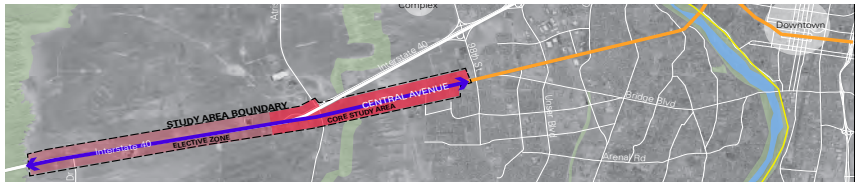
WEST CENTRAL

Sector Development Plan



Bernalillo County Board of Commissioners
Adopted August 11, 2015

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BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 2015-45

ADOPTING THE *West Central Corridor Sector Development Plan*

WHEREAS, the Board of County Commissioners is authorized to adopt sector plans to promote the health, safety, and general welfare of the residents Bernalillo County; and

WHEREAS, the West Central Corridor Sector Development Plan identifies appropriate improvements and areas for redevelopment to transform the corridor into a mixed use, pedestrian-and transit-friendly corridor that honors and maintains the unique history and character of the community; and

WHEREAS, the West Central Corridor Sector Development Plan contains zoning regulations, redevelopment concepts, roadway concepts with pedestrian and transit strategies, and other recommendations to beautify and revitalize the corridor; and

WHEREAS, the West Central Corridor Sector Development Plan extends the design overlay standards for the entire length of the corridor; and

WHEREAS, the West Central Corridor Sector Development Plan helps to implement the Southwest Area Plan (SWAP) which calls for improving the built environment of this corridor; and

WHEREAS, the West Central Corridor Sector Development Plan furthers the Goals and Policies of the Albuquerque/Bernalillo County Comprehensive Plan which calls for mixed use activity centers and corridors and for a balanced transportation system; and

WHEREAS, the West Central Corridor Sector Development Plan furthers the Goals and Policies of the 2040 Metropolitan Transportation Plan which calls for linking transportation and land use planning, 'complete street' approaches, and for increasing transit modes along river crossing corridors; and

WHEREAS, the County Planning Commission recommended approval of the West Central Corridor Sector Development Plan at their May 6, 2015 public hearing.

CONTINUATION PAGE 2, RESOLUTION NO. 2015-45

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

For the economic revitalization of West Central and to implement the policies of the Albuquerque/Bernalillo County Comprehensive Plan, the Southwest Area Plan, and the 2040 Metropolitan Transportation Plan, the West Central Corridor Sector Development Plan is hereby adopted.

DONE this 11 day of August 2015.

BOARD OF COUNTY COMMISSIONERS

Maggie Hart Stebbins, Chair

Art De La Cruz, Vice Chair

EXCUSED

Debbie O'Malley, Member

Lonnie C. Talbert, Member

Wayne A. Johnson, Member

Legal Department

Date: 8/11/15

ATTEST:

Maggie Toulouse Oliver, Clerk

Date: 8-11-15

BERNALILLO COUNTY COUNTY CLERK SEAL STATE OF NEW MEXICO

BOARD OF COUNTY COMMISSIONERS
AUGUST 11, 2015

BOARD OF COUNTY COMMISSIONERS ORDINANCE NO. 2015-22

ADOPTING THE WEST CENTRAL CORRIDOR SECTOR DEVELOPMENT PLAN.

BE IT ORDAINED BY THE BOARD OF COUNTY COMISSIONERS.

The official Bernalillo County zone map is amended to establish the zoning designations and standards (uses, heights, setbacks, and parking) as well as design overlay standards (building types, walls, lighting, and landscaping) as set forth in Zoning Regulations Section of the West Central Corridor Sector Development Plan

PASSED, ADOPTED, APPROVED AND SIGNED THIS 11TH DAY OF AUGUST 2015.

APPROVED AS TO FORM

Randy Autio, County Attorney

BERNALILLO COUNTY COUNTY CLERK SEAL STATE OF NEW MEXICO

ATTEST:

Maggie Toulouse Oliver, County Clerk

BOARD OF COUNTY COMMISSIONERS

Maggie Hart Stebbins, Chair

Art De La Cruz, Vice Chair

EXCUSED

Debbie O'Malley, Member

Lonnie C. Talbert, Member

Wayne A. Johnson, Member

THIS ORDINANCE WILL BECOME EFFECTIVE ON: _____

Acknowledgements

We acknowledge and thank the individuals and organizations for their participation and contributions during the planning process and development of this Plan

Bernalillo County Board of Commissioners
Maggie Hart Stebbins -District Three- Chair
Art De La Cruz- District Two- Vice Chair
Debbie O'Malley- District One
Lonnie C. Talbert -District Four
Wayne A. Johnson- District Five

Bernalillo County Planning Commission
Connie Chavez- District 1- Vice Chair
Javier Martinez- District 1
Joe Chavez- District 2- Chair
Irene Serna- District 2
Lenton Malry- District 3
Ivonne I. Nelson- District 4
Henry "Eddie' Mahe- District 5

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Dan Beaman- Special Projects Coordinator

BC Public Information Department
Wende Schwingendorf

Neighborhood Associations
South West Alliance of Neighbors (SWAN)
South Valley Coalition of Neighborhood Associations
South Valley Alliance
Avalon Neighborhood Association

Consultants
Dekker/Perich/Sabatini

Community Participants Javier Jaquez Jack Isaacs Larry Gilbert Ted Garrett Mike Conway Antonio Cardenas Katherine Cardenas Vickie Ashcraft John L. Chavez Rick Chavez Ilsa Garduno Hector Gonzales Hilario Gonzalez David Headrick Terrie Hertweck Faizel Kassam Gisela Melkus Edward Pando Dee Vizcaino Samia Assade Linda Rumpf Michael Gutierrez Philip York Orlando Vigil David Vigil Johnny & Klarissa Pena Norman Mason Daniel Lyon Jerry Louazo	HRT Cordova Bill Busick Joe Santarato Danny Hernandez David Lorenzo Lauren Romero Jim Stuterman Li-Chu Cherry Carol Toffaleti Marie Hernandez Sally Montoya Andy Montoya Brenda Cordova-Busrik Doug Wagner Tony Olmi

Table of Contents

i. Executive Summary

1. Plan Vision

    Vision Statement

2. Purpose/Intent of Sector Development Plan

    Why This Plan

    Process for Creating Plan

    Contributing Plans and Regulatory Framework

    Goals + Objectives

3. Existing Conditions

    Context

    Summary - Opportunities and Constraints

4. Roadway Design

    General Network Planning Principles

    Transportation Network and Standards

    Phased Roadway Implementation

    Roadway Features

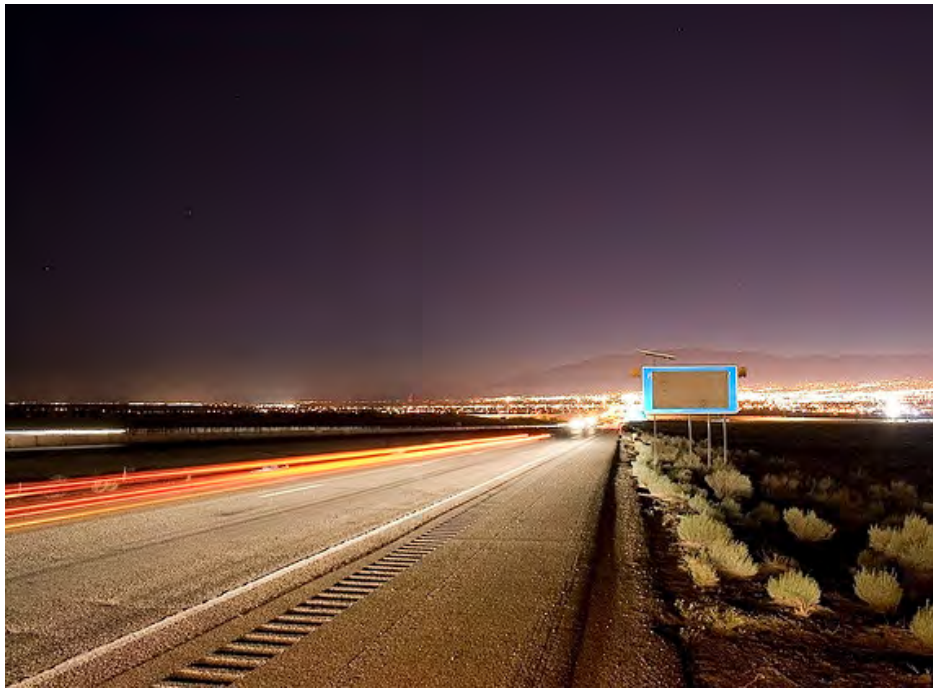
5. Zoning

    Ordinance

    Implementation

    Design Standards

6. Appendix: Supporting Documentation and Graphics



The West Central Avenue Sector Development Plan (WCSDP) covers the unincorporated portion of parcels adjoining Central Avenue, from Street to Atrisco Vista. The area north of Central to I-40 between 98th and Atrisco Vista along with the properties along the I-40 Fronatage Roads approximately 5 miles west of Atrisco Vista was added to the Plan after the Study. The County undertook this Sector Development Plan to provide a framework for future growth and create a gateway to the metropolitan region. Many of the parcels adjoining Central Avenue are five acres or more in size, with proportions that are not suited for most types of development. The area has little existing infrastructure; most of it is outside of the service area for the Water Utility Authority.

This plan was shaped by early input from landowners, neighbors, and business owners in the area. The project team held three meetings to discuss the project and solicit input on land use and transportation issues. The major themes that emerged included the following:

- Require basic design standards, including landscaping and screening, to create an attractive corridor.
- Plan for extension of infrastructure to serve the area.
- Take advantage of the views and enhance the area as a gateway to the metropolitan region.
- Incorporate Route 66 theming/signage in coordination with the City and the overall theming of Central Avenue.

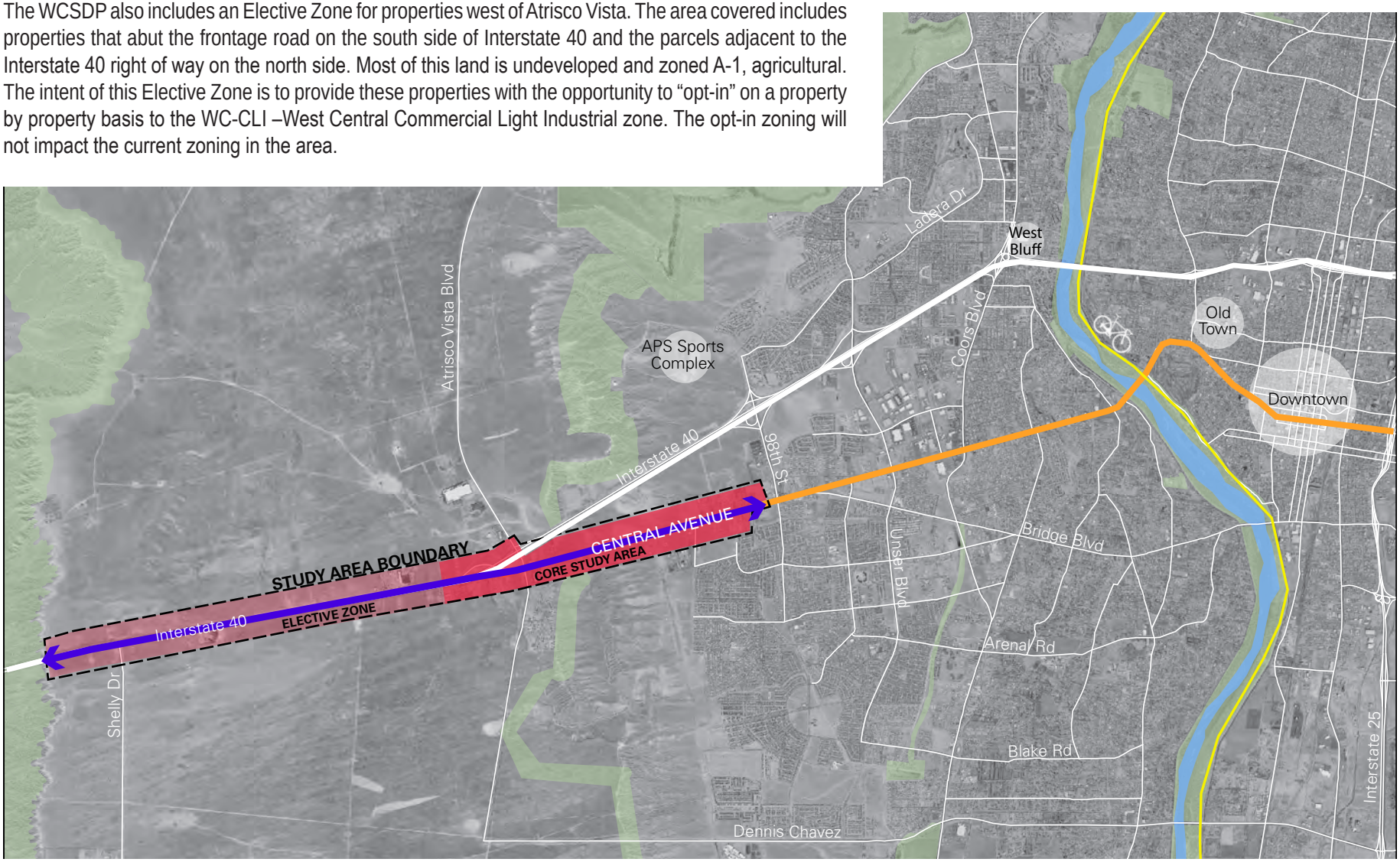
The project team also coordinated the planning effort with other public agencies, including the City of Albuquerque, AMAFCA, Albuquerque/Bernalillo County Water Utility Authority, and Public Service Company of New Mexico.

Access to parcels along Central Avenue is a major concern. The NMDOT has jurisdiction over this section of Central Avenue and, according to its access policy, restricts access points along Central to a ¼ mile or more. The WCSDP proposes a frontage road can provide better access to parcels on the eastern half of the study area (102nd to 118th St.). The WCSDP also proposes a secondary access road on either side of Central Avenue that divides existing parcels into more developable tracts.

Current zoning along the corridor is a mix of commercial and agricultural zones. The WCSDP proposes a new West Central Commercial/Light Industrial zoning that will allow a range of uses appropriate for the area, including highway-related commercial uses, light industrial, and other non-residential uses. Residential uses are conditional and will require public notification and a County review process. The new zoning is accompanied by site design standards required for all new development. These design standards cover site elements such as landscaping, lighting, parking, screening of storage and signage.

The WCSDP proposes a range of streetscape changes for Central Avenue. It includes a bike/pedestrian trail on the north side of the roadway and signage that evokes historic Route 66. This signage will be done in coordination with the City's parallel effort on its portion of Central Avenue. As a gateway to the metropolitan region, the western end of the study area has good potential for gateway features, including a visitor center with visibility and access from Interstate 40.

The WCSDP also includes an Elective Zone for properties west of Atrisco Vista. The area covered includes properties that abut the frontage road on the south side of Interstate 40 and the parcels adjacent to the Interstate 40 right of way on the north side. Most of this land is undeveloped and zoned A-1, agricultural. The intent of this Elective Zone is to provide these properties with the opportunity to "opt-in" on a property by property basis to the WC-CLI –West Central Commercial Light Industrial zone. The opt-in zoning will not impact the current zoning in the area.



Plan area context

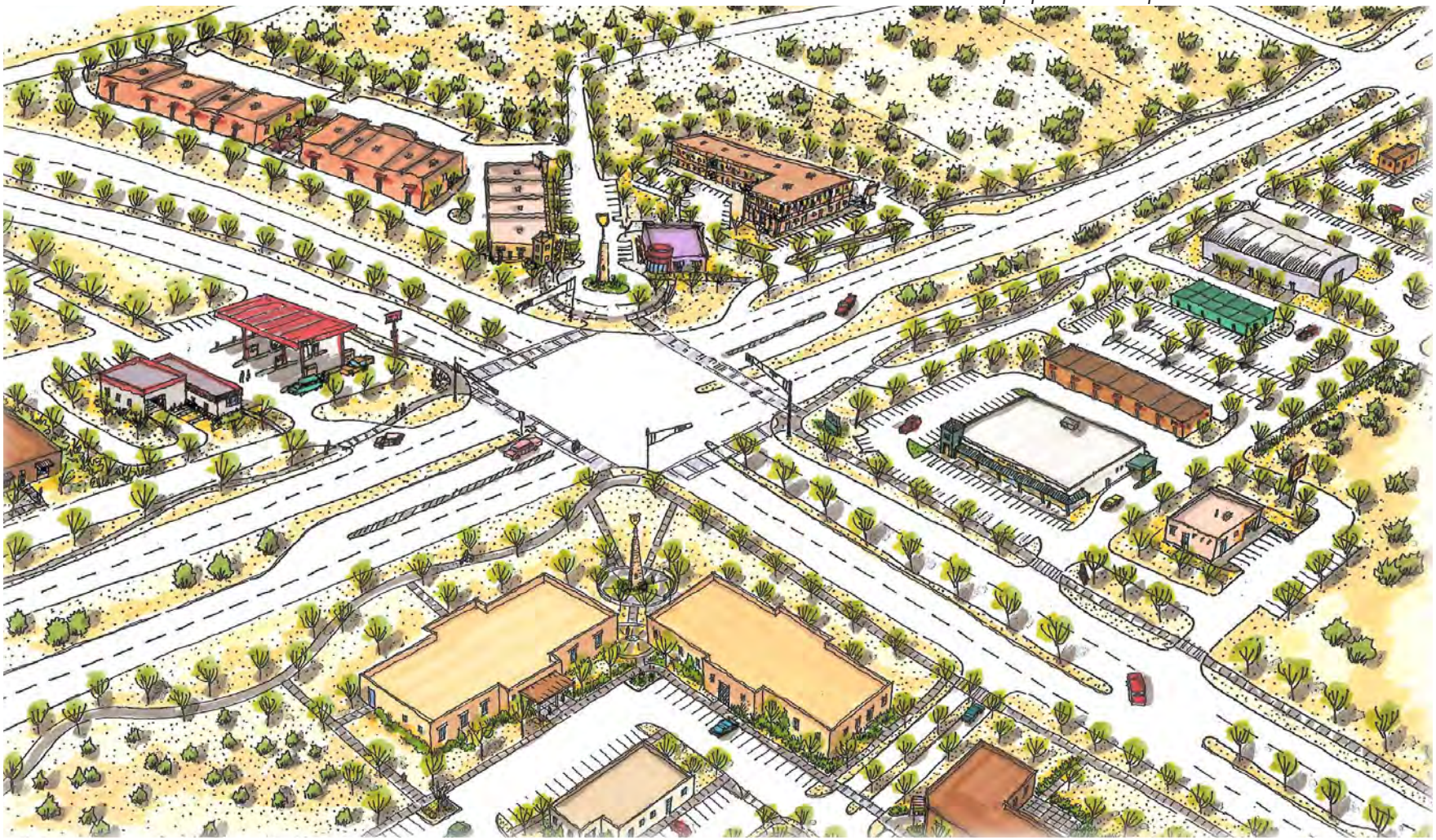
1. Plan
Vision

Vision Statement

West Central Avenue, the gateway to the Albuquerque metropolitan region, will create a memorable corridor that reflects the heritage of Route 66 and celebrates the dramatic setting of the Rio Grande Valley. High quality commercial, along with some light industrial, will be the predominant land uses along West Central. All development will have appropriate landscape and screening that reinforces the overall corridor image and identity.

This area is envisioned to contain a visitor's center and a mix of retail and commercial uses.

Illustration of proposed development at Central / Atrisco Vista.



2. Purpose/Intent of Sector Development Plan

Why This Plan?

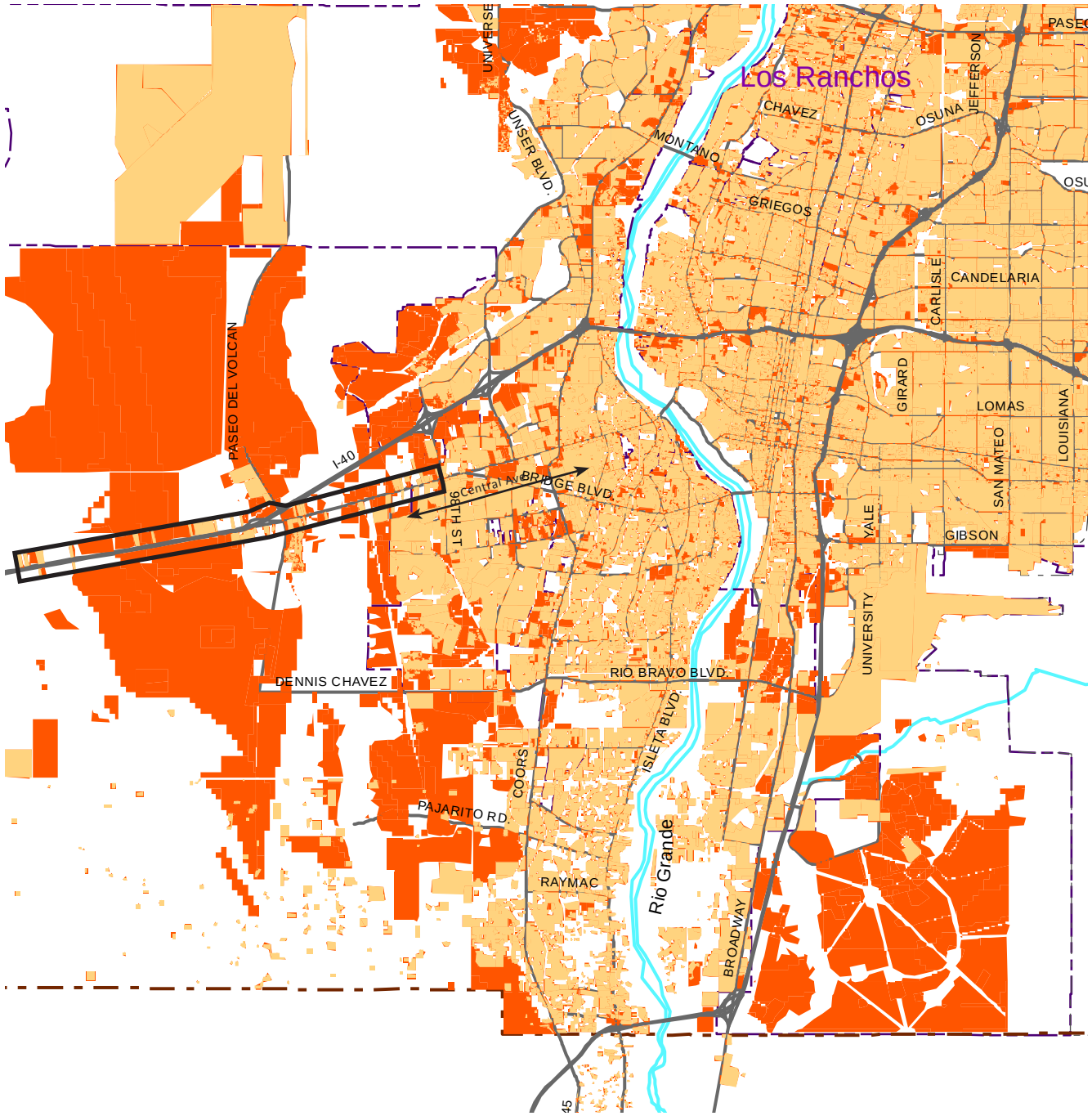
Plan Process

- Public Meetings
- Stakeholder Input

Contributing Plans and Regulatory Framework

- Bernalillo County/City of Albuquerque Comprehensive Plan
- Westside Strategic Plan
- Southwest Area Plan
- Interstate Corridor Enhancement Plan

Goals + Objectives



2008 Existing Developed Land

2035 Forecast Developed Land

AMPA Boundary

Study Area

Note: Mid-Region Council of Governments (MRCOG) projects the Westside to grow significantly by 2035. Areas with the highest projections for new growth are in the vicinity of the study area.

2035 Growth Projections (Source: NM Council of Governments)

Sector Development Plan.

> ***A plan covering a specific portion of the unincorporated area of Bernalillo County that specifies standards for that area's development. A sector development plan may establish zoning regulations for an area that differ from those normally allowed, based on unique neighborhood conditions, including allowable uses, densities, building heights, landscaping requirements, signs, parking or other items as determined by the Board of County Commissioners. A sector development plan must be consistent with the policies of the Albuquerque/Bernalillo County Comprehensive Plan and any applicable area plan adopted for the portion of the County affected by the sector development plan. (from Bernalillo County Ordinance # 213)***

The West Central Avenue Sector Development Plan (WCSDP) covers the unincorporated portion of parcels adjoining Central Avenue, from Street to Atrisco Vista. The area north of Central to I-40 between 98th and Atrisco Vista along with the properties along the I-40 Fronatage Roads approximately 5 miles west of Atrisco Vista was added to the Plan after the Study (See Page 9 for study area and Page 53 for final Plan area). While much of the corridor is currently vacant or underutilized, now is an ideal time to anticipate future development. The growth forecast for the area, the 2035 MRCOG projection for population, estimates that the area west of the Rio Grande will grow more quickly than any other area in the region. As the future land use map indicates, some of that growth is projected to occur in the West Central Avenue corridor. Western Albuquerque Land Holdings (WALH) has submitted a master plan for approximately 13,700 acres of undeveloped land south of I-40. This sector development plan excludes parcels that are controlled by the Santolina Master Plan.

Even though the corridor is relatively undeveloped, there are some existing land uses that detract from the overall corridor potential; this sector development plan will establish some common development standards to help ensure that each individual parcel/business contributes to the overall quality of the area. The corridor also serves as a major gateway and entrance to the metropolitan region; community meetings about the corridor revealed strong public support for a gateway that would acknowledge the dramatic vistas and celebrate the legacy of Route 66.

Community Engagement

The West Central Sector Development Plan benefited from early input from a range of stakeholders. In addition to three community meetings, the project team had numerous discussions with individual landowners and business owners in the area. These meetings helped address specific comments about the sector development plan and the proposed zoning for the area.

The first community meeting, held September 21, 2011, laid out the general direction of the sector planning effort and presented baseline information about the study area, including property ownership, slopes, extent of infrastructure, and existing zoning. The meeting spurred a constructive dialogue about what residents and property owners would like to see in the area. The following bullets summarize the most salient comments.

- First Class Commercial – No Junk!
- Create a gateway worthy of the dramatic setting
- Want access to parcels
- Lack of infrastructure a major issue
- Want a balanced approach to accommodate bikes, pedestrians, and motor vehicles

The second community meeting, held December 11, 2011, laid out concepts for gateway features, rezoning, roadway configuration, and parcel access. This meeting focused on transportation and roadway options; using a keypad polling technique, meeting participants gave input on a series of questions and images. The questions were designed to gain insight into the priorities for Central Avenue and for land uses along the corridor. The polling was followed by a facilitated discussion focused on gaining consensus about how to provide access along Central Avenue and on how to proceed with zoning.

The third community meeting was held on October 15, 2014, to present the draft sector plan document and the key zoning recommendations. The extensive time between the first two meetings and the third was due in part to the need to coordinate the policies of this document with the emergence of a master plan for nearby Santolina development.

Coordination with Relevant Public Agencies

Bernalillo County has jurisdiction over zoning and land use approvals for the area but it does not have direct control over several key considerations for area development, including extension of water and sewer services (ABCWUA), overall stormwater management (AMAFCA), modifications to access off of Central Avenue (NMDOT) and dry utilities (PNM). As part of the outreach for the West Central Sector Development Plan, County representatives met with staff from these agencies to discuss the goals of the Sector Development Plan, the existing infrastructure and the physical and fiscal challenges to expanding services. Listed below are key issues that emerged from each of those agencies:

Albuquerque/Bernalillo County Water Utility Authority

- Extension of water and sewer: most of the area is currently outside of ABCWUA service boundary.
- ABC Water Utility Authority has installed a new water line to serve the County Detention Facility west of the study area. However, the water line is not sized to allow property adjacent to line to be served.
- Extension of service requires either a development agreement with individual property owners or a Subdivision Improvement Agreement (SIA) coordinated with multiple property owners. The cost to extend service is the responsibility of the property owners/developers – not the ABC Water Utility Authority.
- Expansion of service area is a policy decision by ABC Water Utility Authority that requires authorization from the Board of Directors; the West Central Sector Development Plan will help start to make a case for service expansion.
- Capacity of sanitary sewer network in the vicinity of the study area is constrained by an existing interceptor/collector southeast of the study area.

New Mexico Department of Transportation

- Has jurisdiction over this segment of Central Avenue
- Access to Central Avenue is governed by State Access Management Manual
- Central Avenue is categorized as an “Urban Principal Arterial”

- Signalized intersections typically limited to ½ mile spacing
- Unsignalized intersections typically limited to ¼ mile spacing

Public Service Company of New Mexico/New Mexico Gas Company/Century Link/Comcast

- PNM responsible for extension of services
- Costs for extension of dry utilities typically covered by the utility

With the number of issues raised from the discussions with agencies and the lack of existing infrastructure in the area, it is clear that the area needs an overall strategy for provision of infrastructure and appropriate mechanisms for financing.

The Sector Development Plan area is regulated by the following plans:

- Albuquerque/Bernalillo County Comprehensive Plan, a Rank I Plan covering the entire County
- West Side Strategic Plan, a Rank II Plan covering City and County areas west of the Rio Grande
- Southwest Area Plan, a Rank II Plan covering the County from I-40 south and west of I-25.

Albuquerque/Bernalillo County Comprehensive Plan

The Albuquerque/Bernalillo County Comprehensive Plan (A/BC Comprehensive Plan) provides broad policy direction for development in the County and City.

For the West Central area, there are three major policy directives:

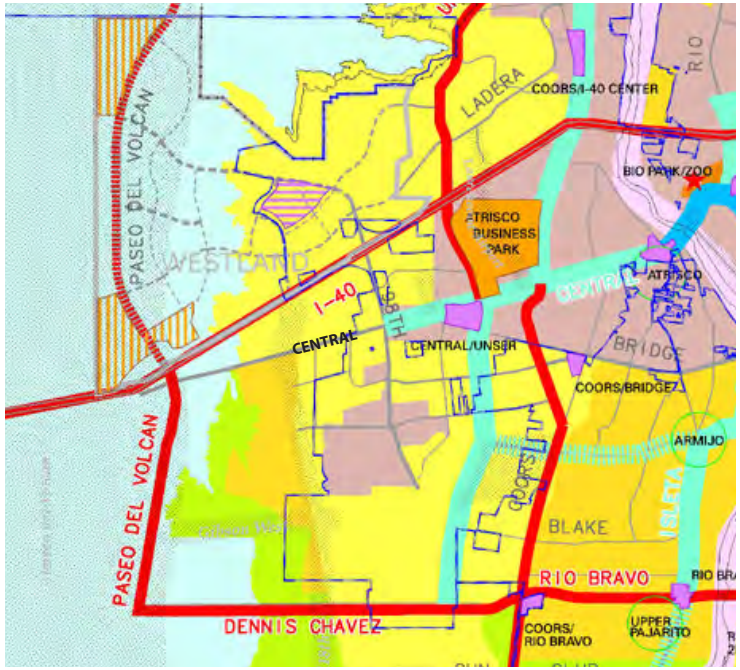
- Develop Central Avenue as a corridor that balances access and mobility for all modes of travel
- Establish landscape and design standards that promote economic development and make the area more attractive
- Preserve the escarpment as public open space

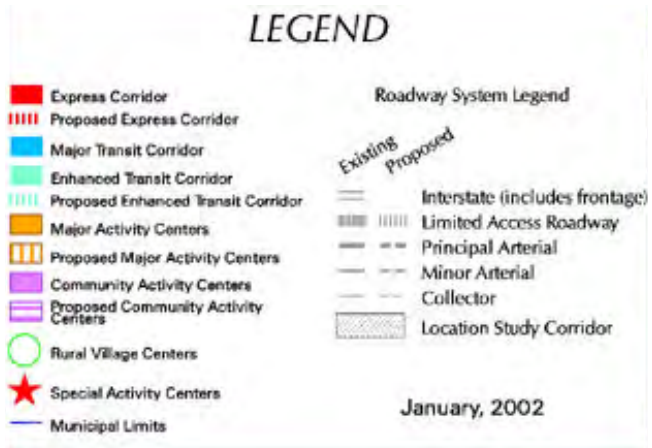
The A/BC Comprehensive Plan designates West Central as a mix of Developing Urban, Semi-Urban, and Reserve areas. The wide variety of development designations illustrates the fact that Central Avenue is a transition zone that moves from low density to a higher density towards the city limits. Listed below are excerpts from the A/BC Comprehensive Plan that impact the West Central Avenue Sector Plan.

A major component of the A/BC Comprehensive Plan is the Centers and Corridors Plan, which designates Central Avenue as a Major Transit Corridor east of 98th St. and as a principal arterial west of 98th St. For the foreseeable future, major transit service along Central Avenue is anticipated to terminate at the Southwest Transit Center near Unser Boulevard and Central Avenue. West Central Avenue is considered a **principal arterial** west of 98th Street.

The A/BC Comprehensive Plan's street classification has the following standards:

- Level of Service (LOS) D or better
- 35-45 mph posted speed
- Some decel lanes, some right turn lanes
- On-Street Parking permissible on case-by-case basis





Centers and Corridors Plan

- Pedestrian connections required from development to transit stops
- Sidewalk: 6' wide
- Sidewalk setback: 4' minimum

For the accompanying land uses adjacent to a principal arterial, the A/BC Comprehensive Plan lists the following guidelines:

- Building Access from Street: Flexible
- Building Setback: Based on Ordinance
- Parking Location: Flexible
- Parking Reductions: 10% encouraged if transit stop available
- Employment Density Targets for New Development: Flexible
- Housing Density: 5-20 DU/ac.

In essence, these guidelines do not provide very specific direction for land uses adjacent to a principal arterial. The A/BC Comprehensive Plan does have a few policies that articulate more specific direction:

Transportation and Transit: *The goal is to develop corridors, both streets and adjacent uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs. (IID4 p. II-81).*

Transportation and Transit: *The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials. (IID4d p. II-84).*

Transportation and Transit: *The architecture of bridge structures, landscaping, planting, and public art shall be incorporated into interstate highway engineering designs in cooperation with the State of New Mexico. (IID4e p. II-84).*

Transportation and Transit: *Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions. (IID4g p. II-86)*

Developed Landscape: *Public facilities (including building, parks, plazas, utilities, bridges, streets, stadiums, and airports) shall be designed to realize opportunities for City/County beautification. (IIC8b) p. II-67).*

"The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage."
-A/BC Comprehensive Plan

"Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions."
-A/BC Comprehensive Plan

Developed Landscape: *Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a visually pleasing environment; native vegetation should be used where appropriate. (IIC8d p. II-68)*

Water Management: *Maximum absorption of precipitation shall be encouraged through retention of natural arroyos and other means of runoff conservation within the context of overall water resource management. (IID2b p. II-75)*

Economic Development: *Manage development and change to retain and enhance unique features which give this area its identity. (IID6d3 p. II-98)*

Southwest Area Plan

The Southwest Area Plan, adopted by the Bernalillo County Commission in 2001, is a Rank II Area Plan that also provides guidance for this sector plan. As its name implies, the Southwest Area Plan covers the southwest quadrant of the County; Central Avenue and I-40 define the northern boundary. The following policies impact West Central Avenue:

Policy 14: *To protect fragile landforms and air quality in the plan area, new development or major modifications to existing roads and other major public facilities shall adapt to the existing natural environment, topography, soils, vegetation, geology, and hydrology. (p. 64)*

g. *Protect slopes within areas greater than five percent (5%) by utilizing techniques such as split lanes for subdivision entrance roadways to reduce the negative impacts of crossing steep grades. Maintain native landscape in medians. (p. 64)*

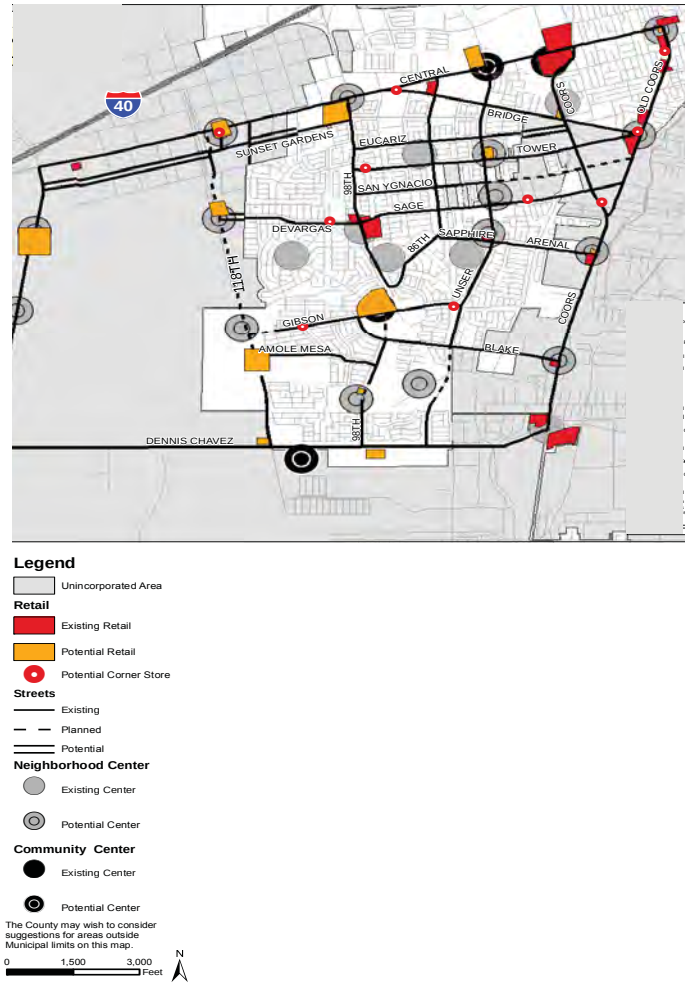
Policy 15: *All roads and arterials shall maintain continuity with regards to drainage, design and landscape. These arterials shall be comprehensive in design and scope to include the community's goals and objectives, including pedestrian and bicycle amenities, mass transit potential and landscaping. (p. 66)*

Policy 29: The County and City shall stabilize residential zoning and land uses in the Plan area.

f. *Allow up three dwelling units per net acre in Residential Area 3 when City sewer is available, or a maximum of one dwelling unit per net acre when using individual liquid waste disposal systems. (p. 79)*

g. *Allow up to six dwelling units per net acre in Residential Area 4 when City sewer is available. (p. 79)*

Policy 31: Land uses adjacent to Paseo del Volcan (Atrisco Vista), Dennis Chavez Boulevard (Rio Bravo) and Unser Boulevard shall be permitted if it conforms to the following:



West Side Strategic Plan - Southwest area framework

d. *Encourage C-2, M-1, and M-2 land in the….southwest corner of I-40 and Paseo del Volcan (now Atrisco Vista) to promote areas of primary development. (p. 80)*

West Side Strategic Plan

The West Side Strategic Plan (WSSP), a Rank II Area Plan adopted by both Bernalillo County and the City of Albuquerque, articulates policies that inform County and City Sector Plans. The WSSP defines the area between Central Avenue and I-40 as part of the Atrisco Park Community.

"The western portion of this Community has been platted into 5 acre tracts that are difficult to service with utilities and have poor access in their current configuration. These tracts should be master planned and replatted to provide future land for residential and industrial/office development, and additional commercial and service development near Central Avenue." (p. 67, WSSP)

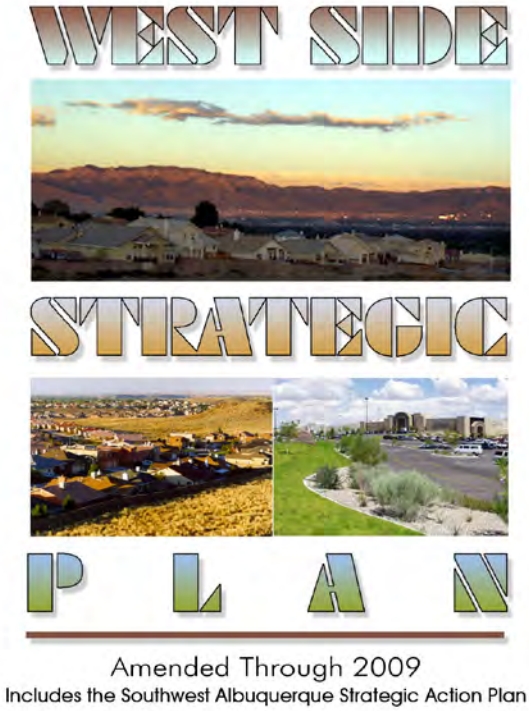
The WSSP identifies the intersection of I-40 and Central as a location for a "Gateway to Albuquerque" monument. This is envisioned as a place for tourists or local travelers to exit the freeway to Central Avenue where, by travelling the historic Route 66, they can access the City on a more personal level. As this area develops, there may be a need to look at continuing improvements along Central Avenue west of Coors Boulevard. It may be necessary to upgrade Central from its old rural highway design to an urban design, with proper drainage, curb and gutter, etc. (p. 68, WSSP)

Other policies from the WSSP that inform the West Central Sector Plan are as follows:

Policy 4.4: *The City of Albuquerque and Bernalillo County shall jointly prepare and enforce a Unified Development Code which includes development parameters for zoning, site plans, subdivisions, drainage improvements, residential street design, parks, open space, and other natural features. The Code should be easy to understand and implement, and have broad public support. It must, therefore, be created within an inclusive process cognizant of the needs of both the public and private sectors. (p. 163, WSSP)*

Fences and Walls/Transit Access

In the urban areas (communities with a gross overall density of 2 or more), fences and walls are to be constructed of wood, stone, adobe, wrought iron, or masonry products and colored to match the surroundings. New wall standards for subdivisions adjacent to major streets and arroyos will be developed in the follow up design guidelines to prohibit design which precludes pedestrians and bicycle access or key viewpoints to major natural features. (p. 173, WSSP)



West Side Strategic Plan - plan cover

"The western portion of this Community has been platted into 5 acre tracts that are difficult to service with utilities and have poor access in their current configuration. These tracts should be master planned and replatted to provide future land for residential and industrial/office development, and additional commercial and service development near Central Avenue." - WSSP

Other Plans and Considerations Influencing the West Central Sector Plan

The following land use plan does not have a direct regulatory impact but has relevant data that informs the West Central Sector Development Plan:

Interstate Corridor Enhancement Plan (ICE Plan):

This plan proposes a conceptual framework for creating gateway features along I-25 and I-40 at the major entry points into the metropolitan region. For the I-40/Atrisco Vista interchange, the ICE Plan proposes to use a geological theme; I-40 is described as El Pedegral, the Stony Place.

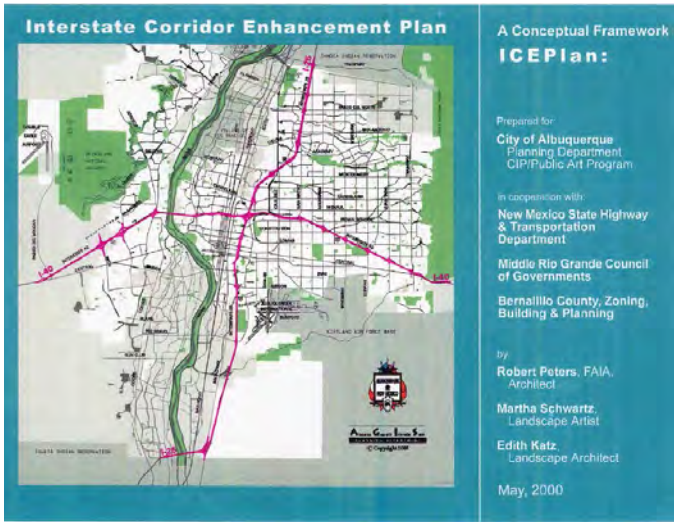
> *The West Gateway emphasizes the dramatic, panoramic view of the city from Nine Mile Hill. The public art feature site welcoming travelers to the city is located east of the Central Avenue interchange. Special landscaping will mark the gateway zone from Nine Mile Hill to the existing overlook. A visitor center, accessible from both I-40 and Central Avenue with restaurant, information center and art gallery space will provide a unique opportunity for public/private partnership.*

While the ICE Plan is not a regulatory plan, it does provide general direction for creating gateway features and a visitor center. Some of the elements associated with this gateway theme are as follows:

- Emphasis on Geological Elements, Rock, Gravel, Stones
- Colors Related to Geological Material: Grey, Red, Orange, Yellow, Brown
- Intensity Increases as it Nears the Center
- Drought-Resistant Grasses
- Intimate Views

While no parcels of land are currently designated Major Public Open Space, the area has significant natural features. Within the Natural Environment and Rural Community Policies section of the Southwest Area Plan, Policy 2, Action b states:

> Acquire a 500-foot wide strip, which contains the Lateen Sandy Loam soil on the top eastern edge of the Southwest Mesa from Central Avenue/Interstate 40 to Isleta Pueblo Reservation. This area shall be designated as Major Public Open Space.



Interstate Corridor Enhancement Plan - plan cover

The Escarpment within and adjacent to the West Central Avenue corridor provides a unique opportunity to create open space. Views afforded from the highpoints of the escarpment, accessibility from Central Avenue as well as I-40, and the history of the dunes as recreational areas contribute toward making this option viable. Such a use would highlight the significance of the area and provide an additional amenity, which could attract economic development.

Policy

- Determine the cost to acquire escarpment land between Central and I-40 for open space purposes
- Integrate the escarpment into the regional open space network

Summary

Taken together, the policy direction from the existing plans points to a Central Avenue corridor that is a gateway to the area, a district for economic development, and a roadway that balances both access and mobility for all forms of travel. Perhaps the most critical element that requires additional consideration is the primary function and form for Central Avenue. With its wide right of way and relatively low volumes of traffic, Central Avenue could be reconfigured to create a roadway that is more accessible, distinctive, and attractive.

Plan area shown with escarpment area

Goals + Objectives

These goals and objectives were informed by public input and from existing policies as summarized in the preceding pages. These goals and objectives will be used to inform new zoning and design standards.

1. Goal: Create an attractive and functional corridor that allows a variety of commercial and light industrial land uses

    a. Objective: Establish zoning that allows a range of commercial and light industrial uses, accompanied by a baseline standard of landscaping and screening.

    b. Objective: Encourage coordinated development on a block-by-block basis to reconfigure existing parcels that are not suited for most commercial/light industrial uses.

2. Goal: Balance the need for both access and mobility on Central Avenue

    a. Objective: Create predictable access to parcels adjacent to Central Avenue.

    b. Objective: Design Central Avenue for access, mobility, and multi-modal travel.

    c. Objective: Create a network of streets that connect to Central Avenue and to the surrounding area to help distribute traffic and access.

3. Goal: Make West Central Avenue a distinct and memorable gateway into the region

    a. Objective: Using the Interstate Corridor Enhancement Plan as a guide, create a series of gateway elements that define the corridor and connect to the City's West Central streetscape.

    b. Objective: Extend the bike lane/trail from the City limits to the top of Nine Mile Hill.

    c. Objective: Use the water that falls on the area to cultivate a distinct landscape that creates shade and screening.

4. Goal: Promote employment-generating land uses

    a. Objective: Designate land near Atrisco Vista primarily for employment-related uses.

    b. Objective: Create incentives for extension of infrastructure to serve employment-generating land uses.

5. Goal: Preserve the escarpment and views

    a. Objective: Define and preserve the escarpment as part of the regional public open space network.

    b. Objective: Limit location and height of communication towers and billboards to preserve existing views along the corridor.

3. Existing Conditions

Context

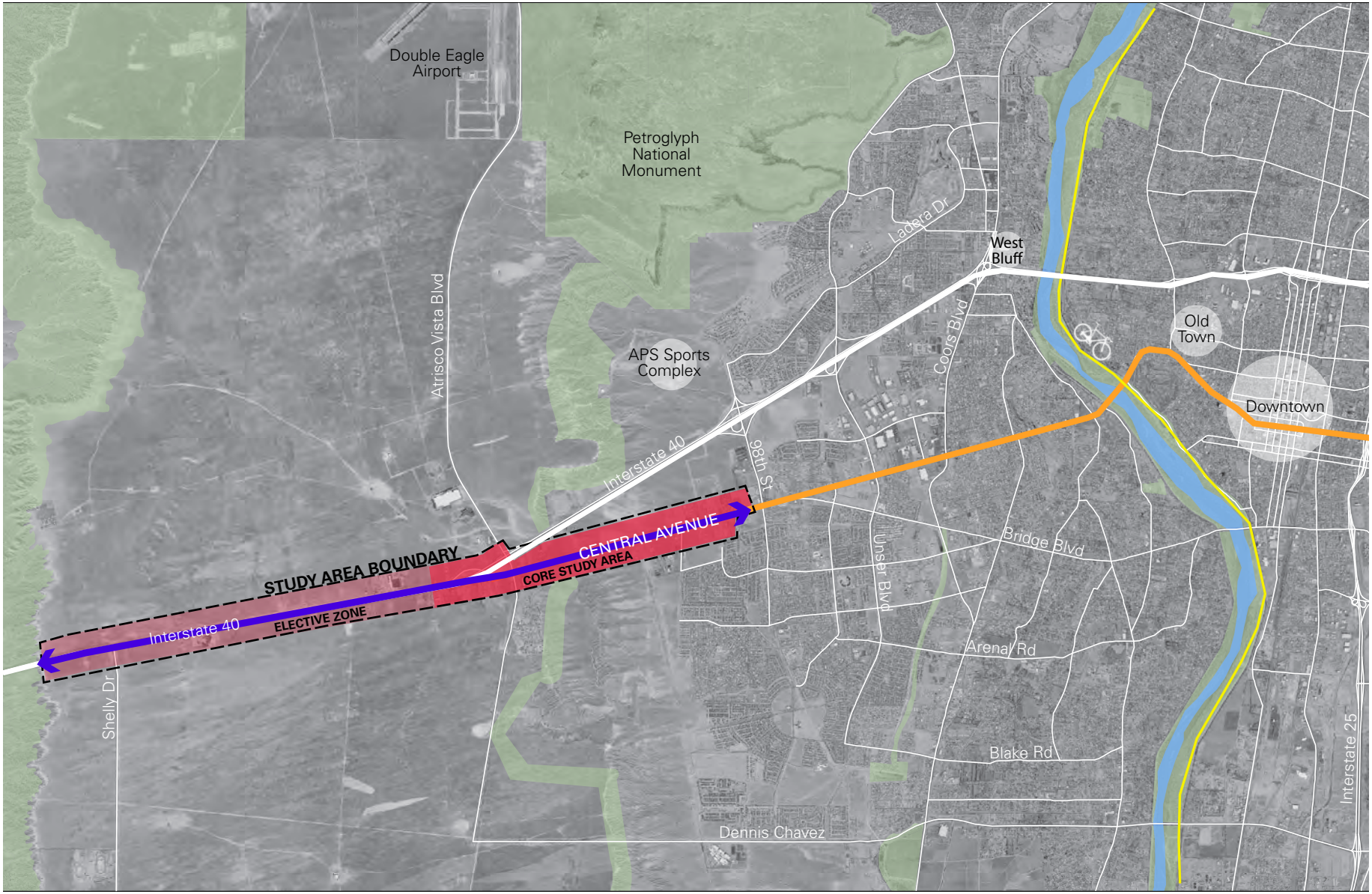
Surrounding Uses + Ownership

Topography + Vegetation + Soils

Right-Of-Way

- Existing Land Uses
- Existing Zoning
- Land Fill + Open Space
- Water + Sewer

Opportunities + Constraints


Double Eagle Airport
Petroglyph National Monument
Atrisco Vista Blvd
APS Sports Complex
Interstate 40
98th St
Ladera Dr
West Bluff
Coors Blvd
Old Town
Downtown
Bridge Blvd
Unser Blvd
Arena Rd
Blake Rd
Dennis Chavez
Interstate 25
Shelly Dr
STUDY AREA BOUNDARY
CENTRAL AVENUE
CORE STUDY AREA
ELECTIVE ZONE
Interstate 40

Context Map

The Larger Context

The segment of Central Avenue under study is the western most extent of what was once the primary east-west route through Albuquerque. It rises about 500 feet from the valley floor to the escarpment that forms the western edge of the Middle Rio Grande Valley. As evidenced by the remnants of old gas stations and lodgings, this stretch of Central Avenue was once part of the Mother Road, Route 66, that stretched from Chicago to Los Angeles. Central Avenue is now a relatively lightly travelled arterial that serves as a gateway to the metropolitan area and as a local alternative to Interstate 40. The segment of roadway that falls within this plan's study area handles between 5,100 and 7,800 vehicles per day, according the 2010 MRCOG data.

The area was originally a part of the 50,000-acre Atrisco Land Grant that covered most of the lands west of Coors Boulevard and extended west to the Rio Puerco. The Atrisco Land Grant heirs formed the Westland Development Company, which was charged with managing the large land holding. Part of their disposition strategy was to sell off tracts along corridors like Central Avenue, while retaining large swaths of land to the north and south. The result is a pattern of five acre tracts along Central Avenue and the lands south of Interstate 40, with only a few landowners that own more than one or two tracts. Most of the landowners purchased the tracts as a long term investment, with the hope that the tracts would increase in value as the metropolitan area grew westward. The Westland Master Plan is the long range land use plan for much of the former Westland land holdings on the north side of Interstate 40. Currently, the Westland land holdings are being managed by Western Albuquerque Land Holdings (WALH), a consortium of banks that assumed control of the property when Suncal, the successor to Westland, defaulted on their loans. They have submitted a new master plan to the county.

Projections for the study area along with the surrounding lands indicate that this is an area that will receive considerable future development. Residential growth will continue its westward expansion, and as such, it will be important to provide opportunitiesfor new employment growth to accompany a growing population. The Westside is expected to contain 50 percent of the regions's population by 2035. The southwest area's proximity to downtown, UNM, Sandia Laboratories and Kirtland AFB, as well as Mesa del Sol will increasingly make it more attractive.

Surrounding Uses

Much of the vacant land south of Central Avenue is owned by WAHL; they are working on a new master plan for the large tract of land south of Central Avenue and east of Atrisco Terrace. On the north side of Interstate 40, both the City of Albuquerque and Albuquerque Public Schools have purchased land to build a regional recreation complex and football stadium near the 98th Street interchange. There is a large industrial park, Cordero Mesa, on the north side of Interstate 40, west of Atrisco Vista Boulevard. The anchor tenant is an 800,000 square foot manufacturing facility for Tempur-Pedic, a mattress company. Further west of the study area, Central Avenue extends to the County Detention Facility and the regional landfill. The City also operated a landfill called Nine Mile Hill on the north side of I-40. That landfill is closed but potential impacts such as methane migration may impact some lots south of I-40.

Ownership

There are approximately 60 landowners within the core study area. This pattern of ownership, combined with the restricted access policy for Central Avenue, will require deliberate and sustained cooperation between neighboring properties to coordinate access and extension of infrastructure.

Central Avenue

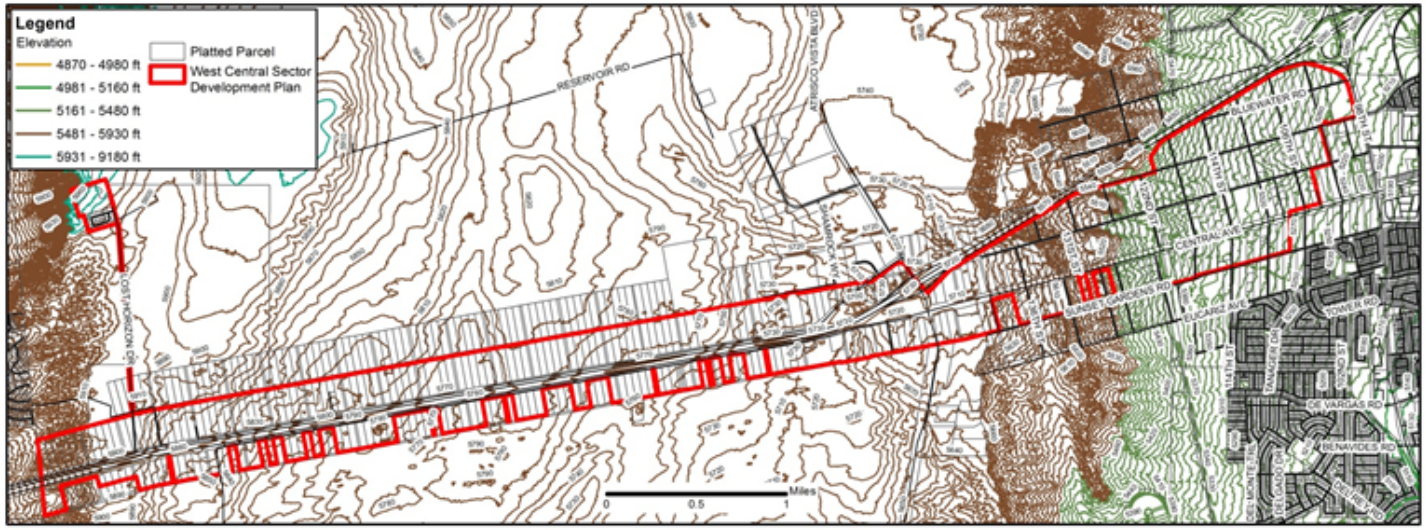
The existing right of way is 250 feet along most of the study area, substantially wider than needed for current or projected transportation demands. On the eastern segment of the corridor there is a frontage road that extends west from 98th Street. The New Mexico Department of Transportation (NMDOT) has jurisdiction over West Central Avenue and sets access policy for the roadway. This means that they review requests for creating additional access off of Central Avenue, using the NMDOT State Access Management Manual to guide decisions on spacing for driveways and intersections.

Topography

The Central Avenue corridor descends approximately 500 feet over the length of the study area, from an elevation of 5,728 feet above sea level near Atrisco Vista Boulevard on the west to about 5,224 feet near 102nd Street on the east. The grade of the roadway exceeds 7% in the segment that traverses the escarpment, starting near 140th Street on the west and dropping down to approximately 118th Street.

Vegetation

The biome can be classified as juniper grassland with the climax vegetation being primarily shrubs and grasses, with sporadic one-seed juniper (Juniperus monosperma). The shrubs consist primarily of sand



sage (Artemsia filifolia) and four wing salt bush (Atriplex canescens). Grasses include sideoats and blue grama, indian rice grass, galleta and bluestem.

Soils

Soil types range from a sandy loam to a cobbly loam depending on the depth of bedrock. The predominant type is Alameda sandy loam, which is moderately deep and well drained. Runoff is medium, while water erosion is slight and wind erosion is moderate to severe. Akela-Rock outcrop occurs near the escarpment edge and in the central section of the plan area. It is a cobbly sandy loam, with a shallow depth to bedrock.

Stormwater runoff is very rapid and water erosion is moderate. Disturbed soils are subject to high erosion due to wind and water. Where possible, reduction of erosion is best addressed by the maintenance of existing vegetative cover.

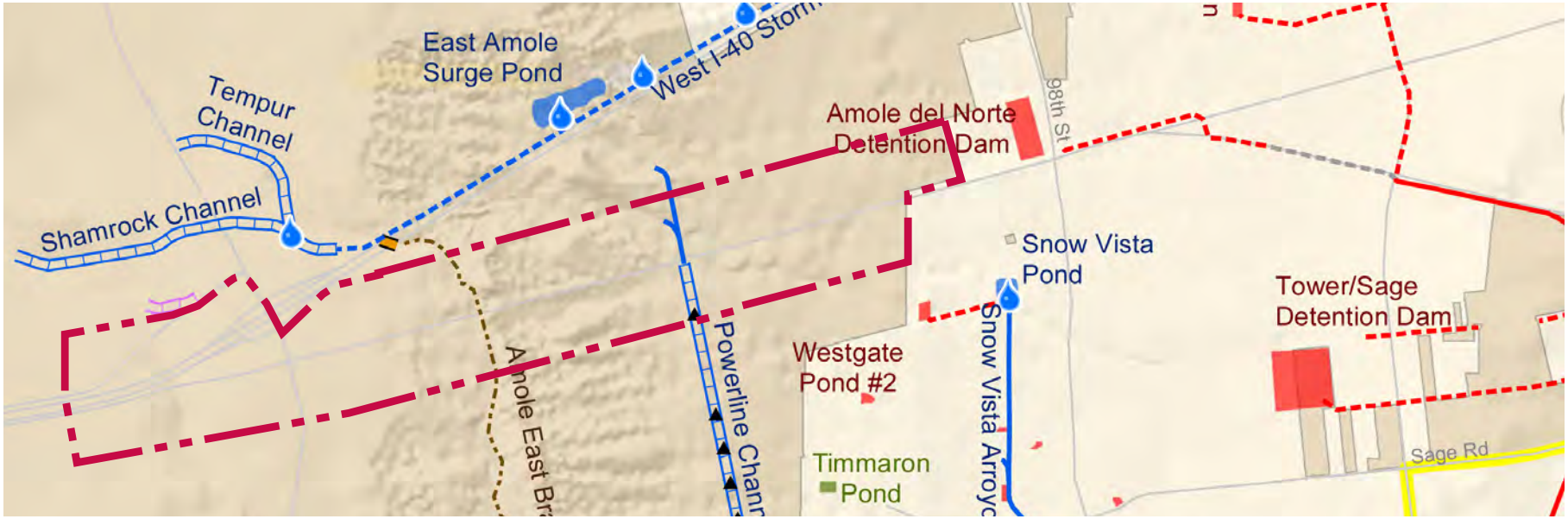
Drainage

Most of the study area drains to the south and east. With the steep slopes, sandy soils, and lack of vegetation, stormwater runoff in the West Central corridor can be very rapid and result in flooding and erosion. Recent changes to stormwater flows upstream from the study area have helped mitigate the potential for flooding and storm surges. Detention basins constructed on the north side of Interstate

Legend

Soft channel, AMAFCA

Soft channel, BC



AMAFCA Drainage Map

40 serve to capture historic stormwater flows, reducing the potential flows in arroyos south of the interstate. The Flood Insurance Rate Maps (FIRM) were updated in 2008 and removed areas from the floodplain. This will lower the insurance rates for the affected properties and create more usable land for development. Consultations with AMAFCA indicate that as the area south of Interstate 40 develops, there will still be a need to identify areas for stormwater detention, at an average rate of 3 acre-feet of ponding area for every 25 acres of developed land (e.g., one acre of ponding area three feet deep). The Snow Vista basin on the eastern end of the study area is particularly constrained by a lack of stormwater detention capacity downstream. AMAFCA would prefer to see larger detention areas that collect runoff from multiple parcels: this reduces the operations and logistics of managing multiple detention ponds within the area. On the west end of the study area, AMAFCA has plans to construct the West Amole Dam on the north side of I-40; when constructed, this will reduce the impact of upstream flows from the area in the vicinity of Atrisco Vista.

Existing Land Use

Most of the parcels adjacent to Central Avenue in the study corridor are either vacant or highly under utilized. There are a few viable businesses in the area, mostly transportation-related uses that take advantage of the quick access to Interstate 40. Several contractor/storage yards as well as a few residences are established in the study area.

West Central Land Uses

Existing Zoning

Most of the parcels along the corridor are either zoned Rural Agriculturual (A-1), Neighborhood Commercial (C-1), Commercial Light Industrial (C-LI) or Light Industrial (M-1). The lack of appropriate zoning means that many property owners have to rely on special use permits to develop their land. To date, there are approximately twelve Special Use permits along the corridor; they range from RV Parks on the west end to cell towers to City facilities near the municipal limits.

- A-1 Rural Agricultural Zone: Since none of the land along Central Avenue is suitable for farming or ranching, this zoning is essentially a designation for land that is in “reserve”. Other than ranching and farming uses, the A-1 zone allows one dwelling unit per lot to be developed; no commercial development is allowed.
- C-1 Neighborhood Commercial Zone: The intent of this zone is to provide commercial services such as retail and office at a scale appropriate to serve a neighborhood.
- C-LI Commercial Light Industrial Zone: This zone allows a range of retail, office, and low impact manufacturing.
- M-1 Light Industrial Zone: This zone allows a wide range of manufacturing, warehousing, and trucking activities.

West Central Zoning

Water + Sewer:

The Albuquerque Bernalillo County Water Utility Authority (Water Authority) currently provides wholesale water service to the Lost Horizon Community Association (Lost Horizon) under an agreement executed in 1982. Property owners on the north side frontage road of Interstate 40 and west of Atrisco Vista Blvd. have expressed a desire to obtain potable water from the Lost Horizon water system. Pursuant to the Water Authority's System Expansion Ordinance and Guiding Principles Framework, the provision of water service to a service area or future expansion of the service area shall be consistent with adopted land use plans and policies and concurrent with infrastructure service levels to ensure for phased development in an orderly manner through adjacent pressure zones to the water service area boundary. The Water Authority policies require that this Plan include service provision policies that are consistent with the West Side Strategic Plan (WSSP).

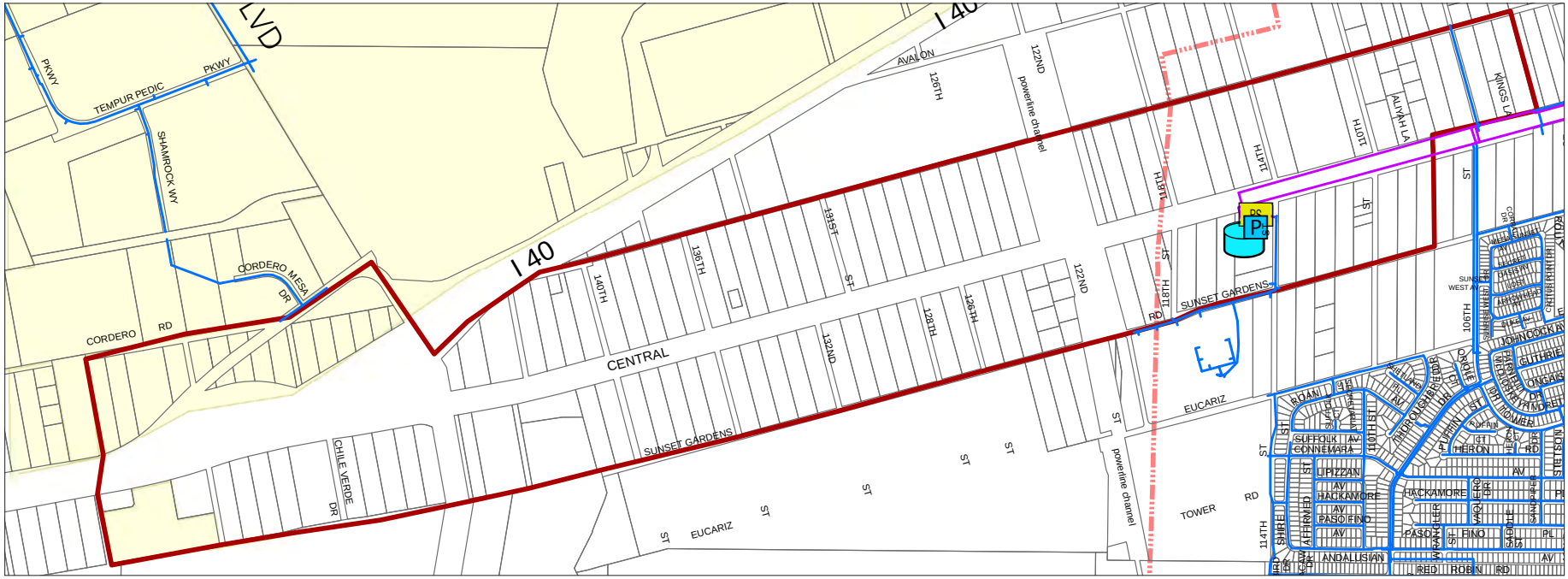
In order for water service to be provided to the Interstate 40 north frontage road properties, Lost Horizon shall be required to enter into a new agreement with the Water Authority for wholesale water service pursuant to Floor Substitute R-13-18. Because of the limited capacity of the water system and not to allow leapfrog development, service shall be limited to the existing developed properties that have permitted structures at the time of adoption of this Plan. No service shall be allowed to undeveloped properties until

Legend

- Water Service Area
- Development Agreement

Water Line Type

- Distribution Main
- In Zone Transmission
- Out Zone Transmission
- Well Collector Line
- Production Well
- Pump Station
- Reservoir



West Central Water + Sewer

adequate build-out of the Water Authority system. Consistent with the WSSP, water system improvements shall be programmed consistent with a phasing plan that follows an east-to-west water zone method of providing service.

Summary: Constraints + Opportunities

Opportunities can be summarized as follows:

- West Central offers a dramatic gateway to the region, with memorable vistas
- With two existing interchanges and one proposed, the area has good access to Interstate 40
- Central Avenue has ample capacity and right-of-way
- The west end of the corridor provides an important connection to the Double Eagle II Airport and the City's Westside
- Escarpment potential connection to regional open space network, including the Petroglyph National Monument to the north
- Growth pressures from the north and south could increase the value of the corridor

Constraints can be summarized as follows:

- Limited Infrastructure: most of the area not within the Water Utility Authority's Service Area Boundary
- Escarpment: due to the slope and soil types, some of the land not suited for development
- Platting pattern: long, narrow lots that are not ideally configured for most land uses.
- Multiple landowners requires coordination on infrastructure and access
- Current zoning a patchwork of A-1, C-1, CLI and M-1 zoning designations
- Limited access potential from Central Avenue

4. Roadway Design

General Network Planning Principles

- **ITE network planning principles**

Transportation Process and Network

- **Network Planning Process**
  - Network Alternatives
  - Keypad Polling
- **Preferred Roadway Network**
  - Access + Lot Configuration
- **Cross Section**

Phased Roadway Implementation

- **Policy Recommendations**
- **Strategies for Network Preservation**

Roadway Features

- **Identity**
- **Gateway**
- **Feature Signage**
- **Lighting**
- **Sidewalks + Crosswalks**
- **Landscaping + Medians**
- **Open Space**

Livability principles

Network Planning Principles

"Transportation is not an end in itself, but rather a means by which various economic, social, and other human activities can take place in a geospatial context." - ITE Planning Urban Roadway Systems

In accordance with guidance from previous planning sited earlier in the document, the roadway design for this area is intended to accommodate all modes of travel. Institute of Transportation Engineers (ITE) Network Planning Principles were used to evaluate and update the existing platted network in the West Central Sector Development Plan area. These principles are taken from the ITE Recommended Practice on Planning Urban Roadway Systems. Six principles are identified in the Recommended Practice.

Multimodal Network

Roadway networks should consist of a multimodal network that serves pedestrians, bicyclists, transit, the automobile, and trucks.

Layered Networks
Roadway networks should be planned as layered networks serving all modes of passenger travel, plus a freight/goods movement network.

Connectivity
Roadway networks should have a high degree of connectivity to help provide multiple routing options for all users. A high degree of connectivity allows for easier navigation, more direct routes, a variety of routes between destinations, and can help distribute traffic evenly throughout the system. Roadway networks with a low degree of connectivity direct trips to collector or arterial streets, have local streets carrying fewer trips, and can hinder pedestrian movement.

Network Density
Roadway networks should have a network density appropriate to the land use patterns and urban form that are served.

Networks & Urban Environments
Roadway networks should be planned with the recognition of the role of roadways as public spaces that help shape urban environments.

Livability
Roadway networks should be planned with consideration of environmental, social, and economic issues.

These principles combined with the input and guidance from the community and partnering agencies, led to the proposed roadway network shown in this section.

All of the network options that were presented include several consistent features. Each of the networks connects to existing collector streets east of 98th. Additionally, all networks include 118th Street connecting to I-40. All of the network options also have spacing that is compliant with NMDOT access standards.

Network Planning Process

Network Alternatives
A robust process was used to create the proposed roadway network. A myriad of network alternatives were developed to evaluate different aspects of the roadway network. Early

Public meeting #2 to discuss Central Avenue.

alternatives included the disconnected platted roadway network, options for frontage roads, extremely limited access to Central Avenue, roundabouts, etc. Previous planning efforts in the area were incorporated into the roadway network alternatives. The Central Avenue Corridor BRT Feasibility Assessment considers center running bus rapid transit (BRT) up to 98th Street. This plan preserves the wide median on Central Avenue so that the extension of BRT further west is not precluded. Using the existing functional classification map, collector level connections were tied into 106th Street and Bluewater Road. 114th Street was not connected as it will likely be replaced by 118th Street based on the proposed interchange shown in the Comprehensive Plan. A multi-use path was also incorporated into the network based on information from the city. All development shall be coordinated with NMDOT Planning Bureau.

The network alternatives were vetted and refined through several rounds of review and comment with the project team. Three network alternatives were selected for presentation to the public in December 2011 (Figures 1-3). The network planning principles as well as the proposed network alternatives were displayed during the open house portion of a workshop. Project team members were available to provide context and additional information.

Keypad Polling

Keypad polling was used to gather feedback from the meeting attendees. Keypad polling uses individual handheld devices that allow people to provide real-time feedback to a variety of questions. This tool allows everyone in the room to provide their feedback about challenges, goals, measures of success, and strategies for implementation. Often in a group setting, one or two vocal people can dominate the conversation resulting in less vocal people missing the opportunity to provide input. Keypad polling helps to mitigate this situation by allowing each person in the room to give their feedback.

Meeting attendees were asked a variety of questions about the vision for West Central using images. Participants felt that a highly limited access design such as Paseo del Norte was not appropriate for West Central. They also felt that an NMDOT compliant access plan similar to Montano was not appropriate. The majority of participants felt that frontage roads to provide individual parcel access are the most appropriate configuration for West Central. Most of the participant also felt that roundabouts are not appropriate in the corridor.

Table 18.C-1
Access Spacing Standards for Intersections and Driveways
(centerline to centerline spacing in feet)

Access Category	Posted Speed (mph)	Intersection Spacing (feet) [1]		Driveway Spacing (feet) [2]		
				Non-Traversable Median		Traversable Median[4]
		Signalized	Unsignalized[3]	Full Access	Partial Access	
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	1,320	1,320	625	625
UMA	≤ 30 mph	1,760	660	660	175	175
	35 to 40 mph	1,760	660	660	275	275
	45 to 50 mph	2,640	660	660	400	400
	≥ 55 mph	5,280	1,320	1,320	600	600
UCOL	≤ 30 mph	1,100	330	330	150	150
	35 to 40 mph	1,320	330	330	225	225
	45 to 55 mph	1,760	660	660	350	350
RPA	≤ 30 mph	2,640	1,320	1,320	225	225
	35 to 40 mph	2,640	1,320	1,320	350	350
	45 to 50 mph	5,280	2,640	2,640	500	500
	≥ 55 mph	5,280	2,640	2,640	775	775
RMA	≤ 30 mph	1,760	660	660	200	200
	35 to 40 mph	2,640	660	660	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	2,640	2,640	725	725
RCOL	≤ 30 mph	1,320	330	330	200	200
	35 to 40 mph	1,760	660	660	300	300
	45 to 50 mph	2,640	1,320	1,320	425	425
	≥ 55 mph	2,640	1,320	1,320	550	550

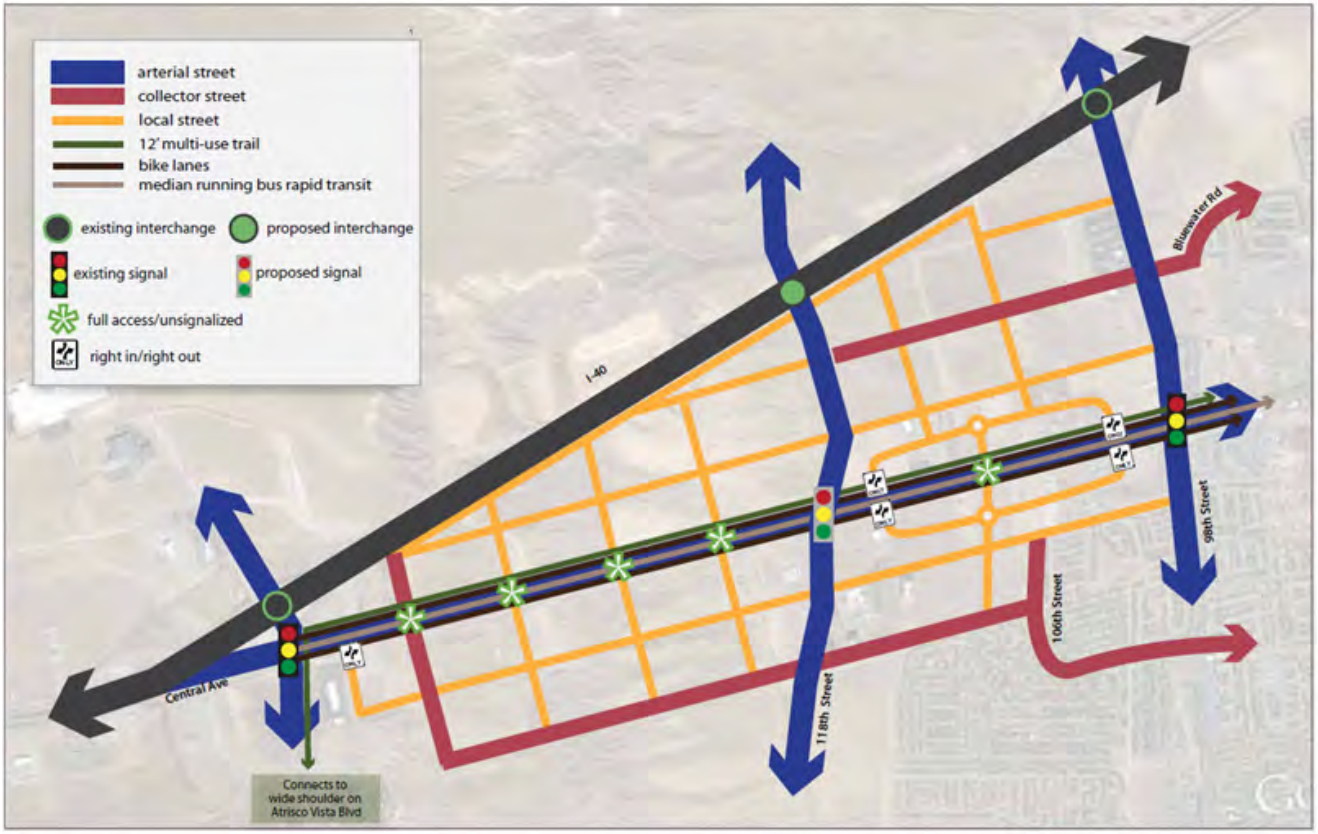
Notes:
1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.

NMDOT access spacing standards are shown on the left. The standards are based on the size of the roadway and its speed. Central Avenue is a 55 mile per hour urban principal arterial (UPA) with partial access allowed no closer than 625 feet, full access at 1,320 feet, and signalized intersections every mile. If the speed limit were reduced to 45 or 50 miles per hour, partial access would be allowed every 450 feet, full access would still be every 1,320 feet, and signalized intersections would be allowed every 2,640 feet.

Network option 1: Arterial 2.0

Arterial 2.0 represents Central as a multimodal arterial roadway with a well-connected adjacent network. Between 98th and 118th, a local road is located between Volcano Road and Central Avenue as well as between Sunset Garden Road and Central Avenue. This road is intended to split the deep 800 foot lots and create more developable parcels.

ARTERIAL 2.0



Network Option #1

Network option 2: Central Reforma

Central Reforma presents Central Avenue as a multi-way boulevard between 98th and 118th. This would entail a one-way frontage road on either side of Central Avenue that would provide access to parcels along this section. This option also proposes a roundabout as the intersection control at Central and 118th.

CENTRAL REFORMA

Network Option #2

Network option 3: Paseo del Central

Paseo del Central presents a network with very minimal access to Central. This configuration could be similar to the access provided along Paso Del Norte Boulevard. This option prioritizes mobility for people traveling through the corridor. Signals are located at the key arterial connections across Central Avenue with little additional access.

PASEO DEL CENTRAL

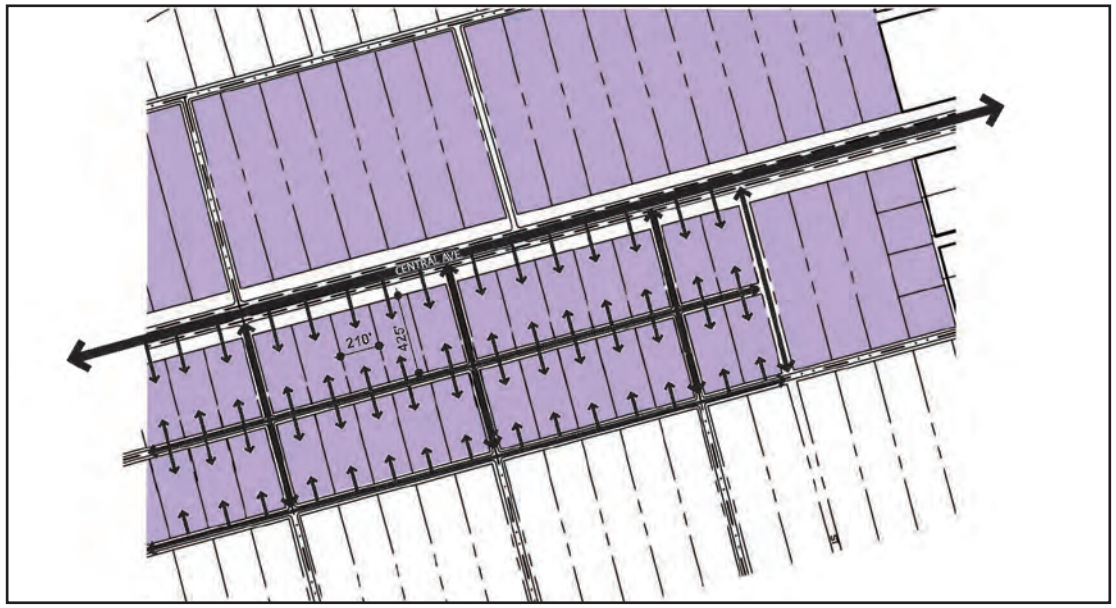
Network Option #3

Preferred Roadway Network

The preferred roadway network for the area is shown on the following page and is most similar to network option 1, Arterial 2.0 (p.33). One of the full access intersections west of 118th has been reconfigured to a ¾ access intersection due to topography in the corridor that limits access south of Central. This network complies with NMDOT access spacing standards (shown on page 35).

Preferred roadway network

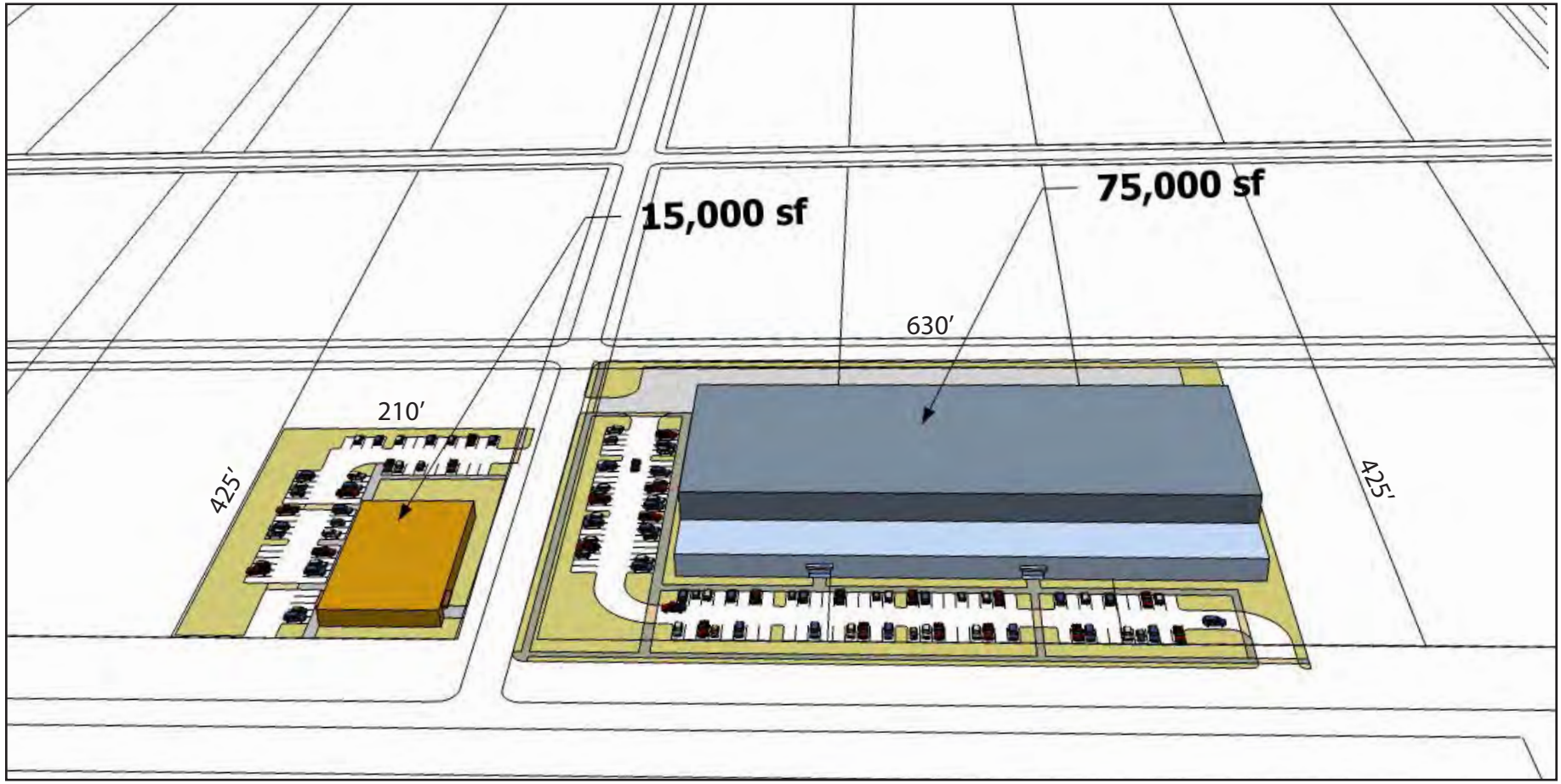
Lot access option 1: Traditional access off Central and a secondary roadway



Lot access option 2: Creates additional access and usable parcel depth

Lot Access

Access to lots is critical for new development. The first option presented illustrates a more traditional frontage road configuration where access is taken from the front of the land parcels. This option maintains the configuration of the long parcels, most of which are nearly 800 feet in depth and 250 feet wide. The second option proposes to construct a road through the middle of the parcels, providing additional access. This would shorten the length of the parcels to approximately 375 feet, closer to the length of a city block. Most of the participants in the December 20th meeting thought that Option Two was more appropriate for this area. Several of the developers present thought that parcels would have increased development potential if the interior road access was provided through the middle of the parcels.



Potential building forms along corridor

A 15,000 square foot building is typical for smaller light industrial and contractor businesses. The image above illustrates the way in which such construction can be sited on a parcel of land typical within the sector development plan area. Likewise, the illustration demonstrates the way a large distribution or manufacturing facility could be sited among typical parcelized land. A 75,000 square foot building is typical for a distribution center or light manufacturing facility.

Preferred Access + Lot Configuration

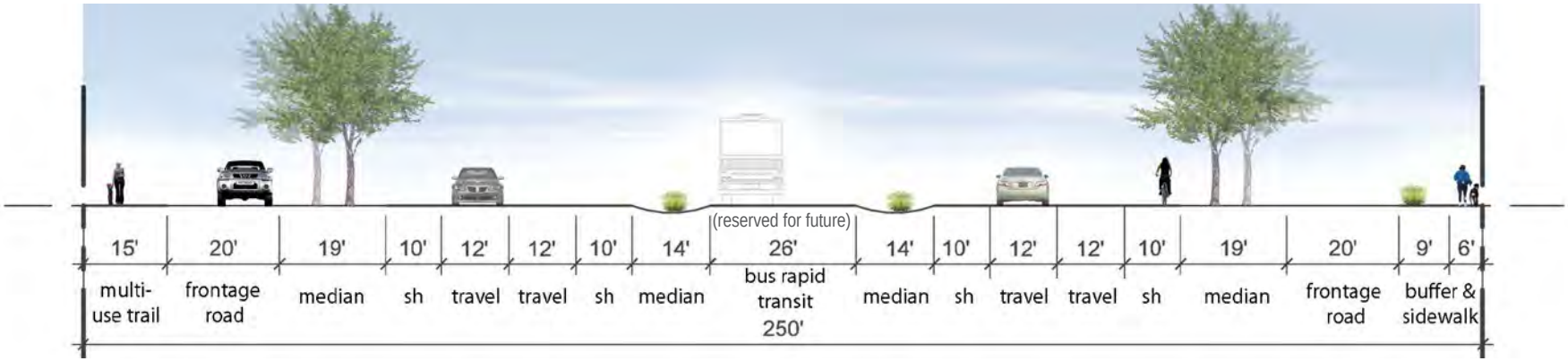
The preferred access and lot configuration shown below is a hybrid of Options 1 and 2. Lot access on Central, east of 118th Street, will be provided via a frontage road along Central, as well as an access road that divides lots down the middle. Lot access west of 118th St. will be provided from only the local access road, but not a frontage road (similar to Option 2). The local road will be accessed from regularly spaced intersections that are in compliance with NMDOT standards. Additional access can be provided in accordance with NMDOT access spacing standards.

Preferred access and lot configuration

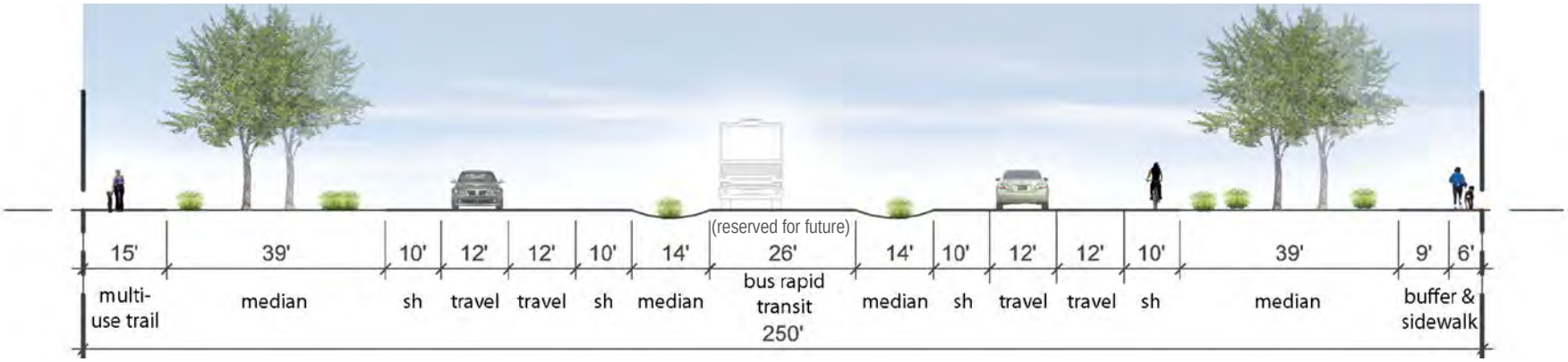
Cross Section

The proposed cross sections for West Central are shown on the following page. Each preserves a wide center median where center running bus rapid transit (BRT) can operate in the future. 14-foot bioswale medians will provide separation between BRT and travel lanes. Bioswales allow for rainwater capture, which provides irrigation for landscaping. The cross section provides two travel lanes in each direction as well as wide bike lanes. The proposed bike lanes would connect with existing bike lanes on Central, east of 98th. The wide bike lanes provide a buffer between the higher speed motor vehicle traffic using the

travel lanes, making the facility more safe and comfortable. A striped or physical buffer can be included to increase separation. Wide medians with appropriate landscaping are proposed to separate the travel lanes from the multi-use path and sidewalk. The City of Albuquerque is considering widening Central to three travel lanes in each direction. Should that happen, the cross section shown below can be modified to three travel lanes by reducing the width of the medians to add the travel lanes. A multi-use path is provided on the north side of the street, which will connect to the path east of 98th Street and will also connect to the wide shoulder bike facility on Atrisco Vista and the multi-use path on 98th Street. The illustration below shows the frontage road facility that is proposed on both sides of the roadway between 98th Street and 118th Street. The second illustration depicts the roadway between 118th Street and Atrisco Vista. A 15 foot multi-use trail is proposed on the north side of the street.



Proposed cross section for West Central Avenue with frontage road access. Looking east.



Proposed cross section for West Central Avenue without frontage road access. Looking east.

Policy Recommendations and Strategies for Network Preservation

Platting along Central Avenue has created deep lots that can be difficult to develop as well as a disconnected future roadway network that does not comply with New Mexico Department of Transportation (NMDOT) access spacing standards. Allowing every lot to have its own individual access off of Central Avenue can create traffic hazards. Vehicles turning in and out of businesses, and across lanes from the opposite direction, can be unsafe and impedes traffic flow. Additionally, lots with individual driveways force traffic movement to use the arterial street which adds more local traffic to the roadway and takes away capacity that could be used by through traffic.

The existing platted roadway easements create a disconnected network. An important network planning principle is connectivity. In order to increase connectivity in the West Central Development Plan, the roadway easements are reconfigured. Before an applicant may rezone property or receive a building permit, he/she must meet the following access requirements:

1. Replat lots to work with new roadway network configuration.

2. Plat property showing access easement and reciprocal agreements regarding improvement and notice; or otherwise provide such easements or agreements.

3. Provide shared access driveways.

4. NMDOT will need to review proposed changes to the roadway plan.

Identity

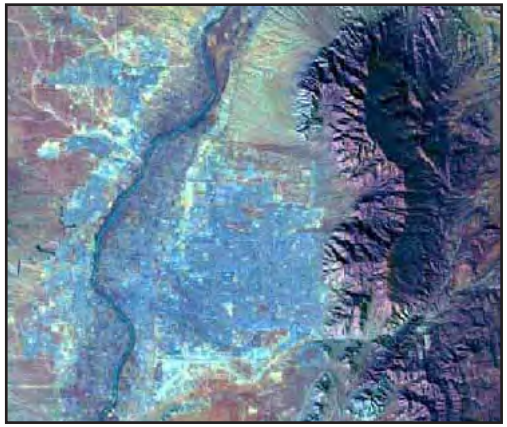
The identity of Route 66, the Mother Road, is steeped in over a half century of history. Layered with the identity of the region, it is difficult to articulate a precise, singular identity for the West Central Avenue corridor, particularly given its undeveloped characteristic. Fortunately, the route does have several significant themes from which to draw.

First, Route 66 offers its legacy as an intra continental highway that provides travelers the experience of the open road. Neon signage is associated with the highway, as the rest of the corridor through the metro area provides excellent precedents. The city has adopted a neon overlay for Central Avenue that could be extended to this corridor.

Next, the view afforded from the corridor rivals any great cityscape, surrounded by geologic formations that are uniquely New Mexico. Volcanic rock formations, the Rio Grande and cottonwood forest, along with alpine mountains set the backdrop to this panorama.

Third, the contemporary metropolitan region, with its skyscrapers and low-rise suburbs stretch across the valley floor. The built environment of the metro area is the manifestation of hundreds of years of human progress. Bernalillo County is particularly keen on its agricultural and technological foundations, which have served its citizens throughout its history.

Route 66-themed lighting



Geographical features

Urban setting

Gateway

The sweeping view of the middle Rio Grande Valley and the Albuquerque metro area, when approaching the city from the west, can be compared to any great cityscape of the world. The mountains, sky and city come together in a spectacular fashion at Nine Mile Hill. Yet, the experience is compromised by a combination of denuded vegetation, cellular towers and advertisement billboards. Gateways aim to enhance this exciting experience by minimizing visual clutter, enriching the sense of entry and providing the onlooker a unique sense of the city.

The view is typically experienced on Interstate 40 in a vehicle moving approximately 75 MPH. The nighttime glow of the area's lights, as seen from the Rio Puerco, as well as glimpses of the city experienced between road cuts, builds anticipation for the view. This sequence of entry can be enhanced to create a memorable and dramatic entry into the region celebrating a special place and contributing to the region's sense of identity. Improvements to Interstate 40, surrounding landscape, and mitigation of visual clutter will positively contribute to the experience. This sector plan proposes concepts for enhancing the western gateway. The concepts align with the Interstate Corridors Enhancement Plan (ICE), which was drafted in 2000 by the City of Albuquerque and New Mexico State Highway and Transportation Department (NMSHTD). The plan created a design framework for the interstate highway corridors through the metro area, aiming to:

> *"visually improve the Interstate Highways in the Albuquerque Metropolitan Area and to re-weave the highways into the city's fabric, using designs that celebrate our multi cultures, integrate the natural and built environment, and provide continuity of design throughout the city." - ICE vision statement*

Gateway Feature Options

In keeping with the ICE Plan and comments solicited during the sector plan process, three concepts for a gateway were developed. These concepts can help to guide development of an iconic element. The concepts shown are initial concepts that would help to establish gateways. These ideas are informed by Route 66 themes, other iconic elements along Albuquerque roadways and cultural elements of the southwest.

Concept 1

Route 66 iconography celebrates the automobile and care-free travel. This idea abstracts the common steel cam shaft into a monumental artwork that recognizes the mechanics, which makes travel possible.

Concept 2

This monument is influenced by an established eastern gateway monument at Tijeras Canyon of an aluminum yucca that is lit by changing LED colors and utilizes solar power. This gateway feature is a monumental aluminum prickly pear with illuminated red fruit that greets travelers.

Concept 3

The history of the middle Rio Grande Valley is shaped by Native American settlements dating back thousands of years. This gateway feature represents lighting jutting upwards into the sky, an historic Native American motif. Constructed with the fine craftsmanship of Native American jewelry, the monument is lit with glowing black-light linear lighting hidden within the edges of the structure.

Landscape at Atrisco Vista

The ICE Plan identifies this area as “El Pedregal” or, the Rocky Place, due to the volcanic stone forms that are exposed along the escarpment. The gore (triangular) areas between the exit ramp and freeway are suitable places to create a remarkable landscape suited to the region’s climate and identity. The gore landscape area is remarkably large and suited for a bold geologic theme that is enjoyable day and night.

Gateway concept 1 - mechanical

Gateway concept 2 - Cactus

Gateway concept 3 - Arrow

Mitigation of Visual Clutter

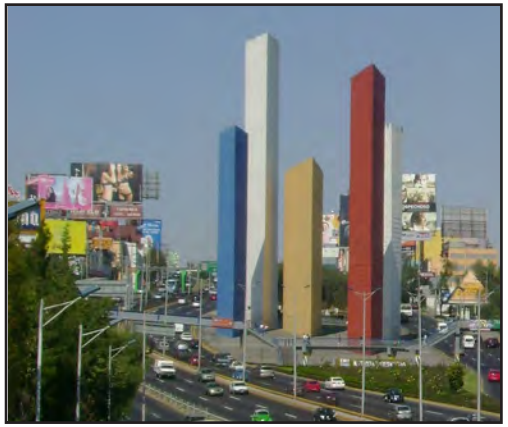
The design of gateways should be coordinated with other elements of the area to reduce visual clutter. The visual cluttering of views along West Central Avenue is primarily the result of multiple wireless telecommunication facilities (WTF) located at the escarpment edge, to the east of Atrisco Vista Boulevard. Mitigation of visual clutter will most quickly be addressed by actively enforcing existing Bernalillo County ordinances regarding wireless telecommunication facilities, specifically article 22.A.5 Colocation, and 22.A.8 View Corridors - to colocate and limit obstruction of views from WTFs.

A more ambitious approach may be to clad or wrap existing towers in materials that create vertical visual icons, drawing visitors onto West Central Avenue and into the city. A local example of this type of infrastructure improvement exists at Mesa del Sol (pictured to the right). Another concept executed 50 years ago by architect, Barragan, is a series of bold colored towers that have become icons in Mexico City. (pictured to the right)

Policy:

- Enforce existing WTF ordinance and provide incentives to consolidate existing cell towers.
- Provide incentives to co-locate cell towers and create iconic, structural gateway towers that also serve as gateways.

Mesa del Sol WTF



Mexico City towers

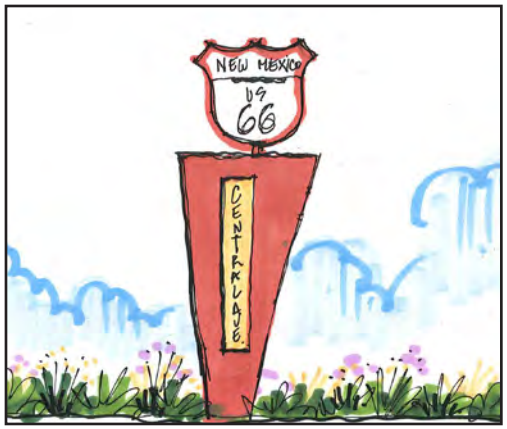
Feature Signage

The unique forms of Route 66 signage created a cultural iconography for the historic roadway. Additionally, Route 66 signs explored new lighting technologies such as neon, which made the nighttime experience of the roadway memorable. In recognition of these features, this sector plan recommends iconography that continues that tradition. These examples are to inspire designs for the length of the roadway and may be constructed by private landowners to act as icons to commercial developments.

This plan will complement the City of Albuquerque's efforts to revitalize Route 66. One way the City intends to achieve this is through the creation of a neon design overlay zone that provides incentives for businesses who install neon signage. This entire effort is to preserve the authenticity of the "Mother Road."

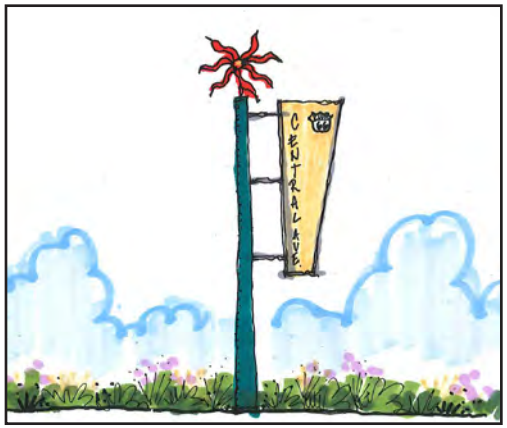
Policy:

- Neon signage is encouraged.
- Adopt a joint City/County Route 66 signage ordinance.

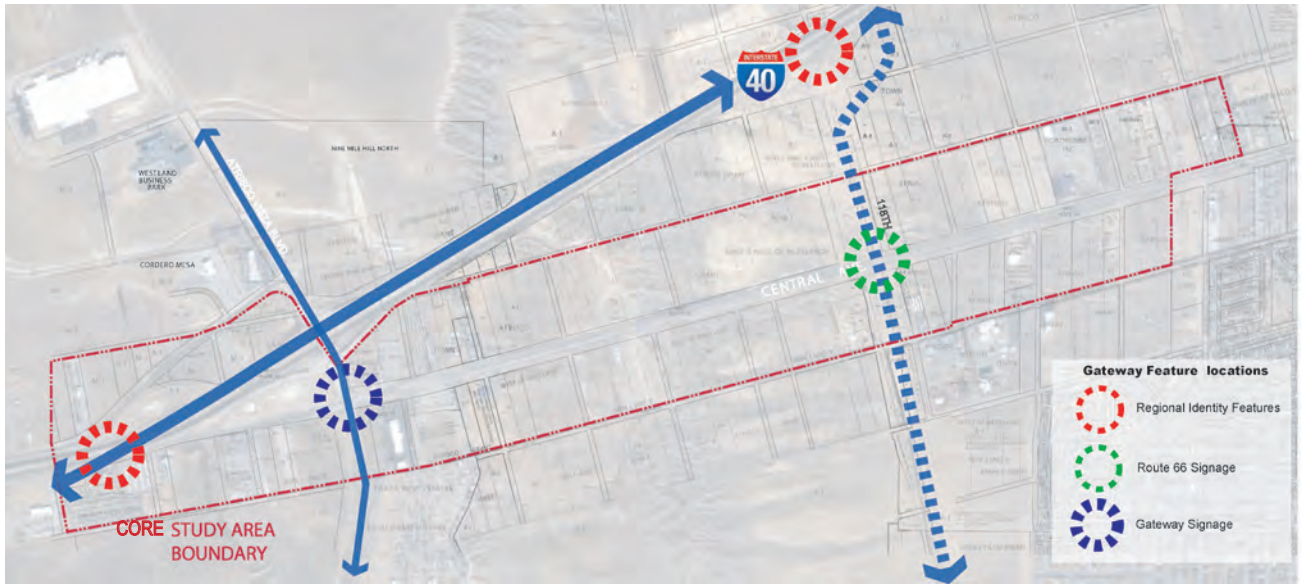


Signage concept

Signage concept



Signage concept



Potential gateway locations

Lighting

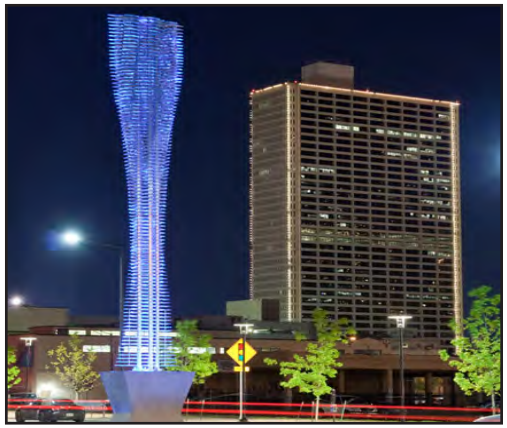
The experience of the Route 66 urban environment at night is perhaps the most memorable experience of travelling the corridor. Typical Route 66 lighting included neon lights, flashing lights, blinking lights, and lights arranged in a directional manner. In the interest of safety, intense blinking and flashing Route 66 lighting are not encouraged. However, neon lighting and lighting that mimics neon is encouraged to continue the Route 66 legacy. Coordinated atmospheric lighting schemes are encouraged for signage, building entries and facades. Fluorescent lighting behind polycarbonate panels is encouraged to be designed in such a way as to mimic Route 66 forms. It is recommended that light-emitting diode (LED) lighting be utilized for roadway and pedestrian lighting to eliminate the glow that is inherent in high pressure sodium lights. Building and signage lighting is recommended to be brighter, utilizing metal halide, neon and LED's for dramatic effects.

Policy

- Utilize dramatic lighting designs for landmarks and signage.
- Maintain consistent roadway and pedestrian lighting designs for the roadway between business nodes to help generate a theme along the corridor.
- Maintain compliance with night sky ordinances and the reduction of glare for vehicles and pedestrians.
- High contrast lighting strategies for landmarks and signage are encouraged. The use of neon, LED and under-glow lighting techniques are examples of lighting that satisfy this design criteria.

Neon building signage

Lighting accessory



Neon street sculpture

Sidewalks + Crosswalks

Pedestrian accessibility is integral to the creation of vibrant communities. It is achieved through the provision of safe and accessible routes that comply with accessibility standards. Further east of the plan area, Central Avenue contains some of the best public transportation options in the metropolitan area. Sidewalks and crosswalks within the corridor should allow for a simple, functional, safe, and attractive alternative to automobile use.

Policy

- Sidewalks along the length of the corridor should be designed to establish clear and safe pedestrian access. They should be separated from the street edge with a continuous landscape buffer and be a minimum of 5-feet in width. All pedestrian routes running parallel to Central Avenue vehicular roadways shall be located 3'-0" minimum from the back of curb and be 6'-0" minimum in width.

- Within the designated gateway areas, sidewalks should be widened to 12-feet and contain landscape features along the street edge to define the pedestrian realm. Additional features within the gateways can include items such as decorative paving patterns, public art, way-finding signage, and site furnishings.

- All pedestrian crosswalks at intersections shall be 12'-0" in width, be striped and signed per NMDOT, MUCTD, and local standards. All medians shall have a 12'-0" by 6'-0" minimum pedestrian refuge area at the nose of the median.

- Crosswalks within the corridor should utilize differing material, texture or painting patterns to delineate the pedestrian realm from the vehicular. These features help to alert vehicles of crossings and symbolize safety for pedestrians. Alternate textural warning strips utilizing concrete pavers or raised rumble strips are encouraged. All medians shall have a 6'-0" by 6'-0" minimum pedestrian refuge area.

Crosswalk signage

Crosswalk artwork

Sidewalk landscaping

Landscaping + Medians

The West Central Avenue corridor is dominated by four lanes of traffic, overhead transmission lines, and relatively little landscaping. Significant, long-lasting changes in the appearance and sustainability of the corridor will require special attention to landscape design within both the public right of way and the private realm. The design of the public right of way landscaping should reinforce the gateway character and Route 66 theming. New landscaping and development should also incorporate low impact storm water drainage techniques in the public right-of-way.

Policy

Safety

- Establish a separated bicycle/pedestrian trail on the northside of the corridor.
- Provide a physical separation or buffer between pedestrians on the sidewalk and vehicles in the street. Where trees cannot be part of that buffer due to utility conflicts, include wider bands or more densely pattern zones of understory plantings.
- Plant trees and understory landscaping on the sides of the arterial to provide a pleasant experience for pedestrians as well as an aesthetic improvement for drivers. This will also help to frame the views afforded from the corridor.

Streetscape

- Utilize landscape design that establishes a unique sense of entry into the metro area and adds value to the roadway and adjacent lots.
- Create a streetscape with visual consistency and presence that will reinforce the impression of development along the corridor.
- Consider making deliberate changes in tree selection, plant choices and/or patterning in the gateway areas in order to differentiate them from the general corridor. Along Central, the Chitalpas and Desert Willow will be the primary street tree.
- Provide shade along sidewalks and in public spaces in order to encourage use.

Low Impact Development

- Use plant material that will function and thrive in low impact development installations such as filter

Sidewalk with planting strip

Understory landscaping

Understory landscaping

strips, bio swales, water harvesting and detention areas, and permeable paving zones.

- Use native or regionally adapted plant materials that will thrive in local conditions with less fertilizer, water and maintenance.

- Consider extensive use of native plant materials that will support native pollinators.

Water harvesting

- To the greatest extent possible, planting areas adjacent to roadways, multiuse paths and walks will be designed to passively harvest water from impervious surfaces. Passive water harvesting designs do not negate the requirement for a fully controlled irrigation system for plant establishment.

Medians

- The existing medians are designed with an inverted crown to collect storm water and the design of medians shall take advantage of the existing crowned section of the roadway by passively harvesting water. So long as there are no curbs and gutters center medians shall passively harvest water from Central Avenue. Passive water harvesting landscape design shall slow, spread and infiltrate water through the use of constructed weirs, splash pools, swales, gabions, rock check dams or boulder retention.

Planting Strips

- Planting strips are defined as strips of land between the back of curb and paved pedestrian routes. These areas shall create a buffer between the roadway and pedestrians and at a minimum be mulched with filter fabric to minimize weed growth. Parkway areas more than 2’-0” wide shall be planted with hardy species capable of handling conditions adjacent to roadways. Planting strips less than 2’-0” wide shall not be planted.

Native plant materials

Water harvesting

Plant Material list:

Trees

- One-seed Juniper - Juniperus monosperma
- Arizona Cypress - Cupressus arizonica
- Desert Willow - Chilopsis linearis
- Chitalpa - Chitalpa tashkentensis
- Pinon Pine - Pinus edulis
- Oaks - Quercus fusiformus, gambelii, buckleyii
- New Mexico Olive - Forestiera neomexicana
- Mesquite - Prosopis spp.
- Crape Myrtle - Lagerstroemia indica
- Vitex - Vitex agnus-castus
- Mexican Elder - Sambucus caerulea neomexicana
- Texas ash - Fraxinus texensis

Shrubs

- Beargrass - Nolina spp.
- Apache Plume - Fallugia paradoxa
- Three Leaf Sumac - Rhus spp.
- Antelope Brittle bush - Asclepias asperula
- Chamisa - Chyrsothamus nauseosus
- Sand Sage - Artemisia spp.
- Dalea - Dalea fruitesences
- Hummingbird trumpet - Zauschneria garretti
- Turpentine Bush - Ericameria laricifolia
- Winterfat - Ceratoides lanata
- Austrian Copper Rose - Rosa foetida
- Mormon tea - Ephedra viridis

Succulents

- Red Yucca - Hesperfolia parvifolia
- Agave - Agave spp.
- Prickly Pear - Opuntia spp.
- Yucca spp. - Yucca elata, aliofolia
- Claret cup cactus - Echinocereus triglochidiatus

Desert Willow

One-seed Juniper

Yucca spp.

Grasses

- Muhly grass - Muhlenbergia spp.
- Indian Rice Grass -Oryzopsis hymenoides
- Sand Love Grass - Eragrostis trichodes
- Switchgrass - Panicum virgatum

Perennials

- Penstemon - Penstemon spp.
- Desert Marigold - Baileya mulitiradata
- Sulfur Buckwheat - Eriogonum umbellatum
- Paper Flower - Zinnia grandiflora

Seeding

- Albuquerque West Side Mix with Showy Plains and Juniper Hills wildflower mix by Curtis and Curtis

Switchgrass

Paper Flower

Penstemon

Prickly-pear

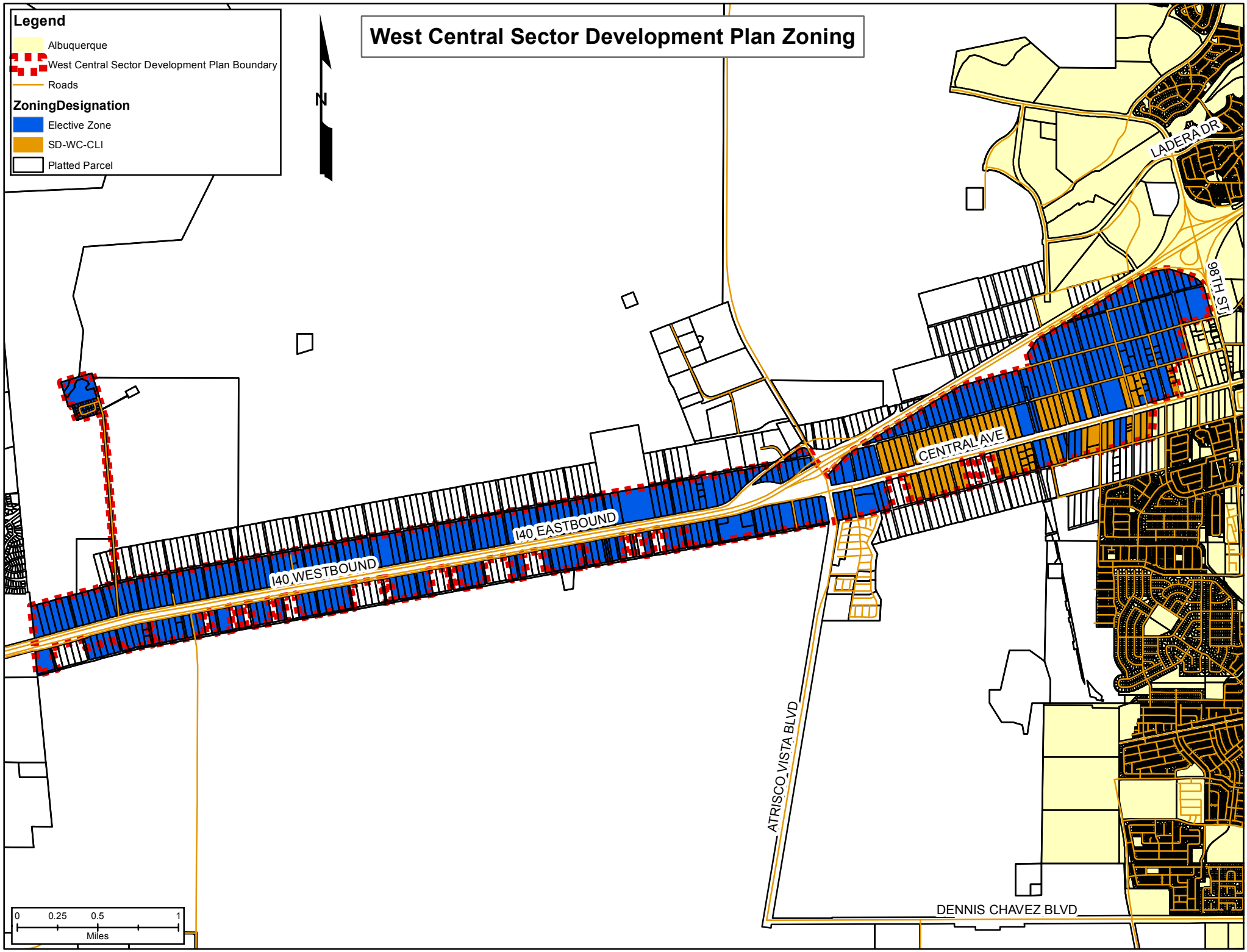
Dalea

5. Zoning

Zoning Ordinance

General Building Standards

West Central Sector Development Plan Zoning



Zone Map Amendments

The following lots will be Zoned All lots zoned WC_CLI with the adoption of this Plan A-1 in Bernalillo County jurisdiction North of Central Ave. to Volcano Rd. between 98th St. and Atrisco Vista Blvd. In addition, the lots zoned A-1 South of Central Avenue to Sunset Gardens, that are not located in the Santolina Master Plan will be zoned WC-CLI, with the adoption of this plan. Finally any lots shown on the map located on page 58 that shaded with Zone Change After Plan Adoption.

The remaining properties in the plan area will have the option to obtain the WC-CLI Zone after applying for and receiving a zone change.

The areas zoned WC-CLI with the adoption of this Plan and the remaining portion of the plan area properties eligible for the WC-CLI are indicated on zoning map, page 58-59.

Special Use Permits within the West Central Sector Development Plan

Existing Special Use Permits may remain and shall be regulated by the Zoning Code.

Special Use Permits for Permissive and Conditional Uses first listed in M-1 or M-2 zone that are not listed in the WC-CLI are not allowed. In addition, Special Use Permits for Prohibited Uses in the WC-CLI Zone are not allowed.

West Central Commercial /Light Industrial (WC-CLI)

Intent: Allow for a wide range of non-residential uses with baseline standards for minimum lot size, landscaping, screening, setbacks, building/structure heights and off-street parking. The West Central Commercial Light Industrial zone (WC-CLI) is based upon the County's existing C-LI Zone, with some modifications tailored to the conditions along West Central. The purpose of this zone is primarily for community commercial uses, light manufacturing, light fabricating, warehousing, wholesale distribution, and highway-related commercial uses.

1. Permissive uses

    a. Uses listed as permissive in the CLI portion of the Bernalillo County Zoning Code with the following additional uses:

        i. Hotels, motels, Resorts (with Full Service Sales on Premise);

        ii. Drive-in restaurants or refreshment stand as regulated in the C-2 Zone of County Zoning Code;

iii. Truck Plaza;

iv. Automotive Sales, Service including Auto Body Repair, Rental and Storage as regulated in the C-2 Zone except Truck or Road Tractors are allowed and size of vehicle is not restricted, disassembled/damaged vehicles awaiting repair must be screened by minimum 6 foot solid wall or fence;

v. Camp Ground complying with the design standards in Section 18 of the Zoning Code;

vi. Antennas used for emergency services limited to 65 feet in height;

vii. Signs as regulated in the C-2 Zone with the following exception;

1. Flashing, blinking, or revolving signs and signs with audible devices shall be prohibited.

2. Illuminated signs shall not exceed 320 Foot Lamberts.

2. Conditional uses include the following:

a. Uses listed as conditional in the C-LI zone of the Bernalillo County Zoning Code with the following addition:

i. Apartments as regulated in the R-2 Zone.

3. Prohibited uses include the following:

a. Amateur Radio Antenna/Towers.

4. Height Regulations:

a. The height of the buildings are not limited to 26 feet. Buildings over 26 feet shall fall within 45° angle plane drawn from the horizontal at the mean grade along the Northern lot line. East, South and West can be determined by planes drawn at a 60° angle from the related lot line or adjacent public right-of-way centerline or drainage way right-of-way centerline.

5. Setbacks: As allowed in the C-LI zone as regulated by the Zoning Code with the following exception;

    a. The minimum front yard setback is 10 feet.

6. Off- Street Parking: As regulated in Section 21 of County Zoning Code, and as further regulated in the design standards for off street parking of this chapter.

West Central Elective Zone

The West Central Elective Zone (Elective Zone) covers the properties as shown on the accompanying exhibit. The area covered includes properties that abut the frontage road on the south side of Interstate 40 and the parcels adjacent to the Interstate 40 Right of Way on the north side. The frontage road is the primary route to both the County Detention Facility and the Cerro Colorado landfill. Most of this land at this time is undeveloped and zoned A-1, agricultural. The intent of this Elective Zone is to provide these properties with the opportunity to "opt-in" on a property by property basis to the WC-CLI –West Central Commercial Light Industrial zone. The opt-in zoning will not impact the current zoning in the area.

Process for opting into the WC-CLI zoning.

The properties designated withing the Elective Area as shown in the accompanying exhibit (pages 58 and 59) can apply for a zone change from A-1, C-1 or M-1 to WC-CLI. Unlike typical zone change requests, the owners will have justification for the zone change as it is encouraged by this Plan. Property owners interested in a zone change should contact the Bernalillo County Planning Deapartment and request a pre-application meeting to understand the process and requirements.

Design Standards

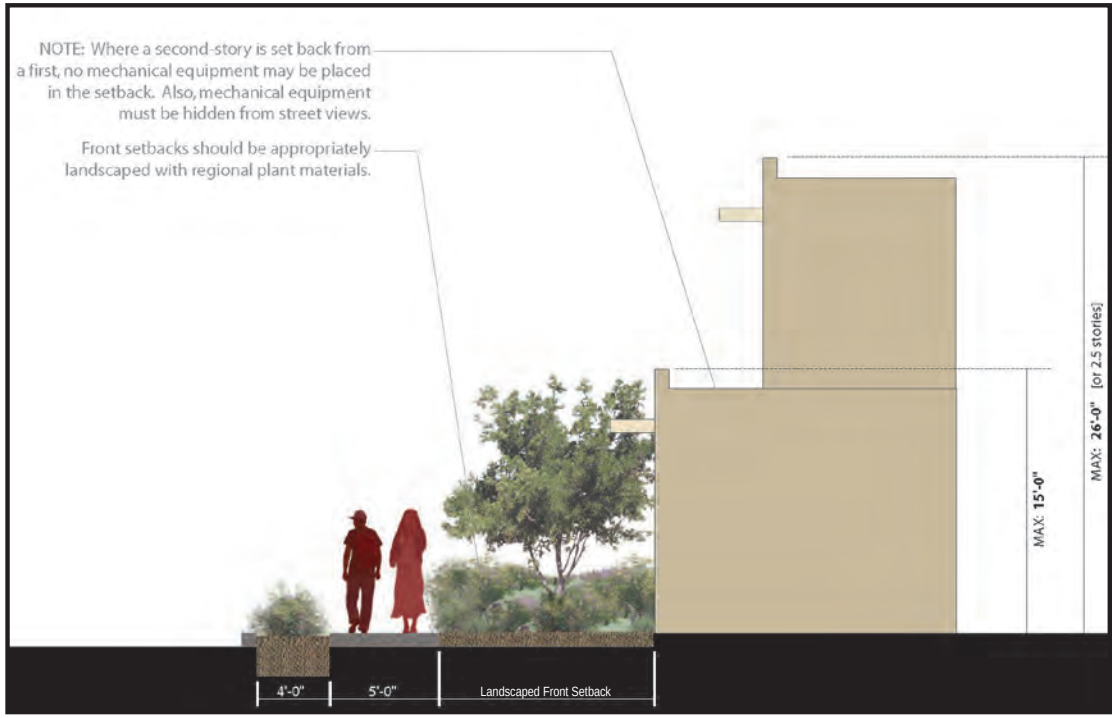
The following standards are intended to contribute toward: (1) the quality of the physical environment, (2) a unity of visual character, and (3) an overall West Central Corridor identity. Essential design considerations include basic massing (typically large areas of both solids and voids), proportions and materials, window fenestration, sun protection, screening of outdoor storage and the incorporation of terraces and other transitional exterior spaces at building entries.

1. Thresholds for application of design standards for WC-CLI shall apply to the following:

    a. Any addition to a building or structure that is 500 square feet or greater for properties within the WC-CLI zone;

    b. All new development in the WC-CLI zone;

    c. Any new Special Use Permit as determined by the Board of County Commissioners.



Illustrated general building standards

2. Definitions

    a. Major Façade-Any exterior facade that contains a primary entrance(s) or that fronts a public street.

    b. Primary Street-the street designated for the highest traffic load as determined by the Mid-Region Council of Governments Current Roadway Functional Classification System.

3. Building Design Standards.

    a. Architectural styles will be based on contemporary interpretations of Southwest regional designs.

        i. Multiple buildings on the same site shall be designed to create a cohesive visual relationship between buildings;

            1. If the existing building does not have a Southwest regional design the new building should incorporate as much of the Southwest style as possible, but not to the point where there is no visual relationship between the buildings.

    b. Building Entrances. Primary entrances along major facades shall be clearly defined with facade variations, porticos, roof variations, recesses or projections, or other integral building forms.

    c. Break up the Mass. Major facades greater than 100 feet in length shall break up building mass by including at least two of the following architectural features:

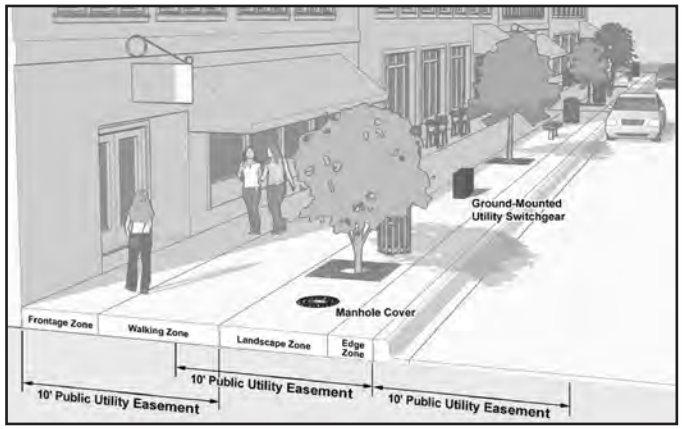
        i. Wall plane projections or recesses of at least 2 feet in depth, occurring at least every 100 feet and extending at least 25% of the length of the facade;

        ii. A vertical change in color, texture, or material occurring every 50 linear feet and extending at least 20% of the length of the facade;

        iii. An offset, reveal, pilaster, or projecting element, no less than two feet in width and projecting from the facade by at least six inches and repeating at minimum intervals of 30 feet;

        iv. Three dimensional cornice or base treatments;

        v. A change in visible roof plane or parapet height for every 100 feet in length, however, each distinct roof plane does not have to equal 100 feet in length;



PNM public utility easement diagram

d. Major facades shall incorporate at least one or a combination of the following features along no less than 50% of the length of the facade. Such features shall be distributed along the length of the facade in order to avoid creating a blank facade greater than 30 feet in length.

i. Display windows, provided the sill height does not exceed 45 inches above the finished floor and the overall glass height is a minimum of 48 inches. Where windows are provided, they shall not be mirrored or opaque along the ground floor.

ii. Doors/Entrances.

iii. Portals, arcades, canopies, trellises, awnings associated with windows do not have to comply with dimensions specified in (a) above), or other three dimensional elements that provide shade and/or weather protection.

iv. Raised planters a minimum of 12 inches and a maximum of 28 inches in height, located adjacent to the facade, with living, vegetative materials such as ornamental grasses, vines, spreading shrubs, flowers, or trees over at least 75% of the planter. Coverage shall be calculated from the mature spread of the plants.

v. A minimum 15-foot wide landscaped area planted adjacent to the facade. One shade tree for every 50 linear feet of facade shall be provided in the landscaped area. Shrubs and/or groundcover shall cover at least 75% of the landscaped area measured from the mature spread of the plants.

vi. Shade trees, provided at one tree for every 30 linear feet of the entire facade, which may be evenly spaced or clustered along the facade. Trees shall be placed within defined planting areas that have a minimum interior dimension of 36 square feet and a minimum width of four feet. Provision of trees will not fulfill off-street parking or street tree requirements.

4. Accessory Buildings. All accessory buildings visible from a public street shall be similar in color and material to the major building on a site.

5. Drive-Up Service Windows. Drive-up service windows shall be oriented away from pedestrian areas, residentially-zoned areas and public streets where possible. In cases where drive-up service windows face these areas, screening shall be provided. Screening may be in the form of walls, earth berms, or evergreen landscaping, or a combination thereof and shall be

Colored concrete plus stucco exterior finish

a minimum of three feet in height. Where walls are provided, a minimum 3-foot wide planting strip with live vegetation shall also be provided on the pedestrian or residential or public street side.

6. Gas Fueling Canopies. Gas fueling canopies and canopy fascia shall be similar in color and texture to the major building on a site. All under-canopy lighting shall be recessed so that no light lens projects below the canopy ceiling.

7. Building Color

    a. Applicants will be required to provide color samples at the time of application for building permit. The color samples shall be a minimum of three inches square and shall be consistent with the proposed building colors, including trim, accents, and primary building colors.

        i. Only low-reflective (Light reflectance value of less than 28) colors shall be used as primary building colors.

8. Walls and Fences

    a. Walls and fences along the public right-of-way shall not be placed between the property line and the landscaping buffer, except that walls not exceeding two (2) feet may be used to create visual interest but cannot screen more than 20% of the required landscape area.

    b. Colors on block and stucco walls visible from the street shall complement and/or coordinate with the main structure.

    c. Walls and fences used for screening purposes are not to exceed eight feet in height. Six feet or less is preferred. Trellises, arbors, and semi open structures are acceptable substitutions for solid walls if landscaping is used to enhance the visual buffer.

    d. Chain link fencing, chain link with slats, razor wire or concertina wire is prohibited along right-of-ways or properties with residential zoning.

    e. For walls, allowable material choices include burnished, split face or colored concrete masonry units (cmu), plain cmu with a stucco finish, stone or adobe bricks.

    f. For fencing, allowable materials include the following:

        i. Wood – coyote fences, peeled pole fences and picket fences

Coyote fencing, an example of a permissible fencing material

ii. Metal – tubular steel, wrought iron, and metal panel.

9. Landscape. Landscape shall comply with Section 19 of the Bernalillo County Zoning Code. The following are additional requirements:

   a. Where a building setback is provided along a right-of-way, it shall be landscaped, but the Zoning Code requirement for larger buffers along right of way if the lot is over an acre do apply in front of the building.

   b. Where properties abut public right-of-way:

      i. Trees two inches in caliper measured six inches above grade, or 10 - 12 feet in height, shall be planted every 30 feet on center. Trees may be clustered to accommodate driveways or public utility easements, as needed. (note you should consult with PNM if your landscape buffer is locate below power lines)

   c. Water harvesting (at a minimum, directing water to landscaped areas) is required in parking lots with more than 150 parking stalls.

10. Off-Street Parking. Sites shall comply with Section 21 of the Bernalillo County Zoning Code. The design of parking is a key consideration in creating a successful corridor. Adequate and convenient parking must be provided in a manner that does not make parking the predominant feature of an individual site.

   a. No more than one parking aisle shall be permitted in front setbacks. For existing development it may not be feasible to reduce the parking to one isle.

   b. Properties that are within 350 feet of a public transit system route shall be eligible for a 10% reduction in overall parking requirements.

   c. Parking areas over 150 stalls shall be divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees. Drainage shall be directed to planting areas to maximize percolation and reduce the need for irrigation.

   d. Loading areas shall be separated from automobile parking and screened from view from the primary right-of-way.

Parking area plantings

Parking area water harvesting.
Photo by Travis Lewis

12. Lighting

    a. Pole heights shall be a maximum of twenty-five feet high.

    b. All lighting fixtures shall be night sky/dark sky compliant.

    c. Lighting shall be located and shielded so that it does not shine off of the property

    d. Dark sky compliant lighting fixture

    e. Uplighting is prohibited.

    f. Lamps shall be metal halide or light-emitting diodes (LED).

13. Screening

    a. Roof-mounted mechanical equipment.

        i. Roof-mounted mechanical equipment shall be screened from the public right-of-way by parapet walls or structural features. The minimum height of the parapet walls or structural features shall be as follows:

            1. 42” if the roof top equipment is within 10 feet of the building wall;

            2. 30” if the roof top equipment is within 20 feet of the building wall;

            3. 18” if the roof top equipment is beyond 20 feet of the building wall.

    b. Wall-mounted mechanical and electrical equipment on major facades is discouraged. If used, it shall be screened by dense evergreen foliage or by other acceptable screening devices. Wall-mounted mechanical equipment on non-major facades shall be painted to match the color of the subject building or screened by other acceptable screening devices.

    c. Ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major facade shall be screened through use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.

Dark sky compliant lighting fixture

Brick plus translucent membrane screen wall