conditions

No bikeways currently exist in the plan area and the lack of bikeways in the plan area was cited as the major reason employees do not commute by bicycle even if they live within a few miles of work. Bikeways programmed into the 5-year element of the Transportation Improvement Program are the Paseo del Norte, an extension of the Paseo del Nor Este Bike Trail along the North Diversion Channel which will tie to the Paseo del Bosque, and a bike lane along Paseo del Norte (Los Angeles Boulevard from the North Diversion Channel to Interstate 25. Funding for construction of the Paseo del Norte bike trail, from Comanche Road to Osuna Road, was approved in the 1983 Bond Issue. The construction of the bike lane along Paseo del Norte (Los Angeles) Boulevard will occur concurrent with construction of the street by the New Mexico State Highway Department. The Bikeways Master Plan designates the following proposed bikeways for the Plan area (see Map 15):

- * Jefferson Boulevard (Paseo del Norte (Los Angeles) Boulevard to Roy Avenue); a bike route.
Louisiana Boulevard (Paseo del Norte (Los Angeles) Boulevard to Tramway Boulevard); a bike route.
- * South Domingo Baca Arroyo (Interstate 25 to Tramway Boulevard a bike trail
E1 Pueblo Road (North Diversion Channel to Edith Boulevard); a bike route.
Alameda (Richfield) Boulevard (Edith Boulevard to Louisiana Boulevard); a bike lane.
- * San Diego Avenue (Jefferson Boulevard to Louisiana Boulevard); a bike route.
Alameda Road (Edith Boulevard to Jefferson Boulevard); a bike trail.

* Tramway Road/Roy Avenue (Edith Boulevard to Louisiana Boulevard); a bike trail.

Recommended Bikeway Improvements

Because of the expense of crossing Interstate-25, the North Diversion Channel and arroyos, bikeways are generally located within street right-of-way to make use of street crossing structures. An additional 12 feet of right-of-way will be required on designated streets and crossing structures to allow for designated bikeways. The following recommended bikeway improvements are alternatives to those designated on the Bikeways Master Plan (see Map 16):

Because Jefferson Boulevard is designated as a Minor Arterial on the Long Range Major Street Plan and is anticipated to carry high volumes of traffic, especially commercial vehicles, the proposed bike route designation should be changed to a bike lane north of San Diego Avenue.

The proposed bike route along Louisiana Boulevard should be changed to a bike lane from Paseo del Norte (Los Angeles Boulevard to Tramway Boulevard. This action will ensure a continuous bike lane along Louisiana (Boulevard), consistent with the existing lane that is south of Paseo del Norte (Los Angeles) Boulevard.

The proposed bike route designation along San Diego Avenue should be deleted from the Bikeways Master Plan between Jefferson Boulevard and Louisiana Boulevard. An alternative alignment shall be located along the La Cueva Arroyo within the public right-of-way to ensure access and continuity to the proposed San Diego overpass at Interstate 25. The development plan for the Coronado Airport site has included a reservation of right-of-way along the arroyo for a bike trail. This action is consistent with the recommendations of the Facility Plan for Arroyos.

The proposed bike lane designation along Alameda Boulevard from the Public Service Company of New Mexico easement west of Washington Street to San Mateo Boulevard should be changed to a proposed trail designation. The existing right-of-way width and roadway section for this segment will accommodate a two-way bike path along the north side of Alameda Boulevard

TRANSIT

Existing Conditions

The closest bus service currently available to the plan area is Suntran's Route 4-San Mateo, which provides service along the east Interstate 25 Frontage Road to Pino Avenue. This is approximately 1.5 miles from the nearest major employer in the plan area.

The North Interstate 25 industrial corridor, which extends from Interstate 40 northward, is and will continue to be a major employment center for Albuquerque. Industrial areas like North Interstate 25 have typically experienced difficulty in attracting transit riders. Work locations are usually spread out within the industrial area which tend to minimize the cost effectiveness of transit service. In addition, a transit service which deviated in and out of individual industries

would be slow and inconvenient for riders. In order to maximize the effectiveness of transit service to the plan area, future industrial development should be located within close walking distance of arterials with good connections to the surrounding street network.

Recommended Transit Improvements

The five-year Transit Development Study recognizes the North Interstate 25 industrial corridor as a potential area for transit service. West of Interstate 25, Jefferson Boulevard is the most logical choice for transit service. This street is centrally located within the west portion of the plan area, there is an existing concentration of industrial and residential development, and attractive transit stops already line on the street. A logical route of service east of Interstate 25 includes San Pedro Drive, Alameda Boulevard and Louisiana Boulevard. Improvements to transit service in this area will be considered by the Sun Tran during the Transit Development Study update currently in process. In particular, bus bays and shelters are attractive amenities that encourage transit use and improves the performance of the service. As development occurs adjacent to designated service routes, required development plans and landscaping plans shall address the provision of transit facilities.

Carpooling and Staggered Hours

Because of the peak hour traffic congestion on the west frontage road, major employers in the plan area have initiated staggered shifts. This has provided a temporary relief to the traffic problems occurring at shift changes. It is not, however, a permanent solution.

A limited amount of car pooling occurs in the plan area. Because of shift hours and the lack of transit to the area, car pools and vanpools can potentially aid in reducing congestion and vehicle trips to the North Interstate 25 area.

Land Use and Transportation Survey results identifying the work trip origin of area employees have been given to Ridepool, a public agency which matches carpoolers and vanpoolers. Carpool and vanpool routes for Sperry employees are being prepared. If this effort is successful, carpooling and vanpooling could be expanded to other major employers. This plan supports private corporate initiative to increase carpooling and vanpooling.

Pedestrian Circulation

Recommendations of this plan include development of parks, open space, and commercial areas that will provide services and facilities within walking distance of employees and neighborhood residents. Sidewalks or trails must be provided as pedestrian links to these services in accordance with the standards set forth by the Sidewalk Ordinance and the Subdivision and Site Design Standards (see Section VII).

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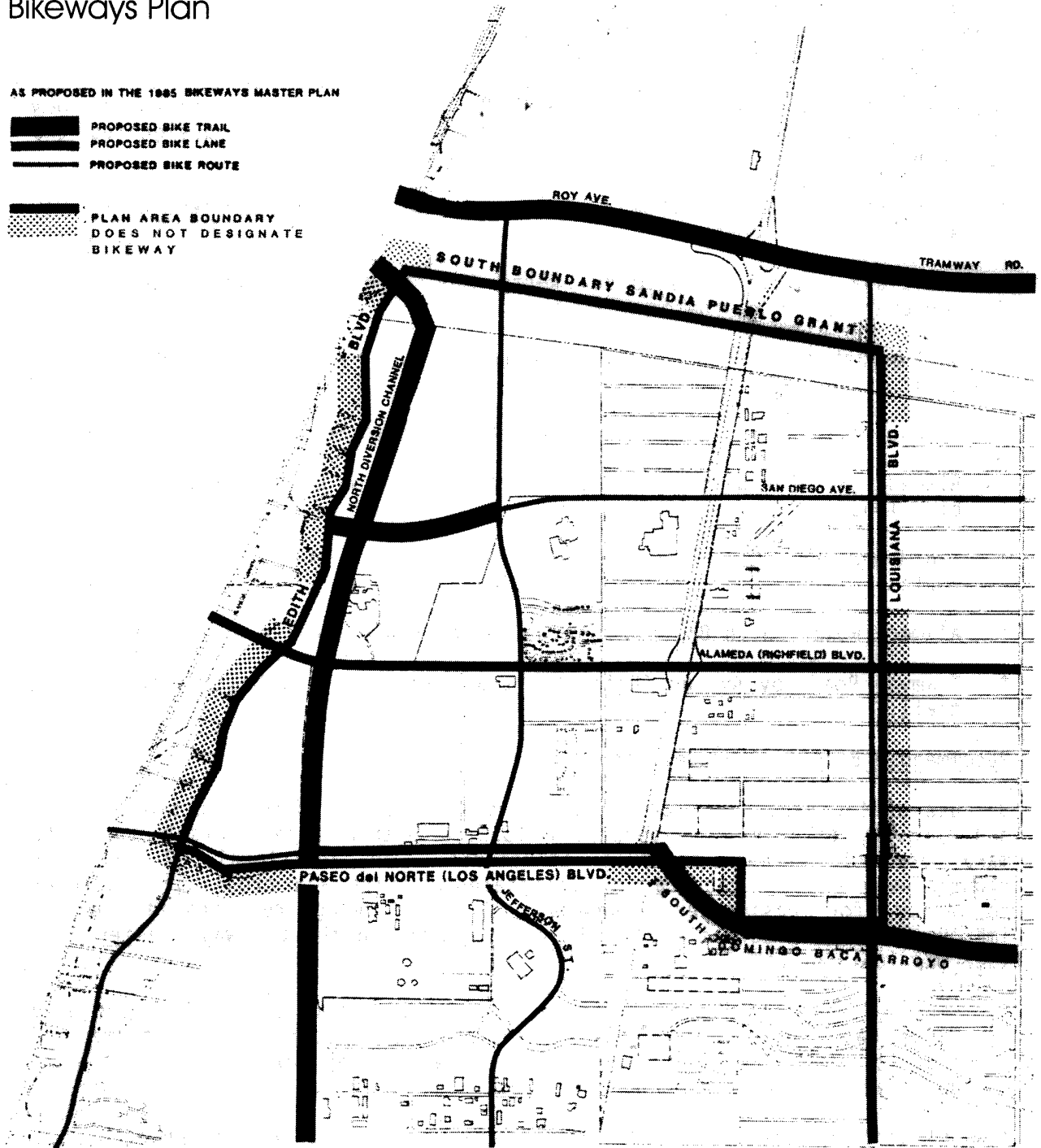


Bikeways Plan

AS PROPOSED IN THE 1985 BIKEWAYS MASTER PLAN

-  PROPOSED BIKE TRAIL
-  PROPOSED BIKE LANE
-  PROPOSED BIKE ROUTE

-  PLAN AREA BOUNDARY
DOES NOT DESIGNATE
BIKEWAY







north I-25

sector
development
plan

1985



Alternative Bikeways Plan

-  PROPOSED BIKE TRAIL
-  PROPOSED BIKE LANE
-  PROPOSED BIKE ROUTE
-  SECTOR PLAN BOUNDARY
DOES NOT DESIGNATE
BIKEWAY

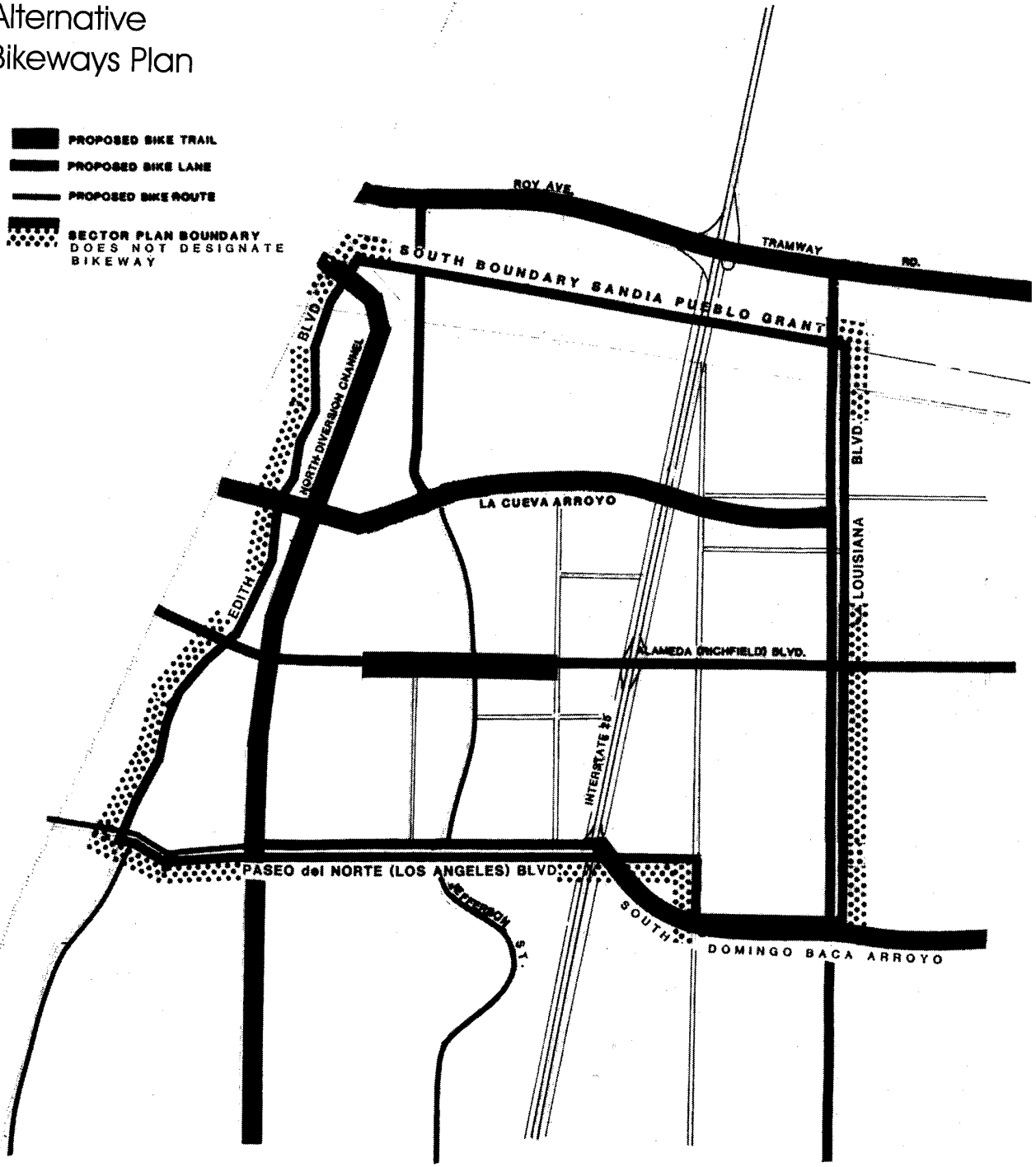


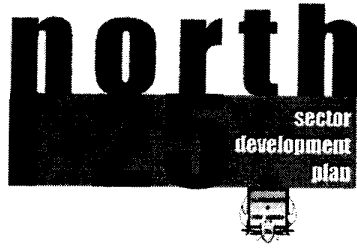
TABLE 5

PROPOSED STREET SYSTEM
MAJOR STREET CLASSIFICATIONS AND RIGHT-OF-WAY REQUIREMENTS

| STREET | SEGMENT | STREET CLASSIFICATION | RIGHT-OF-WAY* (feet) | BIKEWAY RIGHT-OF-WAY (feet) |
|--|--|-----------------------|-------------------------|-----------------------------------|
| Edith Boulevard | Paseo del Norte Blvd. to Alameda Blvd. | Minor Arterial | 86 | |
| Edith Boulevard | Alameda Blvd. to Alameda Ave. | Collector | 68 | |
| Washington Street | Paseo del Norte Blvd. to Alameda Blvd. | Major Local | 60 | |
| Jefferson Boulevard | Paseo del Norte Blvd. to Roy Ave. | Minor Arterial | 86 | 12 |
| San Mateo Boulevard | Wilshire Ave. to Roy Ave. | Collector | 68 | |
| San Pedro Drive | Paseo del Norte Blvd. to Tramway Blvd. | Collector | 80-86 | |
| Louisiana Boulevard | Paseo del Norte Blvd. to Tramway Blvd. | Minor Arterial | 86 | 12 |
| Paseo del Norte Boulevard | Edith Blvd. to Louisiana Blvd. | Principal Arterial | 156 | |
| Wilshire Avenue | Jefferson Blvd. to I-25 Frontage Rd. | Major Local | 60 | |
| Alameda Boulevard (Richfield) | Edith Blvd. to Louisiana Blvd. | Principal Arterial | 124 | 12** |
| San Diego Avenue | Jefferson Blvd. to Louisiana Blvd. | Collector | 68 | |
| Balboa Avenue/ Elena Drive Corridor | Edith Blvd. to Louisiana Blvd. | Minor Arterial | 86 | |
| Roy Avenue/Tramway Boulevard | Edith Blvd. to Louisiana Blvd. | Principal Arterial | 156 | 12 |

* Does not include bikeway right-of-way.

** Required from San Mateo Boulevard to Louisiana Boulevard.



APPENDIX A

PROGRAMMED CAPITAL IMPROVEMENTS 1985

TABLE 6

DRAINAGE

PROGRAMMED IMPROVEMENTS

| <u>PROJECT DESCRIPTION</u> | <u>SCHEDULE</u> | <u>SOURCE OF FUNDS</u> |
|--|-----------------|---|
| AMAFCA: Culverts under I-25 in cooperation with State Highway Department | Complete | One-third of the cost of one culvert will come from AMAFCA; State Highway Department will finance the remainder |
| Alignment and improvements to the La Cueva Arroyo channel from I-25 to Sperry Flight Systems | Complete | AMAFCA, City, Sperry, and Signetics |
| North/South La Cueva Arroyos and associated drainage improvements from Sperry Flight Systems to west of Jefferson Boulevard | 1986 | City, AMAFCA, Sperry, Sisters of the Order of Saint Dominic and the Clifford Company 1.2 M |

TABLE 7

WATER

PROGRAMMED IMPROVEMENTS

| <u>PROJECT DESCRIPTION</u> | <u>SCHEDULE</u> | <u>SOURCE OF FUNDS</u> |
|---|-----------------|--|
| SAD-201 - Water Lines along Washington St., Jefferson Blvd. Alameda (Richfield), San Mateo Blkvd. and Wilshire Ave. | Complete | (See Transportation, Table A-3) |
| Tracie Facility - Reservoir con- struction and completion of already drilled well at Paseo del Norte (Los Angeles) Blvd. between San Pedro Drive & Louisiana Blvd.) | 1985 | Water Resources \$2.5 M |
| Fire Protection Service - Instal- lation of water lines, hydrants at Pleasant View/West VuMoor Mobile Home Subdivision | Complete | \$180,000 Community Development Funding |

TABLE 8

TRANSPORTATION

PROGRAMMED IMPROVEMENTS

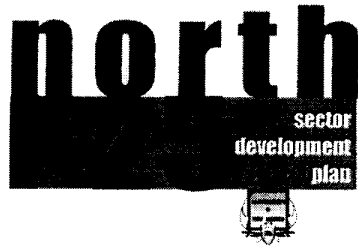
| <u>PROJECT DESCRIPTION</u> | <u>SCHEDULE</u> | <u>SOURCE OF FUNDS</u> |
|---|-----------------|---|
| SAD 201: Paving and drainage improvements along Washington St., Alameda Blvd, Jefferson Blvd., San Mateo Blvd. and Wilshire Ave. (see also Water-Table A-2) | Complete | \$1.64 M-City \$2.63 M-Property Assessment Bonds |
| Paving of San Diego Avenue from I-25 to Sperry Flight Systems | Complete | Signetics |
| Paving of Jefferson Blvd. from La Cueva Arroyo to San Diego Avenue; Paving of San Diego Avenue from Sperry Flight Systems to Jefferson Blvd. | 1985 | City, AMAFCA, Sperry, Sisters of the Order of Saint Dominic and the Clifford Company \$656,740 |
| I-25 Frontage Road System: Including construction of an overpass, two underpasses, and slip ramps from San Mateo Blvd. to Tramway Road. | 1985 | \$6.25M Federal \$3.3M State \$1.6M Albuquerque \$100,000 AMAFCA |
| Paseo Del Norte Blvd. Transportation Corridor Study: I-25 to Tramway Blvd. Will specify requirements for alignments, right-of-way access and roadway sections | Ongoing | Federal, County, & City (Lead Agency) \$19.0 - 26.0 M |
| San Pedro Dr. from Paseo del Norte Blvd. to Tramway Road: Paving of two lane road | Complete | State, City and County |
| Alameda Blvd. from Second St., east to municipal limits as a four lane roadway | 1985 | State(contingent on available funding) |
| I-25 Resurfacing: Candelaria Rd. to Sandoval County Line | Complete | |

TABLE 9

PARKS

PROGRAMMED IMPROVEMENTS

| <u>PROJECT DESCRIPTION</u> | <u>SCHEDULE</u> | <u>SOURCE OF FUNDS</u> |
|--|-----------------|---|
| Implement Closure Plan for the Los Angeles Landfill | 1985 | \$500,000 - City |
| Purchase of Los Angeles Landfill | 1986 | \$1.5 M - 1985 City Bond Issue |
| Possible land acquisition and/or site improvements for a minipark in plan area | Open | \$30,000 from payment in lieu of dedication of park space from San Mateo Mobile Home Park |
| Wildflower Park - Landscaping and Grading | 1986 | \$103,168 - City, Sperry, Sisters of the Order of Saint Dominic and the Clifford Company |



APPENDIX B

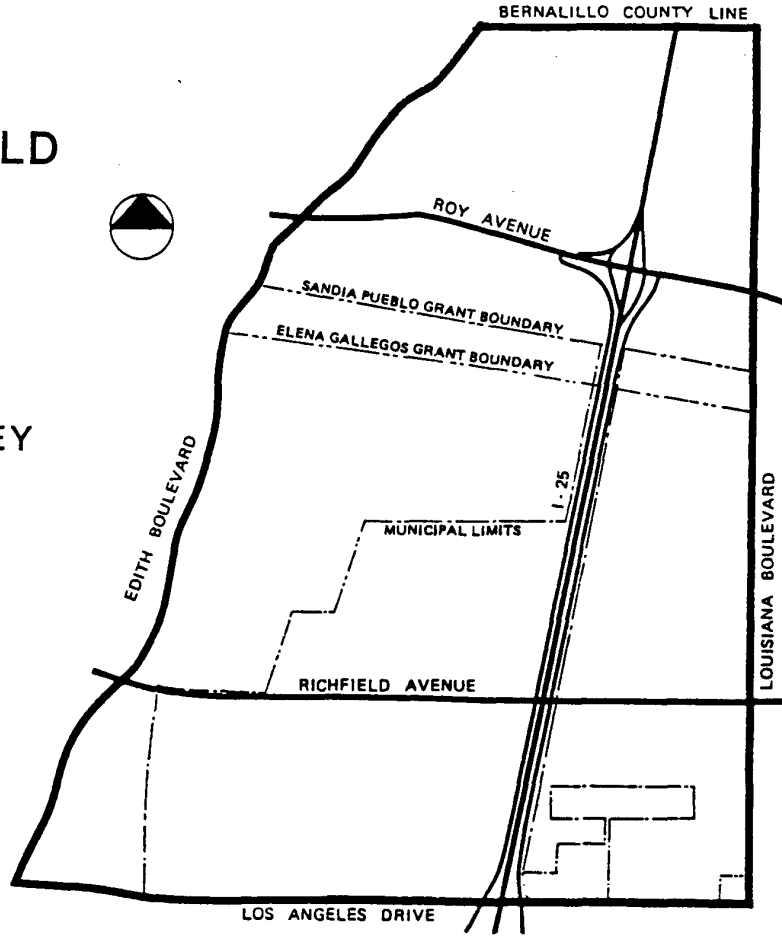
LAND USE AND TRANSPORTATION SURVEY 1985

NORTH I-25/RICHFIELD



LAND USE AND

TRANSPORTATION SURVEY



THE CITY OF ALBUQUERQUE IS PREPARING A PLAN FOR THE NORTH I-25/RICHFIELD AREA AS SHOWN ON THE ABOVE MAP. THIS PLAN WILL CONTAIN RECOMMENDATIONS FOR THE FUTURE DEVELOPMENT OF THE AREA, SETTING CITY POLICY FOR FUTURE ZONING, TRANSPORTATION SYSTEMS, AND OTHER PUBLIC FACILITIES. A VERY IMPORTANT ELEMENT OF THE PLAN IS THE OPINIONS OF THE PEOPLE WHO LIVE AND WORK IN THE AREA. IN ORDER TO FIND OUT ABOUT THE CONCERNS OF RESIDENTS, PROPERTY OWNERS, AND EMPLOYEES IN THE AREA, WE ARE ASKING THAT YOU COMPLETE THIS SURVEY. YOUR RESPONSES WILL BE USED TO HELP US DEVELOP PROPOSALS FOR PROVIDING COMMERCIAL SERVICES, HOUSING, PARKS, AND TRANSPORTATION IMPROVEMENTS.

WE WOULD APPRECIATE YOUR COMPLETING AND RETURNING THIS SURVEY WITHIN ONE WEEK. PLEASE REFOLD THE SURVEY SO THAT OUR RETURN ADDRESS FACES OUT, STAPLE OR TAPE IT CLOSED, AND DROP IT INTO THE MAIL. NO POSTAGE IS NECESSARY. THANK YOU FOR YOUR TIME AND COOPERATION.

1. Are you a resident of,
 property owner, or
 employed in the Plan Area? (Check all that apply to you.)

2. Please indicate which commercial services you think are needed in the Plan Area by making a ✓ in the column to the left of the services. In the boxes to the right indicate how often you would use the services you think are needed.

| | Several times per week | Once a week | Once a month | Occasionally | Never |
|--|------------------------|-------------|--------------|--------------|-------|
| <input type="checkbox"/> Convenience Store | | | | | |
| <input type="checkbox"/> Restaurant | | | | | |
| <input type="checkbox"/> Drug Store | | | | | |
| <input type="checkbox"/> Gas Station | | | | | |
| <input type="checkbox"/> Hotel/Motel | | | | | |
| <input type="checkbox"/> Day Care Center | | | | | |
| <input type="checkbox"/> Other (please specify): | | | | | |

3. Where do you most often shop for groceries? (Identify by major intersection) _____ and _____
 Where do you most often shop for other goods? (Identify by major intersection) _____ and _____
4. Do you think that a park is needed in the Plan Area? _____ YES _____ NO
- 4a. If yes, what park improvements would you or someone in your household use? Check as many as your family would use.
- _____ Jogging/Exercise Trail _____ Tennis Court _____ Landscaped Area for Passive Recreation
 _____ Picnic Area _____ Ball Fields _____ Other (please specify): _____
 _____ Children's Play Area _____ Basketball Court _____
- 4b. At what times would you use a park?
 _____ Before work _____ Lunch Break _____ After work _____ Weekends _____ Other (please specify): _____
5. If you are employed in the Plan Area, does your employer provide recreational facilities? _____ YES _____ NO
- 5a. If yes, what types of recreational facilities are available?
 _____ Jogging/Exercise Trail _____ Tennis Court _____ Other (please specify): _____
 _____ Landscaped Area _____ Picnic Area _____
- 5b. Which of these facilities do you use? _____
6. Do you think that bicycle or pedestrian trails are needed in the Plan Area for recreation and/or commuting:
 _____ On street bikeways (routes or lanes) _____ Combined bicycle and pedestrian facilities
 _____ Off-street bikeways (trails) _____ No trails are needed
 _____ Pedestrian Trails
7. Where are you employed?
 _____ Sperry Flight Systems _____ Other Business in the area (please specify): _____ Student
 _____ Signetics _____ Downtown _____ Retired
 _____ Levi-Strauss _____ Elsewhere in the City _____ None of the above
 _____ Motorola
 _____ Vista Sandia Hospital
8. How do you get to work?
 _____ Drive own car _____ Carpool _____ Bus _____ Bicycle _____ Walk _____ Other (please specify) _____
- 8a. If you commute by bicycle, which route(s) do you use? _____
- 8b. If you do not commute by bicycle, what do you think are the biggest obstacles to bicycling? _____

- 8c. If new bikeways are built, what route(s) would you prefer? _____
- 8d. How many miles do you commute to work? _____
9. If you live in the area, what is the major intersection nearest your place of work? _____ and _____
10. If you work in the area, what is the major intersection nearest your home? _____ and _____

11. How many cars are in your household? _____

12. If you live within the Plan Area,

12a. Do you own your home? _____ YES _____ NO

12b. Do you live in: single-family residence _____, mobile home _____, other (please specify) _____?

12c. How long have you lived in the Area?

_____ 0-1 year _____ 1-3 years _____ 3-5 years _____ more than 5 years

12d. How much longer do you plan to live in the Area?

_____ 1 year or less _____ 1-3 years _____ 3-5 years _____ 5 or more years _____ Indefinitely

13. If you do not live in the Area, would you be interested in living there if suitable housing were available?

_____ YES _____ NO

14. Do you think that additional housing should be built in the Area? _____ YES _____ NO
(if yes, answer 13a.; if no, answer 13b.)

14a. What types of housing are needed? Check the most needed housing types.

| | | |
|--------------------------------|------------------------------|-------------------------------|
| _____ Single-family Residences | _____ Condominiums | _____ Apartments |
| _____ Townhouses | _____ Duplex rental units | _____ Other (please specify): |
| _____ Mobile Homes | _____ Four-plex rental units | _____ |

14b. If you think that additional housing should not be built in the Area, why not? _____

15. How many persons (including yourself) are in your household? _____

16. How many of the children presently living at home are

_____ Under 5 years old _____ 5-15 years old _____ 16-18 years old _____ No children under 18

17. Which occupational category best describes your job? (Check one only.)

| | | |
|---------------------------------|---------------------------------------|-------------------------------|
| _____ Professional | _____ Sales or business services | _____ Other (please specify): |
| _____ Managerial/administrative | _____ Technical/craftsperson | _____ |
| _____ Clerical | _____ Semi-skilled or unskilled labor | _____ |

18. How many employed adults are in your household? _____

19. What age bracket are you in?

_____ Less than 21 years old _____ 31-40 years old _____ 51-60 years old
_____ 21-30 years old _____ 41-50 years old _____ Over 60 years old

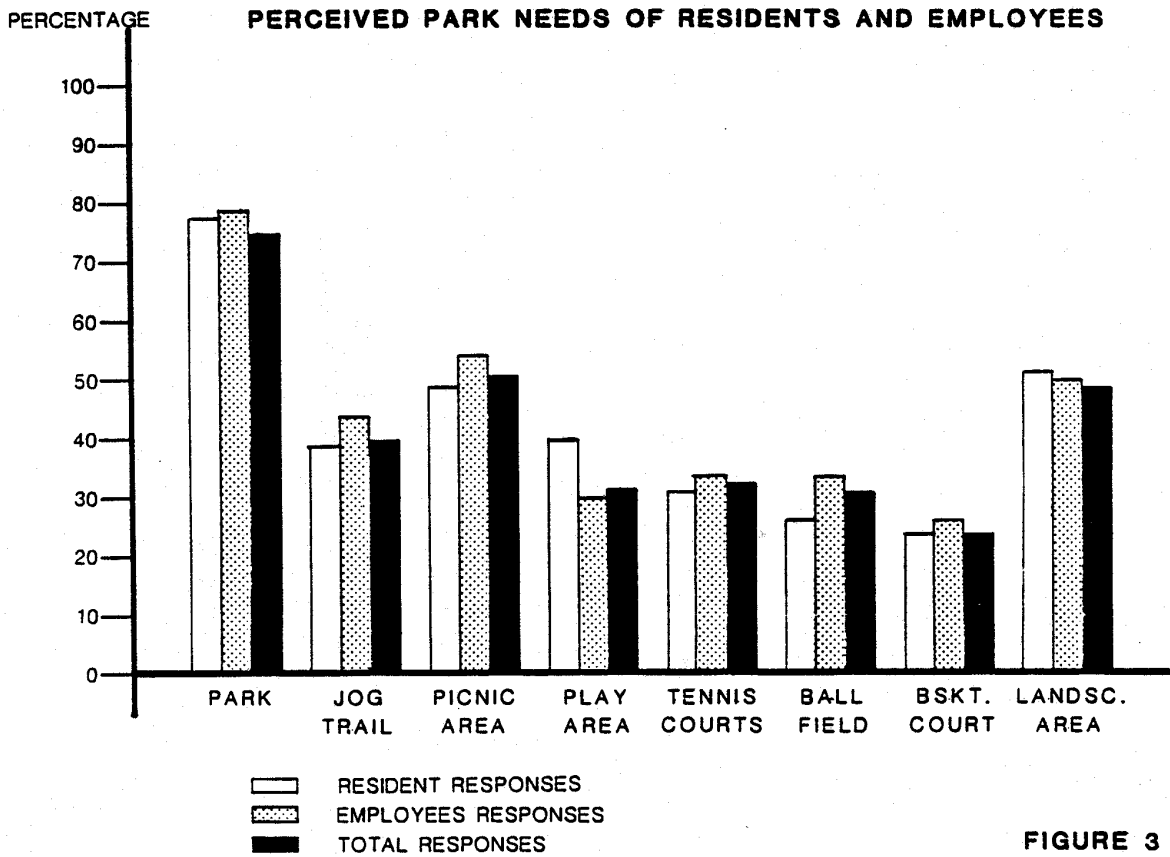
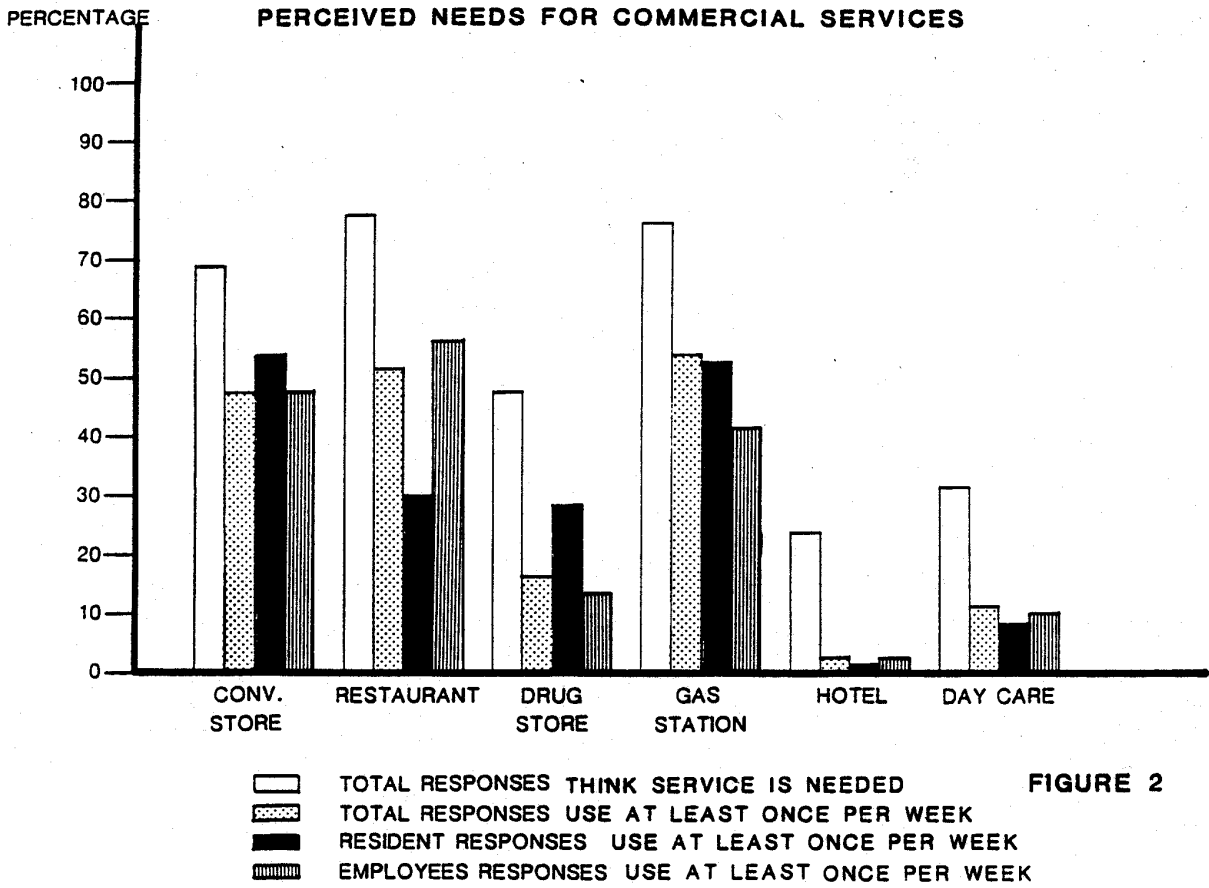
20. Your sex? _____ Male _____ Female

21. What is the combined yearly income (before taxes) of all members of your household?

_____ Less than \$10,000 _____ \$20,000 - 29,999 _____ \$40,000 - 49,999
_____ \$10,000 - 19,999 _____ \$30,000 - 39,999 _____ Over \$50,000

22. List the most positive and/or negative aspects of living and/or working in the Plan Area.

Thank you for providing us with your information and opinions. If you have any additional comments about the North I-25/Richfield area, we would be interested in knowing what you think. If you need additional space, use a separate piece of paper and staple it to the front.



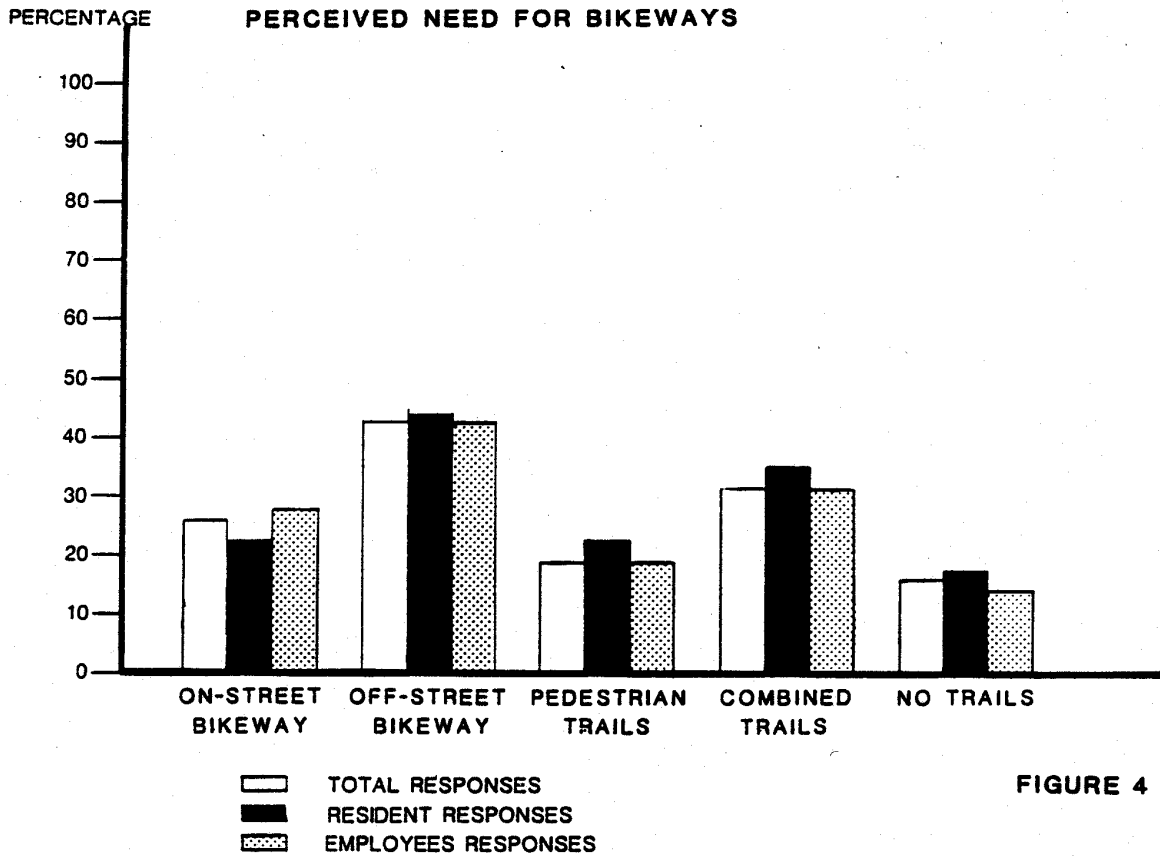


FIGURE 4

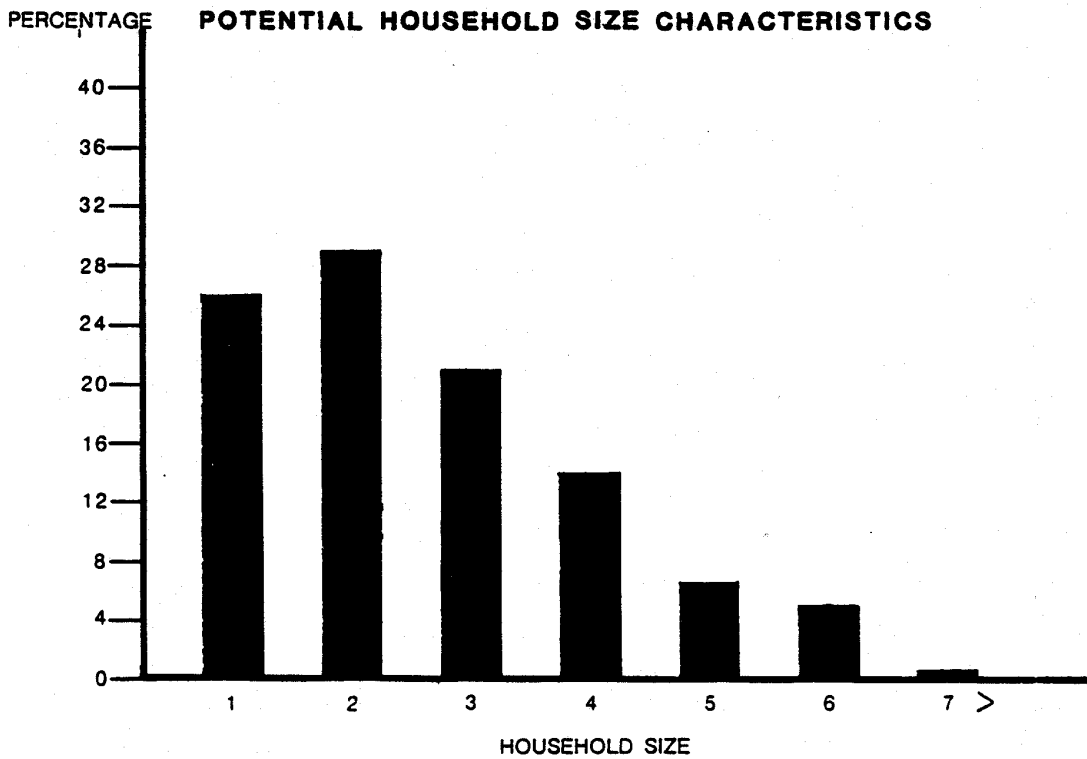
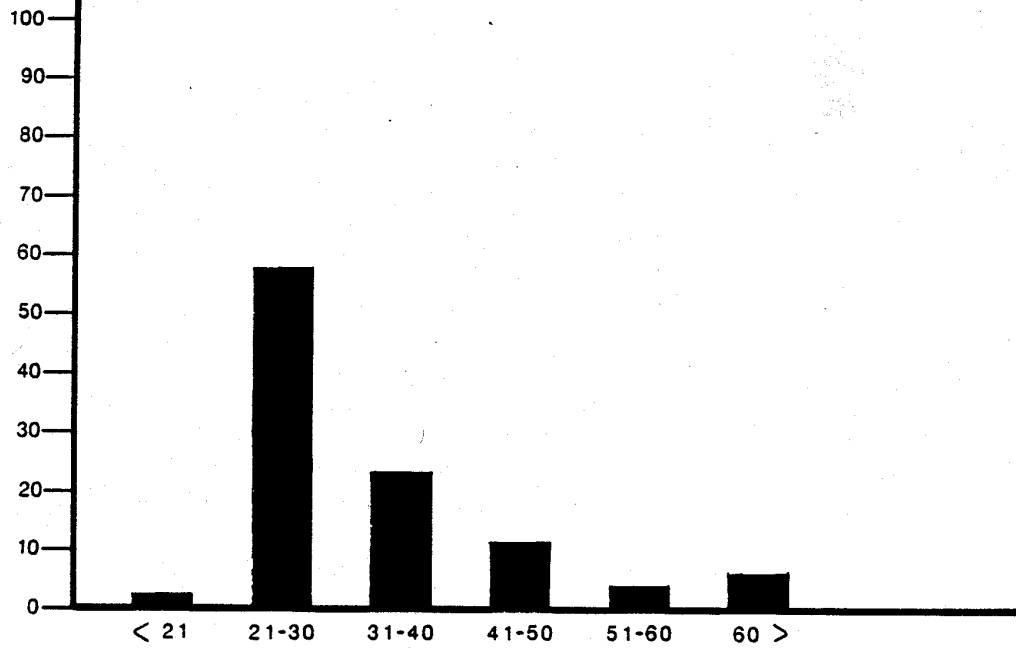


FIGURE 5

PERCENTAGE

POTENTIAL RESIDENTS AGE CHARACTERISTICS

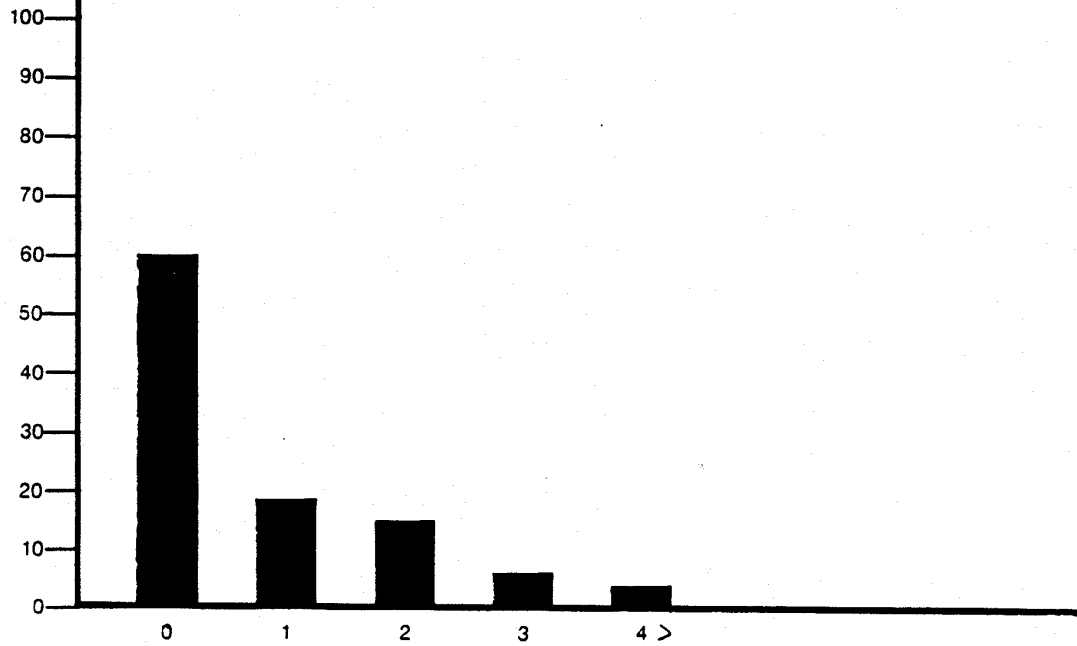


AGES

FIGURE 6

PERCENTAGE

POTENTIAL RESIDENTS NUMBER OF CHILDREN CHARACTERISTICS



CHILDREN

FIGURE 7

PERCENTAGE POTENTIAL RESIDENTS JOB CLASSIFICATION CHARACTERISTICS

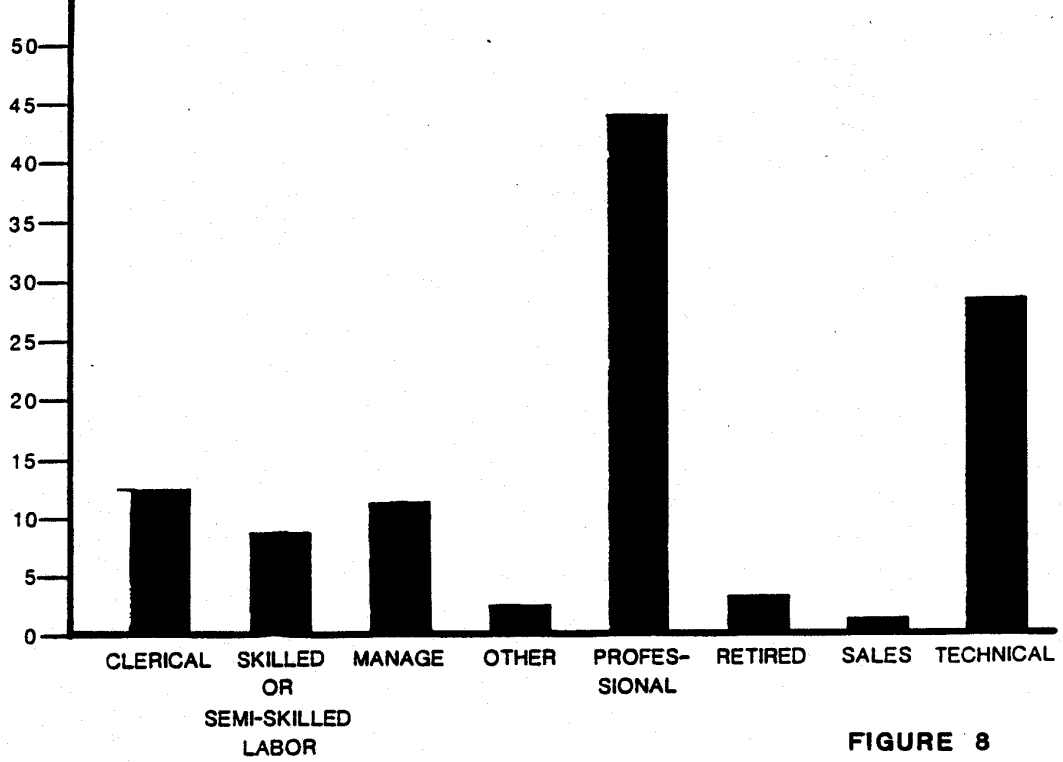


FIGURE 8

PERCENTAGE POTENTIAL RESIDENTS INCOME CHARACTERISTICS

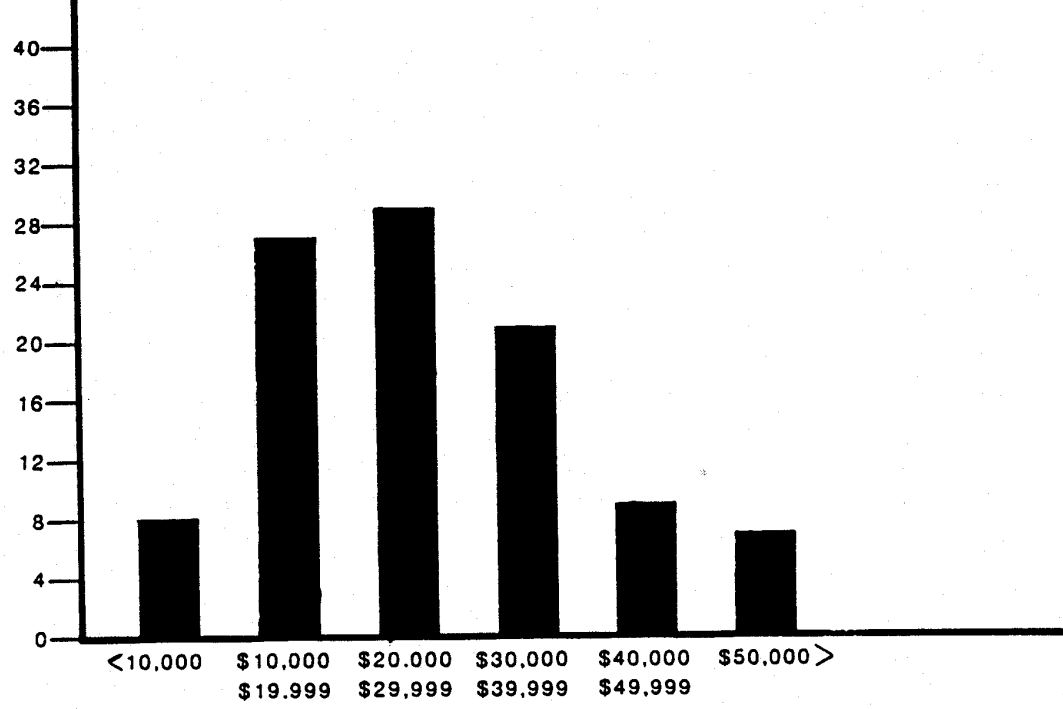
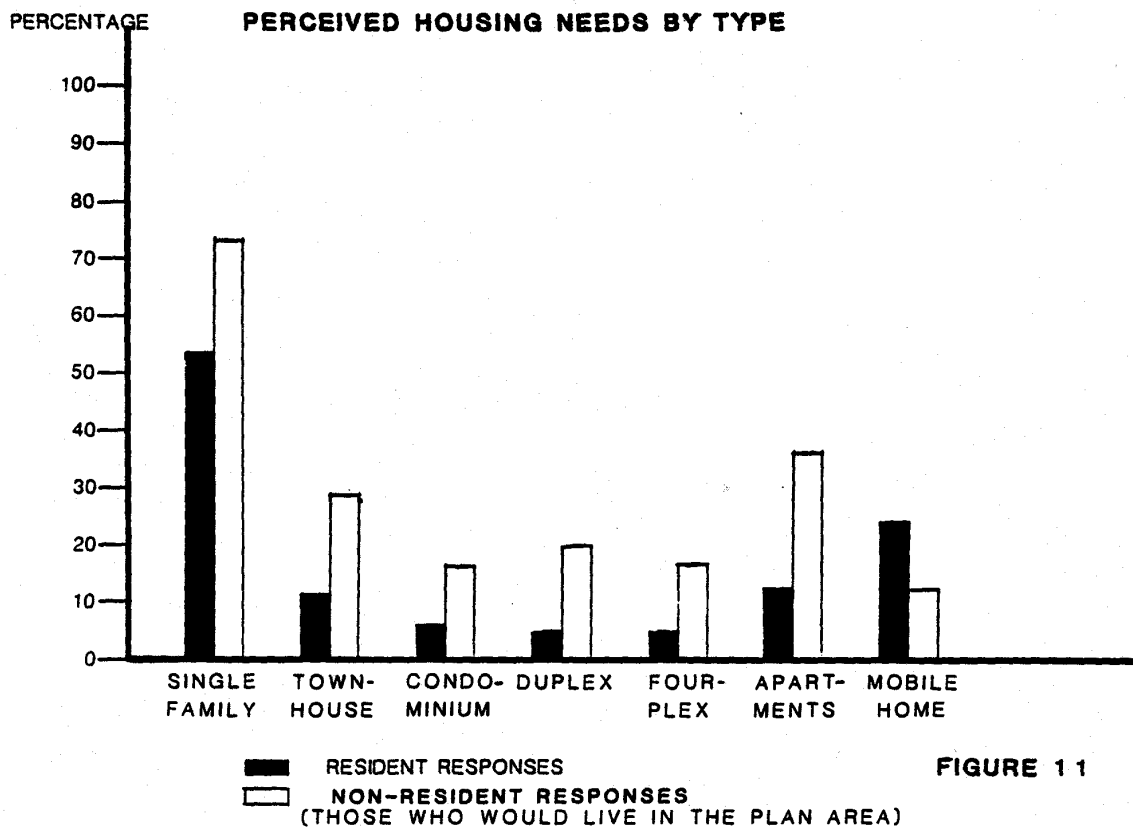
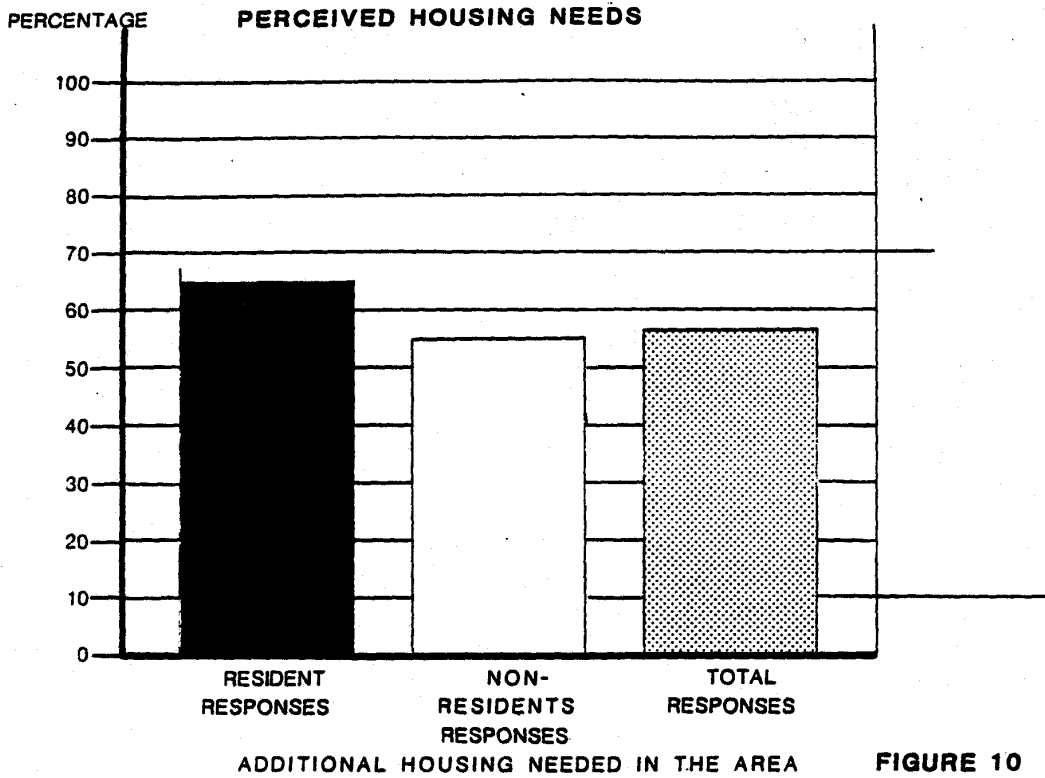
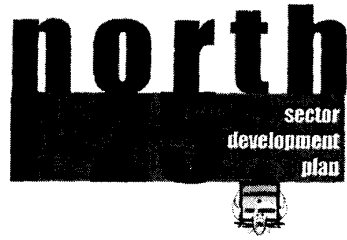


FIGURE 9





APPENDIX C

ESTIMATED OPEN SPACE CALCULATIONS 1985

APPENDIX C

COMPARATIVE ESTIMATED OPEN SPACE DEDICATION CALCULATIONS

A. Assumptions:

1. Unit Size (include garage & driveway):
 - a. Townhouse (3 bedrooms) 1200 square feet
 - b. Apartment (2 bedrooms) 800 square feet
 - c. Parking for apartments = 15% of total land area
 - d. Public right-of-way/streets = 20% of total land area
2. Existing Open Space Dedication Policy for RD and SU-1 Zones:
 - a. 2400 square feet of open space per dwelling unit
 - b. Of the total 2400 square feet, the following minimum amounts shall be usable open space on the lot with the dwelling:
 - (1) 200 square feet for each efficiency or one-bedroom dwelling
 - (2) 250 square feet for each two-bedroom dwelling
 - (3) 300 square feet for each dwelling containing three or more bedrooms
 - c. The landowner may elect to meet the total requirement on the dwelling's lot, or
 - d. The land owner may elect to meet the requirement for open space in excess of that met on the dwelling lot by giving the City payment in cash of an amount equal to the per square foot value of the dwelling site immediately after the site is platted into lots or at the time of annexation and zoning, whichever comes later, or
 - e. The land owner may elect to meet the requirements for open space in excess of that met on the dwelling's lot by giving the City a suitable legal instrument preserving detached open space in an amount equalling his dwelling's remaining obligation located within the area covered by the sector development plan.

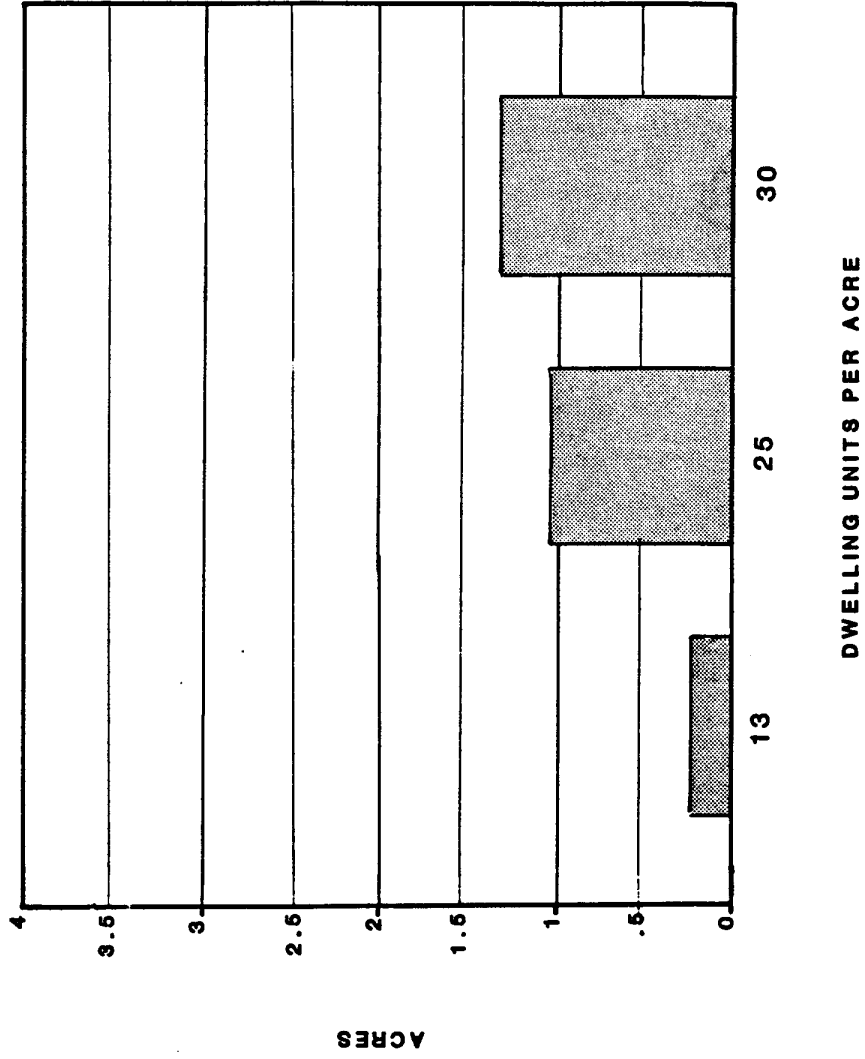
B. Examples of Open Space Calculations (Per Acre of Land)

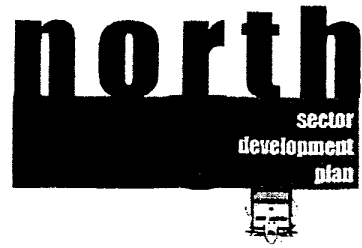
1. For a 13 du/acre townhouse project:
 - .20 acre public right-of-way
 - .28 acre 13 dwelling units
 - .72 acre total open space required per acre
 - .52 acre available on-site open space per acre
 - .20 acre detached open space required per acre
2. For a 25 du/acre apartment project:
 - .15 acre parking
 - .20 acre public right-of-way
 - .28 acre dwelling unit structures (two-story)
 - 1.38 acres total open space required per acre
 - .37 acre available on-site open space per acre
 - 1.01 acres detached open space required per acre

-
3. For a 30 du/acre apartment project:
- .20 acre public right-of-way
 - .15 acre parking
 - .28 acre dwelling unit structures (two-story)
 - 1.65 acres total open space required per acre
 - .37 acre available on-site open space per acre
 - 1.30 acres detached open space required per acre

FIGURE 12

ESTIMATED OPEN SPACE REQUIRED PER ACRE OF DEVELOPMENT





APPENDIX D

TRAFFIC PROJECTIONS 1985



Middle Rio Grande Council of Governments of New Mexico

620 Lomas Blvd. N.W. • Albuquerque, N.M. 87102-2096 • (505) 247-1750
March 19, 1986

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 - Public Service Co. of N.M.
 - Valley Improvement Association Inc.
 - Bob Davey, Representative
 - Albert Pierce
Executive Director

Mr. Joseph A. Martin, Director
Transportation Department
City of Albuquerque
P. O. Box 1293
Albuquerque, New Mexico 87103

**SUBJECT: North Interstate 25 Sector Development Plan
Area Traffic Forecast**

Dear Mr. ^{Joe}Martin:

Enclosed are the traffic forecasts requested in your letter of January 10, 1986 (Enclosure 1). Enclosure 2 gives link volumes for all major streets within the sector plan area and those entering/leaving the sector plan area for both the buildout forecast and the 2010 forecast.

It should be noted that comparability between the two forecasts is complicated by differences in the land use assumptions for the Sector Plan Area. Simultaneously allowing the magnitude of development as well as the character of the land use to vary yields very confusing results as were found on Elena and Paseo del Norte. This issue is more fully addressed in the attached discussion of the socioeconomic allocation methodology (Enclosure 4).

This concludes our analysis of the North Interstate 25 Sector Plan Area.

Sincerely yours,

Al
Albert I. Pierce
Executive Director

AIP/SM/slm

- Enclosures:**
1. Correspondence to Mr. Albert I. Pierce, MRGCOG, from Mr. Joe Martin, Transportation Department, dated January 10, 1986;
 2. Traffic forecasts for year 2010 and buildout for the N. I-25 Sector Plan Area;
 3. Network characteristics, N. I-25 Sector Plan Area forecast;
 4. N. I-25 Sector Plan Area socioeconomic allocation methodology; and
 5. Major assumptions, N. I-25 Sector Development Plan.

cc: Mr. Vern Hagen, Acting Director
Municipal Development Department



City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

January 10, 1986
Transportation Department
Planning & Programming

RECEIVED
1986 JAN 14
COUNCIL OF GOVT.

Albert I. Pierce
Executive Director
Middle Rio Grande Council of Government
620 Lomas, N.W.
Albuquerque, NM 87102

RE: NORTH I-25 SECTOR DEVELOPMENT PLAN

Dear Mr. Pierce:

In response to your letter of January 6, 1986, the following information and clarification are provided:

Per discussion with your staff, the 2010 and "buildout" forecasts should be made using the same zone system for forecast comparability. Thus, the standard 2010 data set for the sector plan area will need to be proportioned to the finer (smaller) zones provided with our letter of September 16, 1985. We recognize that this will require additional time and, per discussion with your staff, request that you proceed with the "buildout" forecast, using the data set provided on the attachment. The 2010 forecast would, then, occur after the "buildout" forecast.

The attached data set "(buildout)" addresses concerns noted in your letter and incorporates those changes necessitated by EPC action at their public hearing on December 5, 1985. We also concur with the network assumptions provided as attachment 2 to your letter.

Please advise if additional information or discussion is desired.

Very truly yours,

Joseph A. Martin, Director
Transportation Department

Attachment

cc: George Meador, P.E., Div. Eng., Plan. & Prog., Trans. Dept.
Bob Fosnaugh, Traffic Engineer
Jack Leaman, City Planner, Planning Division

Ref. No. 0101E

JAM:JPI/cb

AN EQUAL OPPORTUNITY EMPLOYER

*SOCIOECONOMIC INPUTS
NORTH I-25 SECTOR PLAN

| <u>ZONE</u> | <u>TE</u> | <u>TDU</u> | <u>TP</u> | <u>A</u> | <u>ER</u> | <u>RE</u> |
|-------------|-----------|------------|-----------|----------|-----------|-----------|
| A | 0 | 43 | 113 | 73 | 51 | 0 |
| B | 0 | 0 | 0 | 0 | 0 | 0 |
| C | 412 | 180 | 477 | 326 | 215 | 5 |
| D | 310 | 99 | 262 | 170 | 118 | 2 |
| E | 1550 | 0 | 0 | 0 | 0 | 10 |
| F | 1733 | 0 | 0 | 0 | 0 | 11 |
| G | 1200 | 0 | 0 | 0 | 0 | 8 |
| H | 1120 | 0 | 0 | 0 | 0 | 7 |
| I | 1262 | 400 | 1060 | 724 | 477 | 13 |
| J | 296 | 75 | 199 | 128 | 90 | 6 |
| K | 963 | 0 | 0 | 0 | 0 | 20 |
| L | 752 | 313 | 830 | 533 | 373 | 15 |
| *** M | 2000 | 0 | 0 | 0 | 0 | 16 |
| *** N | 1900 | 0 | 0 | 0 | 0 | 14 |
| O | 611 | 0 | 0 | 0 | 0 | 6 |
| P | 1058 | 470 | 1245 | 851 | 560 | 11 |
| Q | 0 | 166 | 440 | 353 | 247 | 0 |
| R | 600 | 0 | 0 | 0 | 0 | 12 |
| S | 1828 | 170 | 453 | 291 | 204 | 38 |
| T | 2402 | 0 | 0 | 0 | 0 | 50 |
| ** U | 2125 | 576 | 1526 | 992 | 687 | 345 |
| V | 1117 | 90 | 239 | 164 | 107 | 53 |
| ** W | 1420 | 838 | 2222 | 1444 | 1000 | 240 |
| X | 669 | 126 | 334 | 257 | 145 | 50 |

*As of July, 1985
 **Revised December 10, 1985
 ***Revised December 24, 1985

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09 JUL 1985

PLAN. & PROG. DIV.
TRANSPORTATION DEPT.
REF. NO. _____

CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

July 8, 1985

INTER-OFFICE CORRESPONDENCE

TO: George Meador, Transportation Department
FROM: Sheran Matson/Ed Stang, Planners, Municipal Development Department
SUBJECT: Response to your Memo of July 2, 1985, regarding Land Use Data for I-25 North Sector Development Plan 2010 Traffic Projections

C.B. Jones

Here is a point-by-point analysis of the five concerns raised in your memo:

- "1. MDD data reflects a 80% increase in total employment and a 180% increase in population over 2010 COG data.

Our analysis indicates an 87% increase in total employment for the plan area when comparing 2010 MDD data to 2010 COG data. MDD 2010 population data represents a 68% increase for the plan area when compared to 2010 COG data.

| <u>Population</u> | <u>Total Employment</u> |
|-------------------|-------------------------|
| COG = 5371 | 15072 |
| MDD = 9049 = 68% | 28312 = 87% |

(The TAZ 13 is actually split in half for the plan area).

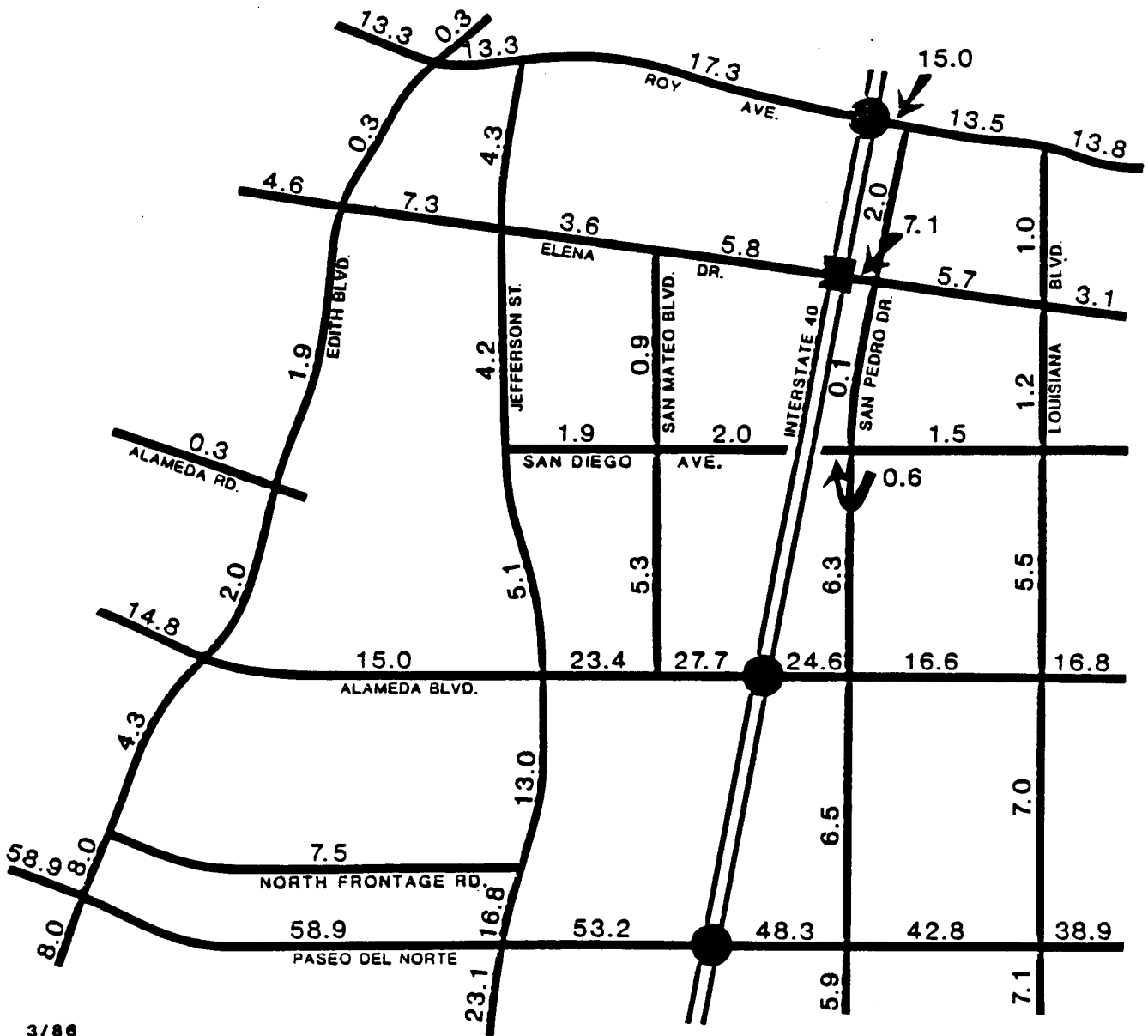
- "2. These increases represent a 3.3% increase in urban area wide total employment and a 0.7% increase in total population. This violates COGs "control total" for both Superzones 15 & 16 and the entire urban area. We don't think this is much of a problem, but COG might."

We are uncertain of precisely how you made the comparison between the I-25 North TAZ figures and the COG super zone 15 & 16 figures for population and total employment because the boundaries are different. Also TAZ 13 is not within Superzones 15 & 16, but is a small part of 17.

We are providing you with disaggregated information per your suggestion (#4 below). The totals of the disaggregated figures vary from the previous data set and we feel that they are more accurate. We believe these to be more consistent with the COG figures for the area.

- "3. Data for MDD zone #13 is unusable in the format submitted. We need better definition of the boundaries and the data for remainder of COG zone #13.

2



3/86

Volumes are in thousands of vehicles per day, AWDT
 Projections are based on attached assumptions

* Based on socioeconomic data derived from land use information provided by City of Albuquerque. Not comparable to other MRGCOG 2010 traffic forecasts.

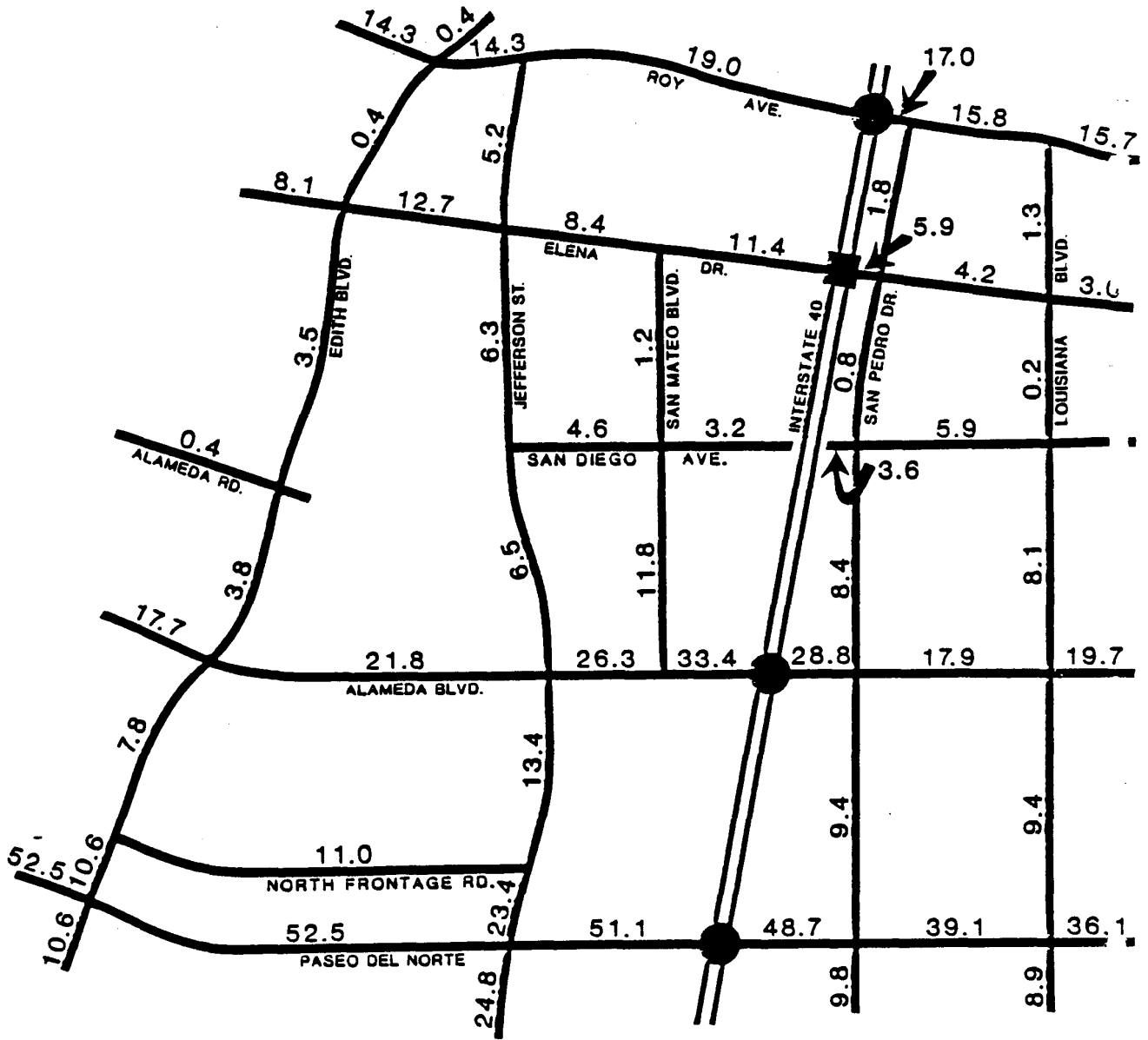
North I-25 Subarea

2010

Traffic Volumes*



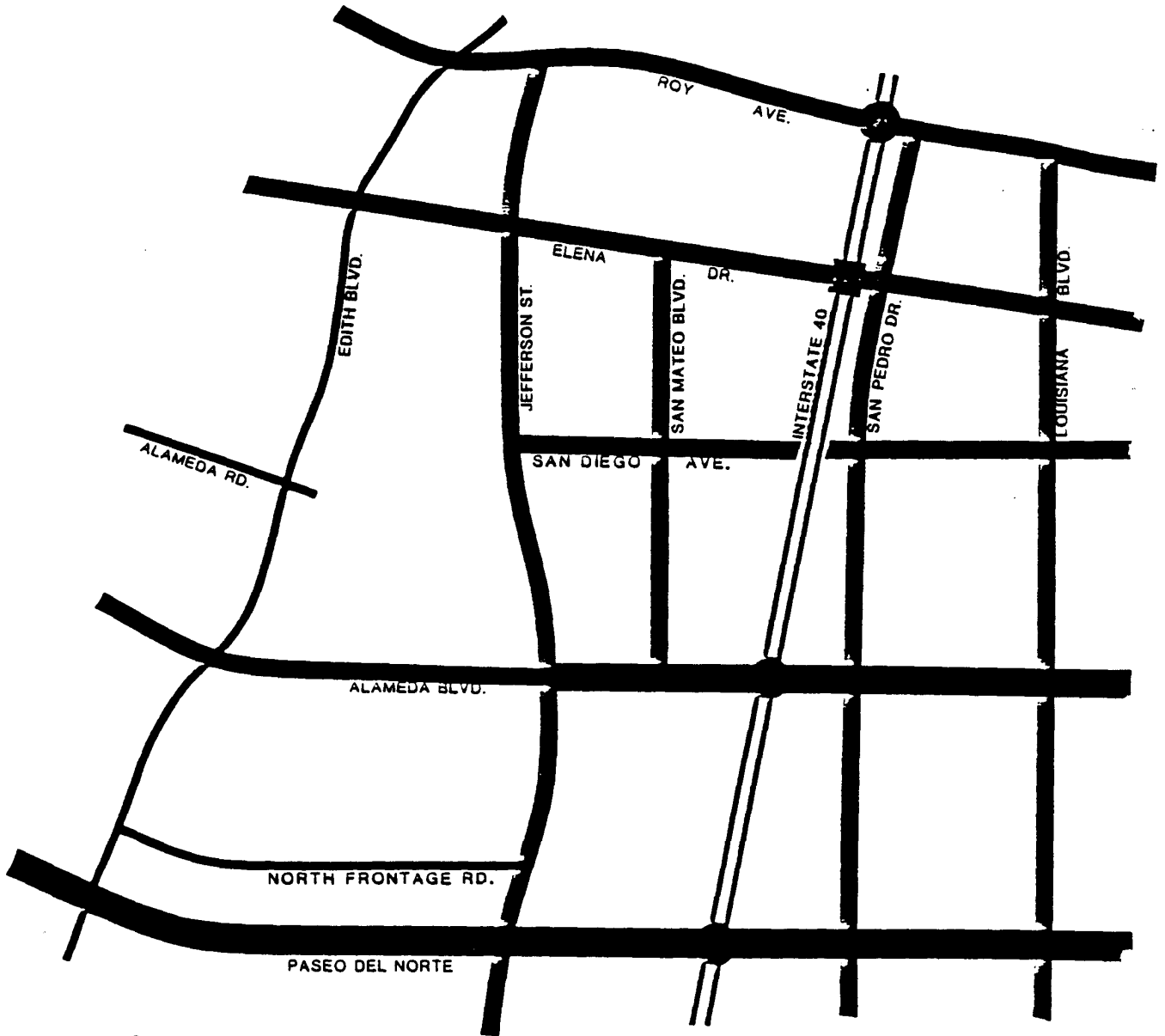
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Volumes are in thousands of vehicles per day,AWDT
 Projections are based on attached assumptions

North I-25 Subarea
Buildout
Traffic Volumes

3



Lanes



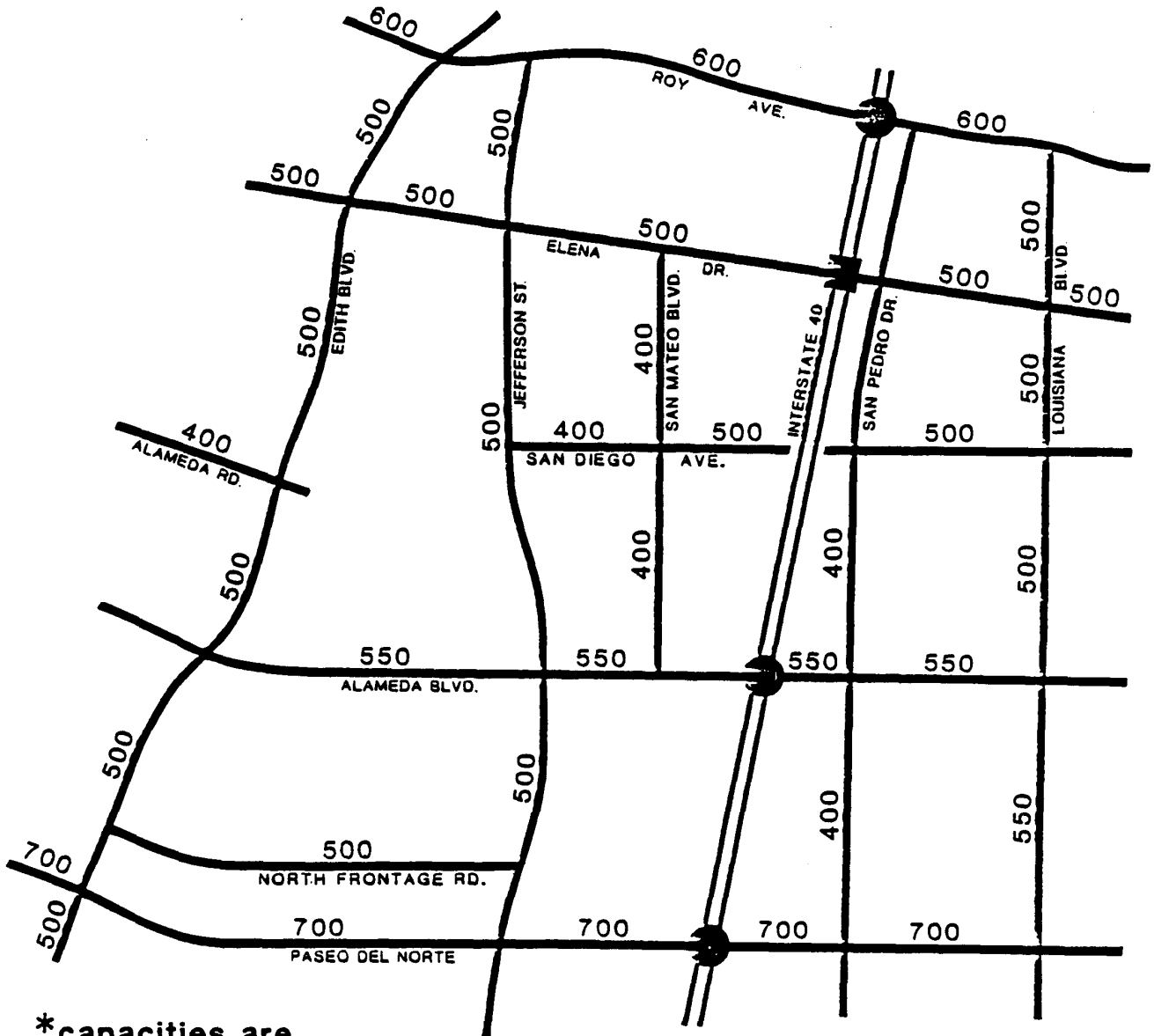
North I-25 Subarea

Number of Lanes

4/86



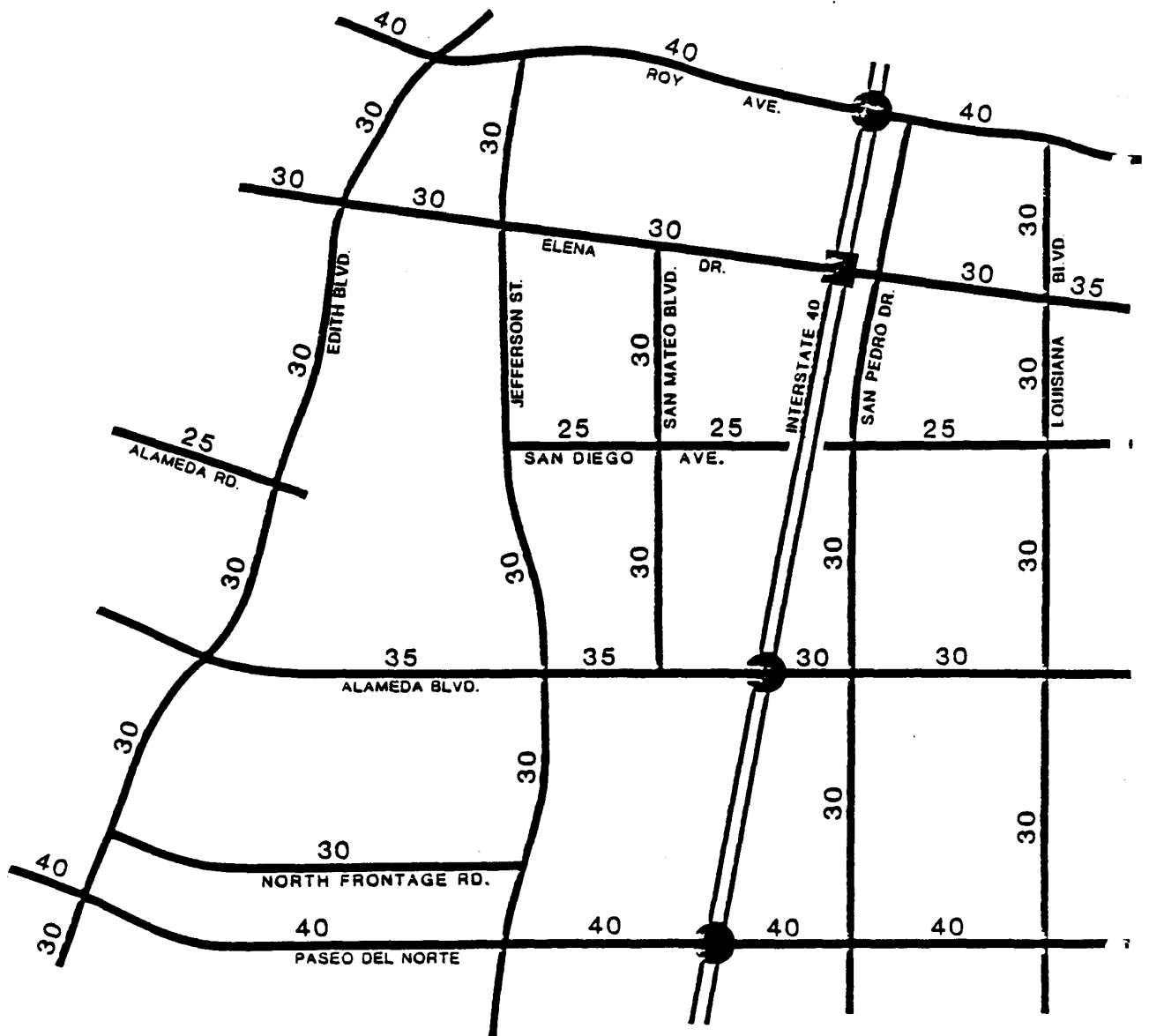
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*capacities are vehicles per hour per lane

North I-25 Subarea

Level of Service "E"
Capacities*



* miles per hour

North I-25 Subarea

Freeflow Speeds*

4/86



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4

NORTH I-25 SECTOR PLAN AREA
SOCIOECONOMIC ALLOCATION METHOD

Methodology: In preparing a forecast for the North I-25 Sector Plan Area, it was necessary to develop a method for assigning MRGCOG socioeconomic data to the TAZ system developed by the City. This involved disaggregating MRGCOG socioeconomic data to the finer zone system developed by the City.

This was done by:

1. Aggregating the City zones to match the MRGCOG TAZ system;
2. Calculating a ratio representing the relationship between each City TAZ and the aggregated TAZ (which matched the MRGCOG TAZ) of which it is a part; and
3. Applying the ratio to MRGCOG socioeconomic data to apportion it to the finer City TAZ structure.

Two scenarios were then analyzed using the same zone structure and network:

1. Using MDD socioeconomic data forecasts; and
2. Using MRGCOG forecasts.

In the two forecasts produced for the North I-25 Sector Plan, it is impossible to isolate the effect level of development has on traffic volumes because the land use patterns varied between the two socioeconomic data sets used in the modeling process. The table below illustrates the differing relationships between variables within the City TAZ system and the corresponding variables in the MRGCOG TAZ system.

| Zone | Source | Pop. | DU | VEH. | ER | TE | RE |
|------|------------------|------|------|------|------|------|---|
| 1 | (a)City | 2791 | 1050 | 1901 | 1252 | 3343 | 35 |
| | (b)MRGCOG | 919 | 763 | 827 | 725 | 2866 | 235 |
| | Ratio (a)/(b) | 3.04 | 1.38 | 2.30 | 1.73 | 1.17 | 0.15 |
| 11 | (a)City | 2461 | 928 | 1628 | 1107 | 2537 | 293 |
| | (b)MRGCOG | 391 | 148 | 300 | 184 | 1718 | 141 |
| | Ratio (a)/(b) | 6.29 | 6.27 | 5.43 | 6.02 | 1.48 | 2.08 |
| 13 | (a)City | 2634 | 1076 | 2067 | 1115 | 679 | 50 |
| | (b)MRGCOG | 2300 | 950 | 1810 | 970 | 10 | 0 |
| | Ratio (a)/(b) | 1.15 | 1.13 | 1.14 | 1.15 | 67.9 | UNDEFINED Infinite |
| 340 | (a)City | 1526 | 576 | 992 | 687 | 2125 | 345 |
| | (b)MRGCOG | 755 | 353 | 579 | 356 | 1778 | 100 |
| | Ratio (a)/(b) | 2.02 | 1.63 | 1.71 | 1.93 | 1.20 | 3.45 |
| 341 | (a)City | 0 | 0 | 0 | 0 | 2402 | 50 |
| | (b)MRGCOG | 0 | 0 | 0 | 0 | 1185 | 40 |
| | Ratio (a)/(b) | -- | -- | -- | -- | 2.03 | 1.25 |
| 342 | (a)City | 453 | 170 | 291 | 204 | 1828 | 38 |
| | (b)MRGCOG | 500 | 233 | 382 | 235 | 250 | 27 |
| | Ratio (a)/(b) | .91 | .73 | .76 | .87 | 7.31 | 1.41 |
| 355 | (a)City | 199 | 75 | 128 | 90 | 296 | 6 |
| | (b)MRGCOG | 313 | 105 | 240 | 148 | 36 | 16 |
| | Ratio (a)/(b) | .64 | .71 | .53 | .61 | 8.2 | .38 |
| 356 | (a)City | 830 | 313 | 533 | 373 | 1715 | 35 |
| | (b)MRGCOG | 215 | 128 | 194 | 101 | 250 | 40 |
| | Ratio (a)/(b) | 3.86 | 2.45 | 2.75 | 3.69 | 6.86 | .88 |
| 357 | (a)City | 440 | 166 | 353 | 247 | 600 | 12 |
| | (b)MRGCOG | 399 | 239 | 359 | 188 | 250 | 47 |
| | Ratio (a)/(b) | 1.1 | .69 | .98 | 1.31 | 2.4 | .26 |

| Zone | Source | Pop. | DU | VEH. | ER | TE | RE |
|------|------------------|------|------|------|------|------|-----|
| 358 | (a)City | 0 | 0 | 0 | 0 | 7953 | 56 |
| | (b)MRGCOG | 0 | 0 | 0 | 0 | 3650 | 130 |
| | Ratio (a)/(b) | -- | -- | -- | -- | 2.18 | .43 |
| 359 | (a)City | 113 | 43 | 73 | 51 | 1550 | 10 |
| | (b)MRGCOG | 40 | 15 | 30 | 19 | 1350 | 48 |
| | Ratio (a)/(b) | 2.83 | 2.87 | 2.43 | 2.68 | 1.15 | .21 |
| 360 | (a)City | 262 | 99 | 170 | 118 | 310 | 2 |
| | (b)MRGCOG | 197 | 75 | 152 | 94 | 33 | 6 |
| | Ratio (a)/(b) | 1.33 | 1.32 | 1.12 | 1.26 | 9.39 | .33 |

Explanation of abbreviations:

| | |
|---------------------------|-------------------------|
| Pop. = Population | ER = Employed Residents |
| DU = Dwelling Units | TE = Total Employment |
| Veh. = Vehicles Available | RE = Retail Employment |

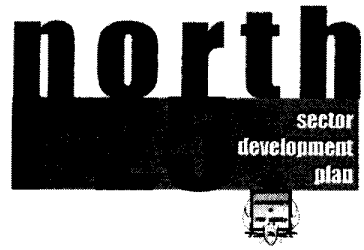
The ratios were developed by aggregating the finer TAZ system provided by the City to match the geographic configuration of the MRGCOG TAZ system. Then, each aggregated City variable was compared to the appropriate MRGCOG variable to obtain a ratio.

If the land use patterns were the same and only intensity of development was varied, the (a)/(b) ratio would be the same for all variables within each TAZ. Therefore, the forecasts generated for this study area are not strictly comparable with each other. To assume absolute comparability between the 2010 forecast and the "buildout" forecast, the socioeconomic characteristics of the area must be held constant. Magnitude of buildout can be isolated and tested only if the socioeconomic variables have a constant relationship between the 2010 socioeconomic data and the "buildout" socioeconomic data.

MAJOR ASSUMPTIONS

NORTH INTERSTATE 25 SECTOR PLAN AREA

1. River crossing facilities included in the forecast were:
 - a. Paseo del Norte: 4 lanes
 - b. Alameda Boulevard: 2 lanes
 - c. Montano Road: 2 lanes
 - d. Interstate 40: 6 lanes
 - e. Central Avenue: 6 lanes
 - f. Barelvas: 4 lanes
 - g. Rio Bravo: 6 lanes
 - h. Interstate 25: 4 lanes
 - i. Gibson Boulevard: 6 lanes
2. Major network assumptions were:
 - a. The facilities listed in the Long Range Major Street Plan (as amended through October 1985) are constructed;
 - b. The network in the Northwest Activity Center area was not changed from the base network #1 established in Progress Report #1 (TM-100, July 1985);
 - c. All movements were allowed at the 2nd Street and Jefferson Street intersections with Paseo del Norte;
 - d. No turns to or from the west were allowed at the 4th Street and Paseo del Norte Intersection; and
 - e. Turns were unconstrained throughout the network.
3. Paseo del Norte is grade separated at Edith Boulevard without access.
4. Alameda Boulevard is grade separated at Edith Boulevard without access.
5. All intersections in the study area are at grade except for those at Interstate 25 and as noted in assumptions 3 and 4.
6. The maximum operating speed on any urban area roadway is 55 MPH or less.



APPENDIX E

TEXT AMENDMENTS

**CITY of ALBUQUERQUE
TWELFTH COUNCIL**

COUNCIL BILL NO. R-88 ENACTMENT NO. 110-1996

SPONSORED BY: Vincent E. Griego

RESOLUTION

1
2 AMENDING THE NORTH I-25 SECTOR DEVELOPMENT PLAN TO CLARIFY THE LAND USE
3 AND ZONING SECTION AS TO THE USES OF BALLOON FIESTA PARK.

4 WHEREAS, the City did adopt the North I-25 Sector Development Plan
5 on August, 1986, through action on Council Resolution 121-1986; and

6 WHEREAS, the Council Bill R-356, enacted in 1993, further amended
7 the North I-25 Sector Development Plan to allow for the old 77 acre
8 Balloon Fiesta Park; and

9 WHEREAS, the City of Albuquerque has purchased additional lands to
10 expand the Balloon Fiesta Park and allow other regional park uses at
11 this park location; and

12 WHEREAS, the Council has the authority to adopt and amend sector
13 development plans, and the North I-25 Sector Development Plan must be
14 amended to allow for the expanded area of Balloon Fiesta Park; and

15 WHEREAS, the Land Use and Zoning section of the sector plan
16 requires clarification and further definition as to the recreational
17 uses of Balloon Fiesta Park.

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

20 Section 1. That the second paragraph under the Parks heading
21 on page 37 of the sector plan which discusses the land use and zoning
22 recommendations of the plan for the old Balloon Fiesta Park be deleted
23 and replaced with the following:

24 "An additional park site in the area has been designated for
25 an expanded Balloon Fiesta Park, to be zoned SU-2 for Balloon Fiesta
26 Park, Museum, and Related Uses for approximately 350 acres. The

[Bracketed Material] - Deletion

1 previous Balloon Fiesta Park included 77 acres of land, and the new
2 area added to the park comprises an additional 273 acres for the 350
3 acre total area. The purpose of the park is to provide a permanent
4 area for the International Balloon Fiesta, for a Balloon Museum, for
5 regional park uses, and other uses as defined in the land use list to
6 be added to page 44 of the sector plan" (and as defined in Section 2 of
7 this Resolution below).

8 Section 2. That the Land Use and Zoning subsection on page
9 44 of the North I-25 Sector Development Plan is amended by adding a new
10 heading "I." following the paragraph on "H. Radio Studio, Office,
11 Antenna" to read:

12 I. Public Parks:

- 13 a. The SU-2 Park zone category at Wildflower Park
14 allows those uses identified under the R-1 zone
15 (previous language remaining in).
- 16 b. The SU-2 Park zone category at Balloon Fiesta
17 Park may include the following uses sponsored by
18 the City or by a private entity under an
19 agreement with the City:

20 Recreation and Park Elements

21 Field Sports such as: soccer, football, field
22 hockey, polo, etc.

23 Tournament field sports such as: track, soccer,
24 softball, etc.

25 Golf practice area

26 Balloon Fiesta/launch and event facilities

27 Picnicking

28 Trails

29 Parking

30 Natural Areas and Open Space

31 Skateboarding and In-line Skating

32 Transit Access Facilities

33 Helicopter landing pad for emergency medical

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- 1 purposes
- 2 Special Events
- 3 Arts and crafts shows
- 4 City Summerfest shows
- 5 Car Shows
- 6 Marathons and similar community athletic events
- 7 Firework exhibitions
- 8 Vendor booths including for retail sales of food
- 9 and full service liquor for consumption within
- 10 special events area and designated park areas
- 11 Buildings
- 12 Family Recreation Center (community center type
- 13 use)
- 14 Balloon Museum, Additional Museum
- 15 Auditorium (with additional grass seating and
- 16 associated dormitory)
- 17 Restaurants for retail sales of food and full
- 18 service liquor for consumption on premises and
- 19 within designated park areas
- 20 Restroom Facilities
- 21 Gift Shop (associated with museum uses)
- 22 Enclosed Sports Arena
- 23 Golf Clubhouse, Other Clubhouse Use
- 24 Hotel/Meeting Center
- 25 Police Substation

26 An outdoor sports stadium is not permitted in the Balloon
27 Fiesta Park. A tournament game area will be allowed with the following
28 limitations:

29 A. The tournament game area will be used primarily for
30 youth and children sports and no more than 1,000 permanent seats will
31 be allowed. The permanent seating will be constructed out of sound
32 absorbing materials, such as grass; and

33 B. The use of temporary seating will be allowed, if the

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[Bracketed Material] - Deletion

1 temporary seats are removed after an event.

2 The Master Development Plan will govern the use and hours of
3 operation, the use of sound systems and lighting for the tournament
4 game area and all other areas of the Park. Sound systems and lighting
5 systems for all areas of the Park will meet performance standards and
6 design criteria of the Master Development Plan. No field lighting will
7 be allowed for the tournament game area, security lighting is
8 acceptable.

9 Future recreational uses may be identified which cannot be
10 anticipated at the time of this resolution. Each future use will be
11 evaluated for its consistency with the approved land uses listed above,
12 and with the operational criteria of the Balloon Fiesta Park Master
13 Development Plan.

14 All of the above uses shall be guided and controlled by an
15 approved Balloon Fiesta Park Master Development Plan (or an equivalent
16 plan with the same criteria). The Balloon Fiesta Park Master
17 Development Plan shall include: a master plan drawing of planned land
18 uses and general site configuration; design guidelines for uniform park
19 facility signage, streetscape, architectural character/style, and
20 landscape; performance standards for park lighting, noise/sound, water
21 use, dust control; traffic and air quality study; safety and security;
22 and drainage plan. Additionally, park operations/maintenance, and
23 governance issues shall be addressed as a chapter of the overall Master
24 Development Plan.

25 Any individual park element needing review prior to the
26 completion of the overall Master Development Plan shall follow a
27 similar review process as the overall Master Development Plan,
28 including completion of the applicable plan elements listed above,
29 subject to City Council approval and within a public hearing process.
30 Consistency with the overall intent of the Balloon Fiesta Park Master
31 Development Plan must be demonstrated.

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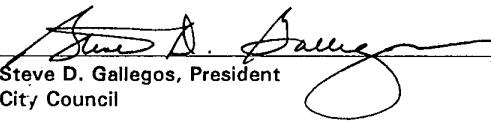
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PASSED AND ADOPTED THIS 16th DAY OF September, 1996

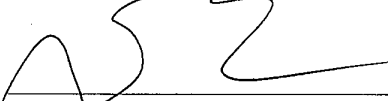
BY A VOTE OF: 8 FOR 0 AGAINST.

Yes: 8

Excused: Adams


Steve D. Gallegos, President
City Council

APPROVED THIS 1st DAY OF October, 1996


Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:


City Clerk

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ALBUQUERQUE CITY CLERK

CITY of ALBUQUERQUE
EIGHTH COUNCIL

COUNCIL BILL NO.

R-254

ENACTMENT NO.

27-1989

SPONSORED BY: Nadyne C. Bicknell

RESOLUTION

1
2 AMENDING THE NORTH I-25 SECTOR DEVELOPMENT PLAN TO PROVIDE FOR THE
3 MANUFACTURING AND RETAIL SALE OF PORTABLE AND MODULAR BUILDINGS AND
4 MOBILE HOMES, INCLUDING OUTDOOR STORAGE AND DISPLAY, AND OUTDOOR
5 STORAGE OF RECREATIONAL VEHICLES (RV'S) AND BOATS (AS DEFINED IN THE
6 COMPREHENSIVE CITY ZONING CODE), WHICH ARE NOW LEGALLY NONCONFORMING
7 OR NOT IN COMPLIANCE AND WHICH SHALL BE MADE TO CONFORM WITHIN SIX
8 YEARS OF THE DATE IT BECOMES NONCONFORMING OR NOT IN COMPLIANCE.

9 WHEREAS, the City did adopt the North I-25 Sector Development
10 Plan in August, 1986, through action on Council Resolution 121-1986;
11 and

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

14 WHEREAS, it now appears that the manufacturing and retail sale
15 of portable and modular buildings and mobile homes, including
16 outdoor storage and display, and outdoor storage of recreational
17 vehicles (RV's) and boats (as defined in the Comprehensive City
18 Zoning Code), which are now legally nonconforming or not in
19 compliance and which shall be made to conform within six years of
20 the date it becomes nonconforming or not in compliance is
21 appropriate in the SU-2/IP zoning category in this case but is not
22 allowed under the circumstances at this time.

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

25 Section 1. That in the Zoning Subsection of the North I-25
26 Sector Development Plan, Paragraph E.2.h is added to read:

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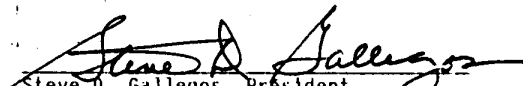
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1 "h. The manufacturing and retail sale of portable and
2 modular buildings and mobile homes, including outdoor storage and
3 display, and outdoor storage of recreational vehicles (RV's) and
4 boats (as defined in the Comprehensive City Zoning Code), which are
5 now legally nonconforming or not in compliance and which shall be
6 made to conform within six years of the date it becomes
7 nonconforming or not in compliance."


8 PASSED AND ADOPTED THIS 30th DAY OF January, 1989.

9 BY A VOTE OF 9 FOR AND 0 AGAINST.

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Steve D. Gallegos, President
City Council

APPROVED THIS 15th DAY OF February, 1989.


Ken Schultz, Mayor
City of Albuquerque

ATTEST:


Susan Smith
City Clerk

ITY of ALBUQUERQUE
SEVENTH COUNCIL

COUNCIL BILL NO. R-224 ENACTMENT NO. 17-1987

SPONSORED BY: Thomas W. Hoover

1 RESOLUTION
2 AMENDING THE NORTH I-25 SECTOR DEVELOPMENT PLAN TO PROVIDE FOR
3 AUTOMOTIVE SALES SERVICE AND REPAIR IN THE SU-2/IP ZONE AS A
4 CONDITIONAL USE.

5 WHEREAS, the City did adopt the North I-25 Sector Development
6 Plan in August, 1986, through action on Council Resolution 121-1986;
7 and

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

10 WHEREAS, it now appears that automotive sales and related
11 service and repair is sometimes appropriate in the SU-2/IP zoning
12 category but is not allowed under any circumstances at this time.

13 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
14 ALBUQUERQUE, NEW MEXICO:

15 Section 1. That in the Zoning subsection of the North I-25
16 Sector Development Plan, Paragraph E.2.c (page 41) is amended to
17 read:

18 "c. Conditional uses shall be limited to:

19 (1) Commercial Retail and Service, as listed in Section
20 24.A.18 and 24.A.20 of the Zoning Code, and are to be approved by
21 the Zoning Hearing Examiner according to the criteria for decision
22 established in Section 42.C.1 of the Zoning Code. Such uses shall
23 be approved, if otherwise appropriate, only on premises which have
24 dedicated the requested public right-of-way for the widening of
25 Alameda Boulevard or San Pedro Drive. Retail and customer services
26 shall be at an intersection with Alameda Boulevard or San Pedro

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1 Drive, and preferably in sites of two to six net acres devoted to
2 such uses. And

3 (2) Automotive sales, including related service and
4 repair, provided that the premises are developed consistent with an
5 approved, attractive site development plan."

6 Section 2. That in the Zoning subsection of the North I-25
7 Sector Development Plan, Paragraph E.3 (page 43) is amended to read:

8 "3. SU-2/IP-EP (Industrial Park and Earth Products) zone
9 allowing uses permissive and conditional in the SU-2/IP zone as
10 regulated by the SU-2/IP zone with the following changes:

11 a. Conditional uses include concrete or cement products
12 manufacturing, batching plant, processing of stone, gravel, sand, or
13 dirt, including mining, stockpiling, and distribution but not
14 on-site retailing.

15 b. Conditional uses should generally be conducted in a
16 completely enclosed building or within an area enclosed on all sides
17 by a wall or fence at least six feet high which is maintained in a
18 state of good repair and which must be solid when it faces or abuts
19 public right-of-ways, or land not zoned SU-2/IP, IP, or SU-2/M-1.

20 c. Automotive sales and related service or repair is not a
21 conditional use."

22 Section 3. That in Section VII, Design Standards, of the North
23 I-25 Sector Development Plan, the second paragraph under A (page 59)
24 is amended to read: "Approval of landscaping plans (including
25 setbacks) shall be by the Planning Director, subject to, appeal,
26 except where a site development plan for the property is to be
27 approved by the Planning Commission, that body shall approve the
28 landscaping plan. The Planning Director's landscaping plan approval
29 power may be exercised by the Zoning Hearing Examiner as part of a
30 conditional use approval."

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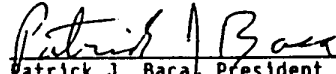
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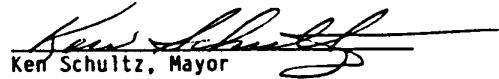
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PASSED AND ADOPTED THIS 16th DAY OF March, 1987.

BY A VOTE OF 9 FOR AND 0 AGAINST.


Patrick J. Baca, President
City Council

APPROVED THIS 20th DAY OF March, 1987.


Ken Schultz, Mayor
City of Albuquerque

ATTEST:


City Clerk

CITY of ALBUQUERQUE
ELEVENTH COUNCIL

COUNCIL BILL NO. R-337 ENACTMENT NO. 6-1996

SPONSORED BY: Herb H. Hughes

RESOLUTION

1
2 AMENDING THE NORTH INTERSTATE-25 SECTOR DEVELOPMENT PLAN SU-2/IP ZONE
3 TO DELETE THE NONCONFORMING REGULATIONS PROVIDED BY THIS ZONE.

4 WHEREAS, the City did adopt the North Interstate-25 Sector
5 Development Plan in August, 1986, through action on Council Resolution
6 121-1986; and

7 WHEREAS, it now appears that the nonconforming regulations
8 provided in the SU-2/IP Zone are inconsistent with the City wide
9 regulations; and

10 WHEREAS the Environmental Planning Commission in its advisory role
11 on all matters related to planning, zoning and environmental protection
12 has approved and recommended the adoption of the North Interstate 25
13 Sector Development Plan amendment to the SU-2/IP Zone; and

14 WHEREAS, the Council has carefully reviewed and amended the
15 attached North Interstate 25 Sector Development Plan amendments,
16 incorporating and endorsing the careful analysis and amendments
17 recommended by its Land Use, Planning and Zoning Committee.

18 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
19 ALBUQUERQUE, NEW MEXICO:

20 Section 1. That in the Zoning subsection of the North I-25 Sector
21 Development Plan, Paragraph E.2.f. (page 43) is amended by deleting:

22 f. Contractors yards which are legally nonconforming shall
23 be made to conform within five years of the date they become
24 nonconforming. This period includes the open storage, which would
25 otherwise be required to conform within one year.

26 Section 2. That in the Zoning subsection of the North I-25 Sector

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1 Development Plan, Paragraph E.2.g. (page 43) is amended by deleting:

2 g. Automotive dismantling as specified in the M-1 Zone,
3 shall be made to conform within 10 years of the date it becomes
4 nonconforming. This period includes the open storage, which would
5 otherwise be required to conform within one year.

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[REDACTED MATERIAL]

1 PASSED AND ADOPTED THIS 18th DAY OF December, 1995.

2 BY A VOTE OF 9 FOR AND 0 AGAINST.

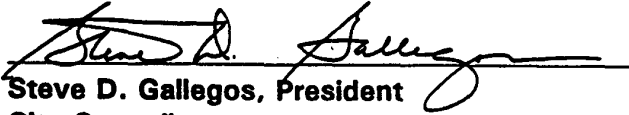
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Steve D. Gallegos, President
City Council

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APPROVED THIS 12th DAY OF January, 1996.

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Martin J. Chavez, Mayor
City of Albuquerque

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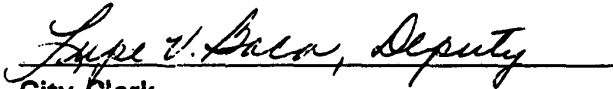
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ATTEST:

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Lupe V. Perea, Deputy
City Clerk

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CITY of ALBUQUERQUE
NINTH COUNCIL

COUNCIL BILL NO. R-456 ENACTMENT NO. 171-1991

SPONSORED BY: Herb H. Hughes, By Request of Administration

1 RESOLUTION
2 REAFFIRMING THE NORTH I-25 SECTOR DEVELOPMENT PLAN AND
3 ESTABLISHING SU-2/HC ZONING FOR LOTS 1, 2, 3, 30, 31, AND 32, BLOCK
4 28, TRACT A, UNIT B, NORTH ALBUQUERQUE ACRES LOCATED ON THE
5 NORTH EAST CORNER OF SAN PEDRO N.E. AND ALAMEDA N.E.; AMENDING
6 THE NORTH I-25 SECTOR DEVELOPMENT PLAN BY ADDING AN SU-2 ZONING
7 CATEGORY.

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8 WHEREAS, the City did adopt the North I-25 Sector Development Plan in
9 August, 1986 through Council Resolution 121-1986; and

10 WHEREAS, the Sector Development Plan addressed development and land
11 use issues critical to the development of the area; and

12 WHEREAS, the Plan established the current pattern of land use for an area
13 containing approximately 2,740 acres; and

14 WHEREAS, although the 1986 resolution (Enactment 121-1986) which
15 adopted the North I-25 plan recognized in its Section 10 that the plan did not
16 affect Lots 1, 2, 3, 30, 31 and 32 of Block 28 of Tract A, Unit B, North
17 Albuquerque Acres, pending resolution of a court case, that plan's analysis and
18 recommendations as to land use for this site continues to be valid today, and the
19 zoning action taken herein is consistent with that plan; and

20 WHEREAS, this resolution is based on a reaffirmation of Section 8 of
21 Resolution 121-1986, which notes that annexation in and of itself constitutes
22 a change in area conditions because urban infrastructure and will now be readily
23 available to aid in converting the plan area into a find industrial park area with
24 related land uses; and

25 WHEREAS, (1) the development adjacent to the west of the site in
26 question is a fairly recent, quality automobile sales and repair business (zoned

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1 appropriately for such) and (2) the change in status of Alameda Boulevard to become
2 a gateway to nearby areas in connection with its new freeway interchange are
3 together sufficient changed conditions to justify the restrictions on land use and
4 development pattern imposed by the zoning adopted herein; and

5 WHEREAS, as articulated in the 1986 North I-25 Sector Development Plan
6 resolution, the SU-2 IP Industrial Park Zoning called for in the plan is more
7 advantageous to the community than little-controlled industrial zoning which Bernalillo
8 County had adopted; and

9 WHEREAS, the subject property is surrounded by the plan boundaries; and

10 WHEREAS, the Environmental Planning Commission in its advisory role on land
11 use and planning matters held a public hearing, considered the testimony, and has
12 recommended that the subject parcels be included in the plan area and zoned SU-2 IP;
13 and

14 WHEREAS, the Council has the authority to not only adopt but amend such a
15 sector development plan.

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

18 Section 1. Map 13, page 42 of the North I-25 Sector Development Plan is
19 hereby amended to show Lots 1, 2, 3, 30, 31, and 32, Block 28, Tract A, Unit B,
20 North Albuquerque Acres, as zoned SU-2/HC.

21 Section 2. The zone map adopted by Article 7-14 R.O. 1974 and the zone map
22 on page 42 of the North I-25 Sector Development Plan are hereby amended,
23 establishing SU-2/HC zoning for the area described in Section 1 above.

24 Section 3. The North I-25 Sector Development Plan is amended, inserting a
25 new SU-2 zoning category in section V of the plan, more specifically under "D.
26 Commercial Uses," which is under the "Zoning" heading (p. 41 of the plan):

27 "4. The SU-2/HC (Heavy Commercial) zone allowing uses permissive and
28 conditional in the C-3 Heavy Commercial zone as regulated in the C-3 zone with the
29 following exceptions:

30 a. Site development plans and landscaping plans are required for new or
31 materially altered or expanded permissive uses; these plans shall be approved by the
32 Planning Director prior to such changes. All such plans shall incorporate the design
33 standards contained in Section VII of this plan.

1 b. Manufacturing, assembling treating, repairing, or rebuilding articles is
2 permissive, except as follows:

3 (1) Such activities which are conditional in this zone category (reference
4 the C-3 zone) or in the M-1 zone or activities which are permissive or conditional in the
5 M-2 zone are not permissive uses.

6 (2) Such activities shall be conducted only inside a completely enclosed
7 building.

8 (3) Conditional uses in addition to those in the C-3 zone:

9 (a) Automotive engine manufacturing, wholesaling or rebuilding
10 of automotive vehicles or parts;

11 (b) Such manufacturing activities which are conditional in the IP
12 zone.

13 (4) Tire recapping or retreading is not allowed.

14 c. Construction contractor's equipment storage or contractor's plant must be
15 conducted in a completely enclosed building or within an area enclosed on all sides by
16 a wall or fence at least six feet high, which must be solid. However, such uses which
17 are existing at the time this zone category is imposed need not abide by the
18 requirements for being within a building or wall/fence which is solid for so long as the
19 property opposite the fence is non-conforming to the zone category which controls
20 that adjacent land; these non-conforming contractor uses are, however, required to
21 immediately undertake a street tree planting which meets normal arterial street tree
22 standards along all edges of the premise which abut a street.

23 d. Signs: On-premise signs are as regulated in the IP zone; off-premise signs
24 are not allowed.

25 e. Automobile dismantling yards are not allowed.

26 f. Machine shops are permissive.

27 g. Vehicle storage outdoors as a principal use, where vehicles are typically not
28 moved for one week or more, is not allowed."

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1 PASSED AND ADOPTED THIS 4th DAY OF November, 1991.

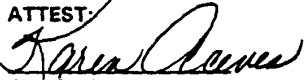
2 BY A VOTE OF 7 FOR AND 1 AGAINST.

3 Yes: 7
4 No: Gallegos
5 Excused: Griego

6 
7 Michael Brasher, President
8 City Council

9 APPROVED THIS 14 DAY OF November, 1991.

11 
12 Louis E. Saavedra, Mayor
13 City of Albuquerque

14 ATTEST:
15 
16 City Clerk

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